425 Winchester Boulevard Development

Transportation Analysis
Final Submittal

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation study evaluates transportation operations and site circulation conditions for the proposed 425 Winchester Boulevard project in the City of San José. The project site is in the City's Santana Row / Valley Fair Urban Village area located at the northwest corner of Winchester Boulevard and Olin Avenue. The project proposes to demolish the existing 425 Winchester gas station and construct a five-story mixed-use building consisting of 27 apartment dwelling units, 7,937 square-feet of retail, 4,540 square-feet of office, and up to 93 on-site parking spaces.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. 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 nine (9) study intersections near 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

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of retail, office, and residential mixed-use components. Per City guidelines, the retail and office components meet the screening criteria for VMT analysis exemption. The residential component did not meet the screening criteria due to the proposed parking exceeding the minimum parking requirement; therefore, the City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project.

The City's VMT per capita threshold for residential land uses is 10.12 while the VMT per employee threshold is 12.21 for general employment uses. For the surrounding land use area, the existing VMT is 8.8 per capita and 12.22 per employee. The proposed project is anticipated to generate a VMT per capita of 8.41 and a VMT per employee of 11.73. The evaluation tool estimates that the project would generate per capita and per employee VMT below the City's threshold and would not trigger a VMT impact.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including internal capture, location-based mode-share, and removal of existing driveway counts. Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 80 additional daily trips and 0 additional AM and PM peak hour trips to the roadway network. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 572 daily trips, 28 AM peak hour trips, and 56 PM peak hour vehicle trips.

Intersection Traffic Operations

Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, Project, and Cumulative condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project. The project is not anticipated to generate an adverse effect to the study intersections during the Project and Cumulative Plus Project scenarios.

The project is located in the I-280/Winchester Boulevard Interchange Transportation Development Policy. It is anticipated that the project will be required to contribute traffic fees towards the interchange improvement based on project peak hour trips that would traverse through the I-280/Winchester Boulevard NB off-ramp. It is anticipated that the project would be required to contribute traffic fees towards the interchange improvement based on six (6) PM project peak hour trips that would traverse through the I 280/Winchester Boulevard NB off-ramp.

Vehicle Site Access and Circulation

The 425 Winchester project provides on-site residential and commercial parking spaces at the basement level parking garage which is accessed by a 23-foot wide drive aisle and a driveway on Olin Avenue. The proposed parking supply provides 5 parking spaces on the ground floor, 34 parking spaces on level B1, and 54 parking spaces on level B2. The project will provide reserved parking spaces for office and commercial users on the ground floor and level B1 while residential tenants have assigned parking spaces on level B2. The project site plan is anticipated to satisfy the City's vehicle parking standard. It is recommended for delivery, loading, refuse, and emergency vehicle activity for the project to occur on Olin Avenue in areas where on-street parking is allowed.

Pedestrian and Bicycle Site Access and Circulation

Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access. Winchester Boulevard will be conditioned to provide 20-feet wide sidewalks with tree wells to satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. Olin Avenue will be conditioned to provide 10-feet wide sidewalks. The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row.

To optimize pedestrian and bicycle circulation, the project applicant will work with the City to install a crosswalk at the Winchester/Olin north intersection leg. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.

The main residential lobby and associated areas (e.g., front desk, stairs, elevators), would be located along Olin Avenue, and one flight of emergency exit stairs is located on the north side of the building with access to Winchester Boulevard. In addition, a long-term bicycle storage room located on the ground floor provides up to 24 bicycle parking spaces which satisfy the City's bicycle parking standard.

Transit Site Access and Circulation

The study area is served by Frequent Bus Route 23 and 60 as well as Rapid Bus Route 523 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Transit stops are located within walking a 2,000-foot walking distance from the project site at the Stevens Creek Boulevard / Winchester Boulevard and Winchester Boulevard / Olsen Drive intersections.

Neighborhood Interface

The Santana Row West development located southwest of the project site will implement traffic calming improvements for the Century/Winchester residential neighborhood to reduce cut-through traffic. Based on trip generation and distribution, it is anticipated that the project will not significantly increase cut-through traffic through the residential neighborhood and cause an adverse effect. In addition, the project is not anticipated to adversely affect the existing parking condition in the Century/Winchester neighborhood due to sufficient on-site project parking.

In coordination with City staff, the project will be required to contribute to the permanent traffic calming improvements per future analysis of the temporary improvements being installed by the Santana West Development. The project applicant will work with the City to determine a fair share contribution toward the permanent traffic calming improvements along Olin Avenue and at the Spar/Hanson intersection.

1 INTRODUCTION

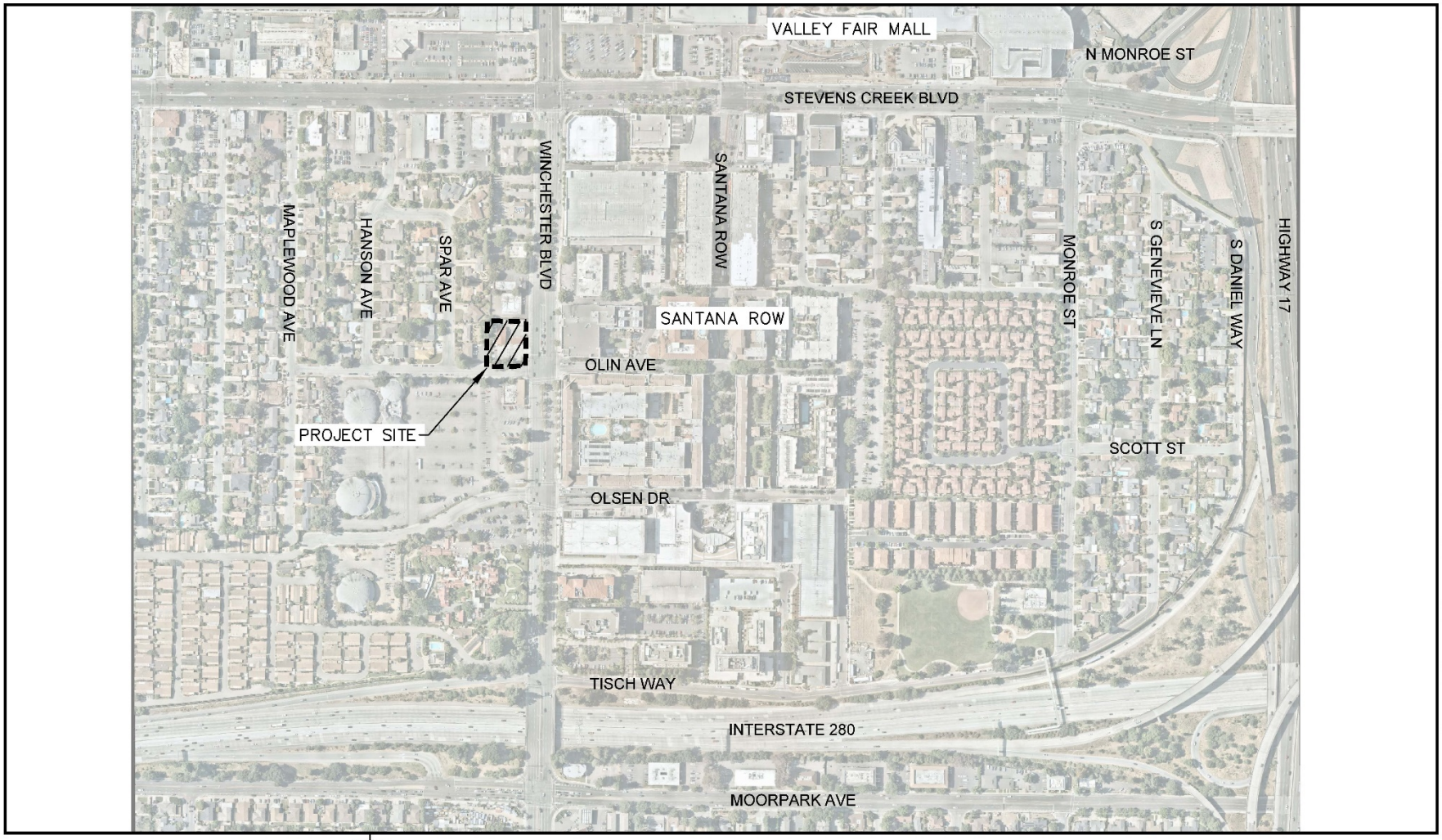
1.1 Project Description

This transportation analysis (TA) report evaluates transportation operations and site circulation conditions for the proposed 425 Winchester Boulevard project in the City of San José. The project site is in the City's Santana Row / Valley Fair Urban Village area located at the northwest corner of Winchester Boulevard and Olin Avenue. The project proposes to demolish the existing 425 Winchester gas station and construct a five-story mixed-use building consisting of 27 apartment dwelling units, 7,937 square-feet of retail, 4,540 square-feet of office, and up to 93 on-site parking spaces.

An overview map locating the project site is shown in **Figure 1**. Kimley-Horn was retained by KT Urban to provide a traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Impact Council Policy 5-1, the project will require preparation of a comprehensive Transportation Analysis (TA) per the 2018 San Jose Transportation Analysis Handbook. This TA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated 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. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

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 be required to provide a Local Transportation Analysis (LTA).

The proposed project, which is a mixed use development, would meet the retail and office screening criteria set forth in the City's Transportation Analysis Handbook. The residential component did not meet the screening criteria due to the proposed parking exceeding the minimum parking requirement; therefore, the City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project.

VMT Analysis Methodology

The City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The City's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

For this project, the CEQA transportation analysis was assessed using the San Jose VMT Evaluation Tool to determine the potential VMT impact from the project's description, location, land use attributes.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5.1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

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.

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.

City of San Jose VMT Threshold

The thresholds of significance for development projects, as established in the Transportation Analysis Policy are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. **Table 1** summarizes the City VMT thresholds of significance for development projects. For residential developments, project generated VMT that exceeds the existing citywide average VMT per capita minus fifteen (15) percent will create a significant adverse impact. For office developments, project generated VMT that exceeds the existing regional average VMT per employee minus fifteen (15) percent will also create a significant adverse impact.

Figure 2 and **Figure 3** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

Project Type	Significance Criteria	Current VMT Level	VMT 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)	12.21 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	Appripriate 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	Appripriate 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	Appripriate 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	Appripriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 2: VMT Per Capita Heat Map for Residential Uses

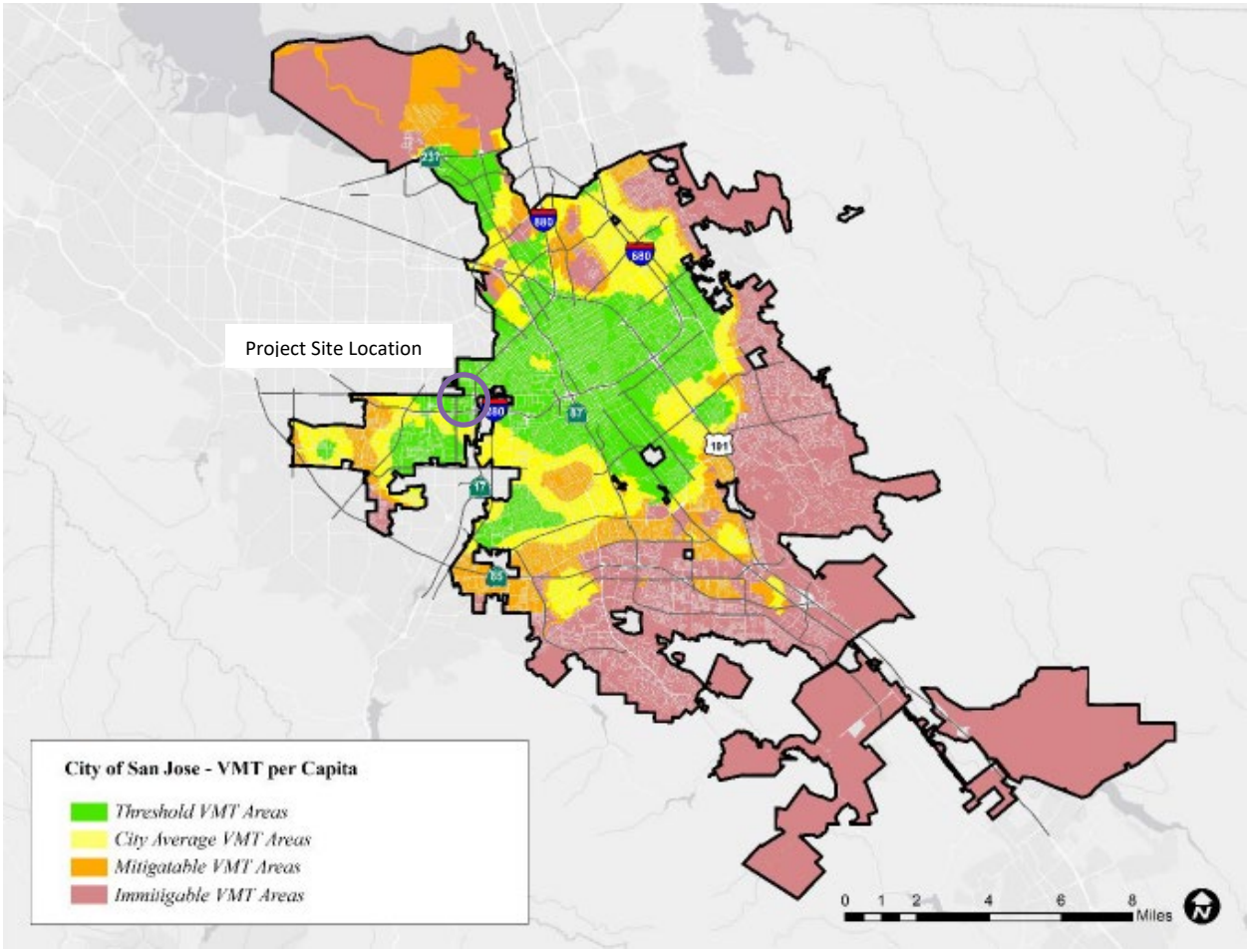
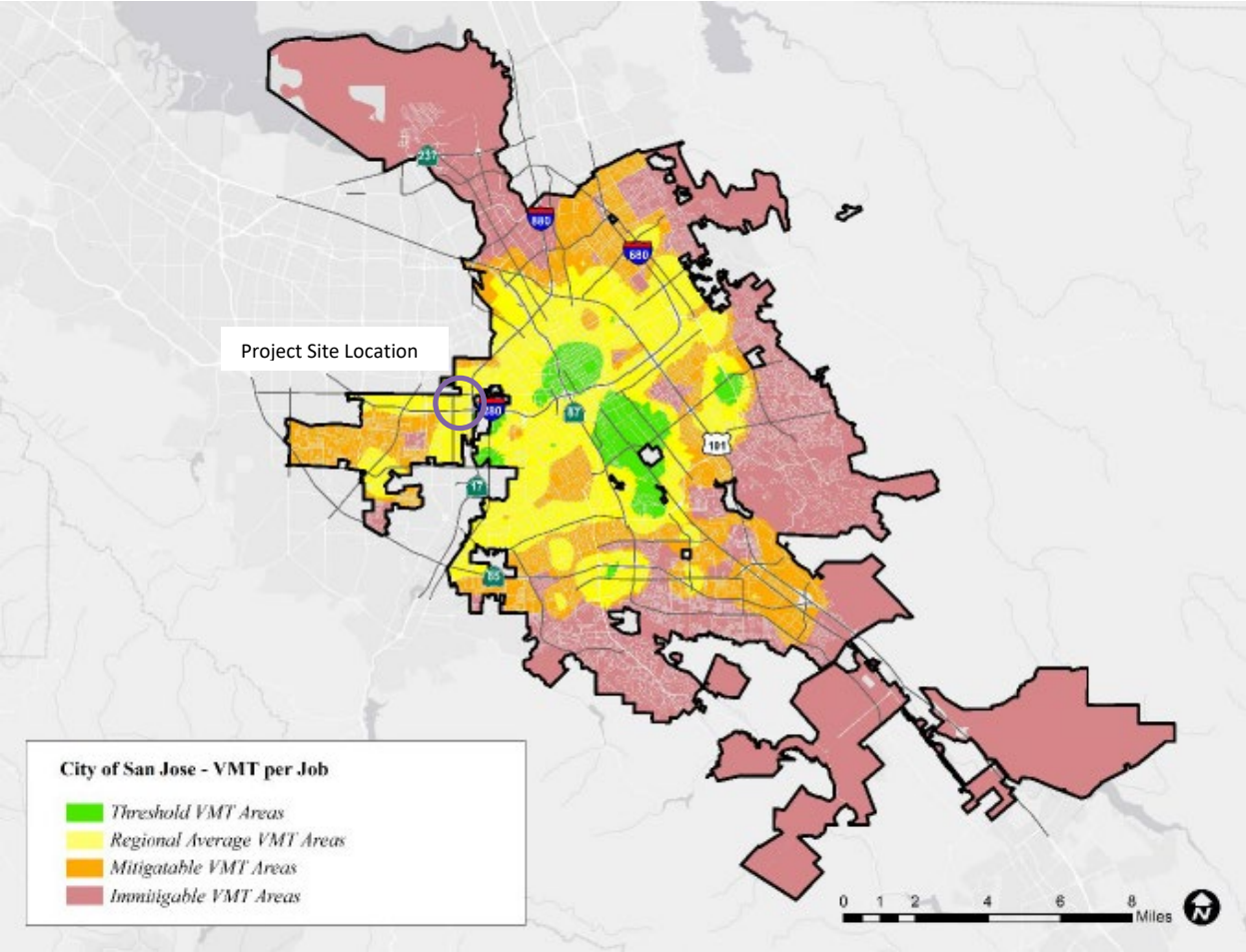


Figure 3: VMT Per Employee Heat Map for Office and Industrial Uses



1.3 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. A LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characteristics, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share;
3. Addresses issues related to operation and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

For this project, the LTA was assessed per the guidelines established in the 2018 San Jose Transportation Analysis Handbook and Transportation Analysis Workscope for 425 Winchester Boulevard dated June 3, 2019.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct

an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following nine (9) intersections studied in this TA are listed below.

1. Winchester Boulevard / Stevens Creek Boulevard (CMP)
2. Winchester Boulevard / Olin Avenue
3. Winchester Boulevard / Olsen Drive
4. Winchester Boulevard / Tisch Way / I-280 NB On-Ramp
5. Winchester Boulevard / Moorpark Avenue
6. Moorpark Avenue / I-280 SB Off-Ramp
7. Stevens Creek Boulevard / Santana Row
8. Stevens Creek Boulevard / Monroe Street
9. Stevens Creek Boulevard / I-880 SB Ramps

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control obtained from the City of San Jose 2016 CMP Annual Monitoring Report and supplemented with new 2019 turning movement counts conducted at selected intersections.

- **Background Conditions**: Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San Jose database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments in the vicinity of the project study area.

- **Background Plus Project Conditions**: Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed 425 Winchester project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

- **Cumulative Plus Project Conditions:** Peak-hour traffic volumes based on Background conditions including intersection geometry and traffic control from forecasted traffic growth from other proposed but pending developments. The net vehicle trips from the proposed 425 Winchester project are added to the Cumulative Plus Project roadway geometry and traffic control.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in

seconds. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

Project adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

CMP Intersection LOS Threshold

The County's operations standard for a CMP identified intersection is LOS "E". A project is anticipated to create a significant adverse effect on traffic conditions at a CMP signal if:

- LOS at the intersection degrades from and acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions; OR
- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4)

or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

1.4 Report Organization

This report has a total of six (6) chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis. Chapters 4, 5, and 6 describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.

2 EXISTING TRANSPORTATION 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 near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations are included as part of the Local Transportation Analysis (Chapters 4, 5, and 6).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the VMT Evaluation Tool and the project's APN, the existing VMT for employment uses in the project vicinity is 12.22 per employee, and the existing VMT for residential uses in the project vicinity is 8.8 per capita. The current regional average VMT for employment uses is 14.37 per employee and the citywide average VMT for residential uses is 11.91 per capita (see Table 1). Thus, the VMT levels of existing employment and residential uses in the project vicinity are less than the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

Winchester Boulevard is an arterial road in the north-south direction, extending from Lincoln Street in Santa Clara to Highway 9 in Los Gatos. Near the project site, Winchester Boulevard is a six-lane divided road with Class II bike lanes that provides direct access to major regional facilities and destinations including the Valley Fair Mall, Santana Row and I-280 freeway. On-street parking is restricted along Winchester Boulevard, and the proposed 425 Winchester project is located in the northwest corner of the Winchester Boulevard / Olin Avenue signalized intersection.

Winchester Boulevard is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the Winchester Boulevard corridor is planned to provide a minimum 15-foot sidewalk width along its frontage, minimize driveway cuts to minimize transit delay, and provide enhance shelters for transit services.

Stevens Creek Boulevard is an arterial road in the east-west direction, extending from West San Carlos Street in San Jose to Permanente Road in Cupertino. East of Winchester Boulevard and the project site, Stevens Creek Boulevard is a six-lane divided road that provides direct access to major regional facilities and destinations including the Valley Fair Mall, Santana Row and I-880 freeway. West of Winchester Boulevard, Stevens Creek serves as a commercial frontage for retail and office uses with a center turn lane and on-street parking.

Stevens Creek Boulevard is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the Stevens Creek Boulevard/San Carlos Street corridor is planned to have a Bus Rapid Transit (BRT) system operating between De Anza College in Cupertino and the Berryessa BART station in San Jose.

Olin Avenue is a two lane, east-west collector road that provides access to the proposed project, Santana Row, and residential neighborhoods west of Winchester Boulevard. The roadway is 40-feet wide, has a speed limit of 25 mph, and provides on-street parking west of Spar Avenue. On-street parking is prohibited between Spar Avenue and Winchester Boulevard.

Moorpark Avenue is an undivided arterial road in the east-west direction, extending from Lawrence Expressway in the west to Southwest Expressway in the east. Near the project site, Moorpark Avenue is a four-lane road that provides direct access to the I-280 freeway. An existing footbridge overcrossing extends over the I-280 freeway and provides bicycle and pedestrian access from Moorpark Avenue to Tisch Way.

Interstate 880 (I-880) is primarily a six-lane freeway that is aligned in a north-south orientation between Interstate 80 in Oakland and Interstate 280 in San Jose at which it transitions into Highway 17 to Santa Cruz. Access to the project site to and from I-880 is provided by nearby ramps at Stevens Creek Boulevard.

Interstate 280 (I-280) is an 8-lane freeway that connects with I-880 and travels in an east-west direction in the City of San José, even though the freeway is labeled as northbound and southbound. Access to and from the project site via the I-280 southbound direction is provided by ramp terminals at Moorpark Avenue while access for the I-280 northbound direction is provided via the Stevens Creek / I-880 ramp terminal. A future I-280 northbound off-ramp at Winchester Boulevard is planned per the I-280/Winchester Boulevard Interchange Area Transportation Development Policy.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian activity within the Santana Row / Valley Fair (SRVF) Urban Village area is substantial. Connected sidewalks at least six feet wide are available along all major roadways in the study area with adequate lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

An existing footbridge overcrossing extends over the I-280 freeway and provides bicycle and pedestrian access from Moorpark Avenue to Tisch Way.

Bicycle facilities in the area include Winchester Boulevard and Monroe Street which provide Class II bike lanes with buffered striping to separate the vehicle and bike travel way. Winchester Boulevard features green paint markings in potential conflict areas in both directions between Stevens Creek Boulevard and Tisch Way. Bicycle parking in the SRVF Urban Village area is limited with few available storage areas. No existing bike facilities are provided along Stevens Creek Boulevard. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on Stevens Creek Boulevard.

At the project site frontage, pedestrian features including pedestrian count down signal heads, ADA curb ramps, and marked crosswalks are provided for all legs of the signalized Winchester Blvd / Olin Avenue intersection. Overall, the existing sidewalks and pedestrian facilities adjacent to the project have good connectivity and provide pedestrians with routes to the surrounding land uses.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the project study area and the following Class II facility improvements would benefit the project.

- Monroe Street from Newhall Street to Tisch Way
- Moorpark Avenue from Williams Road to College Drive
- Winchester Boulevard from Moorpark Avenue to Payne Avenue
- Tisch Way from Winchester Boulevard to Monroe Avenue

2.4 Existing Transit Facilities

Transit services in the study area include shuttles and busses provided by the Santa Clara Valley Transportation Authority (VTA). Per the updated December 28, 2019 service schedule, the Santana Row / Valley Fair Urban Village area is served by the following major bus routes.

- Frequent Bus Route 23
  - De Anza College – Alum Rock Station via Stevens Creek
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Frequent Bus Route 60
  - Milpital BART – Winchester Station via SJC Airport
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Rapid Bus Route 523
  - Berryessa BART – Lockheed Martin via De Anza College
  - Limited stop service at frequent intervals – every 15 minutes or better during day times

Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 12 to 30 minutes. The study area is served by bus routes 23, 60, and 523 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. These bus routes also provide transit connections to the Valley Fair Transit Center, San Jose Diridon Station (Caltrain, ACE, Amtrak), Santa Clara Transit Center, VTA Light Rail stations, and Berryessa Transit Center (BART).

Bus stops with benches, shelters, and bus pullout amenities are provided within the project site and SRVF area. Transit stops are located within walking a 2,000-foot walking distance from the project site at the Stevens Creek Boulevard / Winchester Boulevard and Winchester Boulevard / Olsen Drive intersections.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following nine (9) intersections studied in this TA are listed below.

1. Winchester Boulevard / Stevens Creek Boulevard (CMP Intersection)
2. Winchester Boulevard / Olin Avenue
3. Winchester Boulevard / Olsen Drive
4. Winchester Boulevard / Tisch Way / I-280 NB On-Ramp

5. Winchester Boulevard / Moorpark Avenue (CMP Intersection)
6. Moorpark Avenue / I-280 SB Off-Ramp
7. Stevens Creek Boulevard / Santana Row
8. Stevens Creek Boulevard / Monroe Street
9. Stevens Creek Boulevard / I-880 SB Ramps

2.6 Existing Field Observations

Field observations did reveal some traffic related congestion adjacent to the project. During the AM peak hour, southbound traffic heading to the I-280 NB On-ramp is congested on Winchester Boulevard. Southbound vehicle queues on Winchester Boulevard extend from the I-280 on-ramp intersection to Olsen Drive. During the PM peak period, traffic is heavy on Stevens Creek Boulevard in both the eastbound and westbound directions. Vehicle queues at the Stevens Creek Boulevard / Winchester Boulevard intersection typically spill past the left and right turn pockets.

2.7 Century/Winchester Residential Parking Program

On-street parking in the Century/Winchester neighborhood is restricted to residential permit parking through the City of San Jose Residential Parking Program (RPP) to limit the intrusion of outside vehicles from adversely affecting the neighborhood's own parking demand. Residents who live or own in the designated RPP area can apply for a parking permit through the City's department of transportation. The RPP zone for the Century/Winchester neighborhood includes Maplewood Avenue, Hanson Avenue, and Spar Avenue, and each street is enforced with posted signs for permit parking only.

2.8 I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The proposed I-280/Winchester Boulevard interchange area Transportation Development Policy (TDP) provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future development such as the proposed project and the City's Urban Village plans. The I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges serve as the primary access points to regional freeway facilities in the project area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges currently experience traffic congestion during the peak commute hours. The corridors include two Protected Intersections that are currently and projected to continue to operate below the City's standard Level of Service Policy at which there are no further vehicular capacity improvements available.

The TDP proposes to provide partial funding, via a traffic fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek Boulevard and Stevens Creek Boulevard corridors. The traffic fee will be based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development.

On June 4, 2015, the Santa Clara Valley Transportation Authority voted to authorize the General Manager to negotiate and enter into cooperative agreements with California Department of Transportation (Caltrans), local jurisdictions, and regulatory agencies, covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Winchester

Boulevard Improvements Project.

The I-280/I-880/Stevens Creek Boulevard Interchange Improvement Project, which has been completed, originally included a ramp connection from I-280 to Winchester Boulevard. However, in 2011, the Winchester Boulevard connection ramp was removed from the I-280/I-880/ Stevens Creek Boulevard Interchange Improvement Project due to a lack of acceptance of the two design options under consideration. Due to the continued development interest in the vicinity of the I-280/Winchester area, VTA is moving forward with the I-280/Winchester Boulevard Improvement Project to make a second effort to develop a long-term solution for the area that improves access, addresses traffic operations and relieves congestion.

VTA has incrementally secured $750,000 in funding for this project. First, in November 2013, the VTA Board of Directors approved the allocation of $250,000 towards this project from VTA's local program reserve fund. Then, in February 2015, the Board of Directors adopted a Resolution of Local Support to execute a grant agreement with the Metropolitan Transportation Commission (MTC) for $500,000 in funding from the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs allocated through the Regional Strategic Investment (RSI) for the I-280/Winchester Boulevard Improvement Project.

A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. Based on project peak hour trips that would traverse through the I-280/Winchester Boulevard interchange, it is anticipated that the project would be required to contribute traffic fees towards the interchange improvement.

3 CEQA TRANSPORTATION ANALYSIS

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and the mitigation measures to reduce a VMT impact.

3.1 Project VMT Analysis

A VMT analysis was used to evaluate the 425 Winchester project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a mixed-use project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location. The project's retail and office component would satisfy the following screening criteria for VMT analysis exemption:

- Small Infill Projects – Office of 10,000 square-feet of gross floor area
- Local Serving Retail – Retail of 100,00 square-feet of total gross floor area or less without drive-through operations

Conversely the residential component does not satisfy all of the City's residential project screening criteria due to exceeding the minimum parking requirement as described below.

- Residential Parking – No more than the minimum number of parking spaces required as defined in Title 20 of the San Jose Municipal Code.
- Based on the project description, City municipal code requires 44 minimum parking spaces for the residential component. The project provides up to 54 parking spaces for residential use (See Section 6.6 Vehicle and Bicycle Parking of this report)

The City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project's residential component. The VMT Evaluation Tool calculates the per-capita and per-employee VMT for the half-mile radius surrounding the project site, as calculated using the City's travel demand model and adjusted to the parcel level. For projects that would trigger a VMT impact, VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be used to mitigate the VMT impact which is estimated from research literature and case studies.

The proposed project was evaluated in the VMT tool assuming development of 27 multi-family residential units on the 0.55-acre parcel. For full disclosure purposes, the 8,128 square-feet of retail and 4,737 square-feet of office project uses were included in the VMT tool even though these components satisfy the City's screening criteria for exemption. The project will be coordinating infrastructure improvements such as traffic calming measures and pedestrian facilities with the City which are also identified VMT reduction strategies in the evaluation tool. These multi-modal improvements are described in Section 6 of this report.

The City's VMT per capita threshold for residential land uses is 10.12. For the surrounding land use area, the existing VMT is 8.8. The proposed project is anticipated to generate a VMT per capita of 8.41. The evaluation tool estimates that the project would generate per capita VMT below the City's threshold and would not trigger a VMT impact.

For informational purposes, the City's VMT per worker threshold for general employments land uses is 12.21. For the surrounding land use area, the existing VMT is 12.22. The proposed project is anticipated to generate a VMT per worker of 11.73. The evaluation tool estimates that the project would generate per worker VMT below the City's threshold and would not trigger a VMT impact.

3.2 VMT Reduction and Mitigation Measures

Projects must propose measures to reduce project VMT or mitigate a CEQA transportation impact if identified. Projects may select a combination of measures from the four VMT reduction strategies described in Section 3.6 of the Transportation Analysis Handbook which include project characteristics, multimodal improvements, parking, and TDM. When project VMT exceeds the thresholds of significance, the project will need to mitigate its CEQA transportation impact.

Since the project does not trigger a VMT impact, CEQA / VMT mitigation measures are not anticipated for the project.

A summary output of the project VMT using the City's Evaluation Tool is presented in **Figure 4** and the **Appendices**.

Figure 4: San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	425 Winchester Blvd - The Olin	Tool Version:	2/29/2019
Location:	425 South Winchester Boulevard	Date:	12/3/2019
Parcel:	30339044 Parcel Type: Urban Low Transit		

Proposed Parking Spaces Vehicles: 115 Bicycles: 24

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	27 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	27 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	4.737 KSF		
Retail:	8.128 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	10
With Project Density (DU/Residential Acres in half-mile buffer)	10
Increase Development Diversity	
Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.84
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)	49
With Project Density (Jobs/Commercial Acres in half-mile buffer)	49

Tier 2 - Multimodal Infrastructure

Traffic Calming Measures *(In Coordination with SJ)*	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements *(In Coordination with SJ)*	
Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

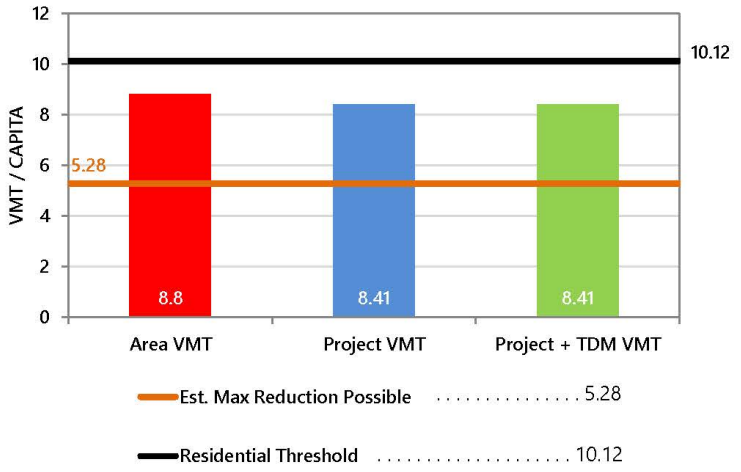
Tier 4 - TDM Programs

Page 1 of 2

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

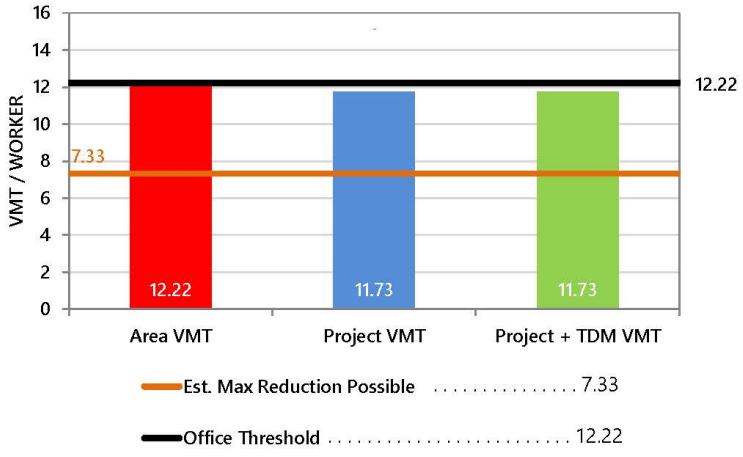
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



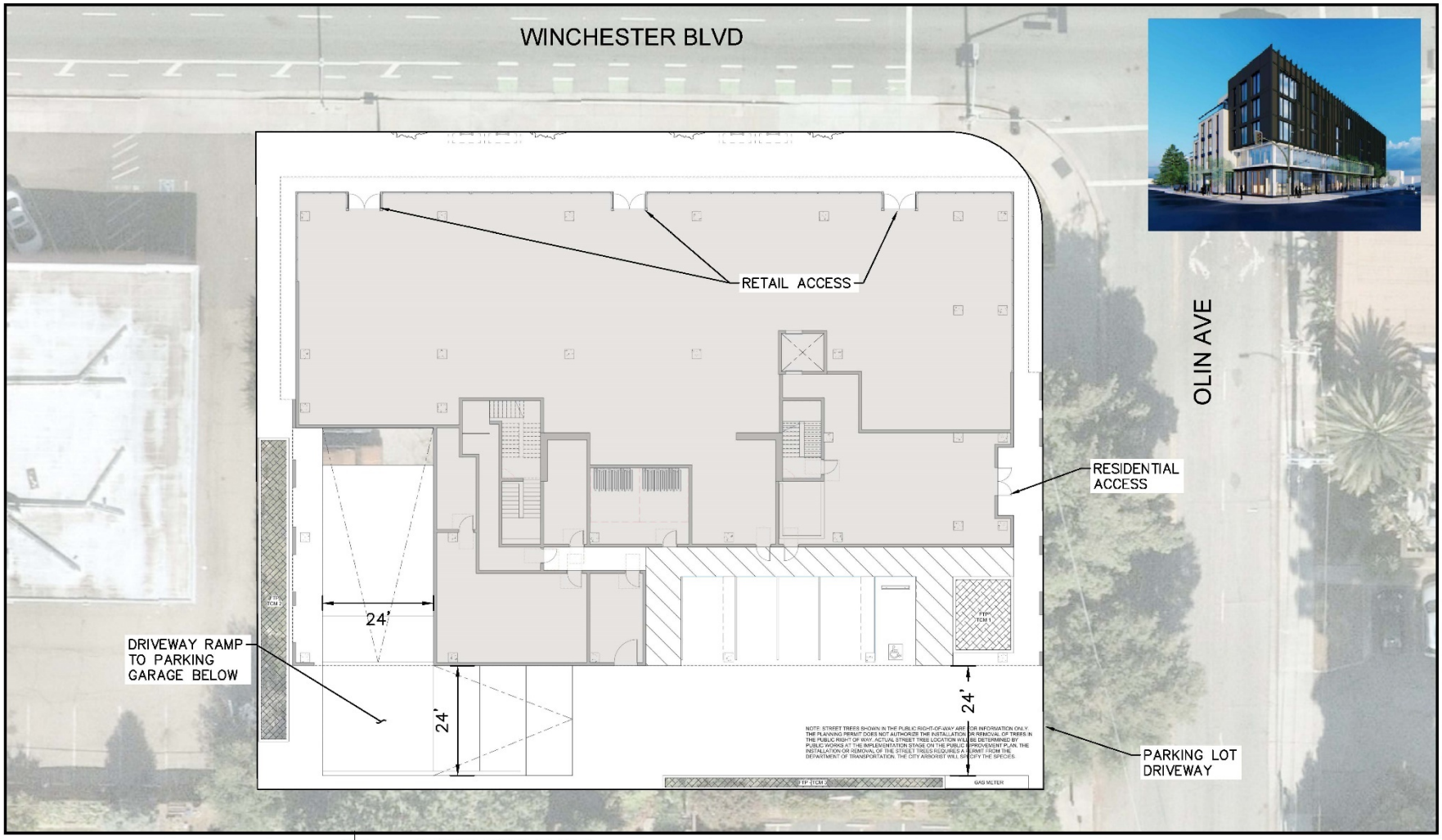
4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

4.1 Project Site Plan

Based on the most recent 2019 site plan provided by C2K Architecture, the proposed 425 Winchester Blvd project consists of a five-story multi-use building with 27 dwelling units, 8,128 square-feet of retail, and 4,737 square-feet of office. A bike storage room with a maximum capacity of 24 bike spaces is provided on the ground floor. The project also provides up to 115 on-site vehicle parking spaces on the ground floor, basement level 1, and basement level 2 which are accessed by a driveway on Olin Avenue. The project site plan is presented in **Figure 5** and the **Appendices**.

Figure 5: Project Site Plan



4.2 Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the unknown future tenants for the retail uses as mentioned in the project description, the following ITE land uses were conservatively applied to the proposed 425 Winchester development:

- ITE 220 Multi-Family Housing (Low-Rise) – 27 proposed dwelling units (studio and 1-3 BM DU)
- ITE 712 Small Office Building – 4,540 square feet office use (tenant use to be determined)
- ITE 820 Shopping Center – 7,937 square feet retail use (tenant use to be determined)

Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 572 daily trips, 28 AM peak hour trips, and 56 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 14 trips are inbound to the project and 14 trips are outbound from the project. For the PM peak hour trips, approximately 27 trips are inbound while 29 trips are outbound.

Per the per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits can be applied to the project. For mixed-use projects, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. A 3% VTA mixed-use reduction was applied off the smaller office land use project trip generator due to the project having both housing and employment components.

A location-based mode share trip reduction credit was also applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as an "Urban Low-Transit" place with a vehicle mode share of 87 percent for residential and retail land uses and a 91 percent mode share for office uses. Therefore, a 9% mode share trip reduction credit was applied to the office use while a 13% mode share trip reduction credit was applied to the residential and retail uses.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For residential projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. The proposed project is anticipated to generate a residential VMT per capita of 8.41 from the City's VMT Evaluation Tool; however, a VMT vehicle-trip reduction credit was not applied to the project.

Gross vehicle trips for the proposed project (including trip adjustments) is anticipated to generate a gross total of 496 daily trips, 24 AM peak hour trips, and 49 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 11 trips are inbound to the project and 13 trips are outbound from the project. For the PM peak hour trips, approximately 24 trips are inbound while 25 trips are outbound.

The project will also involve demolishing the existing gasoline station at 425 Winchester Boulevard and the demolished land use would be eligible for an existing use trip credit. The existing use trip credit was determined from peak hour driveway counts collected at the existing gas station driveways.

Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 80 additional daily trips, 0 AM, and 0 PM peak hour trips to the roadway network. **Table 3** provides a summary of the proposed trip generation and trip reductions.

Table 3: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (ITE)								
Multi-Family Housing (Low-Rise) [ITE 220]	Per DU	7.32	0.46	23%	77%	0.56	63%	37%
Small Office Building [ITE 712]	Per KSF	16.19	1.92	83%	17%	2.45	32%	68%
Shopping Center [ITE 820]	Per KSF	37.75	0.94	62%	38%	3.81	48%	52%
Residential - 425 Winchester								
1. Baseline Trips - ITE 220	27.00 DU	198	12	3	9	15	9	6
2. Internal Trip Adjustments - VTA Internal Capture	-3% Office	(2)	0	0	0	0	0	0
3. Location-Based Mode Share - Urban Low Transit	-13% Resi	(26)	(2)	(1)	(1)	(2)	(1)	(1)
Residential Gross Project Vehicle-Trips		**170**	**10**	**2**	**8**	**13**	**8**	**5**
Office - 425 Winchester								
1. Baseline Trips - ITE 712	4.54 KSF	74	9	7	2	11	4	7
2. Internal Trip Adjustments - VTA Internal Capture	-3% Office	(2)	0	0	0	0	0	0
3. Location-Based Mode Share - Urban Low Transit	-9% Office	(7)	(1)	(1)	0	(1)	0	(1)
Office Gross Project Vehicle-Trips		**65**	**8**	**6**	**2**	**10**	**4**	**6**
Retail - 425 Winchester								
1. Baseline Trips - ITE 820	7.94 KSF	300	7	4	3	30	14	16
3. Location-Based Mode Share - Urban Low Transit	-13% Retail	(39)	(1)	(1)	0	(4)	(2)	(2)
Retail Gross Project Vehicle-Trips		**261**	**6**	**3**	**3**	**26**	**12**	**14**
Existing Land Use Trip Adjustments								
1. Existing Use Credit - Gas Station Driveway Counts		(850)	(85)	(44)	(41)	(154)	(74)	(80)
2. Pass-by / Diverted Link Trips - Gas Station [ITE 944]	58% AM 42% PM	425	50	26	24	66	32	34
Existing Land Use Trip Adjustment Subtotal		**(425)**	**(35)**	**(18)**	**(17)**	**(88)**	**(42)**	**(46)**
Total Project Trips								
BASELINE PROJECT VEHICLE TRIPS		**572**	**28**	**14**	**14**	**56**	**27**	**29**
GROSS PROJECT VEHICLE TRIPS		**496**	**24**	**11**	**13**	**49**	**24**	**25**
NET PROJECT VEHICLE TRIPS		**71**	**(11)**	**(7)**	**(4)**	**(39)**	**(18)**	**(21)**
NET PROJECT VEHICLE TRIPS (FOR ANALYSIS)		**80**	**0**	**0**	**0**	**0**	**0**	**0**

Notes:

Proposed land uses based on latest site plan from C2K Architecture (5/15/2019)

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

A Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Urban Low-Transit" area. A 13% reduction was applied to residential and retail uses while a 9% reduction was applied to office uses.

A 3% VTA Mixed-Use reduction was applied off of the smaller office land use trip generator for the project with housing and employment components per Santa Clara VTA TIA Guidelines 2014. The same number of trips were subtracted from the larger generator to account for both trip ends.

Vehicle trip credit for gasoline/service station to be demolished based on existing driveway counts (8/27/2019). Pass-by/Diverted trip reduction applied to existing site per ITE 944 rates for Gasoline Service Station. Driveway counts are comparable to ITE 944 rates with 8 fueling positions.

4.3 Project Trip Distribution and Assignment

Due to the nature of the proposed development, most residential, retail, and office vehicle project trips are anticipated to access the Santana Row / Valley Fair Urban Village area and the I-280 and I-880 regional freeways. Trip distribution and assignment for the 425 Winchester project was assumed based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- Santana Row
- Valley Fair Mall
- Winchester Blvd North
- Stevens Creek Blvd West
- I-280 South
- I-880 North
- Winchester Blvd South
- I-280 North
- I-880 South
- Stevens Creek Blvd East

Based on the above assumptions, the following describes the trip generation percentages and assignment for the project study area.

Santana Row – Total 5% inbound and total 5% outbound. 2.5% inbound/outbound from Olin Avenue and 2.5% inbound/outbound from Olsen Drive.

Valley Fair Mall – Total 5% inbound and total 5% outbound. 2.5% inbound/outbound Santana Row/Valley Fair driveway and 2.5% inbound/outbound from Monroe Street.

Winchester Boulevard North – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Winchester Boulevard north of Stevens Creek Boulevard.

Winchester Boulevard South – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Winchester Boulevard south of Moorpark Avenue.

Stevens Creek Boulevard East – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Stevens Creek Boulevard east of I-880 NB Ramps.

Stevens Creek Boulevard West – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Stevens Creek Boulevard west of Winchester Boulevard.

I-280 South – Total 15% inbound and total 15% outbound. 15% inbound from I-880 NB off-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection. 15% outbound to I-880 SB on-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection.

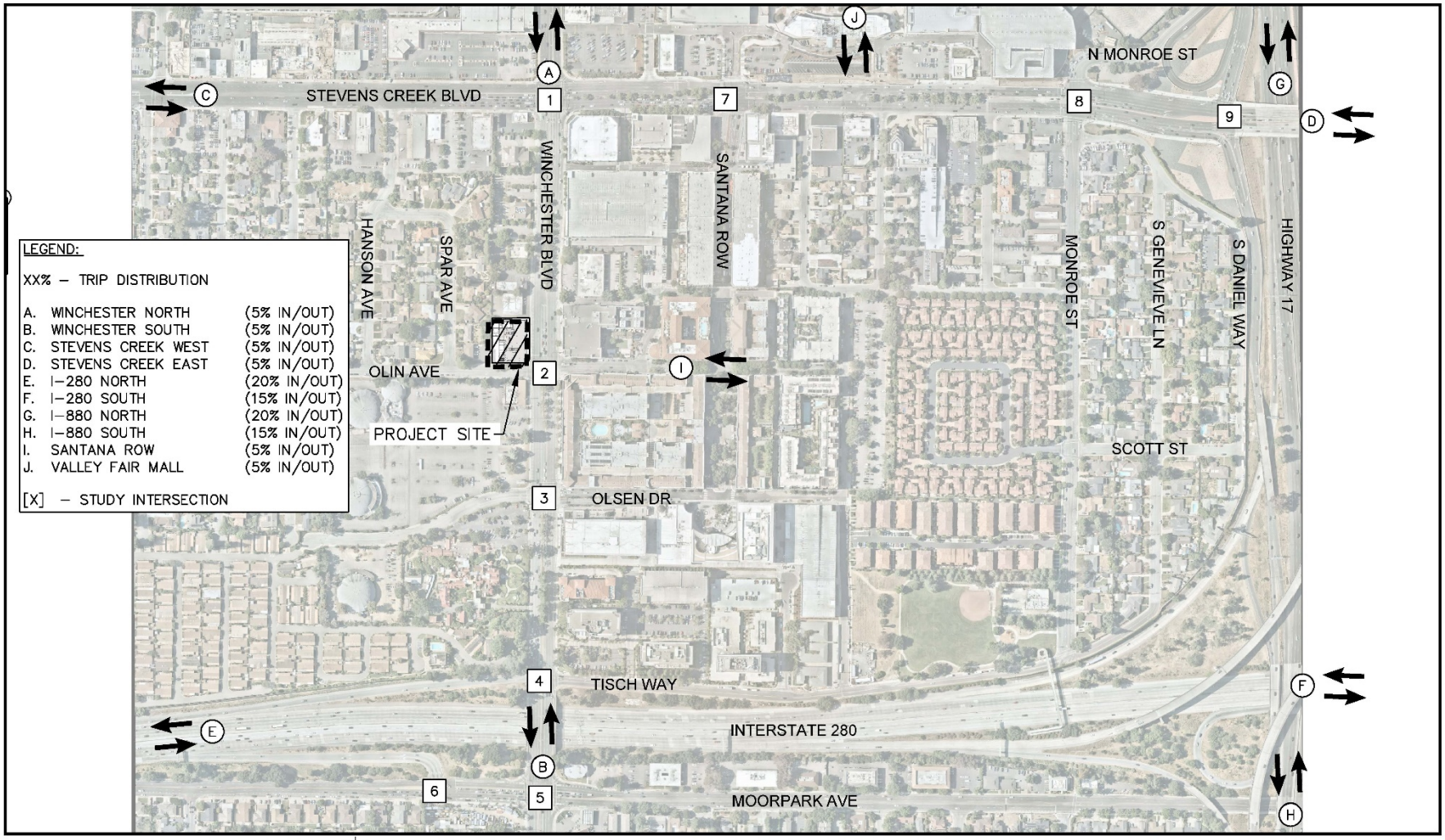
I-280 North – Total 20% inbound and 20% outbound. 20% inbound from I-280 SB off-ramp at the Moorpark Ave / I-280 SB ramp intersection. 20% outbound to I-280 NB on-ramp at the Winchester Blvd / Tisch Way / I-280 NB ramp intersection.

I-880 North – Total 20% inbound and 20% outbound. 20% inbound from I-880 SB off-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection. 20% outbound to I-880 NB on-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection.

I-880 South – Total 15% inbound and 15% outbound. 15% inbound from I-880 NB off-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection. 15% outbound to I-880 SB on-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection.

The net project trip assignment and distribution for the project is presented in **Figure 6** and **Figure 7**. For informational purposes only, the gross project trip assignment is shown in **Figure 8.** The project driveway on Olin Avenue will provide full access to the site. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 6: Project Trip Distribution



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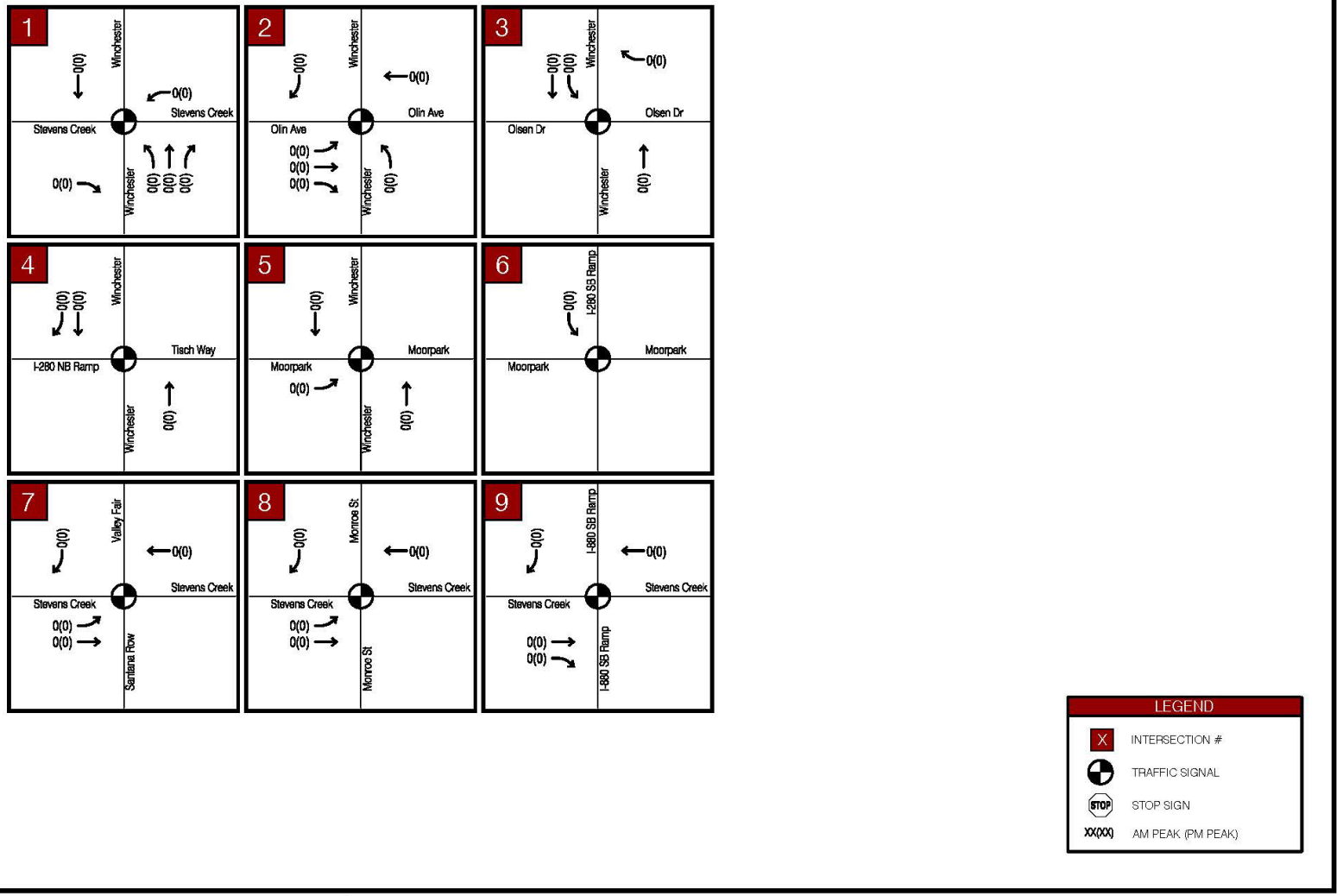
PROJECT TRIP DISTRIBUTION, & ASSIGNMENT

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 7: Net Project Assignment



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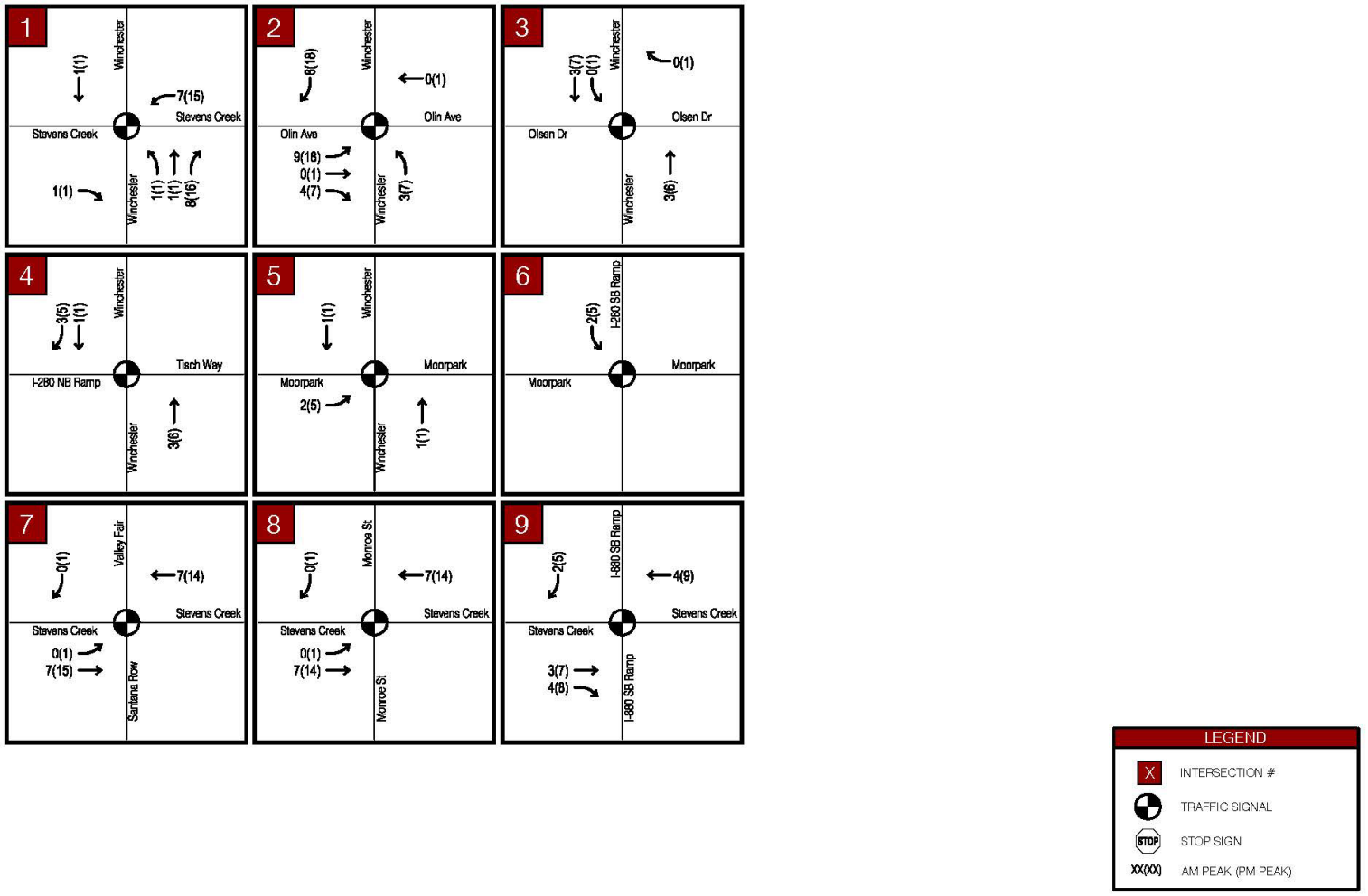
NET PROJECT TRIPS PEAK HOUR VOLUMES

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 8: Gross Project Assignment (Informational Only)



NORTH

GROSS PROJECT TRIPS PEAK HOUR VOLUMES

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425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for existing, background, project, and cumulative conditions, intersection vehicle queuing analysis, and mitigation measures for any adverse effects to intersection level of service caused by the project.

5.1 Existing Conditions Analysis:

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from the City of San Jose 2016 CMP Annual Monitoring Report and supplemented with turning movement counts collected at selected intersections on August 27, 2019. These counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Where imbalances occurred, volumes were conservatively increased slightly above what was counted in the field. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 9** and **Figure 10**.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 4**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendices**.

Table 4: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Jurisdiction	Existing Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	C	33.2	0.528	33.0	D	46.7	0.718	52.9
2	Winchester Blvd / Olin Ave	D	SJ	B	15.3	0.237	13.6	C	22.9	0.354	17.3
3	Winchester Blvd / Olsen Dr	D	SJ	C	29.5	0.391	30.8	C	34.0	0.455	37.5
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	C	25.6	0.764	41.7	D	35.1	0.697	44.3
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	40.1	0.756	44.9	D	42.9	0.734	49.3
6	Moorpark Ave / I-280 SB Off-Ramp	D	SJ	B	11.5	0.450	12.0	B	12.9	0.451	13.1
7	Stevens Creek Blvd / Santana Row	D	SJ	B	14.8	0.446	11.2	C	26.3	0.504	31.9
8	Stevens Creek Blvd / Monroe St	D	SJ	C	21.2	0.603	21.7	C	32.5	0.545	35.0
9	Stevens Creek Blvd / I-880 SB Ramps	D	SJ	C	24.2	0.539	21.8	C	23.4	0.493	35.5

As shown above, the study intersections are operating at acceptable LOS during the AM and PM peak hour under Existing conditions.

5.2 Background Conditions Analysis

Traffic generated from other approved projects near the Santana Row / Valley Fair Urban Village and the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendices**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local projects.

- H06-027 Westfield Valley Fair Shopping Center Expansion
- H16-010 Stevens Creek Boutique Hotel, 7850 Stevens Creek Boulevard
- North San Jose Area Development
- PD15-059 350 South Winchester Mixed Use
- PD17-014 Fort Bay, 4300 Stevens Creek Boulevard
- PDC12-009 Santana Row
- PDC14-040 Winchester Reserve, 863 Winchester Boulevard
- PDC14-068 Santana West 3161 Olsen Drive
- PDC97-036 RET Santana Row

The roadway network under Background conditions would be the same as the existing roadway network with the addition of the following planned intersection improvements.

- **Winchester Boulevard / Stevens Creek Boulevard:** This intersection will add a second southbound left turn lane which is to be completed with the Valley Fair Shopping Center expansion project. The traffic associated with the Valley Fair expansion is included within the background volumes described below.

- **Winchester Boulevard / Olin Avenue:** This intersection will be restriped to provide one (1) left-turn lane, one (1) shared through-left lane, and one (1) right-turn lane for the eastbound approach as part of the Santana West Development project.

- **Winchester Boulevard / Olsen Drive:** This intersection will be widened to add a second northbound left-turn lane which is to be completed with the Santana West Development project. This improvement would require restriping of the northbound, southbound, and eastbound lanes as well as reconstruction of the northwest corner to provide two eastbound receiving lanes for the dual left turn movement.

- **Stevens Creek Boulevard / Santana Row:** This intersection will be restriped to provide one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane for both the northbound and southbound approach as part of the Valley Fair Shopping Center expansion. The northbound and southbound intersection approaches will also be converted from split to protected signal phasing.

Traffic operations for the study intersections under Background conditions are shown below in **Table 5** and **Figure 11**.

Table 5: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Jurisdiction	Background Conditons							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	C	34.1	0.693	41.3	E	62.8	1.026	85.6
2	Winchester Blvd / Olin Ave	D	SJ	C	20.8	0.450	21.3	C	33.0	0.590	38.8
3	Winchester Blvd / Olsen Dr	D	SJ	C	32.2	0.578	34.6	D	46.2	0.809	53.4
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	D	48.2	1.027	84.8	D	47.6	0.905	55.9
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	47.4	0.917	56.0	D	44.7	0.773	51.4
6	Moorpark Ave / I-280 SB Off-Ramp	D	SJ	B	12.4	0.502	12.4	B	13.6	0.508	13.5
7	Stevens Creek Blvd / Santana Row	D	SJ	B	15.8	0.551	12.9	C	27.1	0.672	33.0
8	Stevens Creek Blvd / Monroe St	D	SJ	C	26.7	0.767	29.0	D	50.8	0.937	63.2
9	Stevens Creek Blvd / I-880 SB Ramps	D	SJ	C	26.8	0.742	25.7	C	25.8	0.669	36.6

As shown above, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background conditions.

5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersection under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed 425 Winchester project to the Background roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Project conditions are shown below in **Table 6** and **Figure 12**.

The study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour, and the project is not anticipated to create a significant traffic adverse effect under Background Plus Project conditions. The Background Plus Project scenario yields almost identical LOS results compared to the Background scenario since the project generates net project trips less than the existing gas station use.

Table 6: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Background Plus Project Conditions														
				AM Peak							PM Peak							
				LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact	LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	C	34.1	0.0	0.693	0.000	41.3	0.0	NO	E	62.8	0.0	1.026	0.000	85.6	0.0	NO
2	Winchester Blvd / Olin Ave	D	SJ	C	20.8	0.0	0.450	0.000	21.3	0.0	NO	C	33.0	0.0	0.590	0.000	38.8	0.0	NO
3	Winchester Blvd / Olsen Dr	D	SJ	C	32.2	0.0	0.578	0.000	34.6	0.0	NO	D	46.2	0.0	0.809	0.000	53.4	0.0	NO
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	D	48.2	0.0	1.027	0.000	84.8	0.0	NO	D	47.6	0.0	0.905	0.000	55.9	0.0	NO
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	47.4	0.0	0.917	0.000	56.0	0.0	NO	D	44.7	0.0	0.773	0.000	51.4	0.0	NO
6	Moorpark Ave / I-280 SB Off-Ramp	D	SJ	B	12.4	0.0	0.502	0.000	12.4	0.0	NO	B	13.6	0.0	0.508	0.000	13.5	0.0	NO
7	Stevens Creek Blvd / Santana Row	D	SJ	B	15.8	0.0	0.551	0.000	12.9	0.0	NO	C	27.1	0.0	0.672	0.000	33.0	0.0	NO
8	Stevens Creek Blvd / Monroe St	D	SJ	C	26.7	0.0	0.767	0.000	29.0	0.0	NO	D	50.8	0.0	0.937	0.000	63.2	0.0	NO
9	Stevens Creek Blvd / I-880 SB Ramps	D	SJ	C	26.8	0.0	0.742	0.000	25.7	0.0	NO	C	25.8	0.0	0.669	0.000	36.6	0.0	NO

5.4 Cumulative Plus Project Conditions Analysis

The Cumulative Plus Project scenario was evaluated using Background scenario peak-hour traffic volumes, intersection geometry, and traffic control based on forecasted traffic growth from approved projects and other proposed but pending developments in the project study area. The intersection lane configurations under Cumulative conditions were assumed to be the same as described under Background conditions. The net project vehicle trips from the 425 Winchester development was added to the Cumulative Plus Project scenario and the traffic operations for the study intersections are shown below in **Table 7** and **Figure 13**.

From discussions with City staff, the Cumulative analysis includes the following pending projects and the addition of net pending project trips to the study intersections. Trip additions for the pending projects were provided by the City.

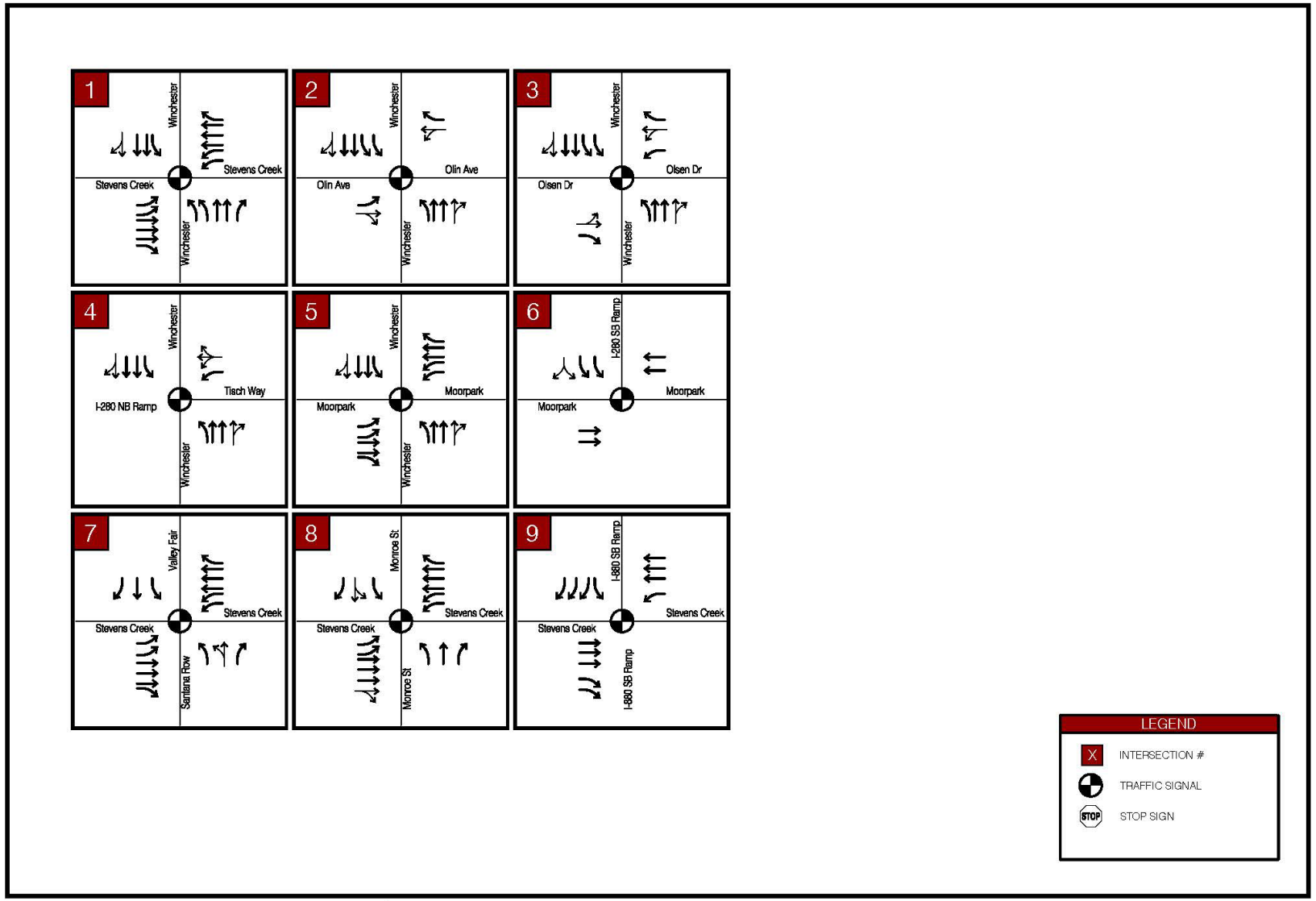
- **335 South Winchester Boulevard -** Multi-use development with 82,672 square-feet of office and 13,157 square-feet of retail.
- **Garden City -** Multi-use development with 259,617 square-feet of office, 149,794 square-feet fitness club, and 15,448 square-feet of retail.
- **Stevens Creek Promenade -** Multi-use development with 500 residential dwelling units, 11,500 square-feet of retail, and 252,000 square-feet of office.
- **Winchester Ranch -** Multi-family housing development with 725 residential dwelling units

The study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Cumulative Plus Project conditions.

Table 7: Intersection Operations Summary for Cumulative Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Cumulative Plus Project Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	C	34.6	0.731	42.7	E	70.8	1.077	101.2
2	Winchester Blvd / Olin Ave	D	SJ	C	20.5	0.456	21.2	C	32.9	0.613	39.4
3	Winchester Blvd / Olsen Dr	D	SJ	D	35.2	0.649	38.3	D	48.9	0.862	57.0
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	D	51.4	1.052	92.1	D	49.0	0.936	60.0
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	49.0	0.929	58.6	D	44.9	0.775	51.6
6	Moorpark Ave / I-280 SB Off-Ramp	D	SJ	B	12.5	0.508	12.5	B	13.6	0.518	13.6
7	Stevens Creek Blvd / Santana Row	D	SJ	B	16.1	0.583	13.7	C	26.9	0.696	33.0
8	Stevens Creek Blvd / Monroe St	D	SJ	C	28.7	0.806	32.2	D	53.3	0.967	68.0
9	Stevens Creek Blvd / I-880 SB Ramps	D	SJ	C	27.6	0.778	26.8	C	26.2	0.692	37.0

Figure 9: Existing Intersection Lane Geometry

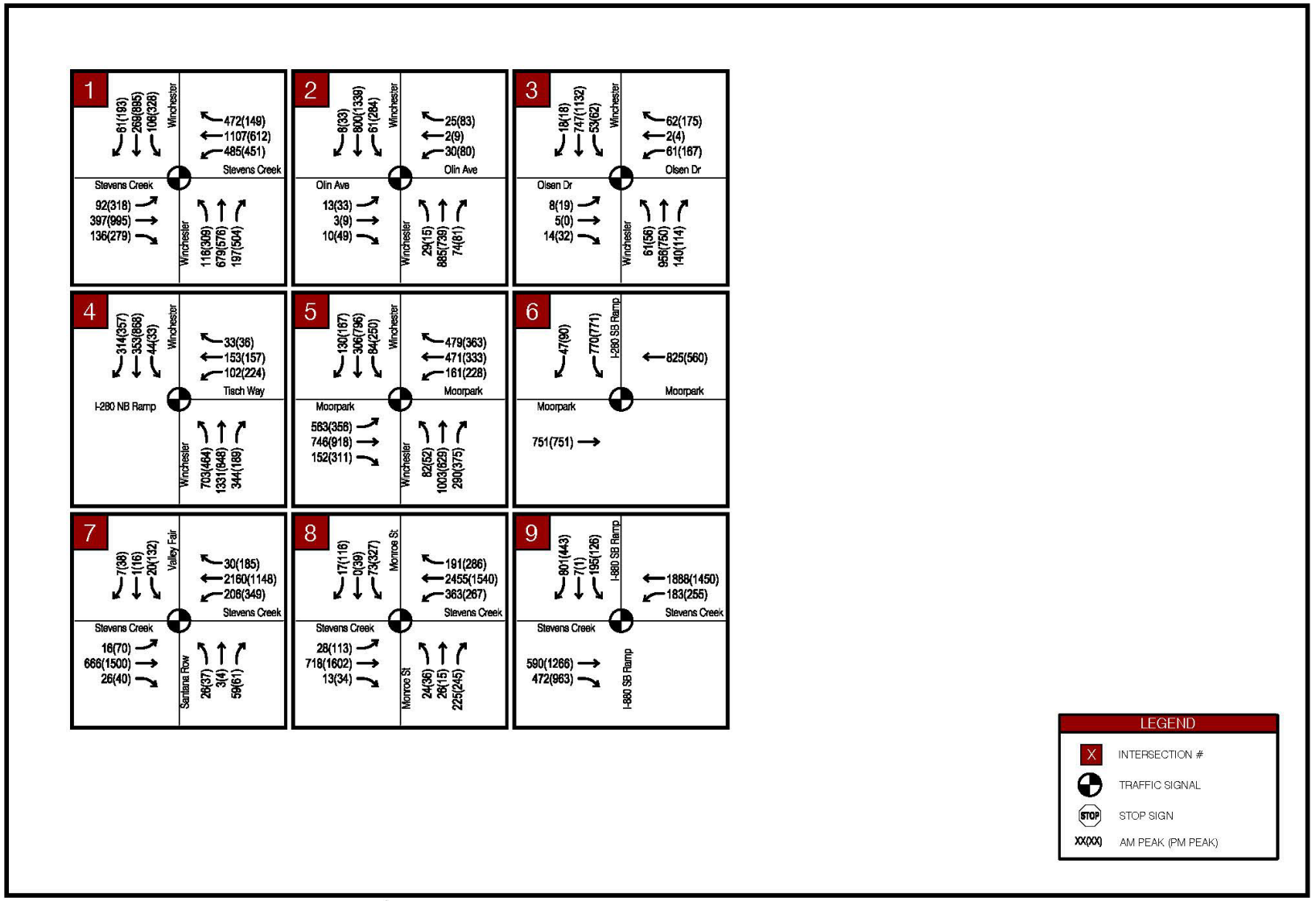


EXISTING CONDITION INTERSECTION GEOMETRY

LWF-097817007 FEBRUARY 2020

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 10: Existing Traffic Volumes



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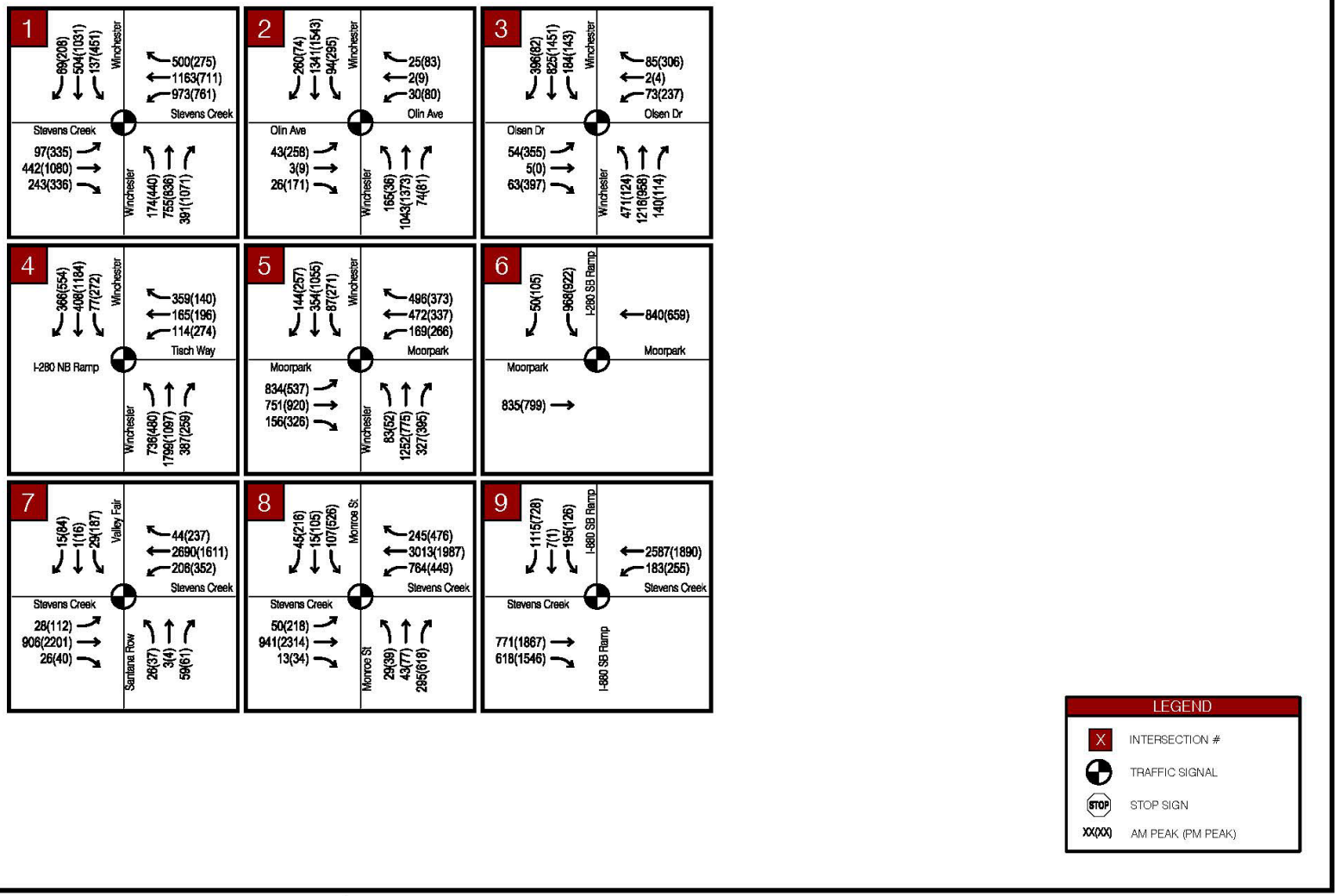
EXISTING CONDITION PEAK HOUR VOLUMES

LWF-097817007 FEBRUARY 2020

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 11: Background Traffic Volumes



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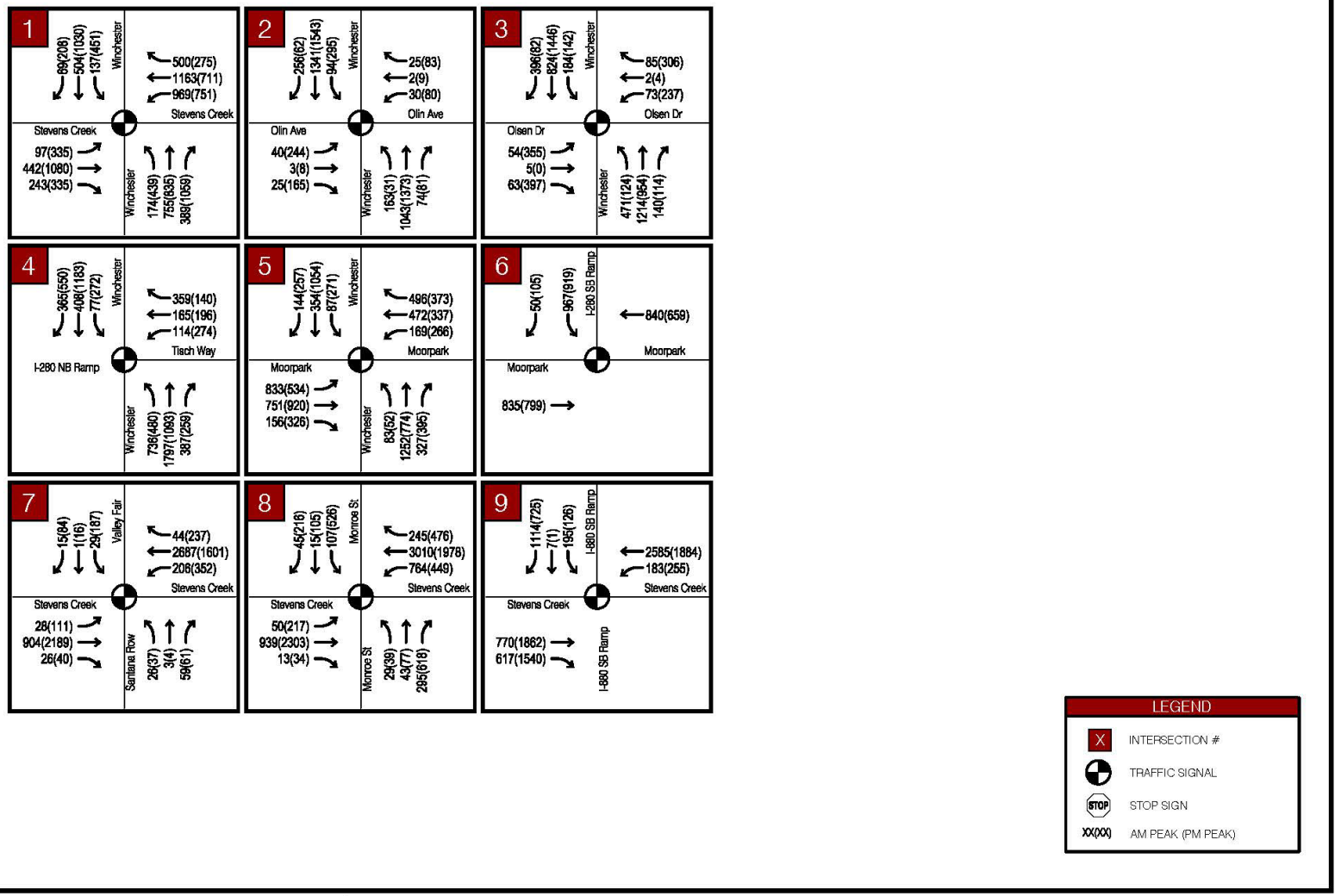
LWF-097817007 FEBRUARY 2020

BACKGROUND CONDITION PEAK HOUR VOLUMES

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 12: Background Plus Project Traffic Volumes



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BACKGROUND PLUS PROJECT CONDITION PEAK HOUR VOLUMES

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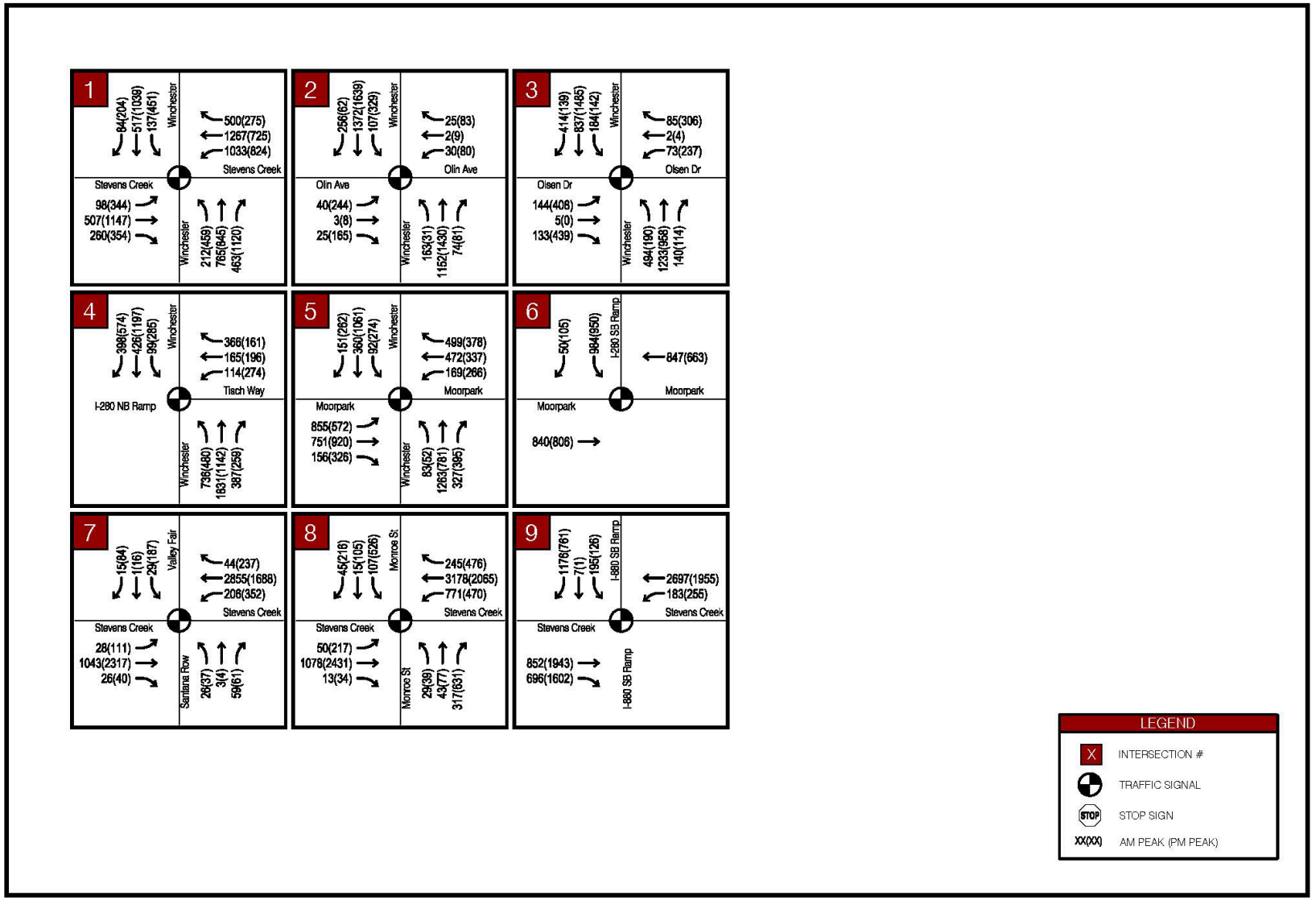
425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 13: Cumulative Plus Project Traffic Volumes



5.6 Intersection Queue Analysis

For project study intersections with a left-turn and/or right-turn storage lane, a queue analysis was evaluated for each study scenario. The project does not increase the intersection vehicle queue and does not create an adverse effect.

Vehicle queues are estimated using a Poisson probability distribution formula to determine the 95% percentile maximum number of queued vehicles per cycle for an intersection movement. The 95% percentile queue represents the design queue length and is compared to the existing or planned available storage capacity assuming an average queue of 25-feet per vehicle. **Table 8** summarizes the left-turn queue analysis while **Table 9** summarizes the right-turn queue analysis for the project study intersections.

Table 8: Left Turn Queue Analysis

AM PEAK HOUR - LEFT TURN QUEUE																
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#5 WINCHESTER / MOORPARK				#8 STEVENS CREEK / MONROE			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Existing Conditions																
95% Queue (veh/ln)	4	9	5	14	2	2	1	3	6	7	19	7	2	3	1	10
95% Queue (ft/ln)	100	225	125	350	50	50	25	75	150	175	475	175	50	75	25	250
Number of Turn Lanes	2	1	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES
Background Conditions																
95% Queue (veh/ln)	7	9	5	30	11	3	2	3	7	8	34	8	2	6	2	22
95% Queue (ft/ln)	175	225	125	750	275	75	50	75	175	200	850	200	50	150	50	550
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	NO
Background Plus Project Conditions																
95% Queue (veh/ln)	7	9	5	30	11	3	2	3	7	8	34	8	2	6	2	22
95% Queue (ft/ln)	175	225	125	750	275	75	50	75	175	200	850	200	50	150	50	550
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	NO
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	9	9	5	33	11	4	2	3	7	9	36	8	2	6	2	23
95% Queue (ft/ln)	225	225	125	825	275	100	50	75	175	225	900	200	50	150	50	575
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	NO

PM PEAK HOUR - LEFT TURN QUEUE																
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#5 WINCHESTER / MOORPARK				#8 STEVENS CREEK / MONROE			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Existing Conditions																
95% Queue (veh/ln)	12	25	12	18	1	10	4	8	5	18	12	12	3	15	5	10
95% Queue (ft/ln)	300	625	300	450	25	250	100	200	125	450	300	300	75	375	125	250
Number of Turn Lanes	2	1	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	NO	NO	NO	NO	YES	NO	YES	NO	YES	NO	NO	NO	YES	NO	YES	YES
Background Conditions																
95% Queue (veh/ln)	19	29	16	39	3	13	19	9	5	21	21	16	3	31	11	23
95% Queue (ft/ln)	475	725	400	975	75	325	475	225	125	525	525	400	75	775	275	575
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	NO	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO
Background Plus Project Conditions																
95% Queue (veh/ln)	19	29	16	39	3	13	19	9	5	21	21	16	3	31	11	23
95% Queue (ft/ln)	475	725	400	975	75	325	475	225	125	525	525	400	75	775	275	575
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	NO	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	20	31	16	45	3	14	20	10	5	21	23	16	3	32	11	25
95% Queue (ft/ln)	500	775	400	1125	75	350	500	250	125	525	575	400	75	800	275	625
Number of Turn Lanes	2	2	2	2	1	2	1	1	1	1	2	2	1	2	2	2
Storage (ft/ln)	240	270	250	350	125	210	275	100	310	330	260	125	100	350	215	320
Sufficient Storage?	NO	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 25 feet).

Table 9: Right Turn Queue Analysis

AM PEAK HOUR - RIGHT TURN QUEUE												
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#4 WINCHESTER / TISCH / I-280 ON RAMP			
	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR
Existing Conditions												
95% Queue (veh/ln)	6	7	7	21	10	11	1	2	21	22	0	19
95% Queue (ft/ln)	150	175	175	525	250	275	25	50	525	550	0	475
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	YES	YES	YES	NO	YES	YES	YES	YES	NO	YES	YES	NO
Background Conditions												
95% Queue (veh/ln)	11	13	18	24	15	22	2	2	34	32	0	50
95% Queue (ft/ln)	275	325	450	600	375	550	50	50	850	800	0	1250
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	YES	NO
Background Plus Project Conditions												
95% Queue (veh/ln)	11	13	18	24	15	22	2	2	34	32	0	50
95% Queue (ft/ln)	275	325	450	600	375	550	50	50	850	800	0	1250
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	YES	NO
Cumulative Plus Project Conditions												
95% Queue (veh/ln)	14	14	19	24	16	23	2	2	35	36	0	52
95% Queue (ft/ln)	350	350	475	600	400	575	50	50	875	900	0	1300
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	YES	YES	YES	NO	NO	YES	YES	YES	NO	NO	YES	NO

PM PEAK HOUR - RIGHT TURN QUEUE												
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#4 WINCHESTER / TISCH / I-280 ON RAMP			
	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR
Existing Conditions												
95% Queue (veh/ln)	30	26	15	7	14	17	5	5	16	28	0	23
95% Queue (ft/ln)	750	650	375	175	350	425	125	125	400	700	0	575
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	YES	NO	YES	NO	YES	YES	YES	NO	NO	NO	YES	NO
Background Conditions												
95% Queue (veh/ln)	87	29	22	17	26	27	13	6	37	41	0	40
95% Queue (ft/ln)	2175	725	550	425	650	675	325	150	925	1025	0	1000
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	YES	NO
Background Plus Project Conditions												
95% Queue (veh/ln)	87	29	22	17	26	27	13	6	37	41	0	40
95% Queue (ft/ln)	2175	725	550	425	650	675	325	150	925	1025	0	1000
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	YES	NO
Cumulative Plus Project Conditions												
95% Queue (veh/ln)	98	30	23	17	27	28	13	6	28	43	0	42
95% Queue (ft/ln)	2450	750	575	425	675	700	325	150	700	1075	0	1050
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	0	1
Storage (ft/ln)	900	490	500	150	380	900	275	100	320	600	0	200
Sufficient Storage?	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	YES	NO

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 25 feet).

5.7 Project Driveway Queue Analysis

The proposed project driveway is located approximately 125 feet west of the Winchester Boulevard / Olin Avenue intersection. Due to this close spacing from the intersection, a microsimulation analysis using Synchro and SimTraffic software was used to evaluate vehicle queues at the proposed project driveway on Olin Avenue. The 95th percentile vehicles queues in feet are summarized in **Table 10** and in the **Appendices**.

Table 10: Project Driveway Queue Results

DESCRIPTION	PROJECT DRIVEWAY / OLIN AVE							
	AM PEAK				PM PEAK			
	SBL	SBR	EBL	WBR	SBL	SBR	EBL	WBR
Background Plus Project Conditions								
95% Queue (veh/ln)	2	0	1	0	5	0	3	1
95% Queue (ft/ln)	50	0	25	0	125	0	75	25
Number of Turn Lanes	1	1	1	1	1	1	1	1
Storage (ft/ln)	150	150	150	125	150	150	150	125
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES
Cumulative Plus Project Conditions								
95% Queue (veh/ln)	2	0	2	1	5	0	6	1
95% Queue (ft/ln)	50	0	50	25	125	0	150	25
Number of Turn Lanes	1	1	1	1	1	1	1	1
Storage (ft/ln)	150	150	150	125	150	150	150	125
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES

Note: Queue reported is the 95th-percentile queue in feet based on SimTraffic analysis (1 car length = 25 feet).

As shown in Table 10, the 95th percentile outbound queue at the project driveway is anticipated to be up to 125-feet (5 car lengths) for the Project and Cumulative Plus Project scenarios during the PM peak. This maximum queue would extend up to 20 feet into the parking garage ramp. Vehicles exiting the proposed driveway and wanting to make a southbound left turn will be temporary blocked from eastbound vehicle queues stopped at the Winchester Boulevard/Olin Avenue intersection during a red light; however, vehicles will be able to access Olin Avenue when the queue clears during a green light and when there are sufficient gaps generated between platooning vehicles. From the trip distribution presented in Section 4, the number of vehicles exiting the driveway for the PM peak hour is 29 trips which is equivalent to an outbound rate of 1 vehicle every 2-minutes. The driveway vehicle queue is not expected to create an adverse effect to on-site traffic operations.

The PM peak queuing analysis at the Winchester Boulevard/Olin Avenue intersection indicates that the maximum vehicle queue for the eastbound left turn movement would exceed the existing vehicle storage capacity and extend beyond Spar Avenue and the project driveway under Background, Project, and Cumulative conditions. To mitigate the vehicle queue, development of the Santana Row West project would reconstruct the Winchester Boulevard/Olin Avenue intersection eastbound approach to provide one additional left-turn lane and convert the shared right-through lane into a right-turn lane. The addition of a left-turn lane would reduce the eastbound left turn vehicle queue and improve outbound access for vehicles exiting the project driveway to get onto Olin Avenue.

For inbound vehicles making an eastbound left turn into the driveway, the 95th percentile queue is anticipated to be up to 50-feet for the AM peak hour and up to 150-feet for the PM peak hour. These queues include eastbound approach vehicles already stopped at the Winchester Boulevard/Olin Avenue

intersection due to the single left turn lane geometry and close driveway spacing. Vehicles on Olin Avenue wanting to make an eastbound left turn to enter the project driveway will need to wait in the eastbound Olin queue and access the driveway when there are sufficient gaps between platooning westbound vehicles. From the trip distribution presented in Section 4, the anticipated left turn movement into the driveway is less than 1 trip which is equivalent to an inbound rate of 1 vehicle every 60 minutes. Based on trip distribution and LOS results, inbound left-turn vehicle queue into the project driveway is not expected to create an adverse effect to on-site and street traffic operations.

5.8 Adverse Effects and Mitigations

This section discusses significant transportation project adverse effects identified under Project and Cumulative Plus Project conditions. Per City guidelines in the 2018 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at a study intersection should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

I-280/Winchester Boulevard Interchange Traffic Fees

A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. In order to implement the recommended off-ramp improvement as an alternative to other intersection improvements at the Winchester Boulevard/Tisch Way intersection, the City's General Plan allows for adoption of a Transportation Development Policy (TDP) to provide a funding mechanism to collect a proportional contribution from future development. The City's adopted I-280 Winchester TDP includes a nexus study which evaluated future demand at the proposed off-ramp improvement as well as a traffic fee required for new development toward the fair-share contribution. From the 2016 nexus study, the Traffic Fee for each off-ramp trip is $25,641, calculated by apportioning the $43 million Fair Share across 1,677 forecasted PM peak hour trips.

It is anticipated that the project would be required to contribute traffic fees towards the interchange improvement based on project peak hour trips that would traverse through the I-280/Winchester Boulevard NB off-ramp. From the trip generation and distribution described in Section 4, the project would generate up to 29 gross inbound PM hour trips, and up to 20% of these inbound trips would originate from northbound I-280. If all inbound project trips from the northbound I-280 freeway use the new Winchester Boulevard off-ramp, the project would contribute up to 6 PM trips applicable for traffic fees.

Project Intersection Adverse Effects

Based on City and CMP intersection operation threshold criteria described in Section 1.3, the project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project and Cumulative Plus Project scenarios.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, construction operations, and neighborhood interface.

6.1 Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by C2K Architects shown in the **Appendices**. The 425 Winchester project provides on-site residential and commercial parking spaces at the basement level parking garage which is accessed by a 23-foot wide drive aisle and a driveway on Olin Avenue. The parking garage will provide reserved parking spaces for commercial users on level B1 while residential tenants have assigned parking spaces on level B2. It is assumed that residential visitors will need to park their vehicles at nearby parking lots or on-street spaces due to parking garage restrictions on-site. The proposed project driveway is situated approximately 120-feet west of the Winchester Blvd / Olin Ave intersection. Per City guidance, driveways should be a minimum of 150 feet from any intersection; however due to the location and size of the parcel, providing 150-feet of spacing for the driveway is not feasible and would require redesign of the entire site. The proposed driveway location optimizes sight distance and spacing for the proposed site plan. To improve vehicle sight distance of approaching pedestrians and bicycles on Olin Avenue, it is recommended to provide low clearance landscaping between the back of sidewalk and building frontage on both sides of the driveway.

Per City Municipal Code 20.90.100 and Table 20-220, the minimum width of a two-way drive aisle is 26-feet; however, the drive aisle width inside the parking garage ranges between 23 to 25-feet wide measured between the building columns and parking stalls while the driveway drive aisle width on the ground floor is 22.9-feet wide. The project is seeking a drive aisle width reduction to 20-feet minimum pursuant to Part C of Section 20.90.100 provided that the reduction will not impair the safe and convenient accessibility of the parking spaces affected and the safety of the site. On-site 90-degree uniform-size parking spaces are dimensioned 8.5-feet by 17-feet and satisfy City parking standards.

Full access for the project driveway is allowed on Olin Avenue. Vehicles accessing the driveway would be allowed to make left and right turns in and out the site when there are sufficient vehicle gaps in between the adjacent signal and stop control cycles at the Winchester Blvd / Olin Ave intersection. From the queue analysis results summarized in Section 5, inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on-site vehicle queues are expected during the PM peak due to a combination of eastbound left-turn queue at the Winchester/Olin intersection, inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in retail areas.

6.2 Passenger Vehicle Access and Circulation

The parking garage for the project provides commercial and resident access with up to 115 total parking spaces. The internal parking garage layout consists of a single two-way drive aisle that spirals around the perimeter of the project site. Vehicle maneuverability and access for the parking garage was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking garage levels.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveway, maneuver through the garage, and park in the stalls without conflicting into other vehicles or stationary objects. The project's reduced drive aisle width provides sufficient vehicle clearance.

6.3 Heavy Vehicle Truck Access and Circulation

Vehicles are currently prohibited from stopping or parking along Winchester Boulevard and Olin Avenue along the project frontage. An off-street loading area is not identified on the project site, and it is unknown at this time if a Public Street Improvement Permit to provide loading spaces for the project in public right-of-way is required.

Per City Municipal Code 20.90.410, a building 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 having a floor area of 10,000 square-feet or more shall provide a minimum of one (1) off-street loading space, plus one additional such lading space for each 20,000 square-feet of floor area. Since the retail component of the proposed project does not meet these criteria, it was assumed that the project does not require off-street loading spaces.

For the purposes of this analysis, it is assumed that delivery and loading activity for the project would occur on Olin Avenue in areas where on-street parking is allowed. The SU-30 truck based on AASHTO was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the Santana Row / Valley Fair Urban Village area and at the project driveway. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-30 delivery trucks would be able to maneuver on Winchester Boulevard and Olin Avenue adjacent to the project site. A delivery truck would be able to enter the project driveway to load/unload and back out of the driveway in reverse; however due to horizontal and visibility constraints, it is recommended that loading activity occur on Olin Avenue in areas where on-street parking is available.

Garbage and recycling bins are anticipated to be located on the ground level and moved outside for pickup along Olin Avenue. Waste collection vehicles would be able to enter the project driveway to pick up bins and back out of the driveway in reverse; however due to horizontal and visibility constraints, it is recommended that trash and recycling collection activity occur on Olin Avenue with the bins returned to the site immediately after pickup.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on Winchester Boulevard and Olin Avenue. Existing fire hydrants on the southwest and northeast corners of the Winchester Boulevard / Olin Avenue intersection provides direct fire access for emergency personnel. The project driveway is 23-feet wide, at least 10-feet high, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

To ensure vehicles on Olin Avenue do not impede intersection and emergency operations, it is recommended to delineate red curb striping and no parking signs along the project frontage on Winchester Boulevard and on Olin Avenue between the project driveway and the signal.

Figure 14 thru **Figure 18** show site access and vehicle turn templates at the project driveway and on-site parking garage for the design vehicles described above.

Figure 14: Passenger Vehicle Access

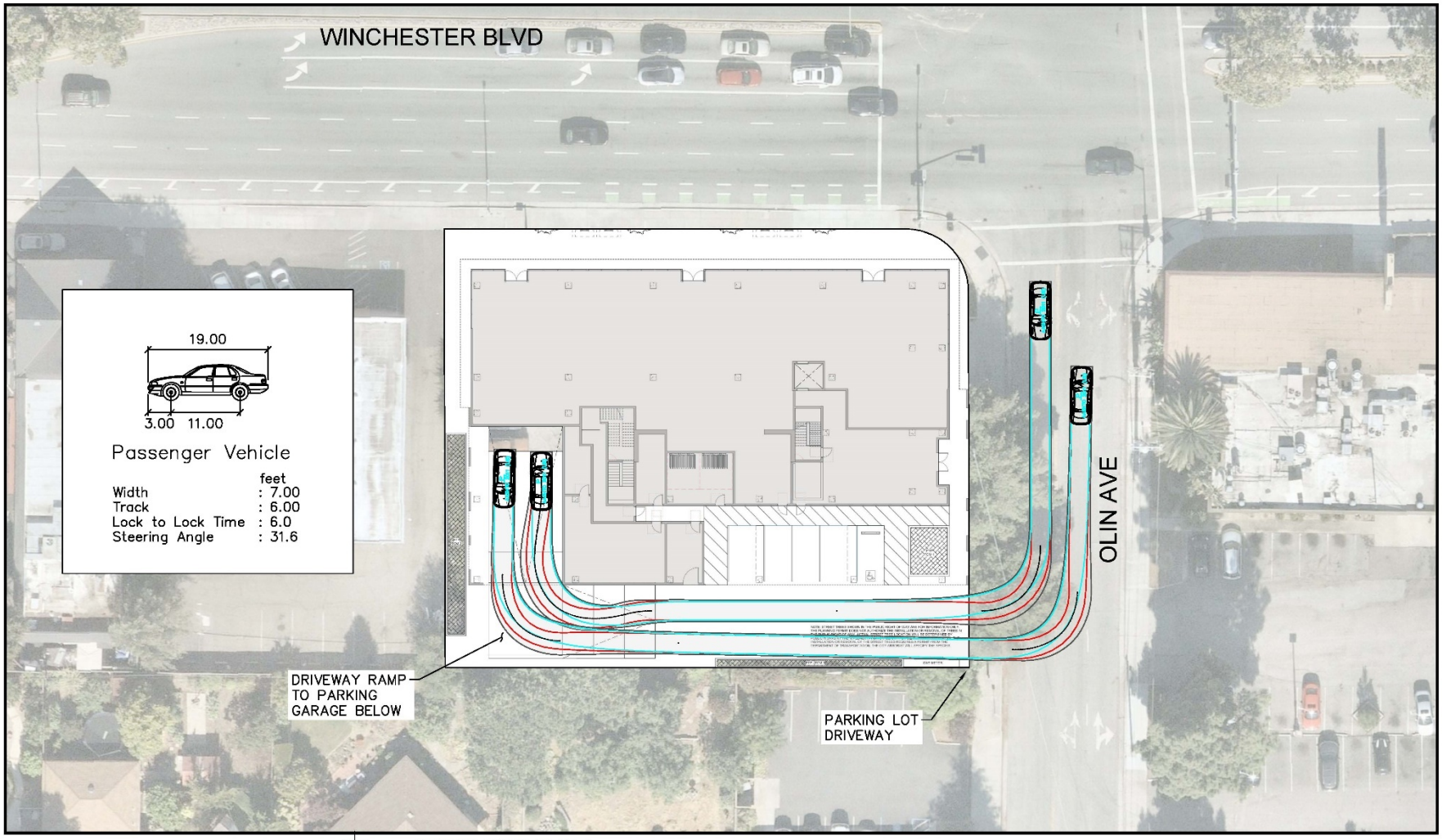


Figure 15: Passenger Vehicle Access (Parking Garage)

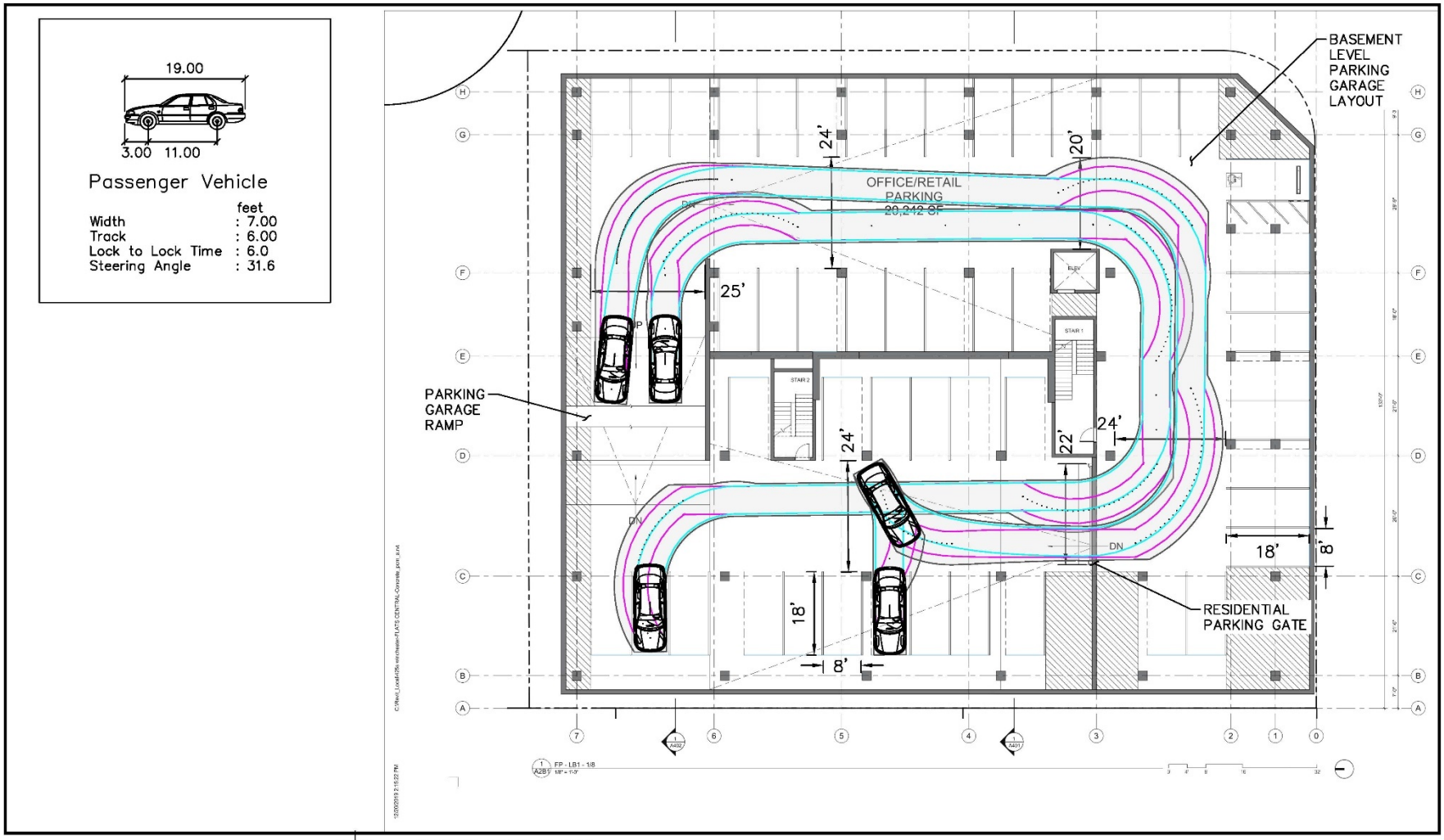
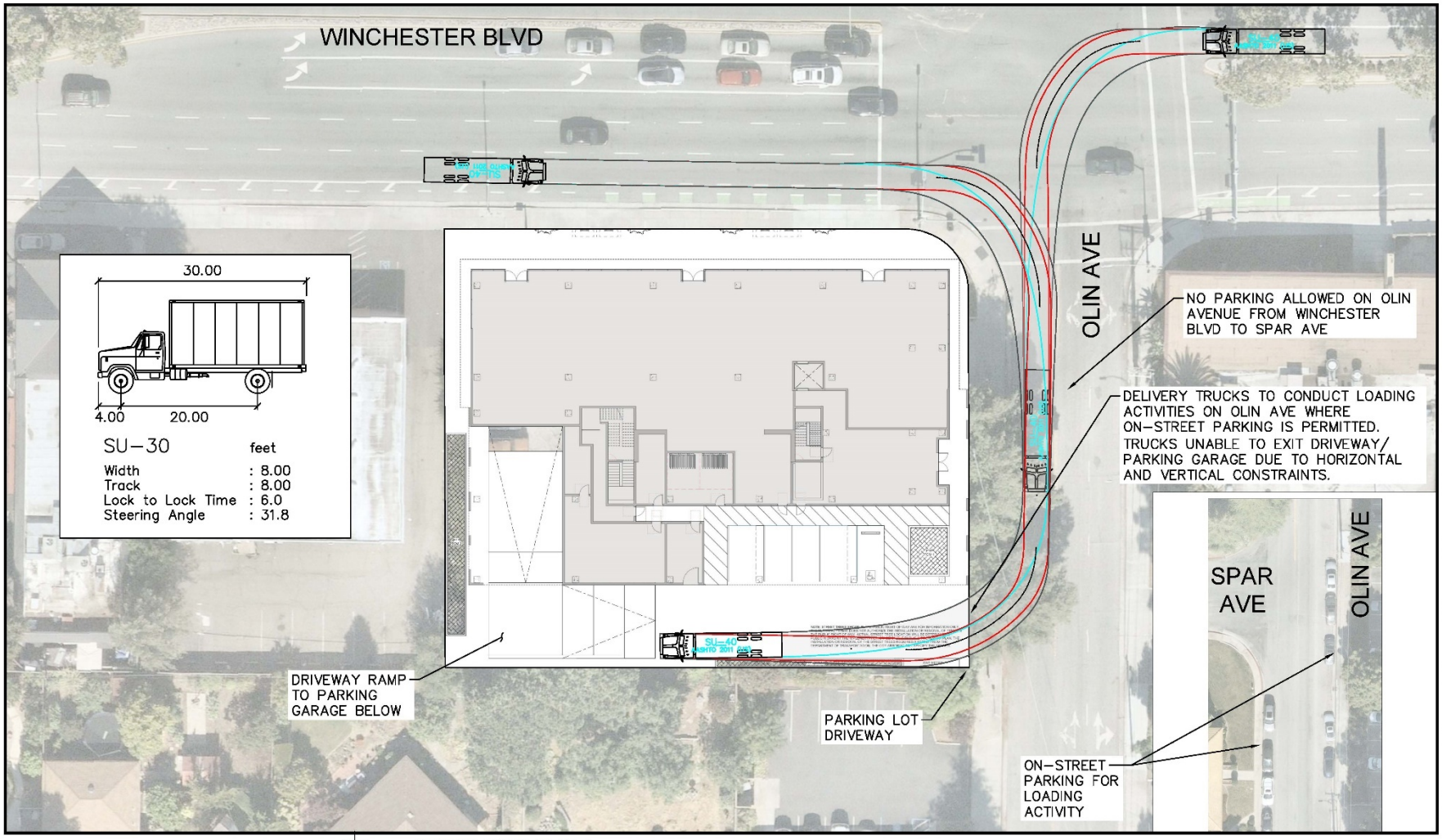


Figure 16: Delivery Vehicle Access



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VEHICLE ACCESS AND CIRCULATION

425 WINCHESTER BLVD TRANSPORTATION ANALYSIS - KT URBAN

Figure 17: Garbage Truck Access

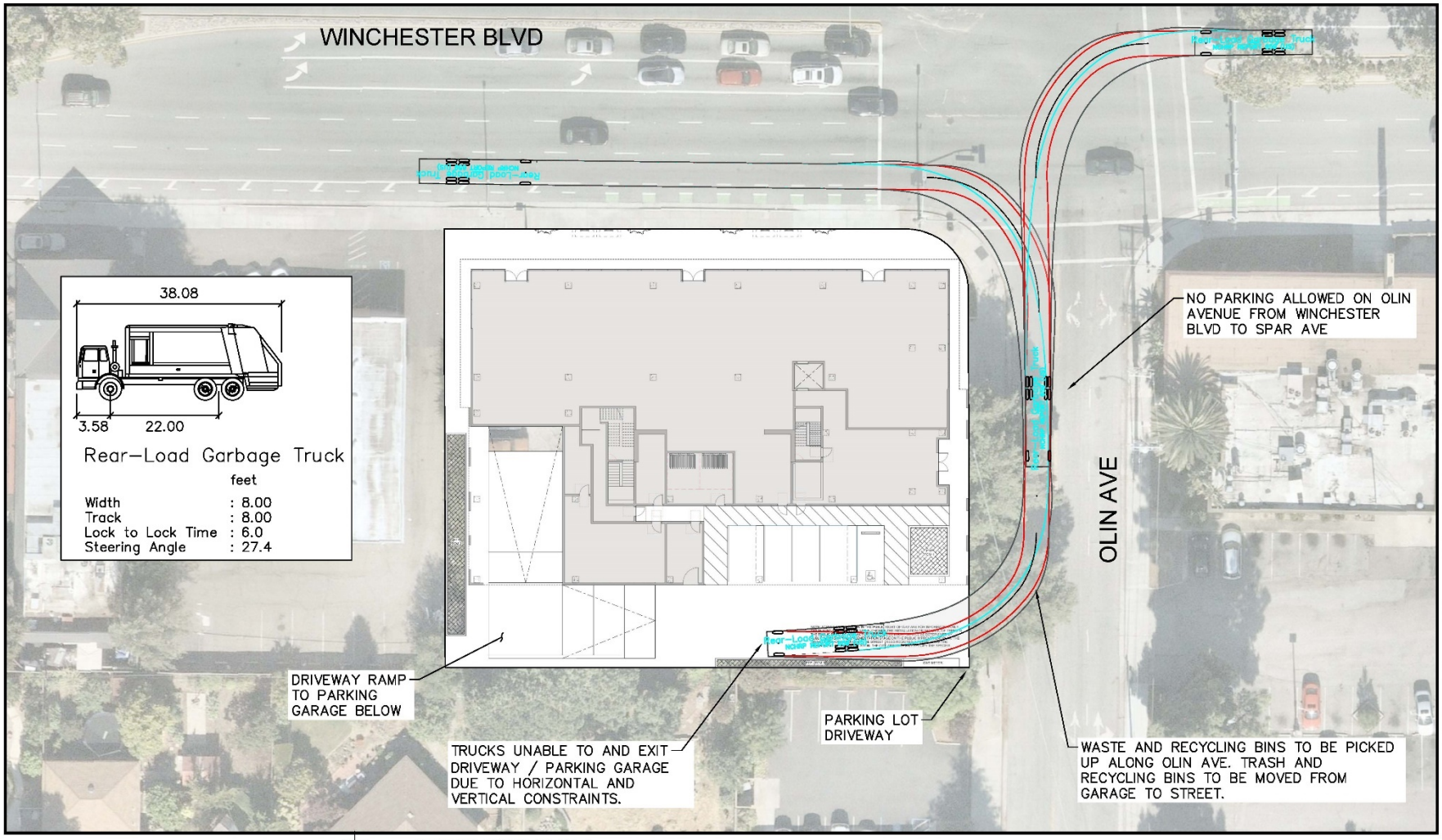
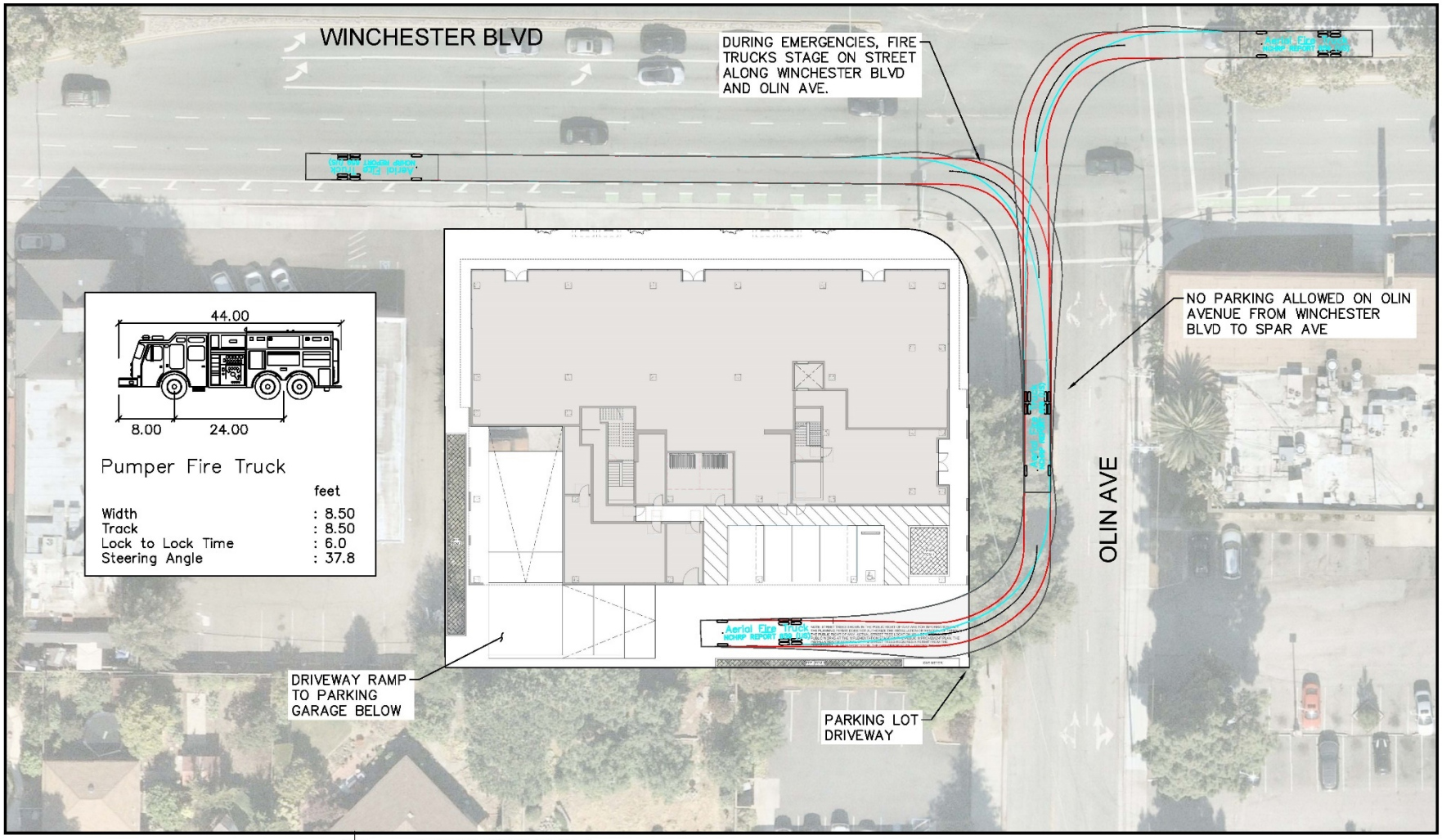


Figure 18: Fire Truck Access



6.4 Vehicle Sight Distance Analysis

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle on Olin Avenue to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering Olin Avenue from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on Olin Avenue. A vehicle setback in a stopped position from the back of sidewalk was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveway along Olin Avenue was determined from the AASHTO Geometric Design of Highways and Streets 6th Edition (Green Book). For the purposes of this analysis, a design speed of 30 mph (25 mph posted speed limit) was assumed along Olin Avenue. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Olin Avenue
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

From Table 9-6 and Table 9-8 of the Green Book, the minimum stopping sight distance is 200 feet. The intersection sight distance is 335 feet for Case B1 and 290 feet for Case B2 assuming approach grades of 3 percent or less at 30 mph.

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in the eastbound and westbound directions on Olin Avenue.

The proposed project driveway location satisfies the 200 feet minimum stopping sight distance required for all approaches on Olin Avenue. Vehicles on the road will have sufficient sight distance to react and

stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles turning left or right at the Winchester/Olin intersection would be travelling less than 30 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles. Vehicles entering Olin Avenue from the project driveway will also have sufficient intersection sight distance in either direction to make a right or left turn onto the road per AASHTO Case B1 and B2 scenarios.

Overall, the proposed project driveway location is feasible and provides sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 19**.

6.5 Bicycle and Pedestrian Access

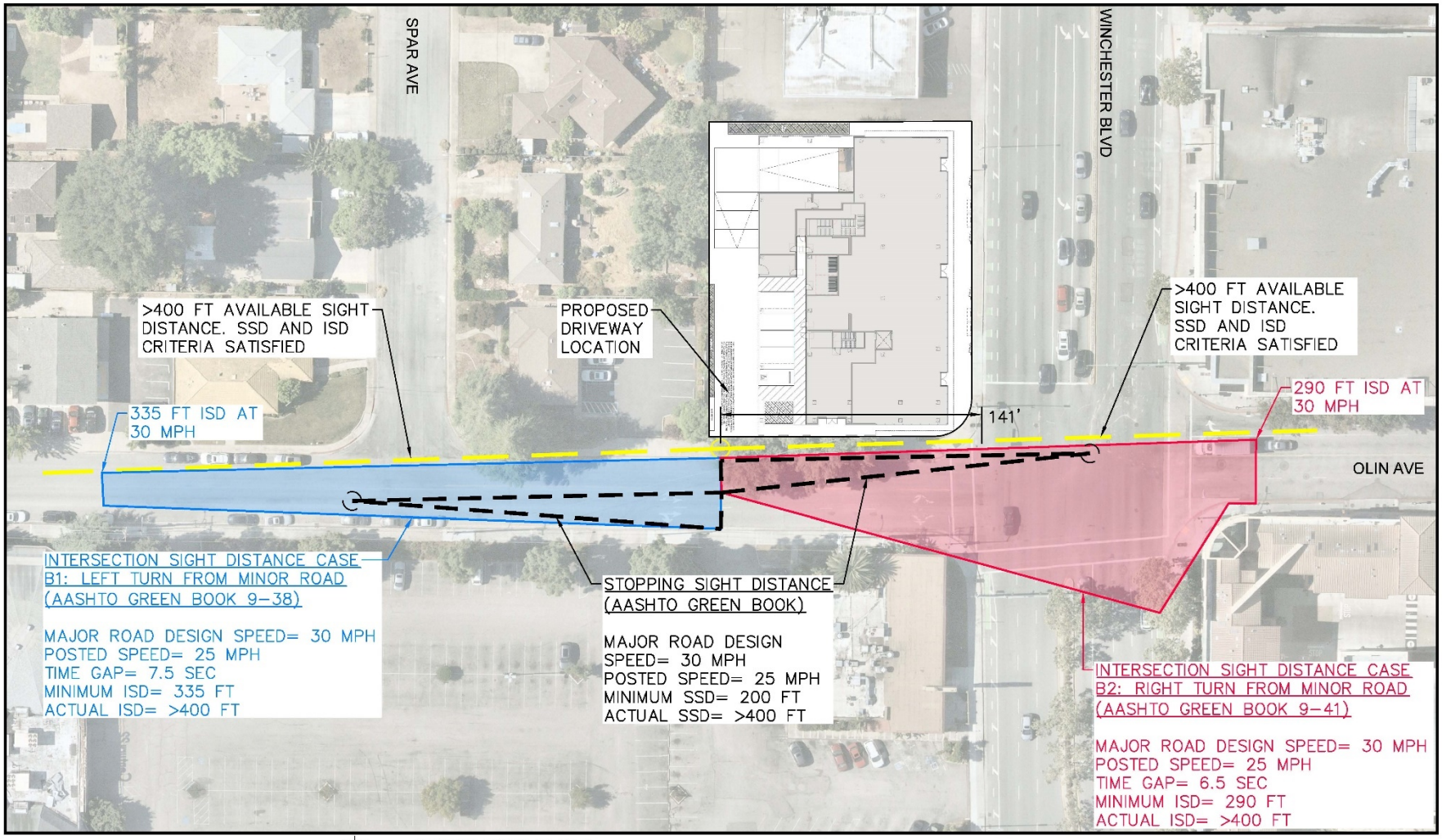
Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access. Winchester Boulevard will be conditioned to provide 20-feet wide sidewalks with tree wells to satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. Olin Avenue will be conditioned to provide 10-feet wide sidewalks. The main residential lobby and associated areas (e.g., front desk, stairs, elevators), would be located along Olin Avenue, and one flight of emergency exit stairs is located on the north side of the building with access to Winchester Boulevard. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide residents with walkable routes to nearby bus stops, retail, and other points of interest in the immediate SRVF urban village area. Many of the residential streets and Winchester Grand Boulevard plan adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

The existing Winchester Boulevard / Olin Avenue intersection has pedestrian crosswalks on the south, east, and west legs. The existing signal control at this intersection consist of split phase timings for the eastbound and westbound approach which is required to maintain simultaneous shared left-thru turn access with the current lane geometry configuration. To mitigate eastbound vehicle queue, development of the Santana Row West project would reconstruct the Winchester / Olin intersection eastbound approach to provide one additional left-turn lane and convert of the shared right-through lane into a right-turn lane. These improvements would be required to maintain split phase signal control.

The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row. To optimize pedestrian and bicycle circulation, the project applicant will work with the City to install a crosswalk at the Winchester/Olin north intersection leg. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.

With a new north leg crosswalk, the split phase timings for the eastbound and westbound approaches would need to be modified to include a new pedestrian crossing phase. Pedestrian crossing for the proposed north crosswalk would need to occur during the westbound split phase.

Figure 19: Olin Avenue Sight Distance Analysis



6.6 Vehicle and Bicycle Parking

Per the Santa Row / Valley Fair (SRVF) Urban Village plan, Chapter 20.90.060, Table 20-190, and Table 20-210 of the San Jose Municipal Code, the proposed 425 Winchester project land uses are required to provide the following minimum off-street parking:

- Retail Sales, Goods, and Merchandise (assumed use due to unknown future tenant)
  - One (1) vehicle parking space per 400 square-feet of floor area
    - City code requires 1 space per 200 square-feet of floor area; however, the project is subject to a 50% reduction for ground floor uses per the SRVF Urban Village plan
  - One (1) bicycle parking space per 3,000 square feet of floor area

- Offices, Business, and Administrative (assumed use due to unknown future tenant)
  - One (1) vehicle parking space per 250 square-feet of floor area
  - One (1) bicycle parking space per 4,000 square feet of floor area

- Residential Multiple Dwelling
  - 1.25 vehicle parking spaces for each 0 Bedroom (studio) living unit
  - 1.25 vehicle parking spaces for each 1 Bedroom living unit
  - 1.7 vehicle parking spaces for each 2 Bedroom living unit
  - 2.0 vehicle parking spaces for each 3 Bedroom living unit
  - One (1) bicycle parking space per 4 living units

Based on these ratios, the project is required to provide a minimum total of 83 off-street vehicle parking spaces and 12 bicycle parking spaces for the proposed residential, office, and retail uses.

The project site plan proposes a total vehicle parking supply of 93 spaces with 20 spaces dedicated to retail use, 19 spaces for office use, and 54 spaces for residential use. Of the total parking spaces provided, three (3) spaces are marked for ADA use, and up to four (4) spaces are designated for electric vehicles with a dedicated charging station. The proposed parking supply provides 5 parking spaces on the ground floor, 34 parking spaces on level B1, and 54 parking spaces on level B2. The project will provide reserved parking spaces for office and commercial users on the ground floor and level B1 while residential tenants have assigned parking spaces on level B2.

A long-term bicycle storage room located on the ground floor provides up to 24 bicycle parking spaces.

The project site plan is anticipated to satisfy the City's vehicle and bicycle parking standard. **Table 11** summarize the vehicle and bicycle parking requirements for the 425 Winchester project.

Table 11: Project Parking Summary

GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PROJECT SIZE	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code & SRVF Urban Village	Vehicle	Retail Sales, Goods, Merchandise	1 vehicle space per 400 SQFT (SRVF Urban Village)	7,937	20	-
		Office, Businesses, Administration	1 vehicle space per 250 SQFT	4,540	19	-
		Residential Multiple Dwelling	1.25 vehicle space per studio and 1 BD 1.7 vehicle space per 2 BD 2 vehicle space per 3 BD	8 - 1BD 15 - 2BD 4 - 3BD	44	-
	Bicycle	Retail Sales, Goods, Merchandise	1 bicycle space per 3000 SQFT	7,937	-	3
		Office, Businesses, Administration	1 bicycle space per 4000 SQFT	4,540	-	2
		Residential Multiple Dwelling	1 bicycle space per 4 dwelling units	27	-	7
				Total Parking Requirement	**83**	**12**
				Proposed Parking Supply	**93**	**24**
				Sufficient Parking?	**YES**	**YES**
NOTES:						
SQFT = Square Feet; GFA = Gross Floor Area; BD = Bedroom						
Proposed parking supply based on project description from applicant						
Parking requirements based on San Jose Municipal Code and Santana Row / Valley Fair Urban Village Plan						

6.7 Construction Operations

During project construction, the existing curb, gutter, and sidewalk along the project frontage would be widened and replaced. A Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements.

Pedestrians and bicyclists would not be able to travel on the northwest corner of Winchester Boulevard / Olin Avenue during construction and would need to use the existing sidewalk and bike facilities on the opposite side of the street. Bikes and pedestrians travelling on the westside side of Winchester Boulevard would need to either detour through the west neighborhood on Hanson Avenue or travel on the eastside of Winchester Boulevard to avoid the construction site and potential sidewalk/bike lane closure.

Vehicle access along Winchester Boulevard and Olin Avenue near the project may also be restricted during construction. The rightmost southbound through lane on Winchester Boulevard could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site. If necessary, Olin Avenue could also be temporary restricted to one lane at the project site, and the contractor should install appropriate traffic control devices at the intersection to manage vehicle traffic.

A temporary construction vehicle parking and stage construction area could be provided at the private parking lot located immediately south of the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

6.8 Neighborhood Interface

The 425 Winchester project is located next to the existing Century/Winchester residential neighborhood and the proposed Santa Row West development which consists of replacing the vacant movie theater with office and retail space as well as new access driveways on Olin Avenue. As proposed, the existing Winchester Boulevard / Olin Avenue intersection will provide direct access to the 425 Winchester project site, and most project traffic is expected to utilize the major Winchester Boulevard arterial for travel. Regardless, some project traffic may utilize the residential streets west of the project and potentially generate cut-through traffic between the site and Stevens Creek Boulevard.

The Santana Row West Development Traffic Impact Analysis, prepared by Hexagon, evaluated the traffic effects to the surrounding Century/Winchester neighborhood and residential streets on Olin, Spar, Hanson, and Maplewood Avenue. This evaluation was completed by comparing existing and projected daily traffic volumes with the project against acceptable volume thresholds for each roadway classification. The tube counts collected in 2015 revealed that the existing traffic volumes along the Maplewood, Hanson, and Spar Avenue residential streets range between 240 to 410 daily vehicles while Olin Avenue had around 1,000 daily vehicles.

Traffic calming improvements for the Santana Row West development are recommended for the Century/Winchester residential neighborhood as a condition of approval to minimize project traffic adverse effects. These traffic calming conditions are shown in **Figures 20-21** and include the following provisions.

- Prior to issuance of any Certificate of Occupancy, construct the following:
    - Construct permanent diagonal diverter at the intersection of Hanson Avenue at Olin Avenue to restrict parking garage ingress and egress.
    - Construct temporary traffic circle at the intersection of Hanson and Spar Avenue.
    - Construct temporary median island at Spar Avenue and Olin Avenue to restrict eastbound left turns from Olin Avenue. Additionally, construct a temporary bulb-out to restrict southbound right turns from Spar Avenue.
- Within twelve (12) months of Certificate of Occupancy, submit a traffic study to the City including count data and speed study to evaluate effectiveness of temporary traffic calming measures.
- Within eighteen (18) months of Certificate of Occupancy, construct permanent traffic calming measures as approved by the City.

In coordination with City staff, the project will be required to contribute to the permanent traffic calming improvements per future analysis of the temporary improvements being installed by the Santana West Development. The project applicant will work with the City to determine a fair share contribution toward the permanent traffic calming improvements along Olin Avenue and at the Spar/Hanson intersection.

Based on the trip generation and distribution described in Section 4.2 and 4.3 of this report, it is anticipated that up to 5% of the gross daily 425 Winchester project trips (51 daily trips) could potentially

cut-through the Century/Winchester neighborhood. Compared to the 2015 traffic data, the potential increase in daily cut-through trips through the residential streets is insignificant which is summarized in **Table 12**.

Table 12: Potential Cut-Through Traffic in Century/Winchester Neighborhood

ROADWAY SEGMENT	AM PEAK			PM PEAK			Average Daily Traffic		
	Existing 2015	Project Trips	Existing Plus Project	Existing 2015	Project Trips	Existing Plus Project	Existing 2015	Project Trips	Existing Plus Project
Maplewood Avenue									
Northbound Volume	9	0	9	11	1	12	209	6	215
Southbound Volume	8	0	8	18	1	19	197	6	203
Total Volume	17	0	17	29	2	31	406	12	418
Hanson Avenue									
Northbound Volume	5	0	5	6	1	7	84	6	90
Southbound Volume	5	0	5	28	1	29	268	6	274
Total Volume	10	0	10	34	2	36	352	12	364
Spar Avenue									
Northbound Volume	23	0	23	7	1	8	130	6	136
Southbound Volume	13	0	13	16	1	17	115	6	121
Total Volume	36	0	36	23	2	25	245	12	257
Olin Avenue									
Eastbound Volume	39	1	40	74	1	75	550	13	563
Westbound Volume	39	1	40	52	1	53	387	13	400
Total Volume	78	2	80	126	2	128	937	26	963
Notes:									
Existing 2015 volumes from Santa Row West Development Traffic Impact Analysis									
Gross project trips assumed for potential neighborhood cut through traffic									

The proposed traffic calming improvements from the Santana Row West project would reduce but not eliminate all cut-through traffic to/from the 425 Winchester project. This is because vehicles would still be permitted to travel between Stevens Creek Boulevard and the project via Spar Avenue which is not restricted from the proposed traffic calming improvements. Nevertheless, vehicle access along Spar Avenue is required to provide minimum residential and emergency vehicle access through the Century/Winchester neighborhood. Potential project trips traveling on Maplewood or Hanson Avenue would use Spar Avenue instead to enter/exit the neighborhood with the traffic calming measures.

From recent site visits and field observations, sidewalk and curb returns are provided in the Century/Winchester neighborhood. The existing sidewalks in the area are four to six feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided at the stop-controlled intersections along Maplewood, Hanson, and Spar Avenue, but there are no crosswalk markings to indicate pedestrian path of travel across the roadway. At the Olin and Maplewood Avenue intersection, approximately 100-feet of the east leg does not provide sidewalk facilities and curb ramps for continuous pedestrian access.

On-street parking in the Century/Winchester neighborhood is restricted to residential permit parking through the City of San Jose Residential Parking Program (RPP) to limit the intrusion of outside vehicles from adversely affecting the neighborhood's own parking demand. The RPP zone for the Century/Winchester neighborhood includes Maplewood Avenue, Hanson Avenue, and Spar Avenue, and

each street is enforced with posted signs for permit parking only. The 425 Winchester project is not eligible for parking permits in the Century/Winchester RPP zone, and it is anticipated that project vehicles will park on Olin Avenue or in the proposed on-site parking garage. From the parking analysis completed in Section 6.6 of this report, the project's on-site parking garage would satisfy the City's vehicle and bicycle parking standard and provide sufficient on-site parking for its office, retail, and residential uses. The project is not anticipated adversely affect the existing parking condition in the Century/Winchester neighborhood.

Figure 20: Olin Avenue Traffic Calming Improvements (Santana Row West Development)

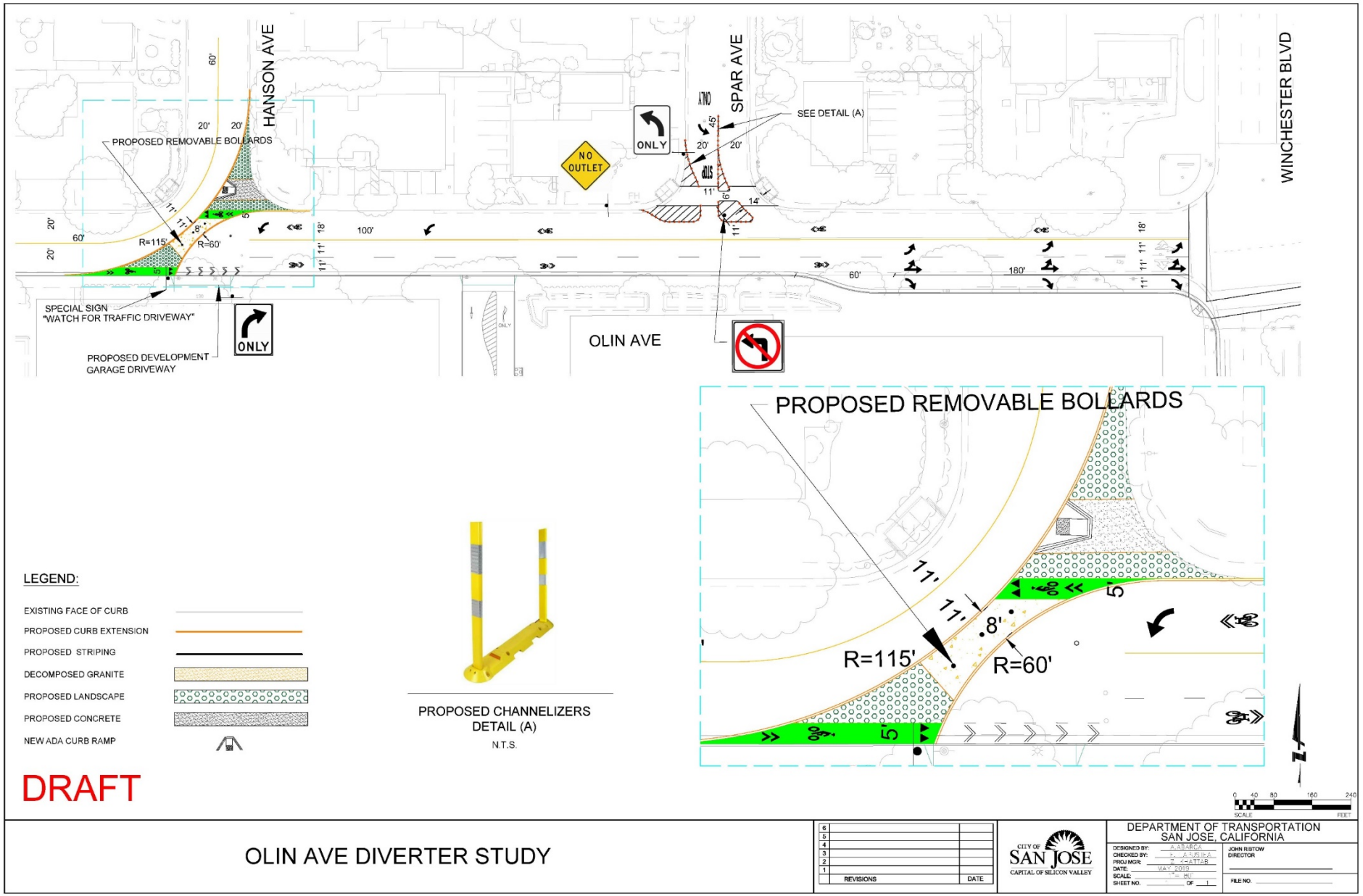
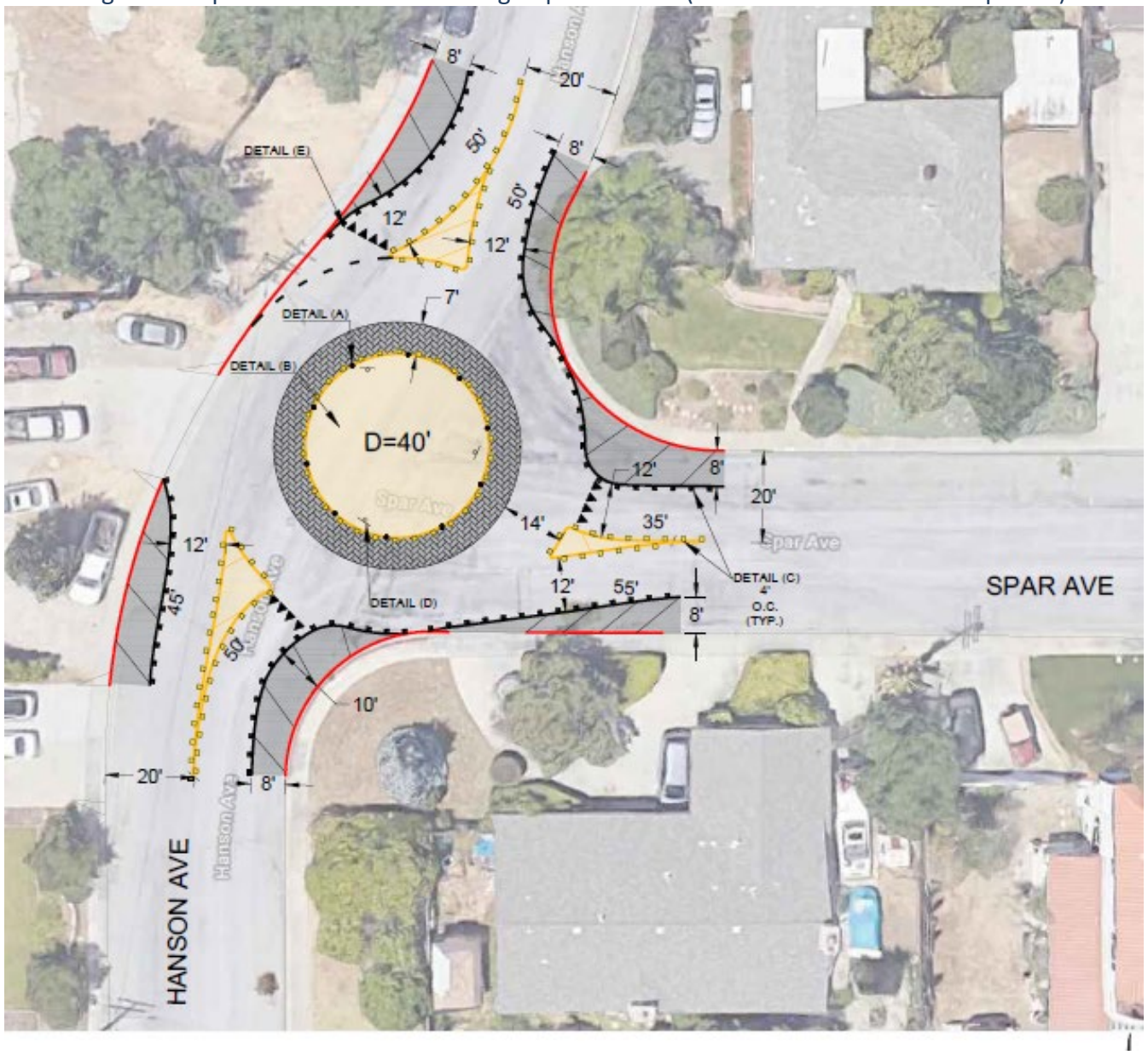


Figure 21: Spar Avenue Traffic Calming Improvements (Santana Row West Development)



7 CONCLUSIONS AND RECOMMENDATIONS

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of retail, office, and residential mixed-use components. Per City guidelines, the retail and office components meet the screening criteria for VMT analysis exemption. The residential component did not meet the screening criteria due to the proposed parking exceeding the minimum parking requirement; therefore, the City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project.

The City's VMT per capita threshold for residential land uses is 10.12 while the VMT per employee threshold is 12.21 for general employment uses. For the surrounding land use area, the existing VMT is 8.8 per capita and 12.22 per employee. The proposed project is anticipated to generate a VMT per capita of 8.41 and a VMT per employee of 11.73. The evaluation tool estimates that the project would generate per capita and per employee VMT below the City's threshold and would not trigger a VMT impact.

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including internal capture, location-based mode-share, and removal of existing driveway counts. Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 80 additional daily trips and 0 additional AM and PM peak hour trips to the roadway network. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 572 daily trips, 28 AM peak hour trips, and 56 PM peak hour vehicle trips.

Intersection Traffic Operations

City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project. The project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project and Cumulative Plus Project scenarios.

The project is located in the I-280/Winchester Boulevard Interchange Transportation Development Policy. It is anticipated that the project will be required to contribute traffic fees towards the interchange improvement based on project peak hour trips that would traverse through the I-280/Winchester Boulevard NB off-ramp. It is anticipated that the project would be required to contribute traffic fees towards the interchange improvement based on six (6) PM project peak hour trips that would traverse through the I 280/Winchester Boulevard NB off-ramp.

Vehicle Site Access and Circulation

The 425 Winchester project provides on-site residential and commercial parking spaces at the basement level parking garage which is accessed by a 23-foot wide drive aisle and a driveway on Olin Avenue. The proposed parking supply provides 5 parking spaces on the ground floor, 34 parking spaces on level B1, and 54 parking spaces on level B2. The project will provide reserved parking spaces for office and commercial users on the ground floor and level B1 while residential tenants have assigned parking spaces on level B2. The project site plan is anticipated to satisfy the City's vehicle parking standard. It is

recommended for delivery, loading, refuse, and emergency vehicle activity for the project to occur on Olin Avenue in areas where on-street parking is allowed.

Pedestrian and Bicycle Site Access and Circulation

The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row. To optimize pedestrian and bicycle circulation, the project applicant will work with the City to install a crosswalk at the Winchester/Olin north intersection leg. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.

Neighborhood Interface

The Santana Row West development located southwest of the project site will implement traffic calming improvements for the Century/Winchester residential neighborhood to reduce cut-through traffic. Based on trip generation and distribution, it is anticipated that the project will not significantly increase cut-through traffic through the residential neighborhood and cause an adverse effect. In addition, the project is not anticipated to adversely affect the existing parking condition in the Century/Winchester neighborhood due to sufficient on-site project parking.

In coordination with City staff, the project will be required to contribute to the permanent traffic calming improvements per future analysis of the temporary improvements being installed by the Santana West Development. The project applicant will work with the City to determine a fair share contribution toward the permanent traffic calming improvements along Olin Avenue and at the Spar/Hanson intersection.

8 APPENDICES

Appendix A – 425 Winchester Boulevard Site Plan

Appendix B – San Jose VMT Evaluation Tool Summary Report

Appendix C – Existing Traffic Counts Collected 8/27/2019

Appendix D – San Jose Approved Trip Inventory

Appendix E – TRAFFIX Intersection Operations Analysis

Appendix F – SimTraffic Intersection Queue Analysis

Appendix A – 425 Winchester Boulevard Site Plan

THE OLIN

425 S. WINCHESTER BLVD. SAN JOSE, CA
RESIDENTIAL MIXED-USE DEVELOPMENT

APN: 303-39-044

SOUTHEAST PERSPECTIVE

PROJECT DIRECTORY

OWNER / DEVELOPER

KT Urban
21710 Stevens Creek Blvd., Ste. 200
Cupertino, CA 95014
P: 408.257.2100
CONTACT:
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ARCHITECT

C2K ARCHITECTURE INC.
1645 NW Hoyt St.
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Nathan Miller nmiller@c2karch.com

CIVIL ENGINEER

Charles W. Davidson Co.
255 West Julian St., Ste. 200
San Jose, CA 95110
P: 408.295.9162
CONTACT:
Peter Smith psmith@cwdco.com

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PERMITS / REVIEWS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA	
COMPREHENSIVE PRELIMINARY REVIEW FILE # PRE19-004	SUBMITTED 01-04-2019
PLANNED DEVELOPMENT ZONING FILE #	SUBMITTED 05-15-2019
DIRECTOR'S ACTION	
PLANNED DEVELOPMENT PERMIT FILE #	SUBMITTED 05-15-2019
DIRECTOR'S ACTION	
DEPARTMENT OF PUBLIC WORKS PROJECT #	
PERMIT #	
GRADING & DRAINAGE PERMIT PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

REVIEWING AGENCY	REVIEW STATUS
BUILDING DEPARTMENT	
PC#	
PERMIT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	

PROJECT DESCRIPTION

THE PROPOSED MIXED-USE BUILDING AT 425 SOUTH WINCHESTER BLVD IS A MULTI-FAMILY RESIDENTIAL PROJECT CONTAINING 27 RESIDENTIAL UNITS, 115 PARKING SPACES, APPROX. 8128 SF OF GROUND FLOOR RETAIL, AND APPROXIMATELY 4737 SF OF OFFICE SPACE. THE BUILDING WILL BE A POST-TENSIONED CONCRETE PODIUM STRUCTURE UP THROUGH LEVEL 2 WITH THREE STORIES OF WOOD FRAMED CONSTRUCTION ABOVE, 5-STORIES IN TOTAL HEIGHT. THE EXTERIOR WILL BE CLAD IN HIGH-QUALITY MATERIALS SUCH AS BRICK, STONE, AND METAL PANEL WITH MAXIMIZED VISION GLASS AT BALCONIES AND LIVING SPACES. THE PARKING GARAGE EXTENDS TWO LEVELS BELOW GRADE AND IS DIVIDED BETWEEN RESIDENTIAL AND COMMERCIAL PARKING SPACES. AMENITIES INCLUDE A FITNESS ROOM, AN AMENITY LOUNGE, AND COMMON OUTDOOR TERRACE AT LEVEL 5.

THE PROPOSED RESIDENTIAL UNITS ARE RENTAL UNITS. UP TO 3 RETAIL COMMERCIAL CONDOMINIUMS ARE PROPOSED ON THE GROUND LEVEL.

THE BUILDING WILL BE LEED CERTIFIED AS REQUIRED BY CITY COUNCIL POLICY. THE PROJECT WILL ACHIEVE LEED NC v4 CERTIFICATION THROUGH THE USGBC.

VICINITY MAP

C2K ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

THE OLIN

OWNER:
KT URBAN

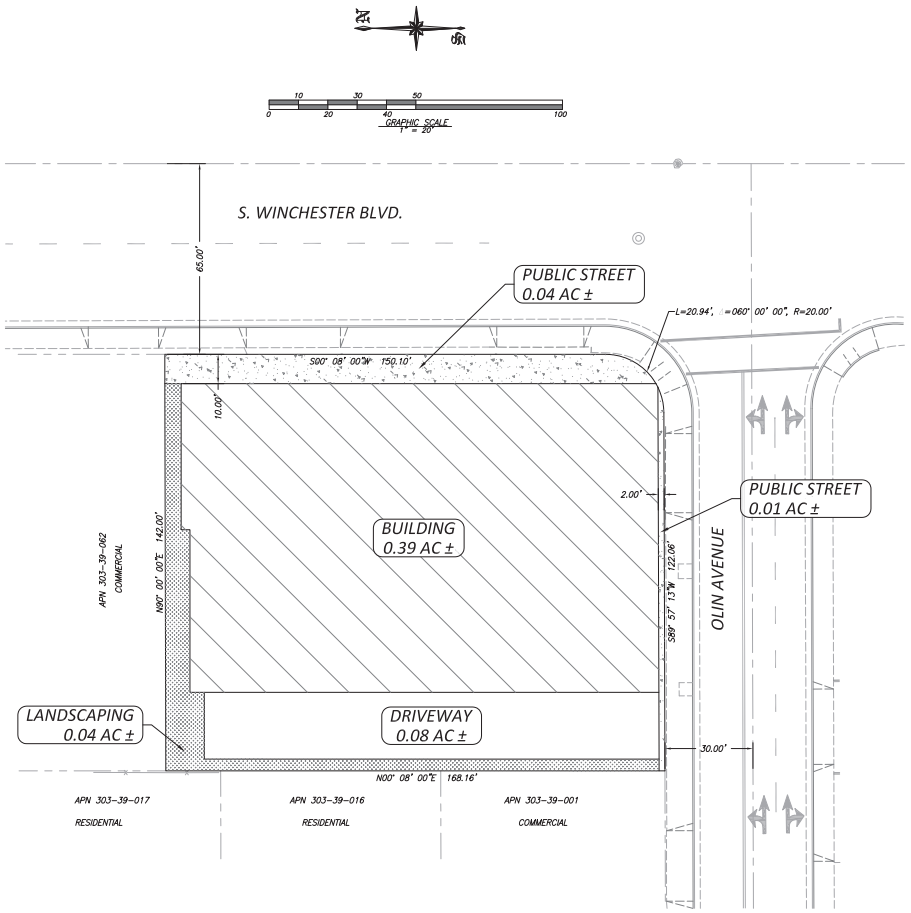
ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 18132
DRAWN: PM
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
COVER SHEET

SHEET NO.:
G000



LAND USE TABLE

SYMBOL	LAND USE	AREA	PERCENT
	BUILDING	0.39 ac	70%
	PUBLIC STREET	0.05 ac	9%
	DRIVEWAY*	0.08 ac	14%
	LANDSCAPE	0.04 ac	7%
	TOTAL	0.55 ac	100%

BOUNDARY OF REZONING

GROSS AREA: 0.55 ac NET AREA: 0.50 ac

APN 303-39-044

* DRIVEWAY IS OVER SUBTERRANEAN GARAGE

STATEMENTS AND TABLES

a. TOTAL ACRES OF SUBJECT PROPERTY

TOTAL SITE	0.55± ac
STREET DEDICATION	0.05± ac
NET SITE AREA	0.50± ac

b. TOTAL NUMBER OF RESIDENTIAL UNITS 27

c. TOTAL COMMERCIAL AREA 12,865 sf

d. SITE COVERAGE

BUILDING	0.39± ac	70%
DRIVEWAY	0.08± ac	14%
PUBLIC STREET	0.05± ac	9%
LANDSCAPING	0.04± ac	7%

e. PARKING

RESIDENTIAL REQUESTED 2.0 PER UNIT	54
PROVIDED	55
COMMERCIAL REQUIRED 1 PER 200 sf	41
PROVIDED	41
OFFICE REQUIRED 1 PER 250 sf	19
PROVIDED	19
TOTAL PARKING PROVIDED	115

f. OPEN SPACE

COMMON OPEN SPACE	1232 sf
PRIVATE OPEN SPACE	7662 sf

DEVELOPMENT STANDARDS

MINIMUM SETBACKS

FRONT (WINCHESTER*)	0'
SIDE (OLIN DRIVE*)	0'
SIDE (NORTH)	0'
REAR (WEST)	15'
MAXIMUM HEIGHT	65'
MAXIMUM FLOOR AREA RATIO	4.5

* SETBACKS MEASURED FROM THE PROPOSED SIDEWALK DEDICATION

NOTES

1. MINOR ARCHITECTURAL PROJECTIONS SUCH AS AWNINGS,TRELLIS ELEMENTS, EAVES, BAY WINDOWS, ETC. MAY PROJECT INTO ANY SETBACK BY UP TO 2 FEET FOR A LENGTH NOT TO EXCEED 75% OF THE SUBJECT BUILDING ELEVATION LENGTH.

2. WATER POLLUTION CONTROL PLANT NOTE: PURSUANT TO PART 2.75 OF CHAPTER 15.12 OF THE SAN JOSE MUNICIPAL CODE, NO VESTED RIGHT TO A BUILDING PERMIT SHALL ACCRUE AS THE RESULT OF THE GRANTING OF ANY KIND OF LAND DEVELOPMENT APPROVALS AND APPLICATIONS WHEN AND IF THE CITY MANAGER MAKES A DETERMINATION THAT THE CUMULATIVE SEWAGE TREATMENT DEMAND ON THE SAN JOSE–SANTA CLARA WATER POLLUTION CONTROL PLANT REPRESENTED BY APPROVED LAND USES IN THE AREA SERVED BY SAID PLANT WILL CAUSE THEIR TOTAL SEWAGE TREATMENT DEMAND TO MEET OR EXCEED THE CAPACITY OF THE SAN JOSE–SANTA CLARA WATER POLLUTION CONTROL PLANT TO TREAT SUCH SEWAGE ADEQUATELY AND WITHIN THE DISCHARGE STANDARDS IMPOSED ON THE CITY BY THE STATE OF CALIFORNIA WATER QUALITY CONTROL BOARD FOR THE SAN FRANCISCO BAY REGION. SUBSTANTIVE CONDITIONS DESIGNED TO DECREASE THE SANITARY SEWAGE ASSOCIATED WITH ANY LAND USE APPROVAL MAY BE IMPOSED BY THE APPROVING AUTHORITY.

C2K ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

Charles R. Davidson Co.
A CALIFORNIA CORPORATION
CONSULTING CIVIL ENGINEERS
255 W. JULIAN ST. #200 SAN JOSE, CA 95110-2406
TEL. (408) 295-9162 FAX (408) 993-1511

CITY STAMP

THE OLIN

OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
LAND USE PLAN

SHEET NO.:
G002

SE PERSPECTIVE - INTERSECTION OF OLIN AND WINCHESTER BLVD.

NW PERSPECTIVE - VIEW FROM ADJACENT PROPERTY

SW PERSPECTIVE - VIEW FROM OLIN AVE.

NE PERSPECTIVE - VIEW FROM WINCHESTER BLVD.

C2K
ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

THE OLIN

OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 18132
DRAWN: Author
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
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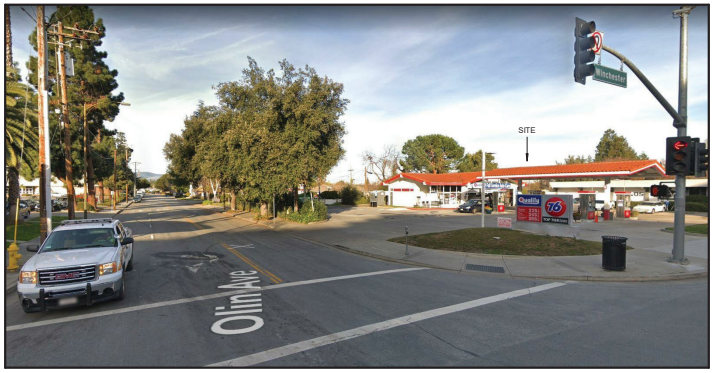
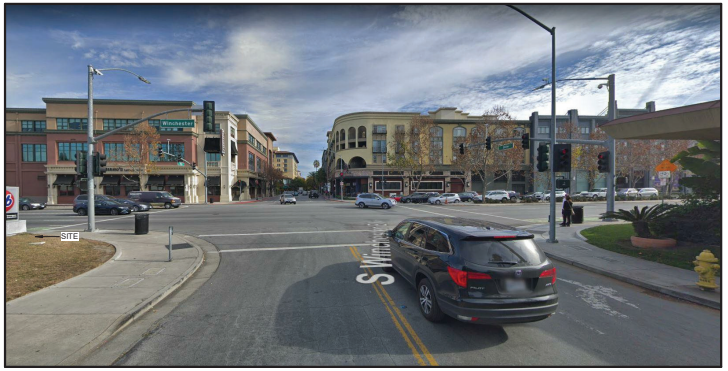
SHEET NO.:
G006



VIEW LOOKING WEST FROM OLIN AND WINCHESTER

VIEW LOOKING NORTH FROM OLIN AND WINCHESTER

VIEW LOOKING SOUTH FROM WINCHESTER BLVD.



VIEW LOOKING EAST FROM OLIN AVE.

C2K
ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

THE OLIN

OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 18132
DRAWN: Author
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
EXISTING SITE PHOTOS

SHEET NO.:
G008

ABBREVIATIONS

@	AT
A/V	AUDIO VISUAL
AB	ANCHOR BOLT
AC	AIR CONDITIONING
ACDN	ACCORDION
ACOUST	ACOUSTICAL
ACP	ACOUSTICAL CEILING PANEL
ACT	ACOUSTICAL CEILING TILE
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUST, ADJUSTABLE
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUTO	AUTOMATIC
BC	BOTTOM OF CURB
BD	BOARD
BDRM	BEDROOM
BITUM	BITUMINOUS
BKR	BACKER
BL	BLINDS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BLKT	BLANKET
BM	BEAM
BOT/BTM	BOTTOM
BUR	BUILT-UP BITUMINOUS ROOFING
BW	BOTTOM OF WALL
C	CARPET
CAB	CABINET
CEM	CEMENT, CEMENTITIOUS
CG	CORNER GUARD
CI	CAST IRON
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CK TP	COOK TOP
CL	CENTER LINE
CLG	CEILING
CLO	CLOSER
CLR	CLEAR
CMU	CONCRETE MASONRY UNITS
CNTR	COUNTER
COL	COLUMN
COMP	COMPOSITE
CONC	CONCRETE
COND	CONDITION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CSMU	CALCIUM SILICATE MASONRY UNIT
CTG	COATING
CTR	CENTER
CTRL	CONTROL
CTSK	COUNTERSINK
CTV	CABLE TV
CU	CUBIC
CUST	CUSTOM
CW	CURTAIN WALL
DBL	DOUBLE
DEC	DECORATIVE
DEFL	DEFLECTION
DEMO	DEMOLISH
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DR	DOOR, DINING ROOM
DRS	DOORS
DS	DOWNSPOUT
DW	DISHWASHER
DWG	DRAWING
DWR	DRAWER
(E)	EXISTING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
ENTR	ENTRANCE
EOS	EDGE OF SLAB
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EQPT	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EX	EXHAUST
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F	FABRIC, FIBER
FA	FIRE ALARM, FLUID APPLIED
FB	FLAT BAR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CAB
FF	FINISH FLOOR
FF SAM	FOIL FACED SELF-ADHERED MEMBRANE
FFE	FINISH FLOOR ELEVATION
FHC	FIRE HOSE CABINET
FIN	FINISHFIXT FIXTURE
FL	FLOOR
FLDG	FOLDING
FLR	FLOOR
FLRG	FLOORING
FLSHG	FLASHING
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FO	FACE OF
FP	FIREPROOF
FPFG	FIREPROOFING
FR	FIRE RATED
FRM	FRAME
FRMD	FRAMED
FRMG	FRAMING
FRP	FIBER GLASS REINFORCED PANELS
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE, FIRESTOPPING
FT	FOOT, FEET
FTG	FOOTING
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GBATH	GUEST BATH
GBDRM	GUEST BEDROOM
GD	GARBAGE DISPOSAL
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GI	GALVANIZED IRON
GL	GLASS
GLULAM	GLU-LAMINIATED
GND	GROUND
GYP	GYPSUM
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HEAT PUMP
HR	HOUR
HT	HEIGHT
HT SAM	HIGH TEMPERATURE SELF-ADHERED MEMBRANE
ID	INSIDE DIAMETER
IN	INCH, INCHES
INSUL	INSULATION
INT	INTERIOR
INTUM	INTUMESCENT
JAN	JANITOR
JST	JOIST
JT	JOINT
KIT	KITCHEN
L	LINEN, LINOLEUM
LAV	LAVATORY
LF	LINEAL FEET
LIB	LIBRARY
LIV	LIVING
LKR	LOCKER
MACH	MACHINE
MAINT	MAINTENANCE
MAX	MAXIMUM
MBATH	MASTER BATH
MBDRM	MASTER BEDROOM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MED	MEDICATION
MEMB	MEMBRANE
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MIRR	MIRROR
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
MTL	METAL
MUL	MULLION
MW	MICROWAVE
N/A	NOT APPLICABLE
NC	NON COMBUSTIBLE
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OBS	OBSCURE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OH	OPPOSITE HAND, OVERHEAD
OPP	OPPOSITE
OZ	OUNCE
OFCI	OWNER FURNISHED, INSTALLED BY CONTRACTOR
OFOI	OWNER FURNISHED, INSTALLED BY OWNER
P	PAINT, PANTRY
P/L	PROPERTY LINE
PART BD	PARTICLE BOARD
PC	PRECAST
PED	PEDESTRIAN
PERF	PERFORATED
PH	PENTHOUSE
PKG	PACKAGE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAST	PLASTER, PLASTIC
PNL	PANEL
POL	POLISHED
POLYISO	POLYISOCYANURATE
PP	POWER POLE
PR	PAIR
PREFIN	PREFINISHED
PREM	PREMIUM
PRKG	PARKING
PSI	POUNDS PER SQUARE INCH
PT	PRESERVATIVE TREATED, POST-TENSIONED
PTD	PAPER TOWEL DISPENSER
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTN	PARTITION
PTR	PAPER TOWEL RECEPTACLE
PVC	POLYVINYLCHLORIDE
PWD	PLYWOOD
R	RADIUS, RISER, RISERS, RANGE
RAD	RADIUS
RB HK	ROBE HOOK
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REINF	REINFORCED, REINFORCING
RES	RESIN
RESIL	RESILIENT
RF	RUBBER FLOORING
RM	ROOM
RO	ROUGH OPENING
RR	REST ROOM
S SURF	SOLID SURFACE
S&R	STILE AND RAIL
S&V	STAIN AND VARNISH
SAM	SELF-ADHERED MEMBRANE
SBS	STYRENE BUTADIENE STYRENE
SC	SEALED CONCRETE
SC	SOLID CORE
SCD	SEAT COVER DISPENSER
SCHED	SCHEDULE
SCRN	SCREEN
SD	SOAP DISPENSER
SECT	SECTION, SECTIONAL
SF	SQUARE FEET, STOREFRONT
SGL	SAFETY GLASS
SH	SHELF, SHINGLES
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SLDG	SLIDING
SLNT	SEALANT
SND	SANITARY NAPKIN DISPENSER
SNR	SANITARY NAPKIN RECEPTACLE
SOG	SLAB ON GRADE
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STAIN
STOR	STORAGE
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
SYS	SYSTEM
T	TILE
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TB	TACK BOARD, TOWEL BAR
TC	TOP OF CURB, TRAFFIC COATING
TEL	TELEPHONE
TF	TERRAZZO FLOORING
THK	THICK
THRES	THRESHOLD
TMPD	TEMPERED
T.O.	TOP OF
TPD	TOILET PAPER DISPENSER
TPO	THERMOPLASTIC POYOLEFIN
TR	TOILET ROOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UNDERLAY	UNDERLAYMENT
UON	UNLESS OTHERWISE NOTED
UR	URINAL
UTIL	UTILITY
VCT	VINYL COMPOSITION TILE
VEHIC	VEHICULAR
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VNR	VENEER
VP	VENEER PLASTER
W/	WITH
W/O	WITHOUT
WC	WALLCOVERING, WATER CLOSET
WD	WOOD
W/D	WASHER DRYER
WF	WOOD FLOORING
WH	WALL HUNG
WOM	WALK OFF MAT
WP	WATERPROOF
WPFG	WATERPROOFING
WR	WATER RESISTANT, WATER RESISTIVE
WS	WATERSTOP
WT	WEIGHT
WW	WINDOW WALL
WWF	WOVEN WIRE FABRIC
YD	YARD
XPS	EXTRUDED POLYSTYRENE

BUILDING AREA SUMMARY

Floor		Gross Area	Lobby Circulation	Net Housing	Efficiency	Avg Unit Area	Number Units	Parking Area	Avg Space Area	Parking Spaces	Commercial Area	Flr to Flr Height	Ht To Top of Floor	Ht To Floor Level	Ht To Floor Elev Datum
		SF	SF	SF	%	SF		SF	SF		SF	FT	FT	FT	FT
Roof		591										10.00	69.00	59.00	159.00
5th	Residential	10,860		8,351			4					11.00	59.00	48.00	148.00
4th	Residential	13,284		11,212			9					11.00	48.00	37.00	137.00
3rd	Residential	15,102		12,967			9					11.00	37.00	26.00	126.00
2nd	Residential / Office	15,811		9,305			5				4,737	11.00	26.00	15.00	115.00
1st	Lobby / Retail / Fitness	12,034		-			-	-		5	8,128	15.00	15.00	0.00	100.00
B1	Basement Parking	21,310					-	21,407	389	55		-10.00	-10.00	0.00	90.00
B2	Basement Parking	21,279					-	20,957	381	55		-10.00	-20.00	0.00	80.00
		Gross		Net			Units			Spaces					
Total		110,271	-	41,835		1,549	27	42,364	368	115	12,865	59.00	Total Building Height		

Area		
Site Area SF	24,055	SF
Site Area Acres	0.55	acres
Allowable FAR	*4.5*	*FAR*
Allowable Area	*108,248*	*SF*
Proposed FAR Area (above Grade)	67,682	SF
Proposed FAR	**2.8**	**FAR**
Remaining FAR	1.69	FAR
Remaining Allowable Area	40,566	SF
Required Commercial	0.5	FAR
Required Commercial	12,028	SF
Commercial Proposed	12,865	SF

Density		
Allowable Density	*50*	*DU/Acre*
Allowable Density	27.6	DU
Proposed Number of Units	27	Units
Proposed Density	**48.9**	**DU/Acre**

Parking				
Residential Parking Spaces	**Ratio**			
Spaces Required per Owner	*2.00*	*/Unit*	*54*	Spaces
Spaces Proposed (Level B2)	*2.04*	*/Unit*	**55**	Spaces
Retail Parking Spaces	**#**			
Spaces Required	*1.00*	*/200 SF*	41	Spaces
Spaces Proposed (Levels B1 and 1)	*1.00*	*/200 SF*	**41**	Spaces
Office Parking Spaces	**#**			
Spaces Required	*1.00*	*/250 SF*	19	Spaces
Spaces Proposed (Level B1 and 1)	*1.00*	*/250 SF*	**19**	Spaces
Total Spaces Required			**114**	
Total Spaces Proposed			**115**	

Bicycle				
Total Bike Parking Req'd	**Ratio**		**12**	
Residential Bicycle Parking Req'd	0.25	*/Unit*	7	Spaces
Retail Bicycle Parking Req'd	*1.00*	*/3000 SF*	3	Spaces
Office Bicycle Parking Req'd	*1.00*	*/4000 SF*	2	Spaces
Bike Parking Proposed	0.89	*/Unit*	**24**	**Spaces**

Height	
59.00	Height Proposed
65.00	Max Allowable Height
6.00	Ht Remaining

Open Space		
Common Open Space		
Total	**1,232**	**SF**
Rooftop	-	*SF*
Level 5	*1,232*	*SF*
Private Open Space		
Total	**7,662**	**SF**
Rooftop	*2295*	
Level 5	1192	
Level 4	1818	
Level 3	1818	
Level 2	539	

OPEN SPACE SUMMARY

PRIVATE AND COMMON OPEN SPACE

PRIVATE OPEN SPACE		
TOTAL PRIVATE OPEN SPACE	7,662 SF	
TOTAL UNITS	27	
AVERAGE PRIVATE OPEN SPACE PER UNIT	284 SF	/ UNIT
# UNITS WITH BALCONY	16	
PERCENT OF UNITS WITH BALCONY OR TERRACE	59%	
COMMON OPEN SPACE		
TOTAL COMMON OPEN SPACE	1,232 SF	
AVERAGE COMMON OPEN SPACE PER UNIT	46 SF	/ UNIT

REFER TO PLANS FOR EXACT LOCATION OF PRIVATE BALCONIES/DECKS

UNIT MIX SUMMARY

Unit Mix	Studio	1 BR	2 BR	3 BR	PH-2BR	PH-3BR	
5th	-	-	-	-	2	2	4
4th	-	5	4	-	-	-	9
3rd	-	3	6	-	-	-	9
2nd	-	0	5	-	-	-	5
1st	-	-	-	-	-	-	-
Total Units	-	8	15	-	2	2	27
Mix Ratio %	0.0%	29.6%	55.6%	0.0%	7.4%	7.4%	100%

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: The Olin @ 425 S. Winchester Blvd.

ADDRESS: 425 South Winchester Blvd. San Jose, CA 95113

OWNER: KT Urban, 21710 Stevens Creek Blvd # 200, Cupertino, CA 95014

ASSESSOR PARCEL#: 303-39-044

SEISMIC ZONE: DESIGN CATEGORY D

BUILDING NARRATIVE

27 RESIDENTIAL UNITS IN 5 STORY BUILDING, INCLUDES TWO LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL AND OFFICE SPACE AT LEVEL 2.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2016 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC) WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2014 NEC) WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC) WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC) WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2016 CALIFORNIA ENERGY CODE

PART 9 - 2016 CALIFORNIA FIRE CODE (BASED ON 2015 IFC)

PART 11 - 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2016 CALIFORNIA REFERENCE STANDARDS CODE

ZONING ORDINANCE, CITY OF SAN JOSE, CALIFORNIA TITLE 20 OF SAN JOSE MUNICIPAL CODE

ZONING

LOCATION: APN 303-39-044

Site bounded by S. Winchester Blvd., Olin St.

ZONING DISTRICT: CG - Commercial General - Santana Row / Valley Fair Urban Village

LOT SIZE: 24,055 SF = 0.55 ACRES Gross

DENSITY PROPOSED: **27 UNITS PROPOSED**
27 UNITS /.55 ACRES = **49** DWELLING UNITS / ACRE
CoSJ GENERAL PLAN 2040 **Allowed Density: Up to 50 DU/AC**

FAR BUILDABLE AREA: 24,055 SF **LOT AREA**
AREA PROPOSED (FAR Gross) = 67,682 SF
67,682 SF / 24,055 = 2.8
PROPOSED FAR = 2.8:1
CoSJ GENERAL PLAN 2040 **FAR: Up to 4.5**

PARKING ANALYSIS

REQUIRED PARKING

PER SAN JOSE ZONING ORDINANCE, TABLE 20-140

RESIDENTIAL MULTIPLE DWELLING
- 1 SPACE PER UNIT REQUIRED
- 27 UNITS
- **55 *SPACES PROPOSED***

RETAIL SPACE
- 1 SPACE REQUIRED PER 200 SF
- 8,128 SF RETAIL AREA
- 41 SPACES REQUIRED
- **41 SPACES PROPOSED**

OFFICE SPACE
- 1 SPACE REQUIRED PER 250 SF
- 4,737 SF OFFICE AREA
- 19 SPACES REQUIRED
- **19 SPACES PROPOSED**

115 TOTAL SPACES PROPOSED

ACCESSIBLE PARKING SPACES

PUBLIC 2% OF TOTAL SPACES PROVIDED
- 3 ACCESSIBLE SPACES REQUIRED
- 1 ACCESSIBLE VAN SPACE REQUIRED (INCL. IN TOTAL)
- **3 ACCESSIBLE SPACES PROVIDED (1 VAN, 2 CAR)**

BICYCLE PARKING 20.70.485

TABLE 20-120 REQUIREMENT

RESIDENTIAL		1 PER 4 LIVING UNITS		
27 UNITS	/ 4	=	**7**	**BICYCLE SPACES REQ'D**
RETAIL		1 PER 3000 SF		
8,128 SF	/ 3000	=	**3**	**BICYCLE SPACES REQ'D**
OFFICE		1 PER 4000 SF		
4,737 SF	/ 4000	=	**2**	**BICYCLE SPACES REQ'D**
			24	**BICYCLE SPACES PROVIDED**

ELECTRIC VEHICLE CHARGING STATIONS

420.9 INSTALLATION OF EV CHARGING INFRASTRUCTURE IN NEW CONSTRUCTION
4.106.4.2 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

3% OF TOTAL NUMBER OF PARKING SPACES SHALL CONTAIN INFRASTRUCTURE TO SUPPORT FUTURE EV CHARGING STATIONS

115 PARKING SPACES x 0.03 = 3.45
- **4 EV INFRASTRUCTURE PARKING SPACES REQUIRED**
- **4 EV INFRASTRUCTURE PARKING SPACES PROVIDED**

PER CBC T11B-228.3.2.1 EVCS FOR PUBLIC AND COMMON USE
- **1 VAN EVCS SPACE REQUIRED**
- **1 STANDARD ACCESSIBLE EVCS SPACE REQ'D**
- **1 VAN EVCS SPACE PROVIDED**
- **1 STANDARD ACCESSIBLE EVCS SPACE PROV'D**

*ALL ACCESSIBLE PARKING LOCATED AT LEVEL 1

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

OCCUPANCY CLASSIFICATION GROUPS: A-2, A-3, B, M, R-2, S-1, S-2

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3; R-2 SEPARATED PER 420

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): 7,2000 SF

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	5'-0"	50'-9"	30'-0"	52'-4"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: III-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	85'-0"*	69'-0"**
NUMBER OF STORIES (PER TABLE 504.4)	5 STORIES	5 STORIES
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*HEIGHT IS LIMITED TO 65'-0" PER SANTANA ROW / VALLEY FAIR URBAN VILLAGE PLAN.

**NON-OCCUPIABLE ARCHITECTURAL FEATURES SUCH AS ROOF FORMS, CHIMNEYS, STAIRWELLS AND TOWERS MAY PROJECT UP TO TEN FEET ABOVE THE MAXIMUM HEIGHT.

BUILDING CONSTRUCTION — CHAPTERS 6, & 7

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)

		REQUIREMENT
BUILDING ELEMENT		TYPE - IA
PRIMARY STRUCTURAL FRAME		3
BEARING WALLS -	EXTERIOR	2*
	INTERIOR	2*
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		2
ROOF CONSTRUCTION		1*
*REDUCTION IN RATING TO TYPE 1B REQUIREMENTS PER 403.2.1.1		
BUILDING ELEMENT		TYPE - IIIA
PRIMARY STRUCTURAL FRAME		1
BEARING WALLS -	EXTERIOR	2
	INTERIOR	1
NON BEARING WALLS AND PARTITIONS	INTERIOR	0
FLOOR CONSTRUCTION		1
ROOF CONSTRUCTION		1

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

DISTANCE (TABLE 602)	**NORTH**	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	5'-0"	50'-9"	30'-0"	52'-4"
TYPE IA - EXT WALL REQUIREMENTS - BEARING	PER TBL 601			
- NON BEARING	1-HR	0-HR	0-HR	0-HR

MAXIMUM AREA OF EXTERIOR WALL OPENINGS (TABLE 705.8)

	NORTH	**EAST**	**SOUTH**	**WEST**
FIRE SEPARATION DISTANCE PROVIDED	5'-0"	50'-9"	30'-0"	52'-4"
MAXIMUM AREA OF UNPROTECTED OPENINGS (BUILDING SPRINKLERED - 705.8.1)	25%	NO LIMIT	NO LIMIT	NO LIMIT

SHAFTS — CHAPTER 7

SHAFT CONSTRUCTION: 2 HR REQUIRED PER 713.4

CHUTES — CHAPTER 7

CHUTE ENCLOSURE: 2 HR REQUIRED PER 713.4

HOPPER DOOR CONSTRUCTION: 1 1/2-HR AS REQUIRED PER TABLE 716.5.9.3

REFUSE COLLECTION ROOM: 1-HR FIRE BARRIER ENCLOSURE WITH 3/4-HR DOOR PER 708.13.3

DOOR OPERATION: SELF OR AUTOMATIC CLOSING UPON ACTIVATION OF SMOKE DETECTION PER 716.5.9.3

TERMINATION ROOM: SPRINKLERED PER TABLE 509 WITH 1 1/2-HR DOOR PER 713.13.4 & TABLE 716.5

SPRINKLERS: AUTOMATIC SPRINKLER SYSTEM PROVIDED PER 713.13.6

OPENINGS — CHAPTER 7

WINDOWS: EMERGENCY WINDOWS PER SECTION 1029 ARE NOT REQUIRED PER 403.5.6

FIRE PROTECTION RATINGS FOR DOORS (TABLE 716.5)

FIRE SERVICE ACCESS ELEVATOR LOBBY DOORS	45 MINUTE "S" LABEL DOORS IN 1 HOUR SMOKE BARRIER
ELEVATOR SHAFT DOORS	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS FROM CORRIDOR	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
PRESSURIZED VESTIBULE DOORS INTO STAIRWAY	90 MINUTE "S" LABEL DOORS IN 2-HR FIRE BARRIER
CORRIDOR DOORS	20 MINUTE "S" LABEL DOORS IN 1-HR FIRE PARTITION

ELEVATORS — CHAPTERS 7, 10, & 30

LOBBY:
- ENCLOSED LOBBY NOT REQUIRED AT STREET LEVEL PER 713.14.1, EXCEPTION 1
- FIRE SERVICE ACCESS ELEVATOR LOBBY SIZE MIN DIMENSION OF 8'-0", AND 150 SF

ACCESSIBLE MEANS OF EGRESS ELEVATOR:
- ONE (1) ELEVATOR TO BE PROVIDED AS ACCESSIBLE MEANS OF EGRESS PER SECTION 1007.2.1

FLOOR LANDINGS ILLUMINATION:
- 5 fc MIN AT THRESHOLD (1124A.5)

ELEVATOR SIZE REQUIREMENT:
- ONE (1) ELEVATOR TO ACCOMMODATE 24-INCH BY 84-INCH AMBULANCE STRETCHER WITH 5-INCH MAXIMUM RADIUS CORNERS, 80-INCH BY 54-INCH CLEAR DISTANCE BETWEEN WALLS, AND MINIMUM DISTANCE FROM WALL TO RETURN PANEL OF 51 INCHES WITH A 42 INCH MINIMUM SIDE-SLIDE DOOR PER SECTION 3002.4.3a
- ALL PROVIDED ELEVATORS TO MEET ACCESSIBILITY REQUIREMENTS OF CBC 11B-407 & 1124A

FIRE SERVICE ACCESS ELEVATORS:
- TWO REQUIRED PER 403.6.1
- CAPACITY: 3500# MIN PER 403.6.1
- FIRE ALARM TO INITIATE PHASE I EMERGENCY RECALL (3007.2)
- PROVIDE PHASE II EMERGENCY IN-CAR OPERATION (3003.2)
- MONITORED BY FIRE COMMAND CENTER (3007.8)
- STANDBY POWER TYPE 60/CLASS 2/LEVEL 1, REQUIRED FOR ELEVATOR EQUIPMENT, HOISTWAY LIGHTING, MACHINE ROOM VENTILATION AND COOLING EQUIPMENT, AND CONTROLLER COOLING EQUIPMENT (3007.9)

INTERIOR FINISHES — CHAPTER 8

WALL/CEILING MAXIMUM FLAME SPREAD CLASSIFICATIONS AND RATINGS (TABLE 803.9)

EXIT ENCLOSURES:	CLASS B
CORRIDORS AND EXIT ACCESS ENCLOSURES:	CLASS C TYP, CLASS B ON LEVEL 4
ROOMS AND ENCLOSED SPACES:	CLASS C

FLOOR FINISH (SECTION 804)

ALL AREAS:	COMPLY WITH ASTM STANDARD E 648, & SPECIFIC OPTICAL DENSITY SMOKE RATING NOT TO EXCEED 450 PER ASTM E 662 (804.4.1)
EXITS, CORRIDORS, & ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS:	MINIMUM CRITICAL RADIANT FLUX: CLASS II (804.4.2)

REQUIRED LIFE SAFETY SYSTEMS — CHAPTER 9

	REQUIREMENT	TYPE/CLASS
AUTOMATIC SPRINKLER SYSTEM*	PER 903.2, 903.3.1.1, & SJFC 17.12.630	NFPA 13
STANDPIPE SYSTEM	PER 905.3.1, Exception 1	NFPA 14 / CLASS I
FIRE PUMPS	PER 913	NFPA 20
FIRE EXTINGUISHERS	PER 906.1 & CRC Title 19, Div 1, Chapter 3	2-A MIN RATED
FIRE ALARM SYSTEM**	PER 907.2	NFPA 72 AS AMENDED IN CHAPTER 35
AUDIBLE ALARMS	PER 907.5.2.1 & 907.5.2.2	
VISIBLE ALARMS	PER 907.5.2.3	
SMOKE DETECTION SYSTEM	PER 907.2.13 & 907.3	NFPA 72
FIRE DEPARTMENT COMMUNICATION SYSTEM	PER 907.2.13.2	NFPA 72

* SYSTEMS SERVING MORE THAN 20 HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, OR REMOTE SERVICE.
QUICK RESPONSE OR RESIDENTIAL AUTOMATIC SPRINKLERS ARE REQUIRED IN DWELLING OR SLEEPING UNITS

** SYSTEM SHALL ACTIVATE A MEANS OF WARNING FOR THE HEARING IMPAIRED (1007.12)

SECONDARY WATER SUPPLY (903.3.5.2)
SMOKE CONTROL SYSTEM (SECTION 909)
FIRE DEPARTMENT CONNECTIONS (SECTION 912)
EMERGENCY RESPONDER SAFETY FEATURES (SECTION 914)
EMERGENCY RESPONDER RADIO COVERAGE (SECTION 915)
STANDBY POWER SYSTEM (SECTION 2702)
EMERGENCY POWER SYSTEM (SECTION 2702)
PRESSURIZED EXIT ENCLOSURES (SECTIONS 909.20 AND 1022.10)

FIRE COMMAND CENTER (SECTION 911)
ROOM SIZE MIN DIMENSION OF 10'-0", AND 200 SF

FIREFIGHTER AIR REPLENISHMENT SYSTEM (2016 CALIFORNIA FIRE CODE - APPENDIX L)

F.A.R.S. - A PERMANENTLY INSTALLED ARRANGEMENT OF PIPING, VALVES, FITTINGS AND EQUIPMENT TO FACILITATE THE REPLINISHMENT OF BREATHING AIR IN SELF-CONTAINED BREATHING APPARATUS (SCBA) FOR FIRE FIGHTERS ENGAGED IN EMERGENCY OPERATIONS.

MEANS OF EGRESS — CHAPTER 10

EGRESS WIDTH PER OCCUPANT SERVED (1005.3)
- STAIRWAYS: (1005.3.1 EXCEPTION 1) .2"/OCC
- OTHER EGRESS COMPONENTS: (1005.3.2 EXCEPTION 1) .15"/OCC

ACCESSIBLE MEANS OF EGRESS (1009)
- 48" STAIRWAY WIDTH NOT REQUIRED (1009.3, EXCEPTION 2)
- AREAS OF REFUGE NOT REQUIRED (1009.3, EXCEPTION 8 & 1009.4, EXCEPTION 2)
- TWO WAY COMMUNICATION SYSTEM REQUIRED AT ELEVATOR LANDINGS (1009.8)

EXIT ACCESS (1014)
COMMON PATH OF EGRESS TRAVEL PER 1014.3
- B & S OCCUPANCIES: 100'-0"
- A OCCUPANCIES: 75'-0"
- R-2 OCCUPANCIES: 125'-0"

EXIT ACCESS TRAVEL DISTANCE (1016)
- A, R, S-1 OCCUPANCIES: 250'-0"
- B OCCUPANCY 300'-0"
- S-2 OCCUPANCY 400'-0"

MINIMUM CORRIDOR WIDTH (1018.2)

LOCATION	MIN WIDTH
ACCESS TO MECHANICAL, PLUMBING, OR ELECTRICAL SYSTEMS OR EQUIPMENT	24"
WHERE OCCUPANT CAPACITY IS LESS THAN 50	36"
WITHIN A DWELLING UNIT	36"
ALL OTHER LOCATIONS	44"

CORRIDOR DEAD END (1020.4):
- A OCCUPANCY: 20'-0"
- B, R-2, & S OCCUPANCIES: 50'-0" (1020.4, EXCEPTION 2)

MEANS OF EGRESS ILLUMINATION (1006)
- (NOT REQUIRED INSIDE DWELLING UNITS PER 1006.1, EXCEPTION 3)
- TYPICAL CONDITIONS: 1 fc MIN AT THE WALKING SURFACE TO PUBLIC WAY
- EMERGENCY POWER ILLUMINATION REQUIREMENTS PER 1006.3.1

INTERIOR ENVIRONMENT — CHAPTER 12

LIGHTING OF OCCUPIED SPACES:
- NATURAL LIGHT: NET GLAZED AREA IS GREATER THAN 8% OF THE FLOOR AREA OF THE ROOM SERVED
- ARTIFICIAL LIGHT: 10fc AVERAGE PROVIDED AT 30-INCHES ABOVE THE FLOOR LEVEL.

DWELLING UNIT SOUND TRANSMISSION:
- WALLS: 50 STC MIN REQUIRED (1208.2)
- FLOOR/CEILINGS: 60 IIC MIN REQUIRED (1207.3)

EXTERIOR WALLS STC 37: LIVING ROOM 55 Dba Lmax30 (GENERAL PLAN 2040 EC-1.1)

ROOFING REQUIREMENTS — CHAPTERS 15 & 16

BASIC WIND SPEED: 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: B

CLADDING REQUIREMENTS — CHAPTERS 14 & 16

BASIC WIND SPEED: 85 MPH (V3S)
WIND EXPOSURE CATEGORY: B
FIRE CLASSIFICATION: NON-COMBUSTIBLE

PLANNED DEVELOPMENT ZONING / PERMIT

C2K ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

THE OLIN

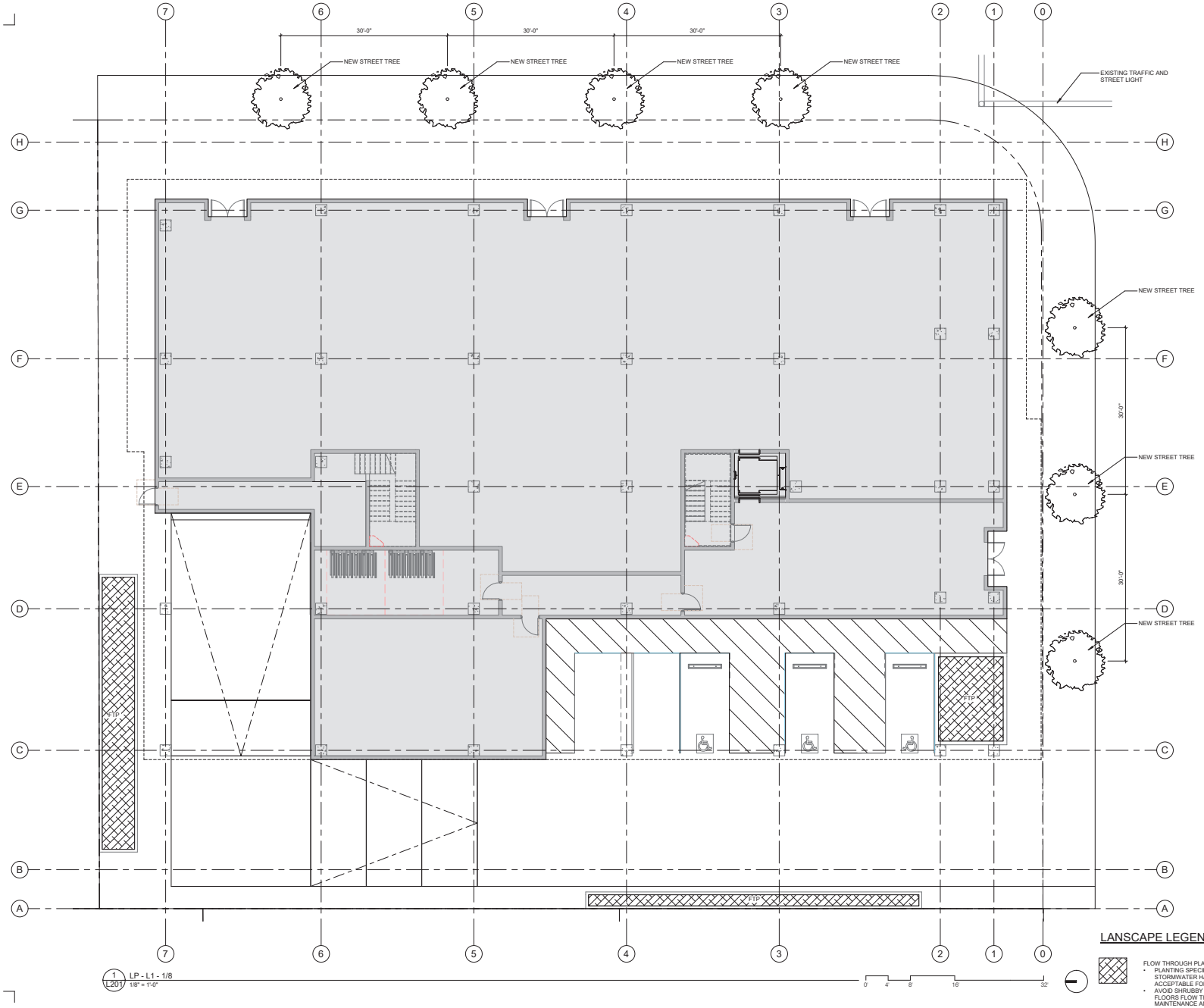
OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD SAN JOSE, CA 95128

PROJECT NO.: 18132
DRAWN: Author
DATE: 15 MAY 2019 PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

SHEET TITLE:
CODE ANALYSIS

SHEET NO.:
G100



1 L201 LP - L1 - 1/8
1/8" = 1'-0"

0 4 8 16 32

LANSCAPE LEGEND

FLOW THROUGH PLANTERS:
- PLANTING SPECIES TO BE SELECTED PER 2016 C3 STORMWATER HANDBOOK AS NOTED IN TABLE D-1 AS ACCEPTABLE FOR FLOW-THROUGH PLANTERS.
- AVOID SHRUBBY SPECIES FOR ABOVE-GROUND FLOORS FLOW THROUGH PLANTERS FOR EASE OF MAINTENANCE AND INSPECTION ACCESS
- PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
- SPECIES FOR ALL PLANTERS:
  -CAREX PANSA

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PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
LANDSCAPE PLAN - LEVEL 1

SHEET NO.:
L201

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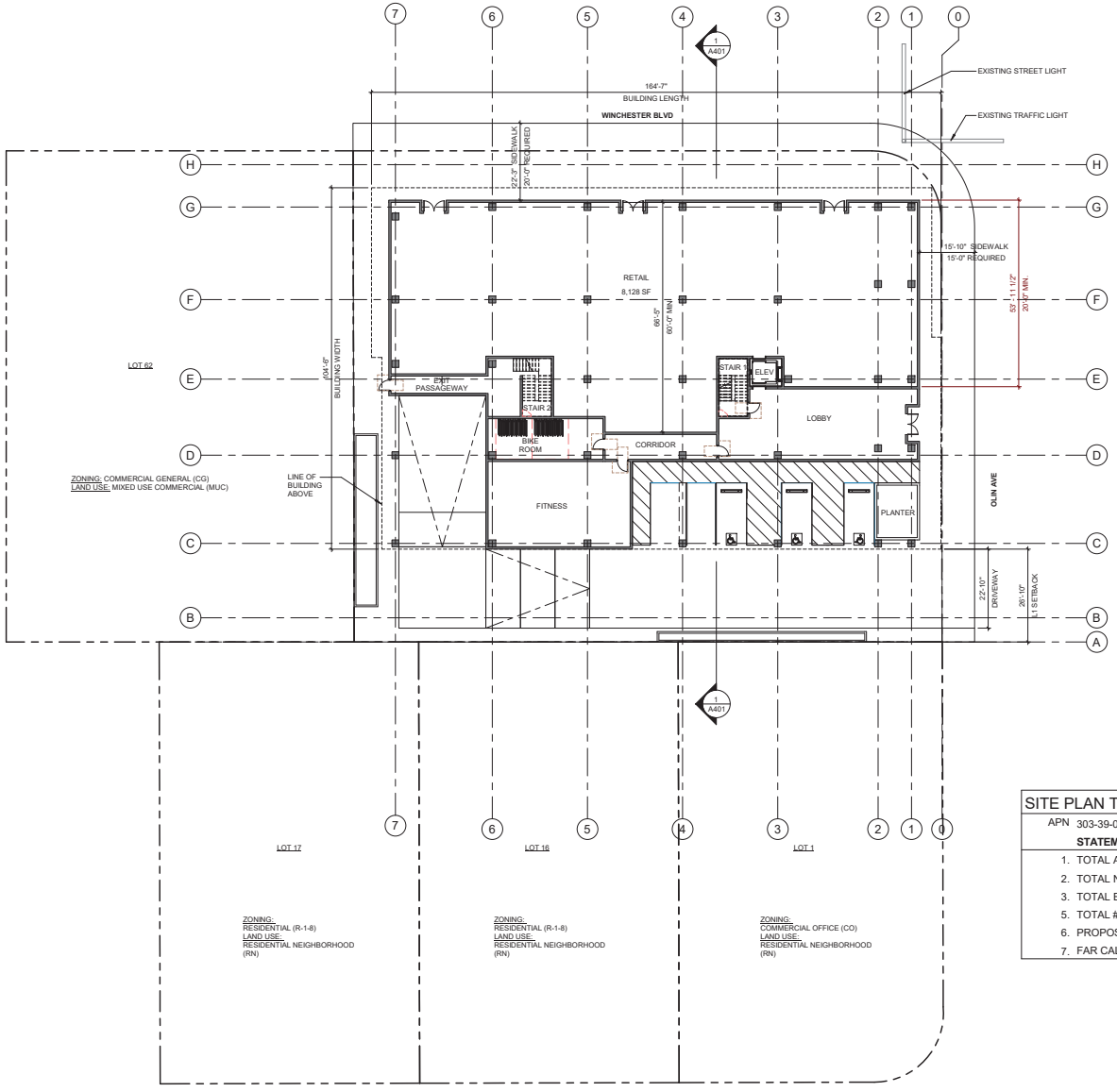

1 A101 FP - SITE - 1/16
1/16" = 1'-0"

0 4 8 16 32

SITE PLAN TABLE

APN 303-39-044

STATEMENTS AND TABLES:

1.	TOTAL ACRES OF SUBJECT PROPERTY	0.28 AC
2.	TOTAL NUMBER OF DWELLING UNITS:	27
3.	TOTAL EXISTING NON-RESIDENTIAL AREA:	24,055 SF
5.	TOTAL # PROPOSED PARKING SPACES:	115 STALLS
6.	PROPOSED RESIDENTIAL DENSITY:	49 DU/AC
7.	FAR CALCULATION	2.8

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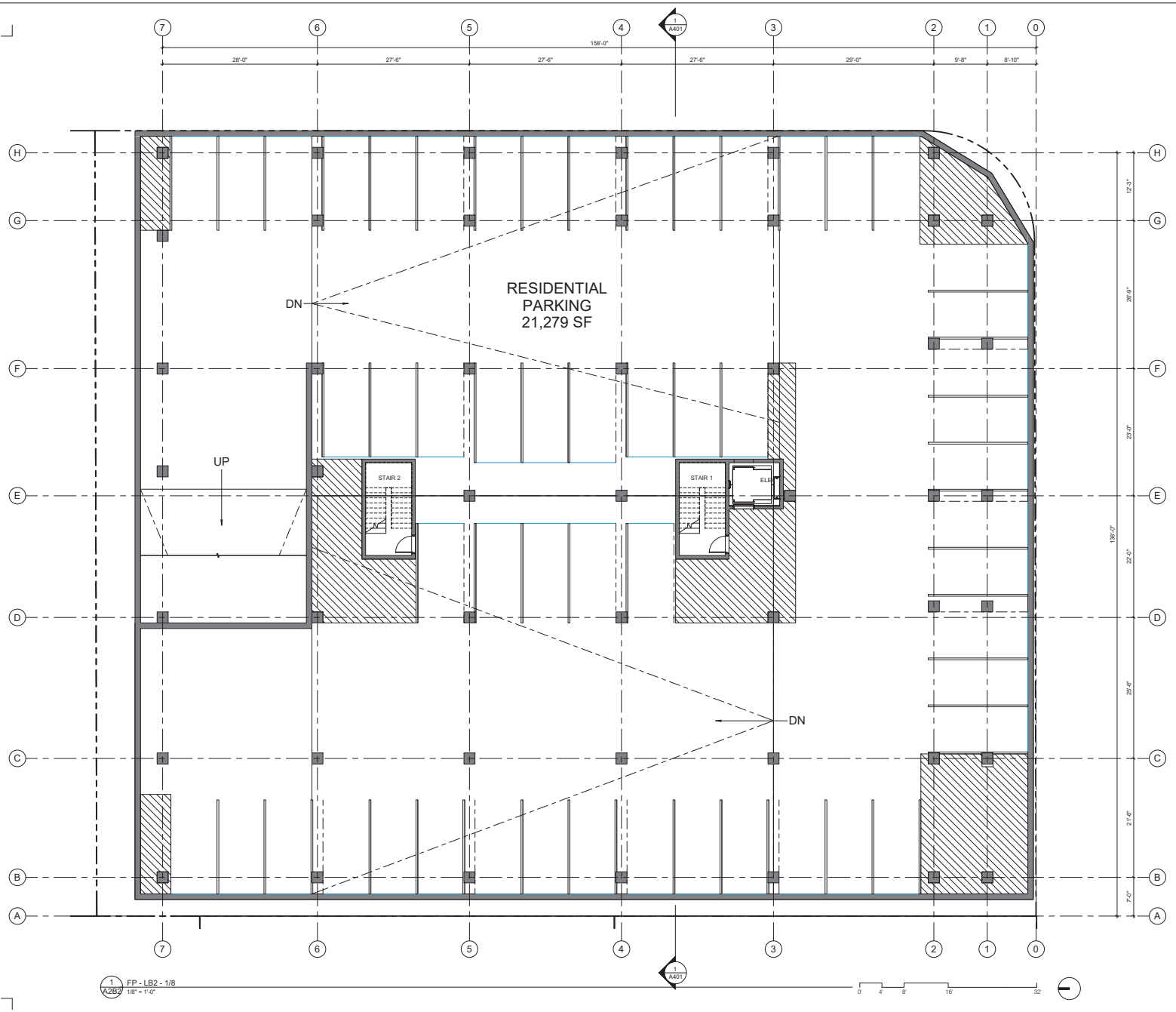
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
SITE PLAN

SHEET NO.:
A101



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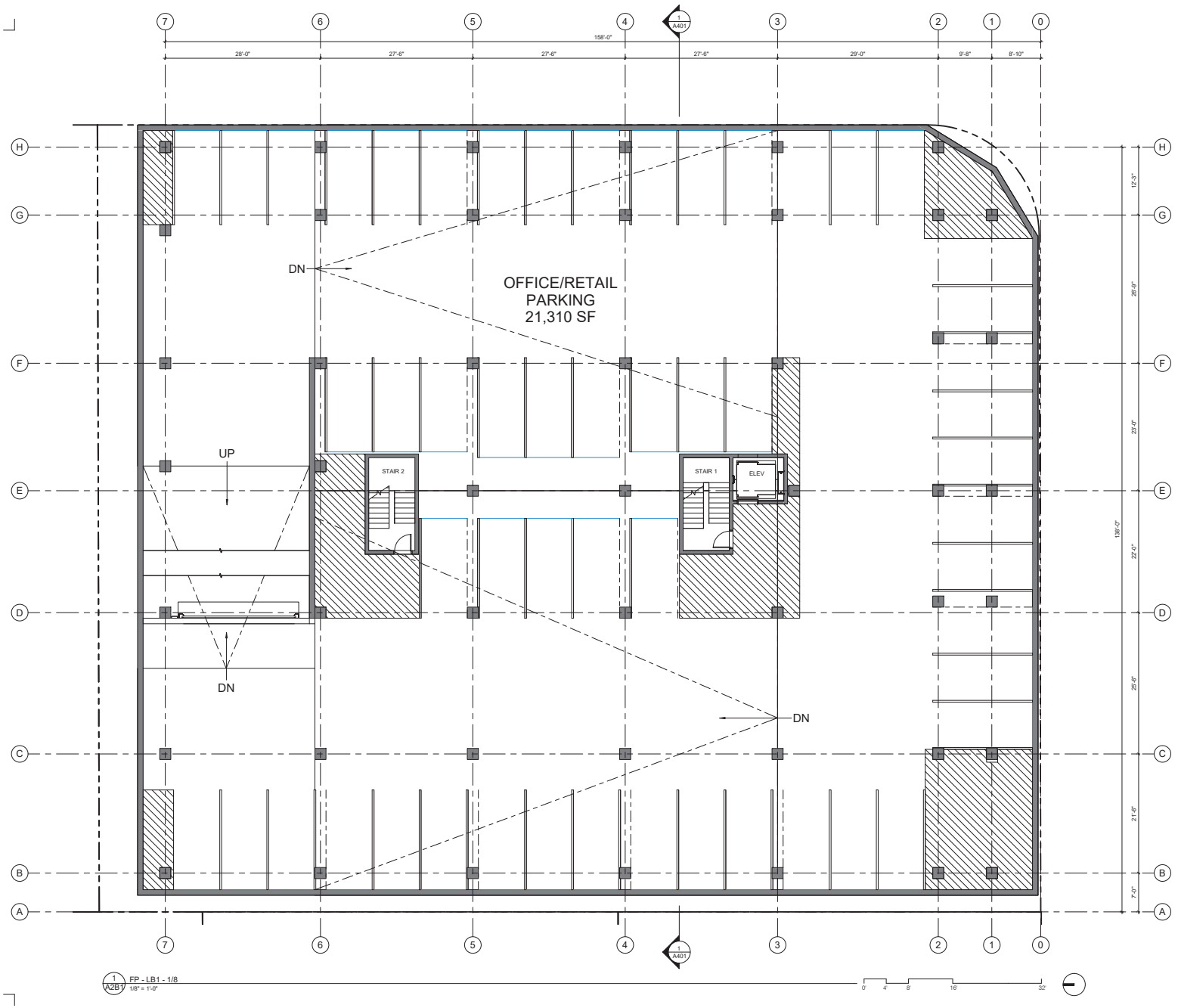
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL B2

SHEET NO.:
A2B2



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REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL B1

SHEET NO.:
A2B1

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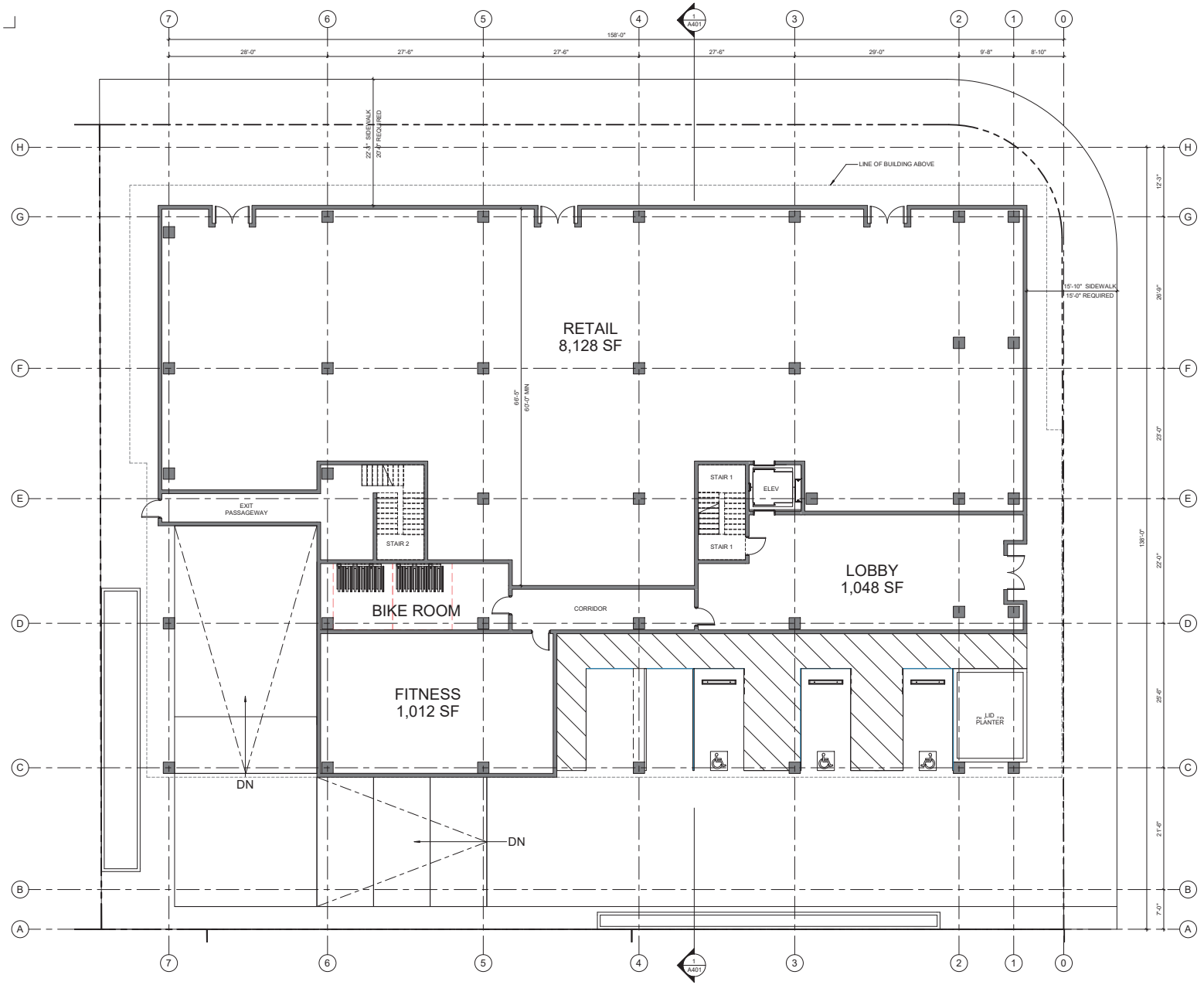

1 A201 LANDSCAPE PLAN - LEVEL 1
1/8" = 1'-0"

0 4 8 16 32

C2K ARCHITECTURE
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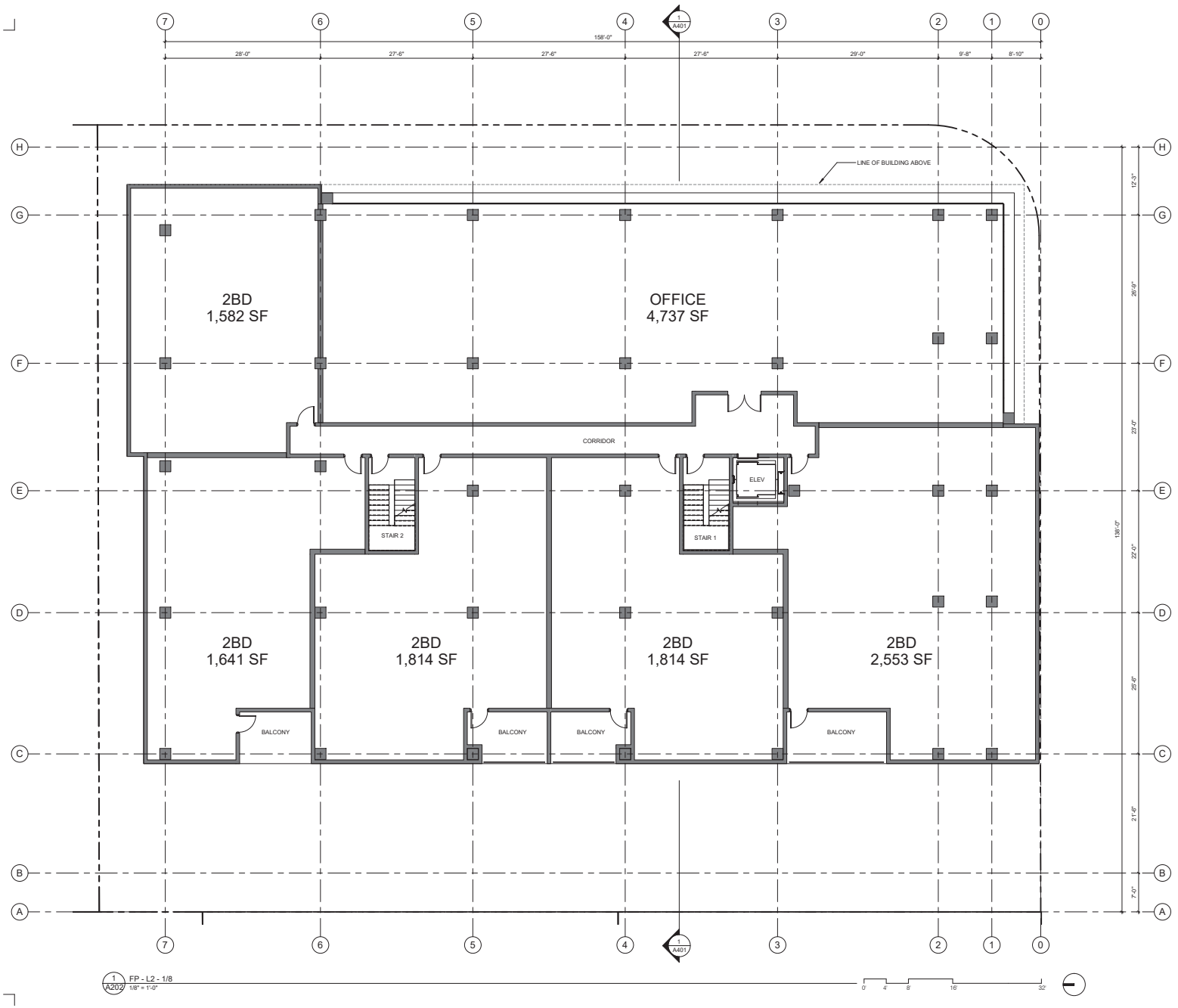

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KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 18132
DRAWN: Author
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL 2

SHEET NO.:
A202

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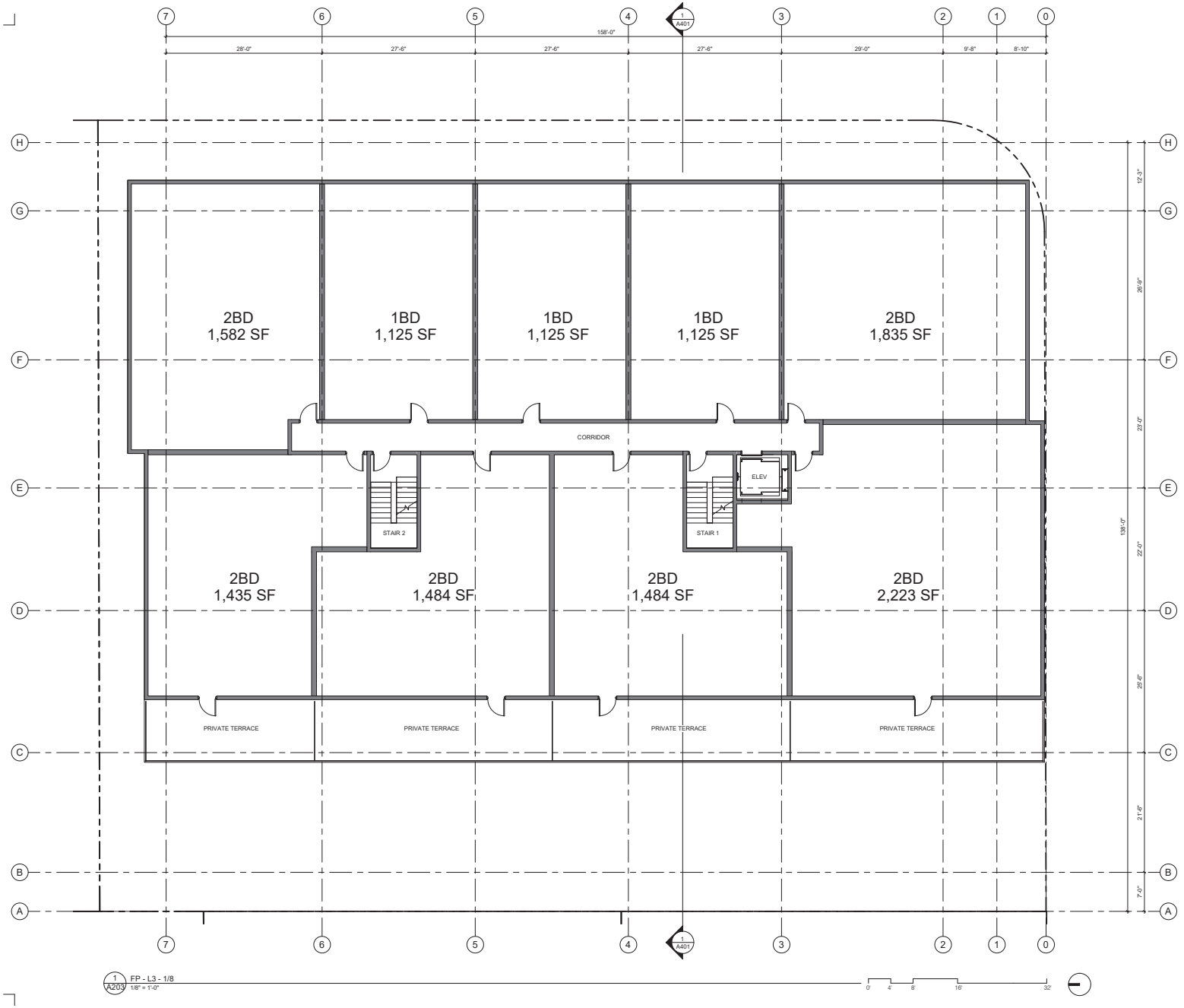

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ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

THE OLIN

OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 18132
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PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL 3

SHEET NO.:
A203

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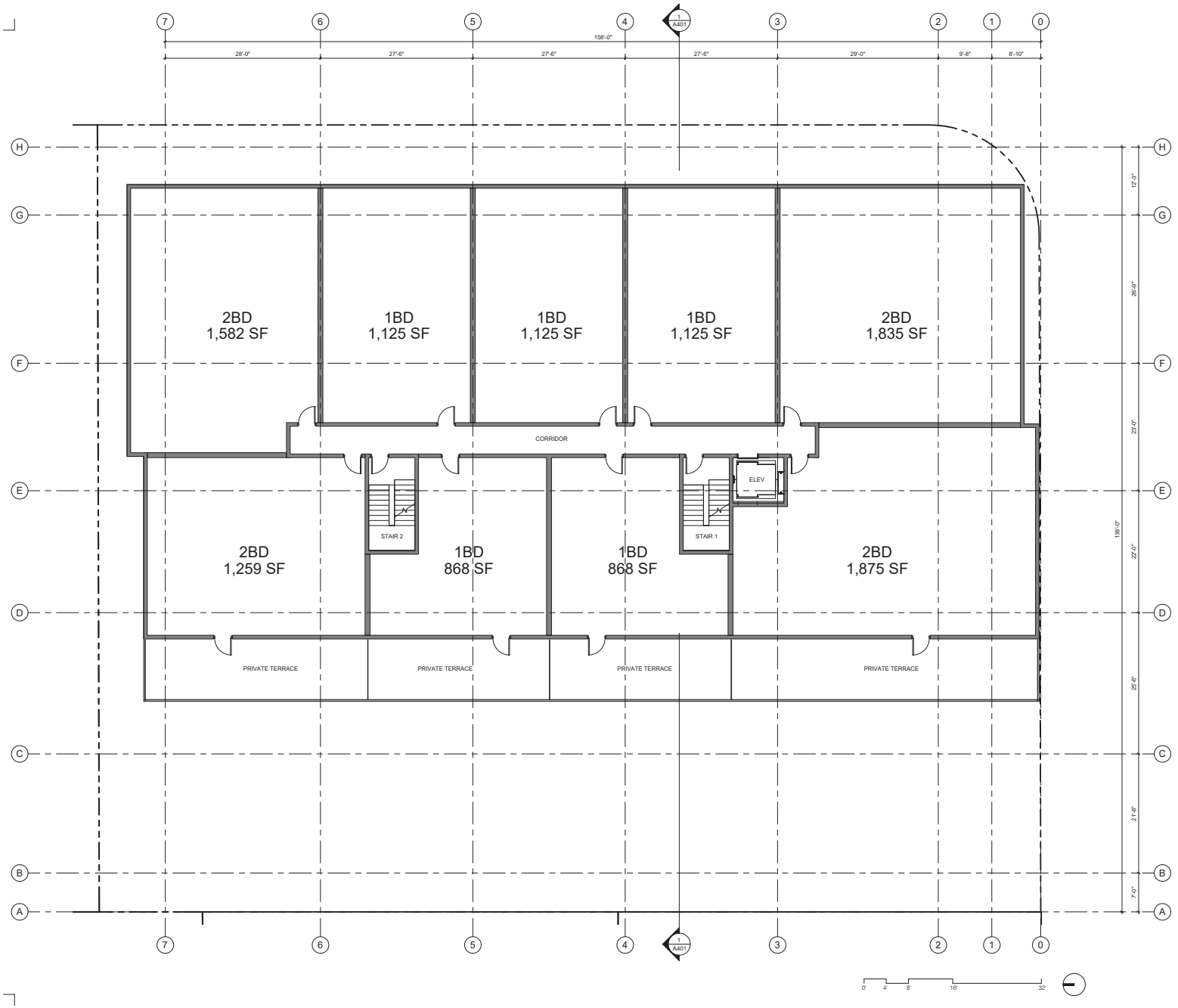

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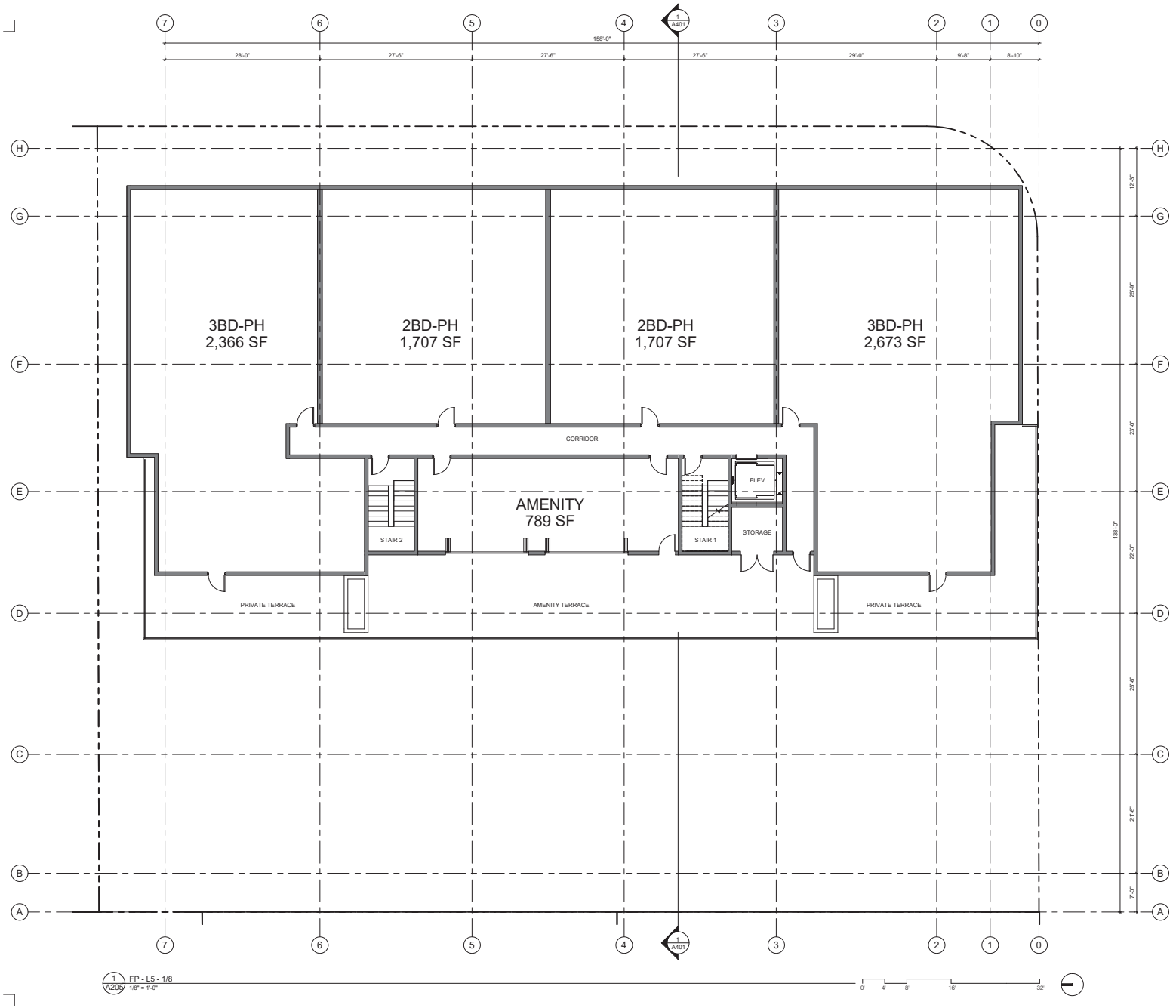
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL 4

SHEET NO.:
A204



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DATE: 15 MAY 2019
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REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
FLOOR PLAN - LEVEL 5

SHEET NO.:
A205

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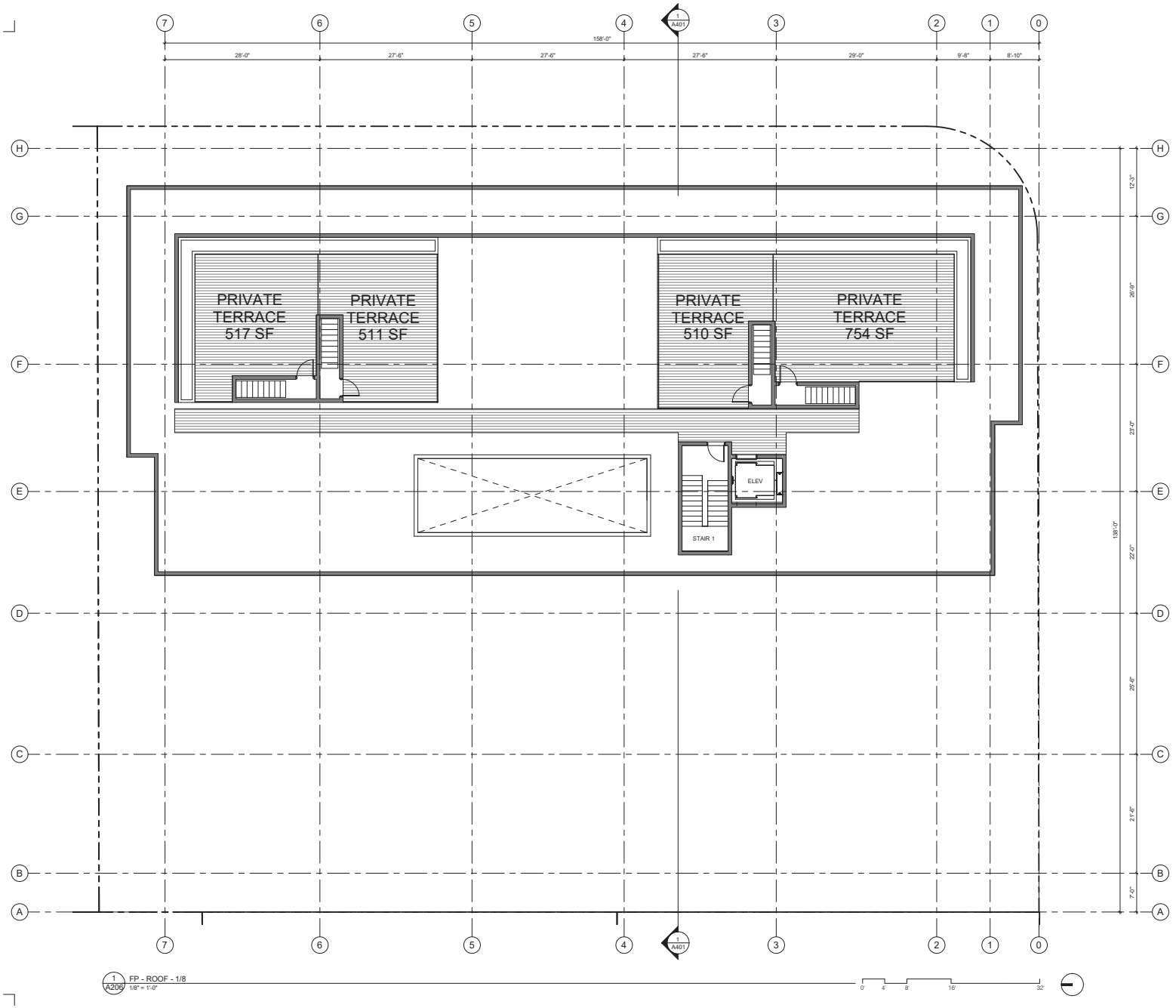

1 A206 FP - ROOF - 1/8
1/8" = 1'-0"

0 4' 8' 16' 32'

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REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
ROOF PLAN

SHEET NO.:
A206

EAST ELEVATION

NORTH ELEVATION

SOUTH ELEVATION

WEST ELEVATION

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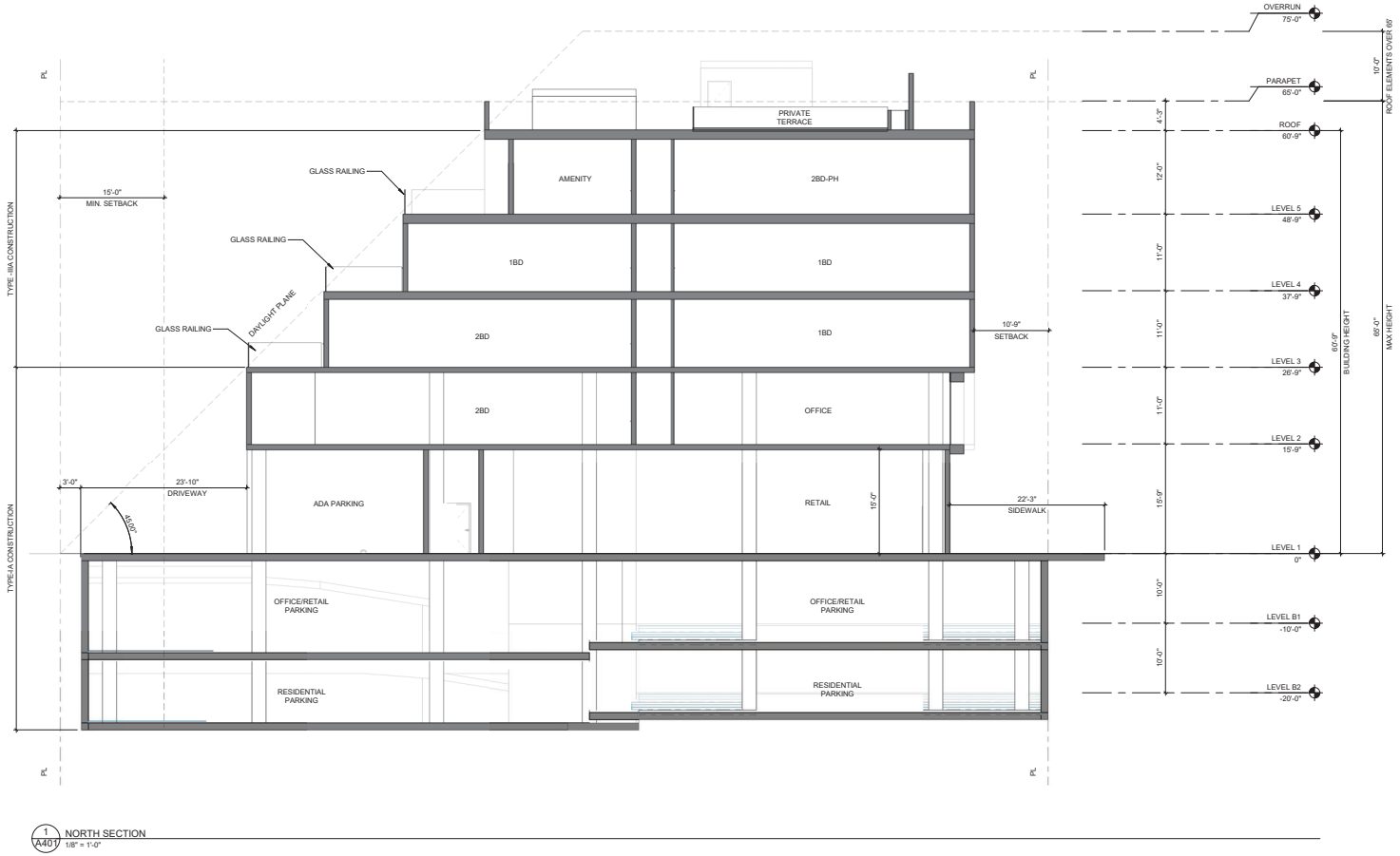
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
ELEVATIONS

SHEET NO.:
A300



1 A401 NORTH SECTION
1/8" = 1'-0"

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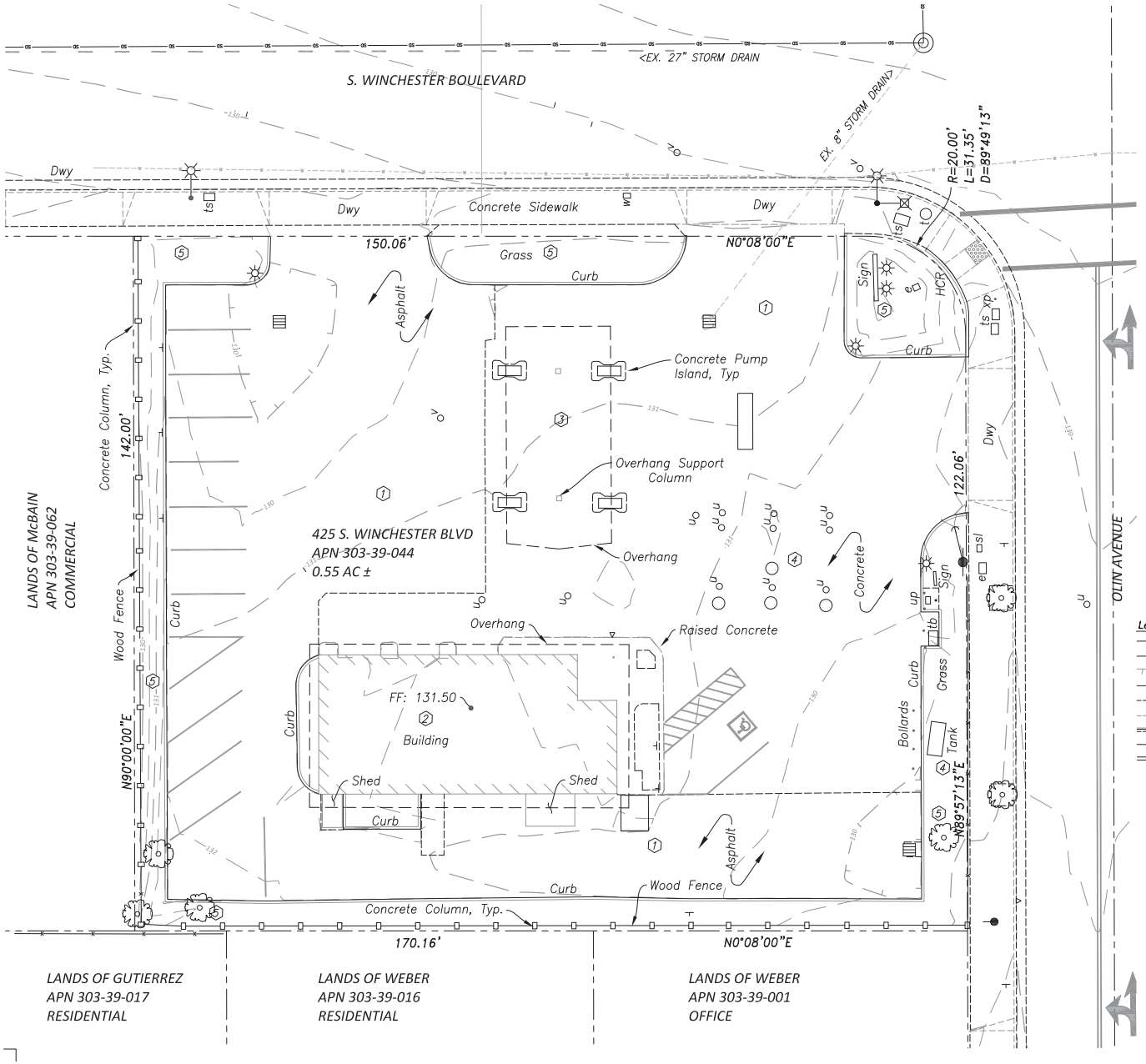
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
BUILDING SECTIONS

SHEET NO.:
A401



1. REMOVE PAVEMENT AND CURBS
2. REMOVE BUILDING
3. REMOVE GAS PUMPS AND ROOF
4. REMOVE UNDERGROUND TANKS
5. REMOVE VEGETATION

Benchmark:

Horizontal Datum is based upon a local assumed coordinate system. Vertical Datum is based upon the City of San Jose benchmark 641–B, described as a brass disc located at the southeast corner of a concrete sign foundation 49.5 feet west of the west curb of Winchester Boulevard and 40 feet north of the north curb of Stevens Creek Boulevard; benchmark elevation taken as 129.49', City of San Jose Vertical Datum. Temporary control points have been established hereon to perpetuate the datum for future use.

Legend

Boundary		ir	Irrigation Valve
Building Overhang		ss	Sanitary Sewer Cleanout
Building Footprint			Sanitary Sewer Manhole
Centerline			Sign
Concrete			Site Light
Concrete Grade Break		125.15	Spot Elevation
Curb & Gutter			Storm Drain Manhole
Fenceline		sl	Street Light Box
Wall			Traffic Signal Arm
c	Communications Box		Traffic Signal w/Light
cv	Communications Vault	ts	Traffic Signal Box
	Catch Basin	xfmr	Transformer
	Curb Drain	t	Trash Can
	Drain Inlet	∘ 12"	Tree Trunk / Size
dcv	Detector Check Valve	u	Utility Box (Type Unknown)
ep	Electric Cabinet		Utility Manhole
e	Electric Utility Box		Utility Pole
ev	Electric Vault	uv	Utility Vault (Type Unknown)
	Electrolier	w	Water Meter
	Found Survey Monument	ws	Water Service
	Fire Hydrant	v	Water Valve
	Guy Pole	xp	Cross Walk Pedestal Button
	Guy Wire		

GRAPHIC SCALE 1" = 10'

C2K ARCHITECTURE
1645 NW HOYT
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CITY STAMP

THE OLIN

OWNER:
KT URBAN

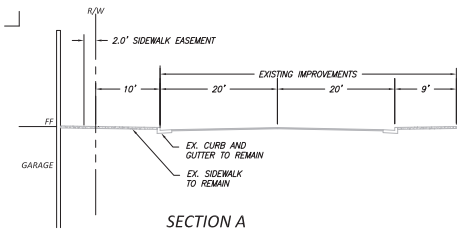
ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

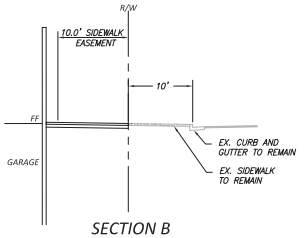
PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
EXISTING CONDITIONS

SHEET NO.:
C101



SECTION A



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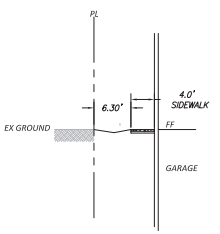

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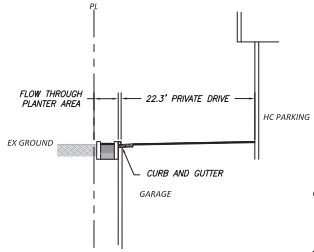

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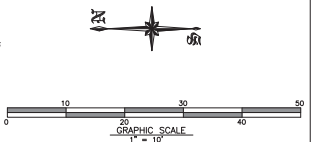
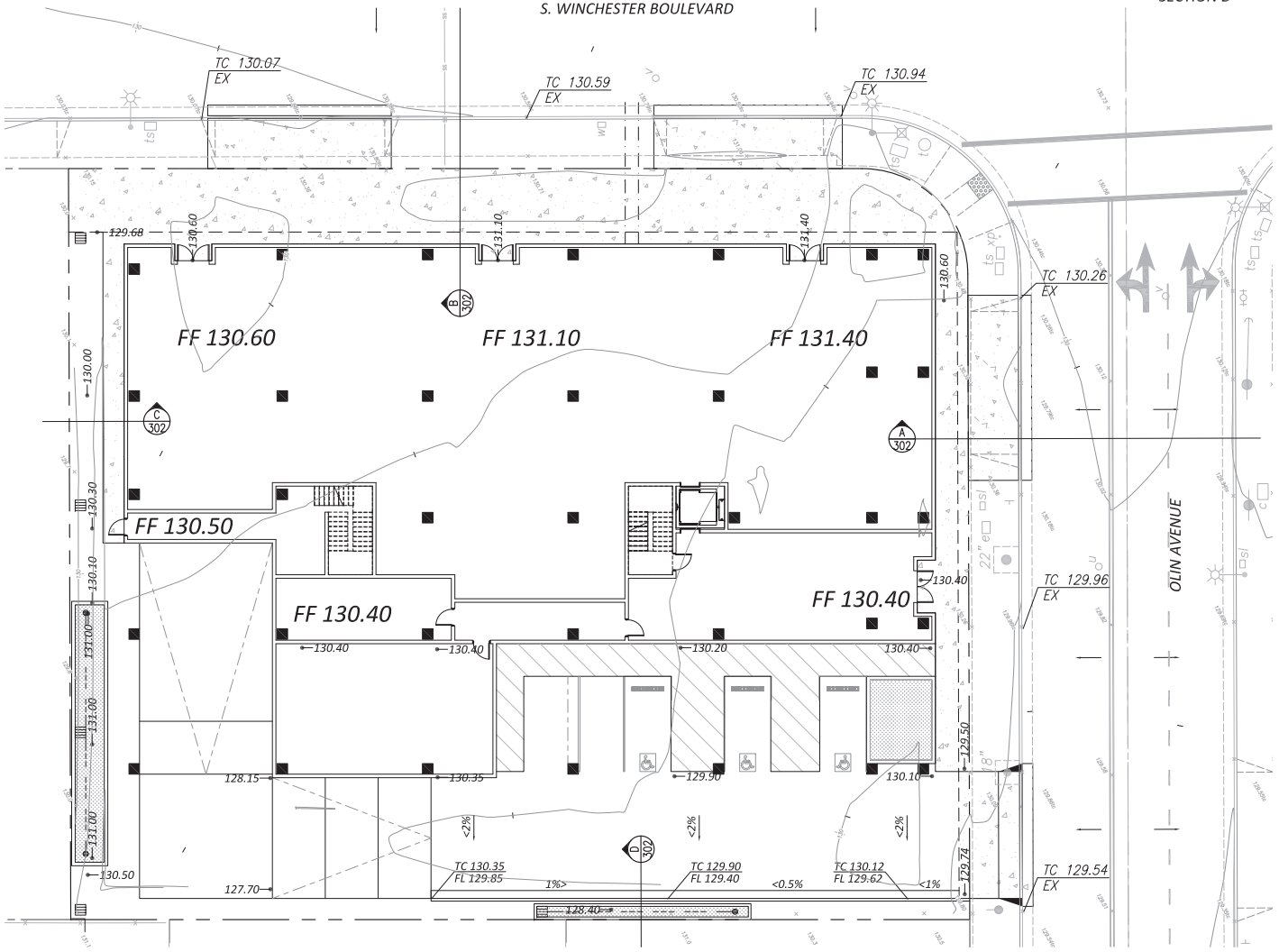


S. WINCHESTER BOULEVARD



LEGEND

DESCRIPTION	TO BE CONST.	EXISTING
PROPERTY LINE		
LIMITS OF WORK OR BOUNDARY		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
STANDARD HOODED INLET		
CITY SURVEY MONUMENT		
FIRE HYDRANTS		
ELECTROLIER		
SANITARY SEWER		
STORM SEWER		
SANITARY MANHOLE		
STORM MANHOLE		
FLAT GRATE INLET		
AREA DRAIN		
EDGE OF PAVEMENT		
DRIVEWAY		
HANDICAP RAMP		

C2K ARCHITECTURE
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503 444 2200

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CITY STAMP

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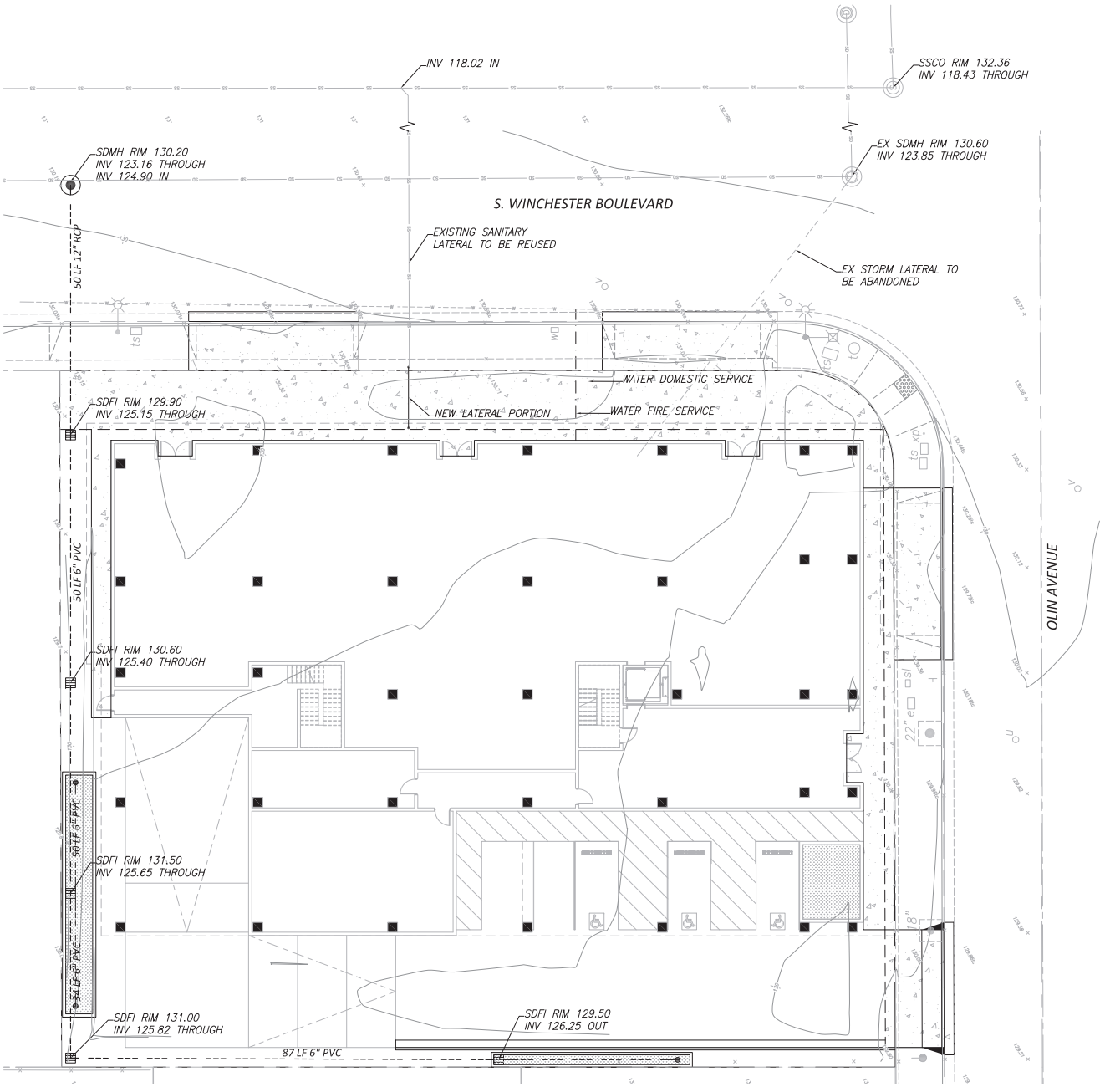
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
CONCEPTUAL GRADING PLAN

SHEET NO.:
C201



GRAPHIC SCALE
1" = 10'

LEGEND

DESCRIPTION	TO BE CONST.	EXISTING
PROPERTY LINE		
LIMITS OF WORK OR BOUNDARY		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
STANDARD HOODED INLET		
CITY SURVEY MONUMENT		
FIRE HYDRANTS		
ELECTROLIER		
SANITARY SEWER		
STORM SEWER		
SANITARY MANHOLE		
STORM MANHOLE		
FLAT GRATE INLET		
AREA DRAIN		
EDGE OF PAVEMENT		
DRIVEWAY		
HANDICAP RAMP		

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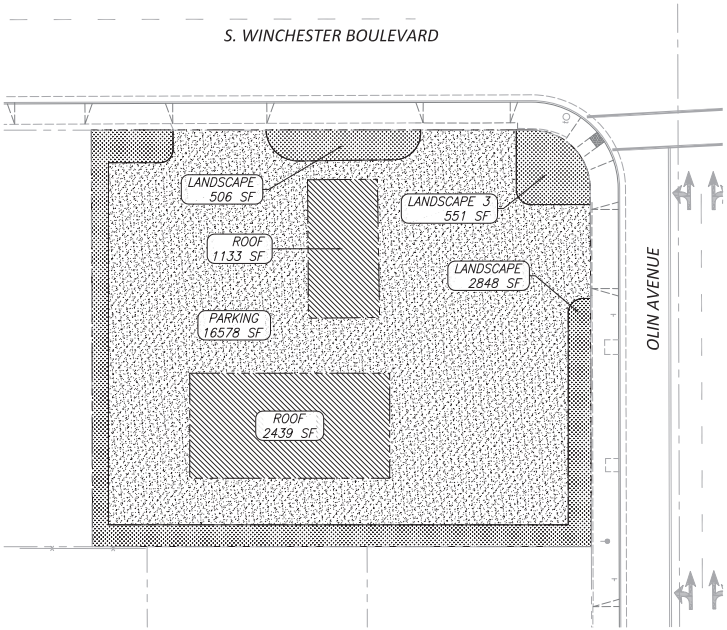
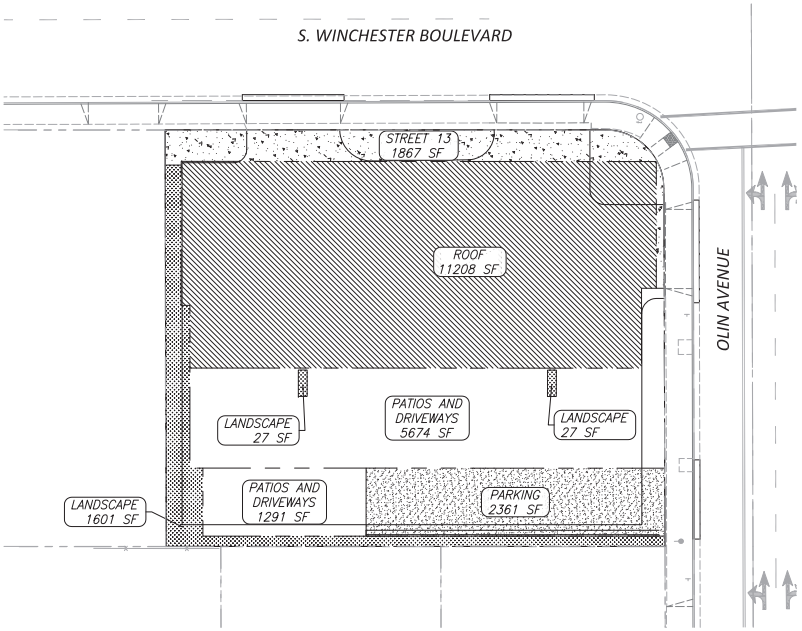
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
UTILITY PLAN

SHEET NO.:
C202





2. SURFACE DATA								
2.a. Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable)		N/A						
2.b. Total area of site:		0.55	AC					
2.c. Total Existing Impervious Surfaces on site:		20150	SF					
2.d. Total area of site that will be disturbed:		0.55	AC					
COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface Area Disturbed		Proposed Surface To Be Replaced sq. ft. [1]		New sq. ft. [2]			
2.e. **IMPERVIOUS SURFACES**								
Roof Area	3572		10864		344			
Parking	16578		1814		547			
Sidewalks, Patios, Driveways, Etc.	0		6307		658			
Public Streets	0		826		1041			Total Proposed Impervious Surface (replaced + new)
Private Streets	0		0		0			
Online form auto-calculates **Impervious Surfaces Total**	e.1 20150	e.2	19811	e.3	2590	e.4	22401	
2.f. **PERVIOUS SURFACES**								
Landscaped Area	3905		1315		339			
Pervious Paving	0		0		0			
Green Roof and other Pervious Surfaces	0		0		0			Total Proposed Pervious Surface (replaced + new)
Online form auto-calculates **Pervious Surfaces Total**	f.1 3905	f.2	1315	f.3	339	f.4	1654	
2.g. **Percentage of Site's Impervious Area Replacement** (e.2 ÷ 2.c) X 100:			Online form auto-calculates			g.	98%	

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.
[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

PROJECT SITE INFORMATION:

1. SOILS TYPE: HSG TYPE C
2. GROUND WATER DEPTH: 30' to 50'
3. NAME OF RECEIVING BODY: San Tomas Creek
4. FLOOD ZONE: D
5. FLOOD ELEVATION (IF APPLICABLE): N/A

OPERATION AND MAINTENANCE INFORMATION:

I. PROPERTY INFORMATION:
I.A. PROPERTY ADDRESS:
425 S. Winchester Blvd.
San Jose CA 95128

I.B. PROPERTY OWNER:
KT Urban
21710 Stevens Creek Blvd Suite 200
Cupertino CA 95014

II. RESPONSIBLE PARTY FOR MAINTENANCE:
II.A. CONTACT:
TBD
II.B. PHONE NUMBER OF CONTACT:
II.C. EMAIL:
II.D. ADDRESS:

1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

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CITY STAMP

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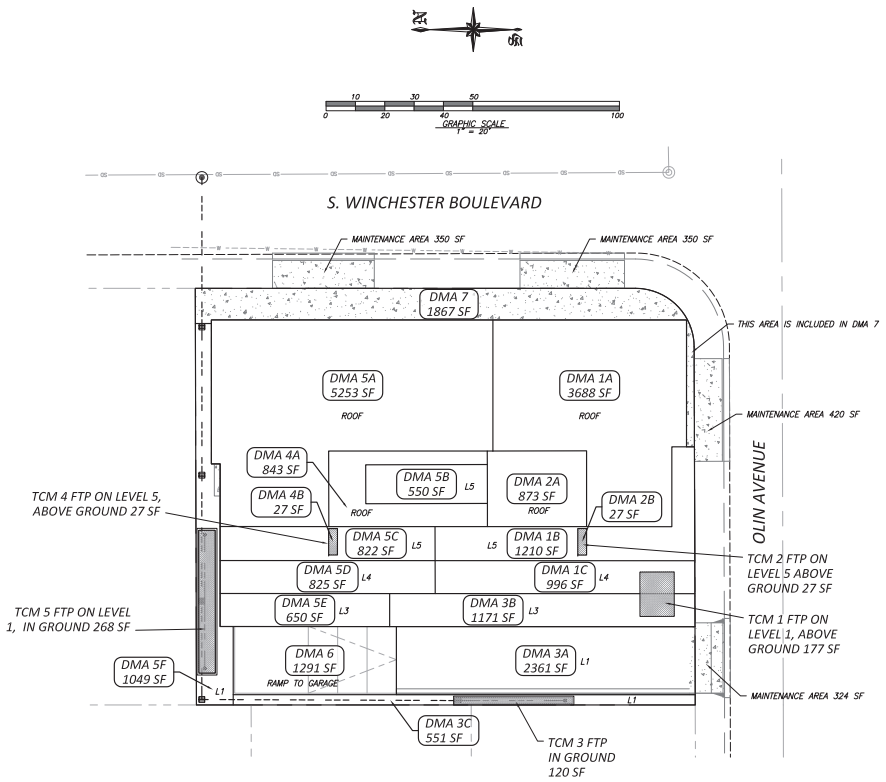
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
REVISION: DESCRIPTION: PLANNED DEVELOPMENT ZONING / PERMIT

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
PERVIOUS IMPERVIOUS COMPARISON PLAN

SHEET NO.:
C401



SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
   b. INTERIOR PARKING STRUCTURES.
2. BENEFICIAL LANDSCAPING.
3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
5. STORM DRAIN LABELING.

SITE DESIGN MEASURES:

1. CREATE NEW PERVIOUS AREAS:
   1.1. LANDSCAPING
2. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
3. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS.
4. PARKING:
   4.1. ON TOP OF OR UNDER BUILDINGS.
   4.2. NOT PROVIDED IN EXCESS OF CODE.

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Comments
1	1	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	3. Flow-Volume Combo	5,894	5,894		0	24.50%	172	177	6									
2	2	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	3. Flow-Volume Combo	900	873		27	3.74%	26	27	6									
3	3	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	3. Flow-Volume Combo	4,083	3,532		551	16.97%	115	120	6									
4		Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	3. Flow-Volume Combo	870	843		27	3.62%	25	27	6									
5		Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	3. Flow-Volume Combo	9,150	8,101		1,049	38.04%	260	268	6									
6		Onsite	Untreated ****	LID	N/A	1,291	1,291		0	5.37%												Drains to sanitary sewer
7		Onsite	Roadway Project ***	LID	N/A	1,867	1,867			7.76%												
					Totals:	24,055	22,401	0	1,654	100.00%												

Footnotes:
* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
** Sizing for Bioretention Area Required calculated using the flow-volume combo method
*** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.
**** DMA 6 is not being treated because the water drains into the garage which will be connected to the sanitary sewer system per code.

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CITY STAMP

THE OLIN

OWNER:
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ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
STORMWATER CONTROL PLAN

SHEET NO.:
C402

SIZING FOR VOLUME BASED TREATMENT

DMA # 1
A= 5894 s.f.
Impervious Area = 5894 s.f. % Imperviousness= 100.00%

MAPsite = 15 Correction Factor= 1.0791
MAPgage = 13.9
Clay (D): Sandy Clay (D): Clay Loam (D): x

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint not graded/compacted? n Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: D

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.58 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.6 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.58 inches (Corrected Slope for the site)
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.6258993 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 307.42 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 5,894 sq. ft
Impervious Area = 5,894 sq. ft
Pervious Area = 0 sq. ft
Equivalent Impervious Area = 0 sq. ft Total Equivalent Impervious = 5,894 sq. ft
Rainfall intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 3.1294964 hrs

Estimate the Surface Area = 177 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 230.80036 cu. ft
Volume in Ponding Area = 76.620504 cu. ft
Depth of Ponding = 0.4328842 ft Depth of Ponding = 5.2 inches (Round up)

SIZING FOR VOLUME BASED TREATMENT

DMA # 2
A= 900 s.f.
Impervious Area = 873 s.f. % Imperviousness= 97.00%

MAPsite = 15 Correction Factor= 1.0791
MAPgage = 13.9
Clay (D): Sandy Clay (D): Clay Loam (D): x

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint not graded/compacted? n Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: D

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.565 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.585 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.565 inches (Corrected Slope for the site)
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.6097122 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 45.73 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 900 sq. ft
Impervious Area = 873 sq. ft
Pervious Area = 27 sq. ft
Equivalent Impervious Area = 3 sq. ft Total Equivalent Impervious = 876 sq. ft
Rainfall intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 3.0485612 hrs

Estimate the Surface Area = 27 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 34.296313 cu. ft
Volume in Ponding Area = 11.432104 cu. ft
Depth of Ponding = 0.4234113 ft Depth of Ponding = 5.1 inches (Round up)

SIZING FOR VOLUME BASED TREATMENT

DMA # 3
A= 4083 s.f.
Impervious Area = 3532 s.f. % Imperviousness= 86.51%

MAPsite = 15 Correction Factor= 1.0791
MAPgage = 13.9
Clay (D): Sandy Clay (D): Clay Loam (D): x

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint not graded/compacted? n Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: D

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.5125251 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.5325251 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.5125251 inches (Corrected Slope for the site)
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.5530846 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 188.19 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 4,083 sq. ft
Impervious Area = 3,532 sq. ft
Pervious Area = 551 sq. ft
Equivalent Impervious Area = 55 sq. ft Total Equivalent Impervious = 3,587 sq. ft
Rainfall intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.7654232 hrs

Estimate the Surface Area = 120 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 138.27116 cu. ft
Volume in Ponding Area = 49.915889 cu. ft
Depth of Ponding = 0.4159657 ft Depth of Ponding = 5 inches (Round up)

SIZING FOR VOLUME BASED TREATMENT

DMA # 4
A= 870 s.f.
Impervious Area = 843 s.f. % Imperviousness= 96.90%

MAPsite = 15 Correction Factor= 1.0791
MAPgage = 13.9
Clay (D): Sandy Clay (D): Clay Loam (D): x

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint not graded/compacted? n Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: D

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.56448276 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.58448276 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.56448276 inches (Corrected Slope for the site)
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.6091541 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 44.16 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 870 sq. ft
Impervious Area = 843 sq. ft
Pervious Area = 27 sq. ft
Equivalent Impervious Area = 3 sq. ft Total Equivalent Impervious = 846 sq. ft
Rainfall intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 3.0457703 hrs

Estimate the Surface Area = 27 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 34.264916 cu. ft
Volume in Ponding Area = 9.8987534 cu. ft
Depth of Ponding = 0.3666205 ft Depth of Ponding = 4.4 inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for bioretention of flow through planters.

SIZING FOR VOLUME BASED TREATMENT

DMA # 5
A= 9150 s.f.
Impervious Area = 8100 s.f. % Imperviousness= 88.52%

MAPsite = 15 Correction Factor= 1.0791
MAPgage = 13.9
Clay (D): Sandy Clay (D): Clay Loam (D): x

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint not graded/compacted? n Yes/No

If no, and the soil will be compacted during site preperation and grading, the soils infiltration ability will be decresed. Modify your answer to a soil with a lower infilatraion rate (eg. Silt Loam to Clay)
Modified Soil Type: D

S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.52262295 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.54262295 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.52262295 inches (Corrected Slope for the site)
Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.5639816 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12inch

Design Volume = 430.04 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 9,150 sq. ft
Impervious Area = 8,100 sq. ft
Pervious Area = 1,050 sq. ft
Equivalent Impervious Area = 105 sq. ft Total Equivalent Impervious = 8,205 sq. ft
Rainfall intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.819908 hrs

Estimate the Surface Area = 268 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 314.88973 cu. ft
Volume in Ponding Area = 115.14624 cu. ft
Depth of Ponding = 0.4296502 ft Depth of Ponding = 5.2 inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for bioretention of flow through planters.

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CITY STAMP

THE OLIN

OWNER:
KT URBAN

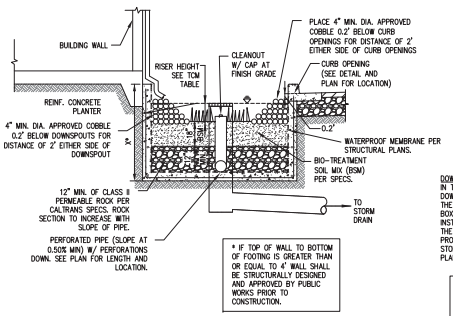
ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
STORMWATER CALCULATIONS

SHEET NO.:
C403



* IF TOP OF WALL TO BOTTOM OF FOOTING IS GREATER THAN OR EQUAL TO 4' WALL SHALL BE STRUCTURALLY DESIGNED AND APPROVED BY PUBLIC WORKS PRIOR TO CONSTRUCTION.

DOWNSPOUT NOTE:
IN THE EVENT ONLY ONE DOWNSPOUT IS LOCATED WITHIN THE FLOW-THROUGH PLANTER BOX, CONTRACTOR SHALL INSTALL A FLOW SPREADER AT THE DOWNSPOUT TO ENSURE PROPER DISTRIBUTION OF STORMWATER OVER THE ENTIRE PLANTER.

SIZING METHODS: FLOW-COMBO

FLOW-THROUGH PLANTER (BELOW GRADE)

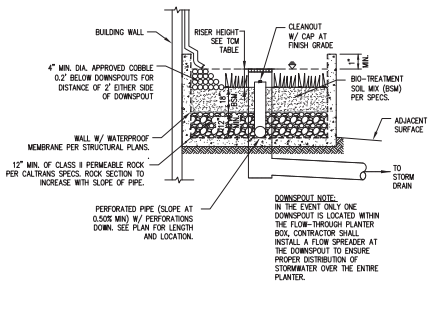
N.T.S.

BIOTREATMENT SOIL REQUIREMENTS

- *BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60–70% SAND AND 30–40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT : HTTP://WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761*
- *PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.*

BIORETENTION & FLOW-THROUGH PLANTER NOTES:

1. *SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.*
2. *PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.*
3. *SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS*
4. *CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT MAXIMUM 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED INLINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.*
5. *A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.*
6. *DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.*



DOWNSPOUT NOTE:
IN THE EVENT ONLY ONE DOWNSPOUT IS LOCATED WITHIN THE FLOW-THROUGH PLANTER BOX, CONTRACTOR SHALL INSTALL A FLOW SPREADER AT THE DOWNSPOUT TO ENSURE PROPER DISTRIBUTION OF STORMWATER OVER THE ENTIRE PLANTER.

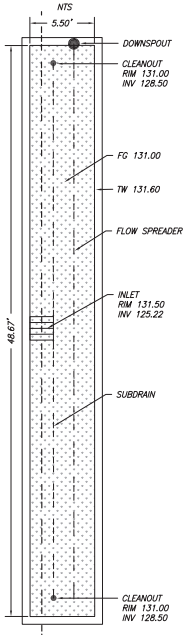
SIZING METHODS: FLOW-COMBO

FLOW-THROUGH PLANTER (ABOVE GRADE)

N.T.S.

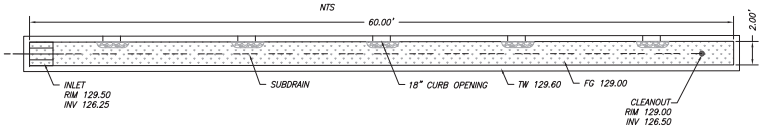
TCM 5 - 268 SF

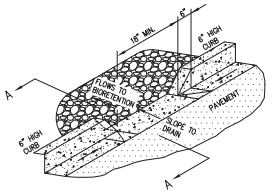
NTS



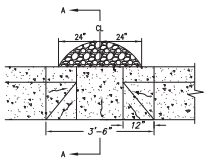
TCM 3 - 160 SF

NTS

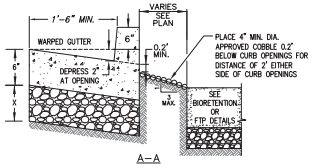




SECTION VIEW



PLAN VIEW



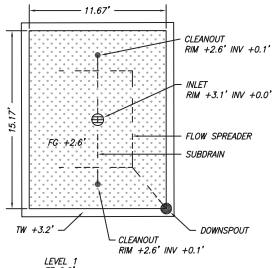
A–A

CURB OPENING

N.T.S.

TCM 1 - 177 SF

NTS



TCM 2 (TCM 4 SIMILAR) 27 SF EACH

NTS

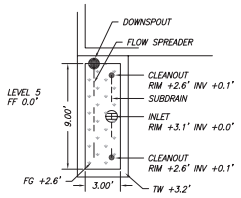


TABLE 1 — MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS — ROUTINE		
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,

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CITY STAMP

THE OLIN

OWNER:
KT URBAN

ADDRESS:
425 S. WINCHESTER BLVD
SAN JOSE, CA 95128

PROJECT NO.: 1976
DRAWN: PBS
DATE: 15 MAY 2019
PLANNED DEVELOPMENT ZONING / PERMIT
REVISION: DESCRIPTION:

PLANNED DEVELOPMENT ZONING / PERMIT

SHEET TITLE:
STORMWATER CONTROL DETAILS

SHEET NO.:
C404

Appendix B – San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 425 Winchester Blvd - The Olin
Location: 425 South Winchester Boulevard
Parcel: 30339044 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 12/3/2019

Proposed Parking Spaces Vehicles: 115 Bicycles: 24

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	27	DU
Subtotal	27	DU
Office:	4.737	KSF
Retail:	8.128	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)	10
With Project Density (DU/Residential Acres in half-mile buffer)	10

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.84

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

Tier 2 - Multimodal Infrastructure

Traffic Calming Measures *(In Coordination with SJ)*

Are improvements provided beyond the development frontage? . . . . . Yes

Pedestrian Network Improvements *(In Coordination with SJ)*

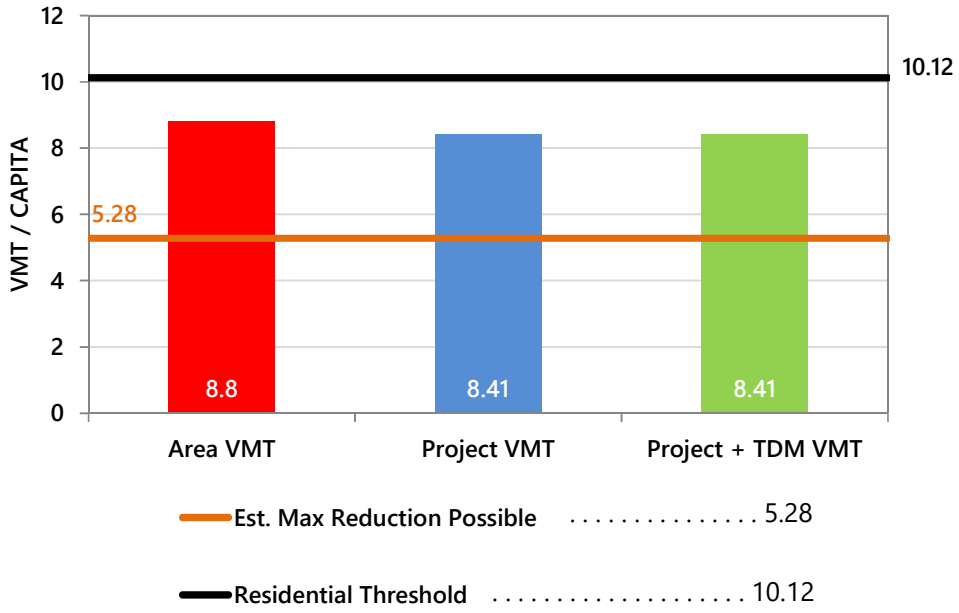
Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

Tier 4 - TDM Programs

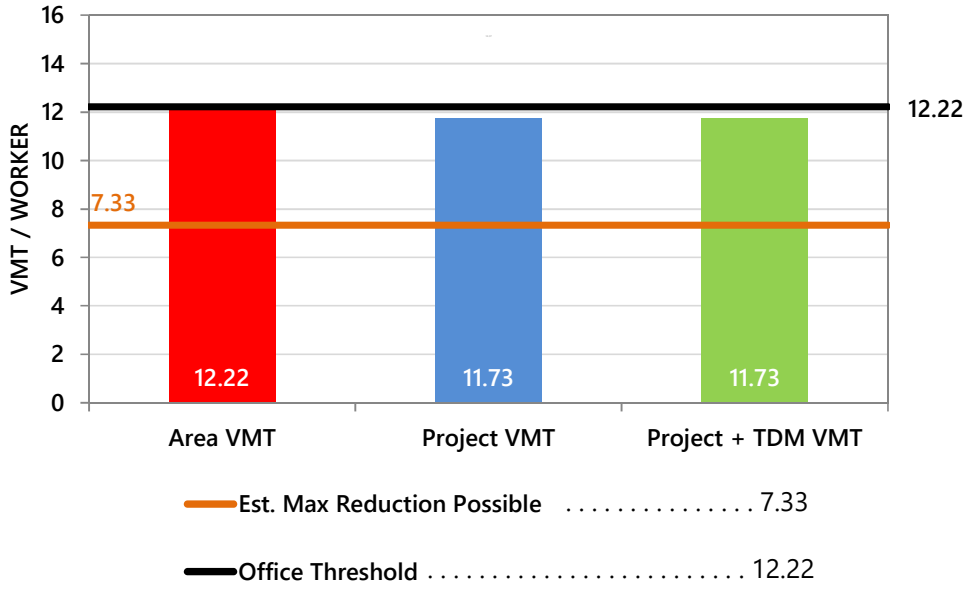
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



EMPLOYMENT ONLY

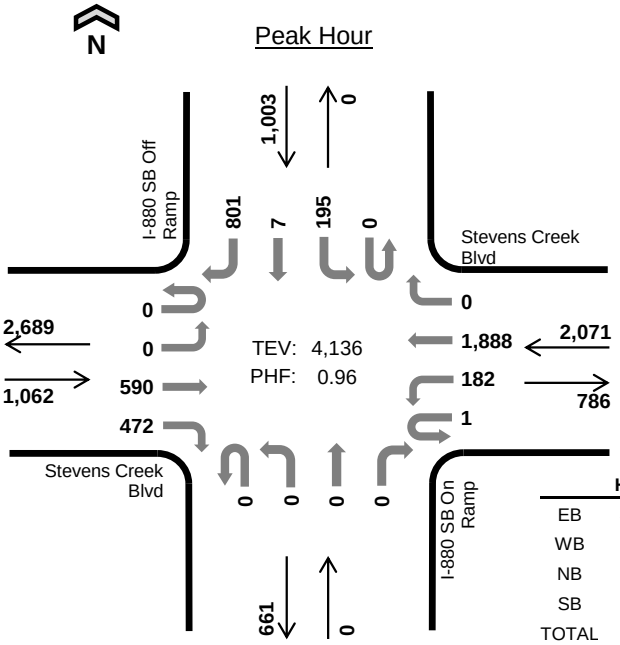
The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



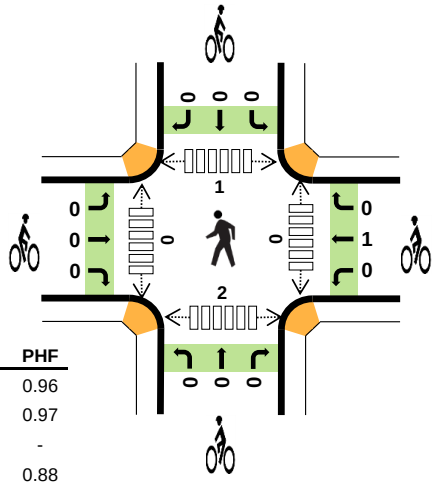
Appendix C – Existing Traffic Counts Collected 8/27/2019

I-880 SB Ramps
Stevens Creek Blvd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.0%	0.96
WB	2.3%	0.97
NB	-	-
SB	5.0%	0.88
TOTAL	3.4%	0.96



Two-Hour Count Summaries

Interval Start	Stevens Creek Blvd Eastbound				Stevens Creek Blvd Westbound				I-880 SB On Ramp Northbound				I-880 SB Off Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	92	85	0	26	365	0	0	0	0	0	0	38	0	181	787	0
7:15 AM	0	0	131	83	0	28	332	0	0	0	0	0	0	46	4	242	866	0
7:30 AM	0	0	128	117	0	47	368	0	0	0	0	0	0	58	3	247	968	0
7:45 AM	0	0	149	127	0	52	432	0	0	0	0	0	0	65	0	192	1,017	3,638
8:00 AM	**0**	**0**	**146**	**115**	**1**	**65**	**445**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**2**	**196**	**1,019**	3,870
8:15 AM	**0**	**0**	**144**	**132**	**0**	**34**	**477**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**3**	**220**	**1,073**	4,077
8:30 AM	**0**	**0**	**136**	**118**	**0**	**47**	**466**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**1**	**190**	**1,015**	4,124
8:45 AM	**0**	**0**	**164**	**107**	**0**	**36**	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**195**	**1,029**	**4,136**
Count Total	0	0	1,090	884	1	335	3,385	0	0	0	0	0	0	402	14	1,663	7,774	0
Peak Hour All	**0**	**0**	**590**	**472**	**1**	**182**	**1,888**	**0**	**0**	**0**	**0**	**0**	**0**	**195**	**7**	**801**	**4,136**	**0**
Peak Hour HV	**0**	**0**	**27**	**15**	**0**	**2**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**47**	**140**	**0**
Peak Hour HV%	**-**	**-**	**5%**	**3%**	**0%**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	8	0	13	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	13	0	15	*32*	0	1	0	0	*1*	0	0	0	0	*0*
7:30 AM	8	7	0	20	*35*	0	0	0	0	*0*	0	0	1	0	*1*
7:45 AM	5	12	0	5	*22*	0	2	0	0	*2*	0	0	0	1	*1*
8:00 AM	**8**	**11**	**0**	**9**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**14**	**15**	**0**	**10**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
8:30 AM	**11**	**10**	**0**	**13**	***34***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**9**	**12**	**0**	**18**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
Count Total	64	88	0	103	*255*	0	4	0	0	*4*	0	0	2	3	*5*
Peak Hour	**42**	**48**	**0**	**50**	***140***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**2**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Stevens Creek Blvd Eastbound				Stevens Creek Blvd Westbound				I-880 SB On Ramp Northbound				I-880 SB Off Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	3	0	1	7	0	0	0	0	0	0	1	0	12	26	0
7:15 AM	0	0	4	0	0	0	13	0	0	0	0	0	0	1	0	14	32	0
7:30 AM	0	0	7	1	0	1	6	0	0	0	0	0	0	2	0	18	35	0
7:45 AM	0	0	3	2	0	0	12	0	0	0	0	0	0	0	0	5	22	115
8:00 AM	**0**	**0**	**7**	**1**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**28**	117
8:15 AM	**0**	**0**	**9**	**5**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**39**	124
8:30 AM	**0**	**0**	**6**	**5**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**11**	**34**	123
8:45 AM	**0**	**0**	**5**	**4**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**39**	**140**
Count Total	0	0	43	21	0	4	84	0	0	0	0	0	0	7	0	96	255	0
Peak Hour	**0**	**0**	**27**	**15**	**0**	**2**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**47**	**140**	**0**

Two-Hour Count Summaries - Bikes

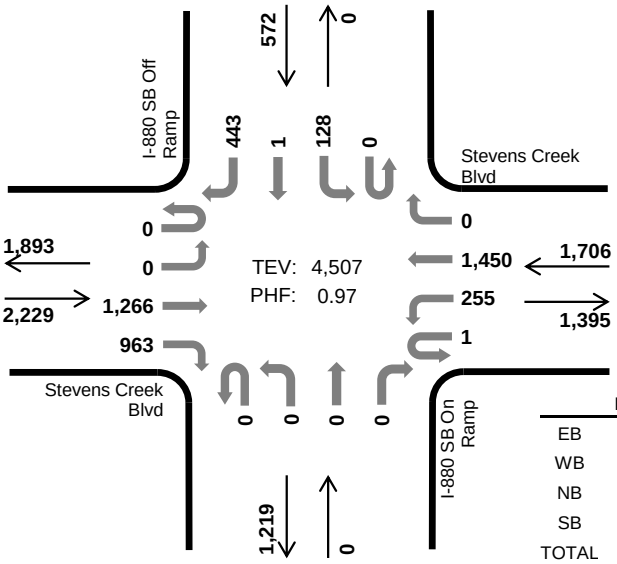
Interval Start	Stevens Creek Blvd Eastbound			Stevens Creek Blvd Westbound			I-880 SB On Ramp Northbound			I-880 SB Off Ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	4	0	0	0	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

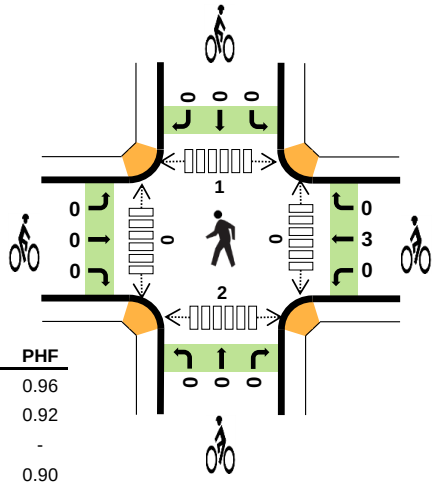
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-880 SB Ramps
Stevens Creek Blvd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.8%	0.96
WB	0.5%	0.92
NB	-	-
SB	0.2%	0.90
TOTAL	0.6%	0.97

Two-Hour Count Summaries

Interval Start		Stevens Creek Blvd Eastbound				Stevens Creek Blvd Westbound				I-880 SB On Ramp Northbound				I-880 SB Off Ramp Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	299	255	0	64	316	0	0	0	0	0	0	34	0	103	1,071	0
4:15 PM		0	0	318	235	1	66	322	0	0	0	0	0	0	34	0	98	1,074	0
4:30 PM		0	0	310	214	1	56	348	0	0	0	0	0	0	30	0	112	1,071	0
4:45 PM		0	0	349	234	2	46	347	0	0	0	0	0	0	35	0	98	1,111	4,327
5:00 PM		**0**	**0**	**331**	**239**	**0**	**63**	**321**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**93**	**1,076**	4,332
5:15 PM		**0**	**0**	**298**	**256**	**0**	**81**	**351**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**98**	**1,118**	4,376
5:30 PM		**0**	**0**	**321**	**259**	**1**	**52**	**371**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**133**	**1,163**	4,468
5:45 PM		**0**	**0**	**316**	**209**	**0**	**59**	**407**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**1**	**119**	**1,150**	**4,507**
Count Total		0	0	2,542	1,901	5	487	2,783	0	0	0	0	0	0	261	1	854	8,834	0
Peak Hour	**All**	**0**	**0**	**1,266**	**963**	**1**	**255**	**1,450**	**0**	**0**	**0**	**0**	**0**	**0**	**128**	**1**	**443**	**4,507**	**0**
	HV	**0**	**0**	**13**	**5**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**0**
	HV%	**-**	**-**	**1%**	**1%**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	3	0	1	*10*	1	0	0	0	*1*	0	0	0	2	*2*
4:15 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	1	1	*2*
4:30 PM	9	2	0	0	*11*	0	4	0	0	*4*	0	0	1	1	*2*
4:45 PM	5	4	0	1	*10*	0	0	0	0	*0*	0	0	4	0	*4*
5:00 PM	**6**	**2**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**6**	**1**	**0**	**0**	***7***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**1**	**0**	*1*
5:45 PM	**2**	**4**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
Count Total	42	19	0	3	*64*	1	7	0	0	*8*	0	0	7	6	*13*
Peak Hour	**18**	**9**	**0**	**1**	***28***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**1**	**2**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Stevens Creek Blvd Eastbound				Stevens Creek Blvd Westbound				I-880 SB On Ramp Northbound				I-880 SB Off Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	1	0	0	3	0	0	0	0	0	0	1	0	0	10	0
4:15 PM	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	5	4	0	1	1	0	0	0	0	0	0	0	0	0	11	0
4:45 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	1	10	36
5:00 PM	**0**	**0**	**3**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	34
5:15 PM	**0**	**0**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	35
5:30 PM	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	31
5:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**28**
Count Total	0	0	29	13	0	3	16	0	0	0	0	0	0	1	0	2	64	0
Peak Hour	**0**	**0**	**13**	**5**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**0**

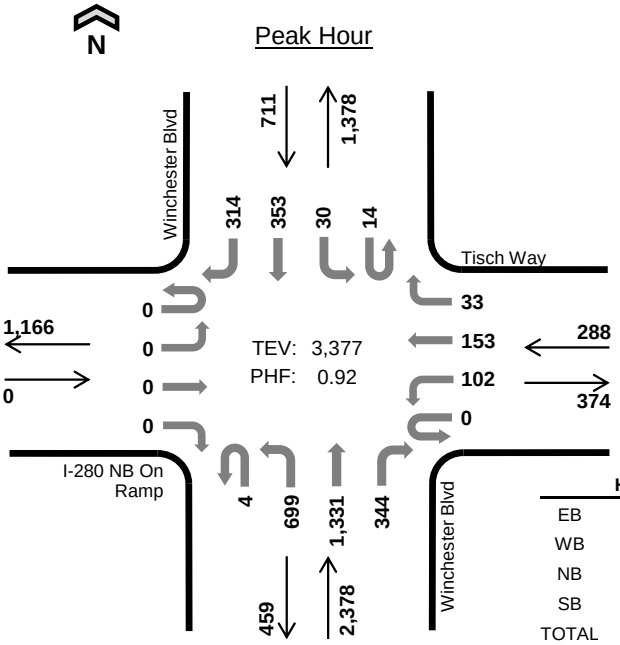
Two-Hour Count Summaries - Bikes

Interval Start	Stevens Creek Blvd Eastbound			Stevens Creek Blvd Westbound			I-880 SB On Ramp Northbound			I-880 SB Off Ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	1	0	0	7	0	0	0	0	0	0	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

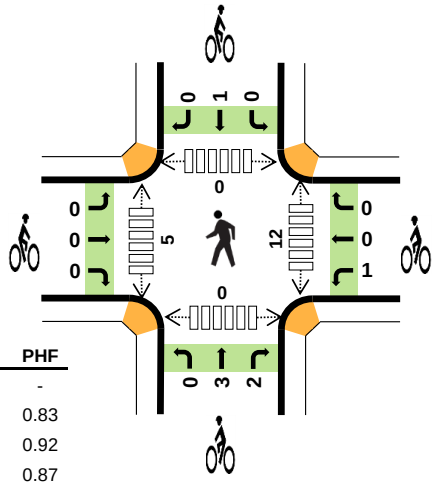
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Winchester Blvd
I-280 NB On Ramp

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	2.4%	0.83
NB	1.4%	0.92
SB	4.9%	0.87
TOTAL	2.3%	0.92



Two-Hour Count Summaries

Interval Start	I-280 NB On Ramp				Tisch Way				Winchester Blvd				Winchester Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	18	39	1	0	214	132	47	1	1	66	96	615	0
7:15 AM	0	0	0	0	0	24	60	5	0	200	167	71	2	2	73	120	724	0
7:30 AM	0	0	0	0	0	46	53	3	0	215	222	63	0	3	88	103	796	0
7:45 AM	0	0	0	0	0	54	46	1	0	198	262	91	2	3	119	87	863	2,998
8:00 AM	**0**	**0**	**0**	**0**	**0**	**29**	**30**	**8**	**1**	**190**	**287**	**90**	**5**	**6**	**112**	**82**	**840**	3,223
8:15 AM	**0**	**0**	**0**	**0**	**0**	**21**	**30**	**6**	**0**	**173**	**329**	**86**	**1**	**4**	**99**	**59**	**808**	3,307
8:30 AM	**0**	**0**	**0**	**0**	**0**	**27**	**42**	**8**	**1**	**155**	**348**	**72**	**2**	**9**	**64**	**79**	**807**	3,318
8:45 AM	**0**	**0**	**0**	**0**	**0**	**25**	**51**	**11**	**2**	**181**	**367**	**96**	**6**	**11**	**78**	**94**	**922**	**3,377**
Count Total	0	0	0	0	0	244	351	43	4	1,526	2,114	616	19	39	699	720	6,375	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**102**	**153**	**33**	**4**	**699**	**1,331**	**344**	**14**	**30**	**353**	**314**	**3,377**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**2**	**0**	**15**	**18**	**1**	**3**	**0**	**12**	**20**	**76**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**1%**	**6%**	**0%**	**2%**	**1%**	**0%**	**21%**	**0%**	**3%**	**6%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	10	6	*16*	0	0	2	0	*2*	0	2	0	0	*2*
7:15 AM	0	1	9	3	*13*	0	0	1	0	*1*	2	0	0	0	*2*
7:30 AM	0	1	6	9	*16*	0	0	0	0	*0*	1	1	0	0	*2*
7:45 AM	0	0	11	15	*26*	0	0	4	2	*6*	4	2	0	0	*6*
8:00 AM	**0**	**2**	**9**	**9**	***20***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**0**	**0**	*6*
8:15 AM	**0**	**4**	**7**	**11**	***22***	**0**	**0**	**2**	**1**	***3***	**4**	**1**	**0**	**0**	*5*
8:30 AM	**0**	**1**	**10**	**5**	***16***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**0**	**0**	*2*
8:45 AM	**0**	**0**	**8**	**10**	***18***	**0**	**1**	**2**	**0**	***3***	**4**	**0**	**0**	**0**	***4***
Count Total	0	9	70	68	*147*	0	1	12	3	*16*	19	10	0	0	*29*
Peak Hour	**0**	**7**	**34**	**35**	***76***	**0**	**1**	**5**	**1**	***7***	**12**	**5**	**0**	**0**	***17***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I-280 NB On Ramp				Tisch Way				Winchester Blvd				Winchester Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	4	3	3	0	0	5	1	16	0
7:15 AM	0	0	0	0	0	0	1	0	0	5	4	0	1	0	2	0	13	0
7:30 AM	0	0	0	0	0	0	1	0	0	4	2	0	0	0	3	6	16	0
7:45 AM	0	0	0	0	0	0	0	0	0	5	6	0	1	0	1	13	26	71
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	**4**	**1**	**1**	**0**	**2**	**6**	**20**	75
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**5**	**2**	**0**	**1**	**0**	**5**	**5**	**22**	84
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**6**	**0**	**1**	**0**	**2**	**2**	**16**	84
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**3**	**7**	**18**	**76**
Count Total	0	0	0	0	0	3	4	2	0	33	33	4	5	0	23	40	147	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**2**	**0**	**15**	**18**	**1**	**3**	**0**	**12**	**20**	**76**	**0**

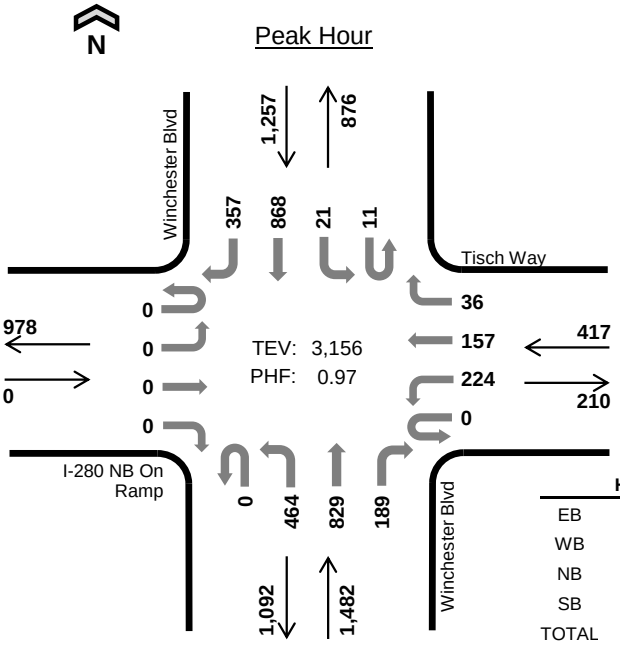
Two-Hour Count Summaries - Bikes

Interval Start	I-280 NB On Ramp			Tisch Way			Winchester Blvd			Winchester Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	2	0	2	0	6	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**3**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	10
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**
Count Total	0	0	0	1	0	0	0	8	4	0	3	0	16	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**0**	**7**	**0**

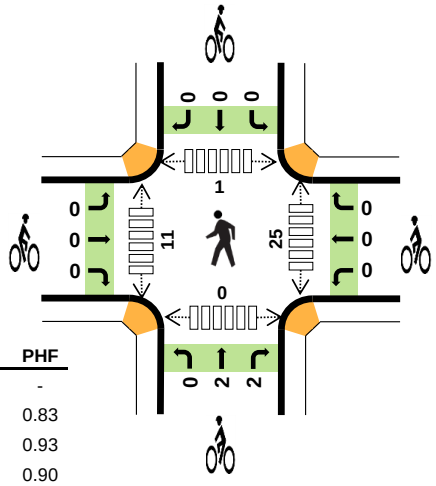
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Winchester Blvd
I-280 NB On Ramp

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	1.0%	0.83
NB	1.4%	0.93
SB	0.7%	0.90
TOTAL	1.1%	0.97



Two-Hour Count Summaries

Interval Start	I-280 NB On Ramp				Tisch Way				Winchester Blvd				Winchester Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	35	46	9	1	95	170	42	3	7	146	93	647	0
4:15 PM	0	0	0	0	0	30	37	5	0	83	188	51	1	15	188	76	674	0
4:30 PM	0	0	0	0	0	51	37	9	0	97	169	48	3	6	177	93	690	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**44**	**33**	**5**	**0**	**111**	**228**	**60**	**2**	**4**	**198**	**88**	**773**	2,784
5:00 PM	**0**	**0**	**0**	**0**	**0**	**65**	**49**	**11**	**0**	**122**	**203**	**51**	**3**	**8**	**205**	**98**	**815**	2,952
5:15 PM	**0**	**0**	**0**	**0**	**0**	**53**	**39**	**12**	**0**	**120**	**201**	**33**	**2**	**3**	**215**	**81**	**759**	3,037
5:30 PM	**0**	**0**	**0**	**0**	**0**	**62**	**36**	**8**	**0**	**111**	**197**	**45**	**4**	**6**	**250**	**90**	**809**	**3,156**
5:45 PM	0	0	0	0	0	57	38	7	0	77	185	52	4	7	200	92	719	3,102
Count Total	0	0	0	0	0	397	315	66	1	816	1,541	382	22	56	1,579	711	5,886	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**224**	**157**	**36**	**0**	**464**	**829**	**189**	**11**	**21**	**868**	**357**	**3,156**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**3**	**16**	**2**	**0**	**1**	**7**	**1**	**34**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**1%**	**3%**	**-**	**1%**	**2%**	**1%**	**0%**	**5%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	2	3	*6*	0	2	0	0	*2*	2	6	0	0	*8*
4:15 PM	0	0	2	2	*4*	0	1	1	0	*2*	7	2	0	0	*9*
4:30 PM	0	1	5	1	*7*	0	0	0	1	*1*	1	4	0	1	*6*
4:45 PM	**0**	**0**	**6**	**4**	***10***	**0**	**0**	**1**	**0**	***1***	**12**	**6**	**0**	**0**	*18*
5:00 PM	**0**	**3**	**5**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	*4*
5:15 PM	**0**	**1**	**4**	**2**	***7***	**0**	**0**	**2**	**0**	***2***	**8**	**4**	**0**	**0**	*12*
5:30 PM	**0**	**0**	**6**	**1**	***7***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**1**	**0**	***3***
5:45 PM	0	0	2	1	*3*	0	0	0	0	*0*	2	3	0	0	*5*
Count Total	0	6	32	16	*54*	0	3	5	1	*9*	37	26	1	1	*65*
Peak Hour	**0**	**4**	**21**	**9**	***34***	**0**	**0**	**4**	**0**	***4***	**25**	**11**	**1**	**0**	***37***

Two-Hour Count Summaries - Heavy Vehicles

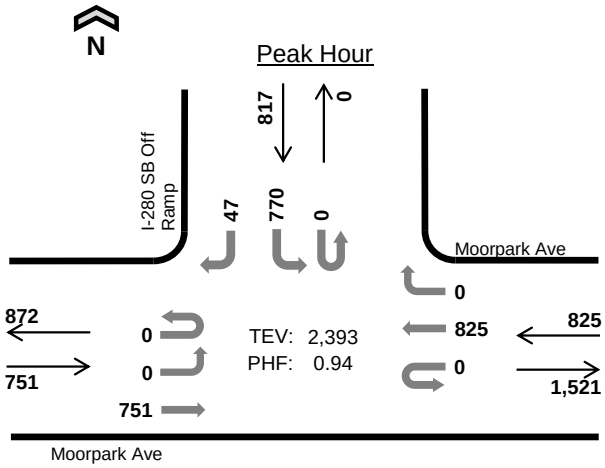
Interval Start	I-280 NB On Ramp				Tisch Way				Winchester Blvd				Winchester Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	2	1	6	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	1	0	7	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**4**	**0**	**10**	27
5:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**1**	**10**	31
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**7**	34
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**7**	**34**
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	27
Count Total	0	0	0	0	0	3	1	2	0	6	23	3	0	1	13	2	54	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**3**	**16**	**2**	**0**	**1**	**7**	**1**	**34**	**0**

Two-Hour Count Summaries - Bikes

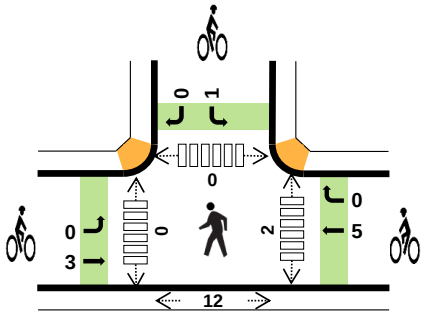
Interval Start	I-280 NB On Ramp			Tisch Way			Winchester Blvd			Winchester Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	2	0	1	0	3	2	0	1	0	9	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-280 SB Off Ramp
Moorpark Ave



Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.5%	0.86
WB	1.2%	0.88
NB	-	-
SB	1.5%	0.91
TOTAL	1.1%	0.94

Two-Hour Count Summaries

Interval Start		Moorpark Ave Eastbound				Moorpark Ave Westbound				n/a Northbound				I-280 SB Off Ramp Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	123	0	0	0	147	0	0	0	0	0	0	85	0	7	362	0
7:15 AM		0	0	129	0	0	0	172	0	0	0	0	0	0	110	0	6	417	0
7:30 AM		0	0	158	0	0	0	198	0	0	0	0	0	0	126	0	9	491	0
7:45 AM		**0**	**0**	**179**	**0**	**0**	**0**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**209**	**0**	**15**	**638**	1,908
8:00 AM		**0**	**0**	**218**	**0**	**0**	**0**	**204**	**0**	**0**	**0**	**0**	**0**	**0**	**176**	**0**	**10**	**608**	2,154
8:15 AM		**0**	**0**	**215**	**0**	**0**	**0**	**214**	**0**	**0**	**0**	**0**	**0**	**0**	**186**	**0**	**13**	**628**	2,365
8:30 AM		**0**	**0**	**139**	**0**	**0**	**0**	**172**	**0**	**0**	**0**	**0**	**0**	**0**	**199**	**0**	**9**	**519**	**2,393**
8:45 AM		0	0	147	0	0	0	189	0	0	0	0	0	0	222	0	14	572	2,327
Count Total		0	0	1,308	0	0	0	1,531	0	0	0	0	0	0	1,313	0	83	4,235	0
Peak Hour	**All**	**0**	**0**	**751**	**0**	**0**	**0**	**825**	**0**	**0**	**0**	**0**	**0**	**0**	**770**	**0**	**47**	**2,393**	**0**
	HV	**0**	**0**	**4**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**26**	**0**
	HV%	**-**	**-**	**1%**	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	3	*5*	0	0	0	0	*0*	0	0	0	5	*5*
7:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	1	0	0	2	*3*
7:30 AM	2	0	0	0	*2*	1	0	0	0	*1*	0	0	0	2	*2*
7:45 AM	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**3**	*3*
8:00 AM	**1**	**3**	**0**	**4**	***8***	**1**	**1**	**0**	**1**	***3***	**1**	**0**	**0**	**6**	*7*
8:15 AM	**2**	**3**	**0**	**4**	***9***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**2**	*3*
8:30 AM	**1**	**4**	**0**	**3**	***8***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**1**	***1***
8:45 AM	0	5	0	4	*9*	1	1	0	0	*2*	0	0	0	3	*3*
Count Total	6	17	0	20	*43*	5	6	0	1	*12*	3	0	0	24	*27*
Peak Hr	**4**	**10**	**0**	**12**	***26***	**3**	**5**	**0**	**1**	***9***	**2**	**0**	**0**	**12**	***14***

Two-Hour Count Summaries - Heavy Vehicles

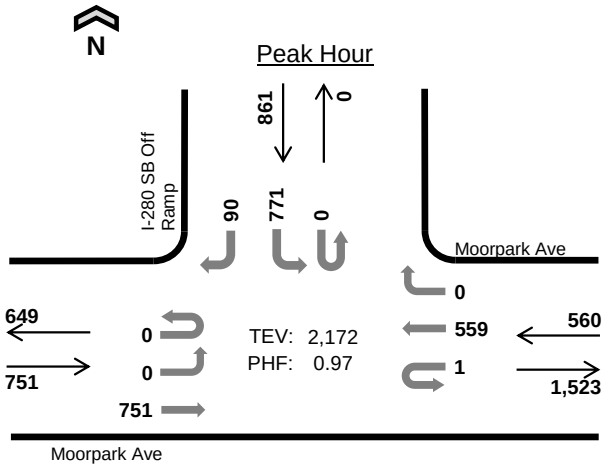
Interval Start	Moorpark Ave				Moorpark Ave				n/a				I-280 SB Off Ramp				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	9
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**8**	12
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**9**	20
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**8**	**26**
8:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	9	34
Count Total	0	0	6	0	0	0	17	0	0	0	0	0	0	20	0	0	43	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**26**	**0**

Two-Hour Count Summaries - Bikes

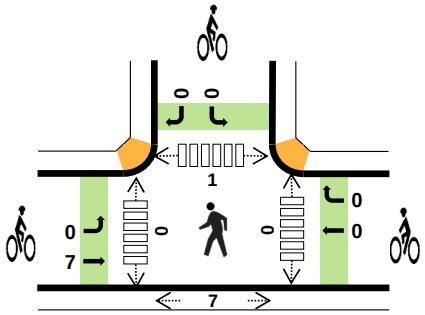
Interval Start	Moorpark Ave			Moorpark Ave			n/a			I-280 SB Off Ramp			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	6
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:30 AM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	9
Count Total	1	4	0	0	6	0	0	0	0	1	0	0	12	0
Peak Hour	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-280 SB Off Ramp
Moorpark Ave



Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.5%	0.91
WB	0.4%	0.90
NB	-	-
SB	1.4%	0.91
TOTAL	0.8%	0.97

Two-Hour Count Summaries

Interval Start	Moorpark Ave Eastbound				Moorpark Ave Westbound				n/a Northbound				I-280 SB Off Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	179	0	0	0	109	0	0	0	0	0	0	150	0	10	448	0
4:15 PM	0	0	192	0	0	0	95	0	0	0	0	0	0	150	0	10	447	0
4:30 PM	0	0	179	0	0	0	113	0	0	0	0	0	0	182	0	10	484	0
4:45 PM	0	0	194	0	0	0	106	0	0	0	0	0	0	182	0	18	500	1,879
5:00 PM	**0**	**0**	**183**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**177**	**0**	**20**	**536**	1,967
5:15 PM	**0**	**0**	**178**	**0**	**1**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**19**	**536**	2,056
5:30 PM	**0**	**0**	**207**	**0**	**0**	**0**	**131**	**0**	**0**	**0**	**0**	**0**	**0**	**203**	**0**	**17**	**558**	2,130
5:45 PM	**0**	**0**	**183**	**0**	**0**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**202**	**0**	**34**	**542**	**2,172**
Count Total	0	0	1,495	0	1	0	982	0	0	0	0	0	0	1,435	0	138	4,051	0
Peak Hour All	**0**	**0**	**751**	**0**	**1**	**0**	**559**	**0**	**0**	**0**	**0**	**0**	**0**	**771**	**0**	**90**	**2,172**	**0**
Peak Hour HV	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**18**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	0	0	0	1	*1*	0	1	0	0	*1*	0	0	0	2	*2*
4:30 PM	2	0	0	3	*5*	3	0	0	0	*3*	0	0	0	2	*2*
4:45 PM	2	0	0	3	*5*	0	1	0	0	*1*	0	0	1	2	*3*
5:00 PM	**0**	**2**	**0**	**4**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**2**	*3*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
5:30 PM	**4**	**0**	**0**	**6**	***10***	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**3**	*3*
5:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
Count Total	8	4	0	19	*31*	10	2	0	0	*12*	0	0	3	13	*16*
Peak Hr	**4**	**2**	**0**	**12**	***18***	**7**	**0**	**0**	**0**	***7***	**0**	**0**	**1**	**7**	***8***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Moorpark Ave				Moorpark Ave				n/a				I-280 SB Off Ramp				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	5	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	5	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**6**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	17
5:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**10**	22
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**18**
Count Total	0	0	8	0	0	0	4	0	0	0	0	0	0	19	0	0	31	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**18**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Moorpark Ave			Moorpark Ave			n/a			I-280 SB Off Ramp			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
5:30 PM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	8
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
Count Total	0	10	0	0	2	0	0	0	0	0	0	0	12	0
Peak Hour	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

IDAX Data Solutions
Project: 19351 - San Jose - 76 Gas Station Count
Date: 27-Aug
Driveway In/Out

	Driveway 1+2+3	
	In	Out
7:00	14	14
7:30	12	10
8:00	8	8
8:30	10	9
16:00	15	17
16:30	17	17
17:00	22	26
17:30	20	20
Total:	118	121

Appendix D – San Jose Approved Trip Inventory

Intersection of: 280/MOORPARK

Traffix Node Number: 3037

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	0	0	21	0	0	0	10	0	0	6	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	9	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	1	0
PD15-059	0	0	0	7	0	0	0	1	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	32	0	0	0	13	0	0	2	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	3	0	3	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	124	0	0	0	49	0	0	6	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	1	0	0	0	0
TOTAL:	**0**	**0**	**0**	**198**	**0**	**3**	**0**	**84**	**0**	**0**	**15**	**0**

	LEFT	THRU	RIGHT
NORTH	198	0	3
EAST	0	15	0
SOUTH	0	0	0
WEST	0	84	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	0	0	56	0	0	0	25	0	0	27	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	9	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	12	0
PD15-059	0	0	0	26	0	0	0	3	0	0	2	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	18	0	0	0	7	0	0	12	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	15	0	15	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	21	0	0	0	8	0	0	44	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	6	0	0	0	2	0	0	2	0
TOTAL:	**0**	**0**	**0**	**151**	**0**	**15**	**0**	**48**	**0**	**0**	**99**	**0**

	LEFT	THRU	RIGHT
NORTH	151	0	15
EAST	0	99	0
SOUTH	0	0	0
WEST	0	48	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	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
PD15-059	0	0	0	0	0	11	0	35	40	0	18	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	48	0	15	14	0	118	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 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**	**314**	**0**	**181**	**146**	**0**	**699**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	314
EAST	0	699	0
SOUTH	0	0	0
WEST	0	181	146

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	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
PD15-059	0	0	0	0	0	39	0	29	30	0	59	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	27	0	83	77	0	67	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 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**	**285**	**0**	**601**	**583**	**0**	**440**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	285
EAST	0	440	0
SOUTH	0	0	0
WEST	0	601	583

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
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
PD15-059	38	5	75	0	5	0	0	0	6	23	0	0
PD17-014 FORT BAY 4300 STEVENS CREEK BLVD	2	0	0	0	0	6	1	23	0	0	34	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	9	0	45	0	0	0	34	50	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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	**58**	**76**	**194**	**31**	**235**	**8**	**5**	**45**	**107**	**488**	**56**	**28**

	LEFT	THRU	RIGHT
NORTH	31	235	8
EAST	488	56	28
SOUTH	58	76	194
WEST	5	45	107

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	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
PD15-059	34	10	60	0	12	0	0	0	19	78	0	0
PD17-014 FORT BAY 4300 STEVENS CREEK BLVD	0	0	0	0	0	0	4	31	1	0	23	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	32	43	48	0	25	0	0	0	19	29	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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**131**	**260**	**567**	**123**	**136**	**15**	**17**	**85**	**57**	**310**	**99**	**126**

	LEFT	THRU	RIGHT
NORTH	123	136	15
EAST	310	99	126
SOUTH	131	260	567
WEST	17	85	57

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
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
PD15-059	0	0	0	0	0	0	0	75	0	6	23	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	20	0	1	0	0	8	0	116	50	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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	0	0	0	0	1	0	7	2	0
TOTAL:	**5**	**17**	**70**	**34**	**15**	**28**	**22**	**223**	**0**	**401**	**558**	**54**

	LEFT	THRU	RIGHT
NORTH	34	15	28
EAST	401	558	54
SOUTH	5	17	70
WEST	22	223	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	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
PD15-059	0	0	0	0	0	0	0	60	0	20	78	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	111	0	1	0	0	48	0	66	28	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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	23	0	0	0	0	6	0	23	6	0
TOTAL:	**3**	**62**	**373**	**199**	**66**	**100**	**105**	**712**	**0**	**182**	**447**	**190**

	LEFT	THRU	RIGHT
NORTH	199	66	100
EAST	182	447	190
SOUTH	3	62	373
WEST	105	712	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	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
PD15-059	0	2	0	0	1	0	8	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	26	0	1	4	2	45	0	0	0	0	3
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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	2	0	0	0	0	0
TOTAL:	**1**	**249**	**37**	**3**	**48**	**14**	**271**	**5**	**4**	**8**	**1**	**17**

	LEFT	THRU	RIGHT
NORTH	3	48	14
EAST	8	1	17
SOUTH	1	249	37
WEST	271	5	4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
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
PD15-059	0	5	0	1	5	2	29	0	0	0	0	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	3	24	12	25	0	0	0	0	2
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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	1	4	2	8	0	0	0	0	1
TOTAL:	**0**	**146**	**20**	**21**	**259**	**90**	**181**	**2**	**15**	**38**	**4**	**10**

	LEFT	THRU	RIGHT
NORTH	21	259	90
EAST	38	4	10
SOUTH	0	146	20
WEST	181	2	15

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
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
PD15-059	0	17	0	33	24	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
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	136	46	0	0	378	252	30	0	16	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	4	0	0	0	0	0	0	0
TOTAL:	**136**	**158**	**0**	**33**	**541**	**252**	**30**	**0**	**16**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	33	541	252
EAST	0	0	0
SOUTH	136	158	0
WEST	30	0	16

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	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
PD15-059	0	54	0	10	23	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
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	21	338	0	0	66	41	225	0	122	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	0	15	0	0	0	0	0	0	0
TOTAL:	**21**	**634**	**0**	**11**	**204**	**41**	**225**	**0**	**122**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	11	204	41
EAST	0	0	0
SOUTH	21	634	0
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
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
PD15-059	0	17	0	0	24	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
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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	2	2	0	0	0	0	0	0	1
TOTAL:	**410**	**260**	**0**	**131**	**78**	**378**	**46**	**0**	**49**	**12**	**0**	**23**

	LEFT	THRU	RIGHT
NORTH	131	78	378
EAST	12	0	23
SOUTH	410	260	0
WEST	46	0	49

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	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
PD15-059	0	54	0	0	23	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
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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	8	7	0	0	0	0	0	0	8
TOTAL:	**68**	**208**	**0**	**81**	**319**	**64**	**336**	**0**	**365**	**70**	**0**	**131**

	LEFT	THRU	RIGHT
NORTH	81	319	64
EAST	70	0	131
SOUTH	68	208	0
WEST	336	0	365

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
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
PD15-059	0	0	0	0	0	0	0	75	0	0	23	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	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 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**9**	**0**	**8**	**12**	**240**	**0**	**0**	**530**	**14**

	LEFT	THRU	RIGHT
NORTH	9	0	8
EAST	0	530	14
SOUTH	0	0	0
WEST	12	240	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	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
PD15-059	0	0	0	0	0	0	0	60	0	0	78	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	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 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**	**701**	**0**	**3**	**463**	**52**

	LEFT	THRU	RIGHT
NORTH	55	0	46
EAST	3	463	52
SOUTH	0	0	0
WEST	42	701	0

Intersection of: TISCH/WINCHESTER

Traffix Node Number: 3829

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	36	17	0	15	8	0	0	0	5	5	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	4	0	0	0	0	0	0	2	6	0
NSJ NORTH SAN JOSE	6	16	3	0	3	1	0	0	0	0	0	0
PD15-059	0	11	0	0	1	23	0	0	0	0	0	6
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	74	0	0	7	5	0	0	0	0	0	59
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	27	36	15	0	9	0	0	0	0	4	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	286	0	31	20	15	0	0	0	0	0	260
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	2	0	0	0	0	0	1	1	1
TOTAL:	**33**	**468**	**43**	**33**	**55**	**52**	**0**	**0**	**0**	**12**	**12**	**326**

	LEFT	THRU	RIGHT
NORTH	33	55	52
EAST	12	12	326
SOUTH	33	468	43
WEST	0	0	0

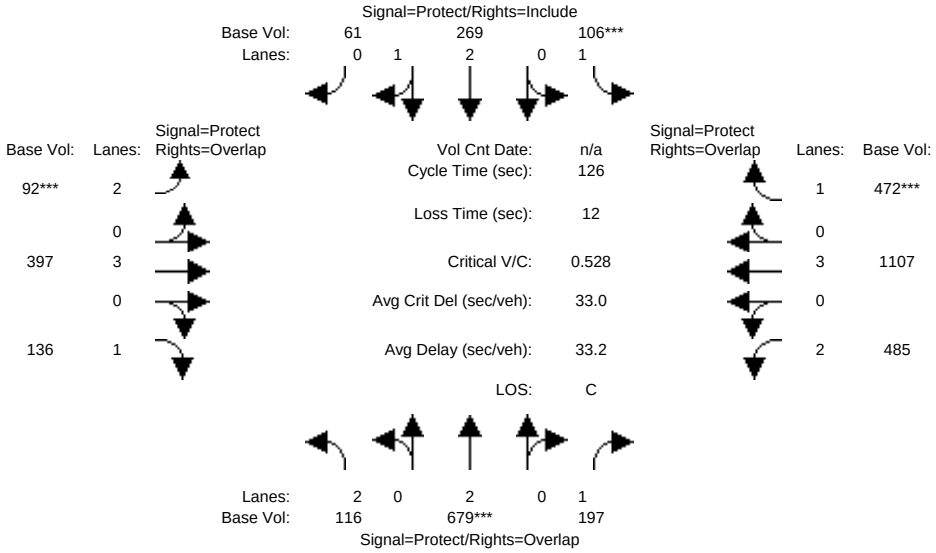
Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	45	0	65	36	0	0	0	24	24	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	3	0	0	0	0	0	0	2	9	0
NSJ NORTH SAN JOSE	1	2	0	0	20	5	0	0	0	0	0	0
PD15-059	0	35	0	0	8	15	0	0	0	0	0	20
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	42	0	0	40	31	0	0	0	0	0	33
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	15	20	9	0	39	0	0	0	0	17	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	49	0	232	144	110	0	0	0	0	0	44
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	13	7	0	0	0	0	0	7	6	7
TOTAL:	**16**	**249**	**70**	**239**	**316**	**197**	**0**	**0**	**0**	**50**	**39**	**104**

	LEFT	THRU	RIGHT
NORTH	239	316	197
EAST	50	39	104
SOUTH	16	249	70
WEST	0	0	0

Appendix E – TRAFFIX Intersection Operations Analysis

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #1: Winchester / Stevens Creek

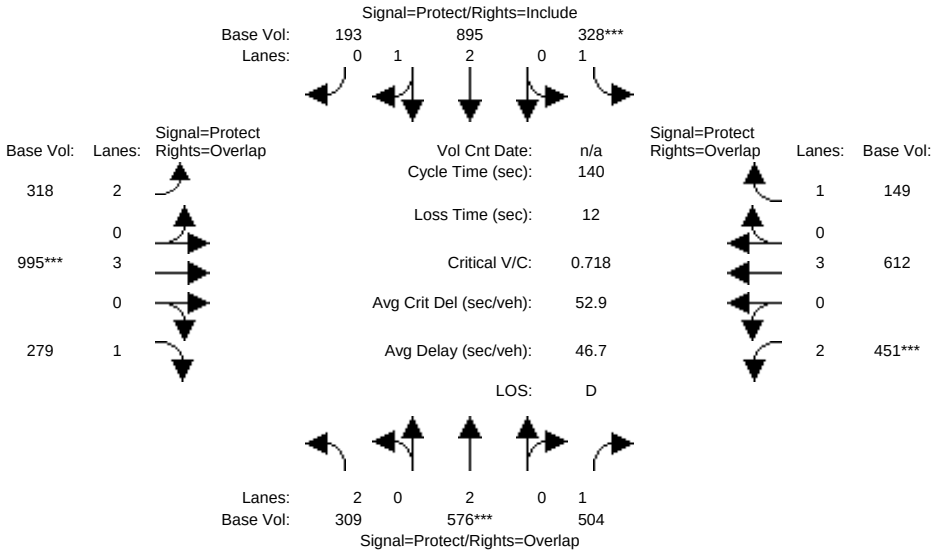


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	679	197	106	269	61	92	397	136	485	1107	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	679	197	106	269	61	92	397	136	485	1107	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	679	197	106	269	61	92	397	136	485	1107	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	679	197	106	269	61	92	397	136	485	1107	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	679	197	106	269	61	92	397	136	485	1107	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4574	1037	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.11	0.06	0.06	0.06	0.03	0.07	0.08	0.15	0.19	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.34	0.64	0.11	0.27	0.27	0.06	0.15	0.34	0.30	0.40	0.51
Volume/Cap:	0.20	0.53	0.18	0.53	0.22	0.22	0.53	0.45	0.23	0.52	0.49	0.53
Uniform Del:	43.3	33.6	9.4	52.6	36.0	36.0	57.9	48.5	29.7	36.7	28.5	20.6
IncremntDel:	0.2	0.4	0.1	2.6	0.1	0.1	2.9	0.4	0.2	0.5	0.2	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:	43.4	34.0	9.5	55.2	36.1	36.1	60.8	48.9	29.9	37.2	28.7	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:	43.4	34.0	9.5	55.2	36.1	36.1	60.8	48.9	29.9	37.2	28.7	21.2
LOS by Move:	D	C	A	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	4	19	7	9	7	7	6	10	8	17	19	23

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #1: Winchester / Stevens Creek

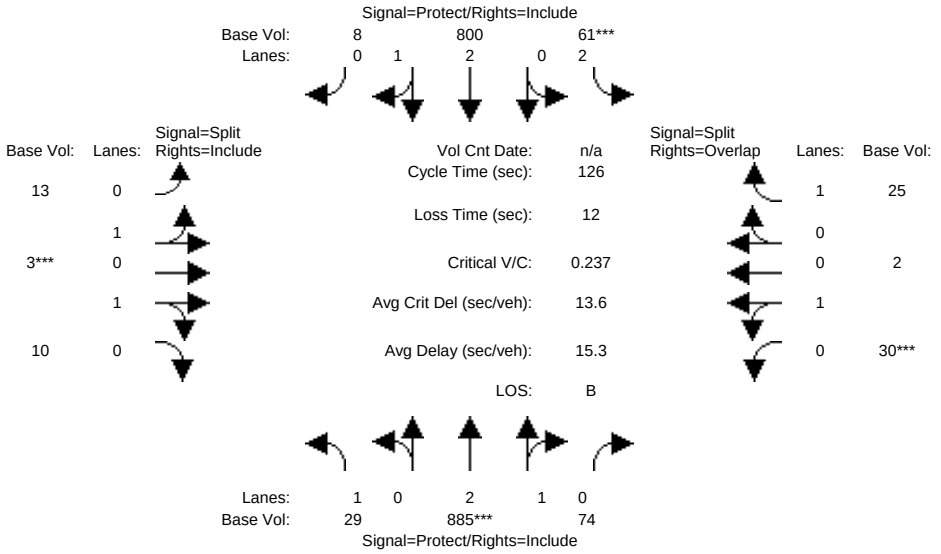


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	309	576	504	328	895	193	318	995	279	451	612	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	576	504	328	895	193	318	995	279	451	612	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	576	504	328	895	193	318	995	279	451	612	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	576	504	328	895	193	318	995	279	451	612	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	576	504	328	895	193	318	995	279	451	612	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.43	0.57	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4619	996	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.29	0.19	0.19	0.19	0.10	0.17	0.16	0.14	0.11	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.21	0.41	0.26	0.31	0.31	0.21	0.24	0.40	0.20	0.23	0.49
Volume/Cap:	0.62	0.72	0.70	0.72	0.62	0.62	0.47	0.72	0.40	0.72	0.47	0.17
Uniform Del:	54.9	51.4	34.2	47.1	40.9	40.9	48.1	48.6	29.8	52.4	46.7	20.0
IncremntDel:	2.4	3.2	3.1	5.5	0.7	0.7	0.5	1.8	0.4	4.0	0.3	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:	57.3	54.5	37.3	52.5	41.6	41.6	48.6	50.4	30.2	56.4	47.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	54.5	37.3	52.5	41.6	41.6	48.6	50.4	30.2	56.4	47.0	20.1
LOS by Move:	E	D	D	D	D	D	D	D	C	E	D	C
HCM2k95thQ:	14	21	33	26	24	24	14	25	17	20	14	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #2: Winchester / Olin

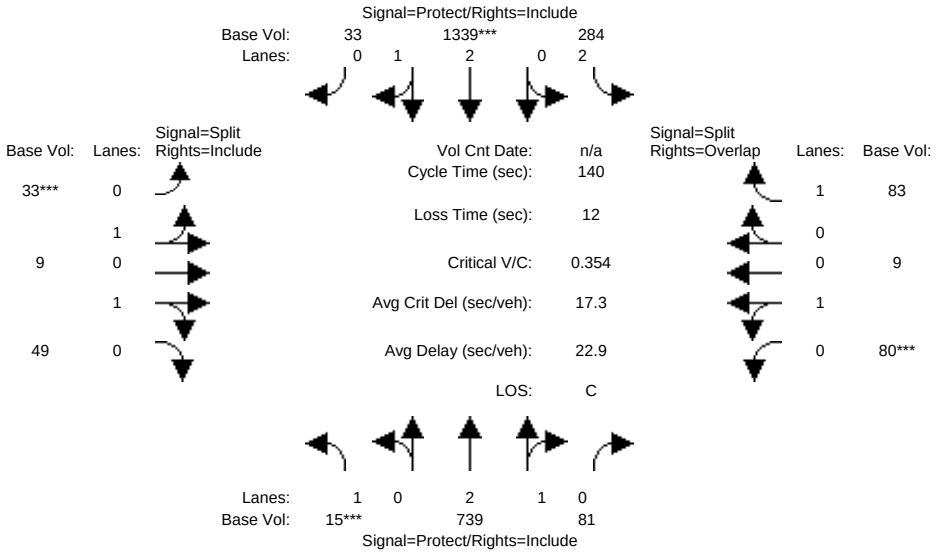


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	885	74	61	800	8	13	3	10	30	2	25
Growth Adj:	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	2.00	2.97	0.03	1.01	0.21	0.78	0.94	0.06	1.00
Final Sat.:	1750	5226	437	3150	5639	56	1766	408	1359	1649	110	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/Cycle:	0.21	0.67	0.67	0.08	0.54	0.54	0.08	0.08	0.08	0.08	0.08	0.16
Volume/Cap:	0.08	0.25	0.25	0.24	0.26	0.26	0.09	0.09	0.09	0.23	0.23	0.09
Uniform Del:	40.0	8.4	8.4	54.5	15.8	15.8	53.8	53.8	53.8	54.4	54.4	45.2
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:	40.1	8.5	8.5	55.0	15.8	15.8	53.9	53.9	53.9	55.2	55.2	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	8.5	8.5	55.0	15.8	15.8	53.9	53.9	53.9	55.2	55.2	45.4
LOS by Move:	D	A	A	D	B	B	D	D	D	E	E	D
HCM2k95thQ:	2	9	9	3	11	11	1	1	1	3	3	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #2: Winchester / Olin

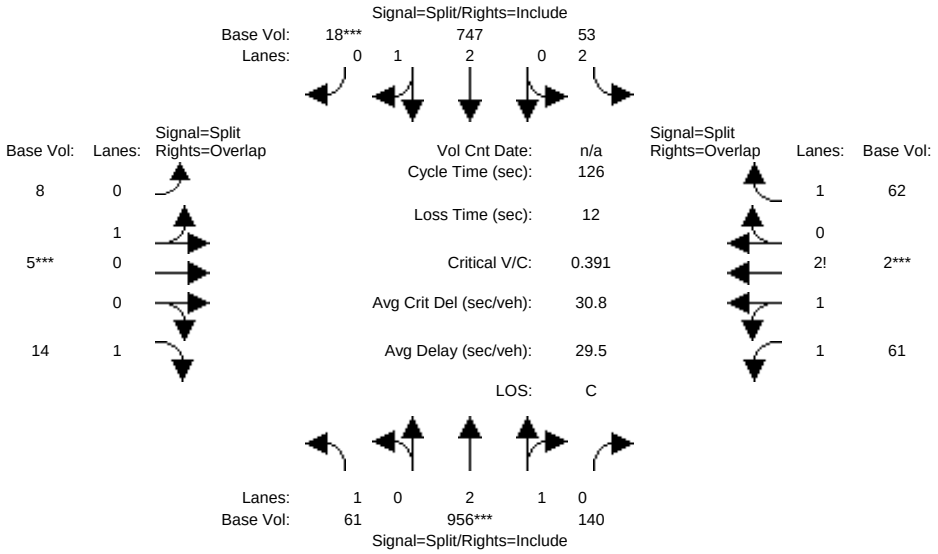


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	739	81	284	1339	33	33	9	49	80	9	83
Growth Adj:	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.68	0.32	2.00	2.92	0.08	0.80	0.20	1.00	0.91	0.09	1.00
Final Sat.:	1750	5094	558	3150	5551	137	1399	381	1750	1586	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.24	0.24	0.02	0.02	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Green/Cycle:	0.05	0.43	0.43	0.27	0.65	0.65	0.08	0.08	0.08	0.14	0.14	0.40
Volume/Cap:	0.17	0.34	0.34	0.34	0.37	0.37	0.30	0.30	0.35	0.37	0.37	0.12
Uniform Del:	63.7	26.5	26.5	41.2	11.3	11.3	60.8	60.8	61.1	55.1	55.1	26.1
IncremntDel:	0.9	0.1	0.1	0.2	0.1	0.1	0.6	0.6	0.8	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	26.6	26.6	41.5	11.4	11.4	61.4	61.4	61.9	56.0	56.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	26.6	26.6	41.5	11.4	11.4	61.4	61.4	61.9	56.0	56.0	26.2
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2k95thQ:	1	14	14	11	16	16	4	4	5	8	8	5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #3: Winchester / Olsen

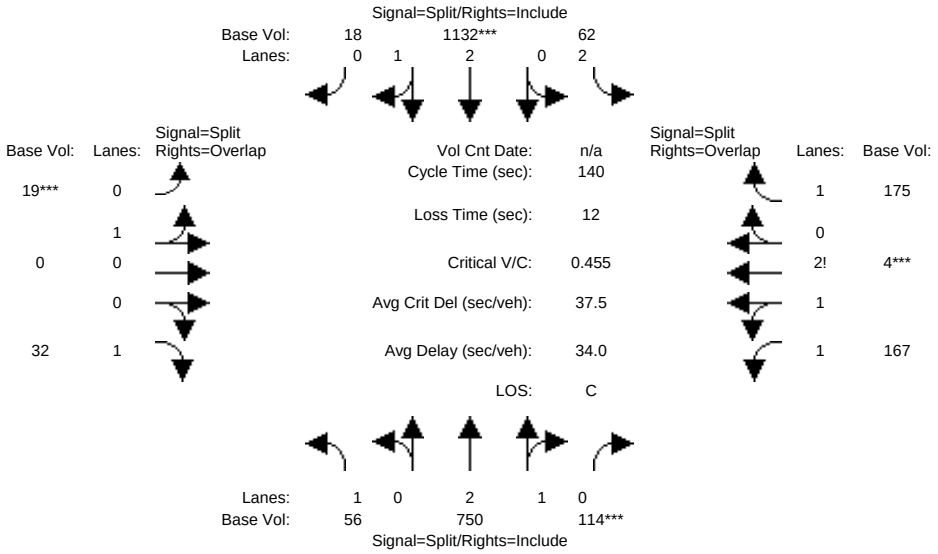


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	956	140	53	747	18	8	5	14	61	2	62
Growth Adj:	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.59	0.41	2.00	2.92	0.08	0.63	0.37	1.00	1.96	0.06	1.98
Final Sat.:	1750	4918	720	3150	5555	134	1111	694	1750	3435	111	3463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.13	0.13	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:		****				****		****			****	
Green/Cycle:	0.44	0.44	0.44	0.31	0.31	0.31	0.08	0.08	0.52	0.08	0.08	0.38
Volume/Cap:	0.08	0.44	0.44	0.06	0.44	0.44	0.09	0.09	0.02	0.22	0.23	0.05
Uniform Del:	20.4	24.4	24.4	30.9	35.2	35.2	53.8	53.8	14.6	54.4	54.4	24.3
IncremntDel:	0.0	0.1	0.1	0.0	0.2	0.2	0.3	0.3	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:	20.4	24.6	24.6	31.0	35.3	35.3	54.1	54.1	14.6	54.6	54.6	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	24.6	24.6	31.0	35.3	35.3	54.1	54.1	14.6	54.6	54.6	24.3
LOS by Move:	C	C	C	C	D	D	D	D	B	D	D	C
HCM2k95thQ:	3	18	18	2	14	14	1	1	1	3	3	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #3: Winchester / Olsen

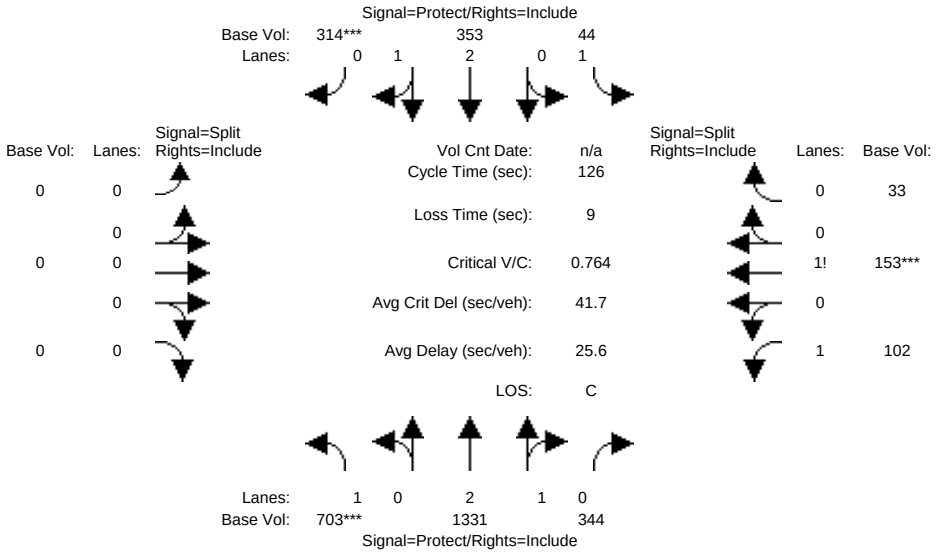


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	750	114	62	1132	18	19	0	32	167	4	175
Growth Adj:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.58	0.42	2.00	2.95	0.05	1.00	0.00	1.00	1.96	0.04	2.00
Final Sat.:	1750	4893	744	3150	5603	89	1750	0	1750	3423	80	3503
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.20	0.20	0.01	0.00	0.02	0.05	0.05	0.05
Crit Moves:			****		****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.42	0.42	0.42	0.07	0.00	0.39	0.10	0.10	0.52
Volume/Cap:	0.10	0.48	0.48	0.05	0.48	0.48	0.15	0.00	0.05	0.47	0.48	0.10
Uniform Del:	33.6	38.4	38.4	24.0	29.5	29.5	61.0	0.0	26.5	59.1	59.2	16.7
IncremntDel:	0.1	0.2	0.2	0.0	0.2	0.2	0.6	0.0	0.0	0.5	0.5	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	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	38.6	38.6	24.0	29.6	29.6	61.6	0.0	26.5	59.6	59.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	38.6	38.6	24.0	29.6	29.6	61.6	0.0	26.5	59.6	59.7	16.7
LOS by Move:	C	D	D	C	C	C	E	A	C	E	E	B
HCM2k95thQ:	4	18	18	2	21	21	2	0	2	8	9	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

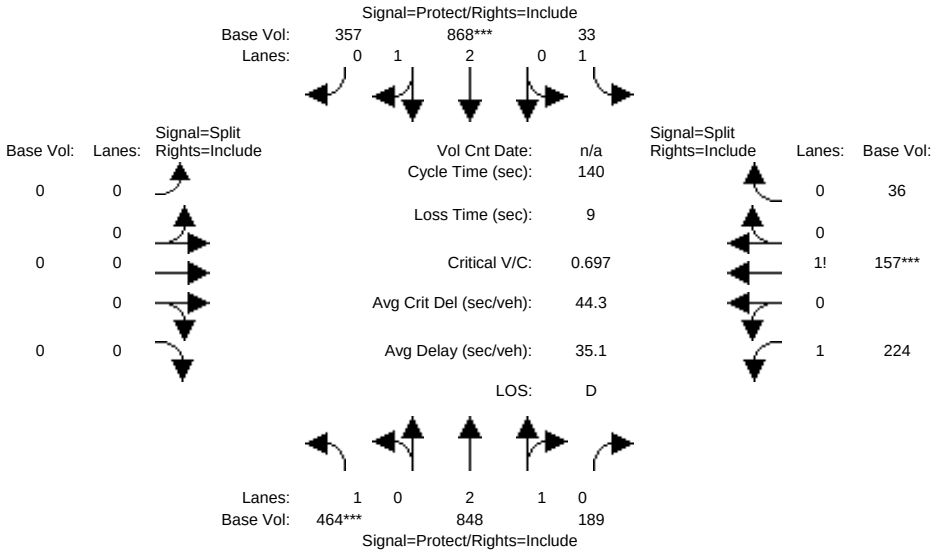


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	703	1331	344	44	353	314	0	0	0	102	153	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	703	1331	344	44	353	314	0	0	0	102	153	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	703	1331	344	44	353	314	0	0	0	102	153	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	703	1331	344	44	353	314	0	0	0	102	153	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	703	1331	344	44	353	314	0	0	0	102	153	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	2.00	1.00	0.00	0.00	0.00	1.23	0.62	0.15
Final Sat.:	1750	4451	1150	1750	3800	1750	0	0	0	2147	1190	257
Capacity Analysis Module:												
Vol/Sat:	0.40	0.30	0.30	0.03	0.09	0.18	0.00	0.00	0.00	0.05	0.13	0.13
Crit Moves:	****					****					****	
Green/Cycle:	0.53	0.64	0.64	0.12	0.23	0.23	0.00	0.00	0.00	0.17	0.17	0.17
Volume/Cap:	0.76	0.47	0.47	0.21	0.40	0.76	0.00	0.00	0.00	0.28	0.76	0.76
Uniform Del:	23.7	11.6	11.6	50.1	40.7	45.0	0.0	0.0	0.0	45.8	50.0	50.0
IncremntDel:	3.9	0.1	0.1	0.5	0.2	4.1	0.0	0.0	0.0	0.2	9.0	9.0
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	27.6	11.7	11.7	50.7	40.8	49.0	0.0	0.0	0.0	45.9	59.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	11.7	11.7	50.7	40.8	49.0	0.0	0.0	0.0	45.9	59.0	59.0
LOS by Move:	C	B	B	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	38	20	20	3	11	22	0	0	0	6	20	20

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

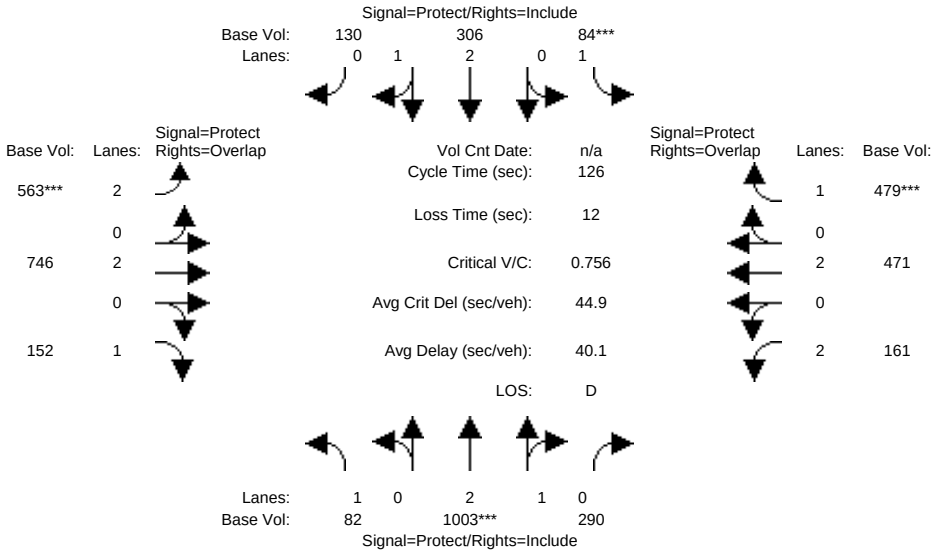


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	464	848	189	33	868	357	0	0	0	224	157	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	848	189	33	868	357	0	0	0	224	157	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	848	189	33	868	357	0	0	0	224	157	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	848	189	33	868	357	0	0	0	224	157	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	848	189	33	868	357	0	0	0	224	157	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.42	0.58	1.00	2.07	0.93	0.00	0.00	0.00	1.39	0.49	0.12
Final Sat.:	1750	4589	1023	1750	3940	1621	0	0	0	2420	939	215
Capacity Analysis Module:												
Vol/Sat:	0.27	0.18	0.18	0.02	0.22	0.22	0.00	0.00	0.00	0.09	0.17	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.38	0.55	0.55	0.15	0.32	0.32	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.70	0.34	0.34	0.13	0.70	0.70	0.00	0.00	0.00	0.39	0.70	0.70
Uniform Del:	36.6	17.6	17.6	51.8	42.0	42.0	0.0	0.0	0.0	44.6	48.6	48.6
IncremntDel:	3.3	0.1	0.1	0.2	1.3	1.3	0.0	0.0	0.0	0.2	3.6	3.6
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	39.9	17.6	17.6	52.0	43.3	43.3	0.0	0.0	0.0	44.8	52.2	52.2
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:	39.9	17.6	17.6	52.0	43.3	43.3	0.0	0.0	0.0	44.8	52.2	52.2
LOS by Move:	D	B	B	D	D	D	A	A	A	D	D	D
HCM2k95thQ:	31	15	15	3	27	27	0	0	0	12	24	24

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #5: Winchester / Moorpark

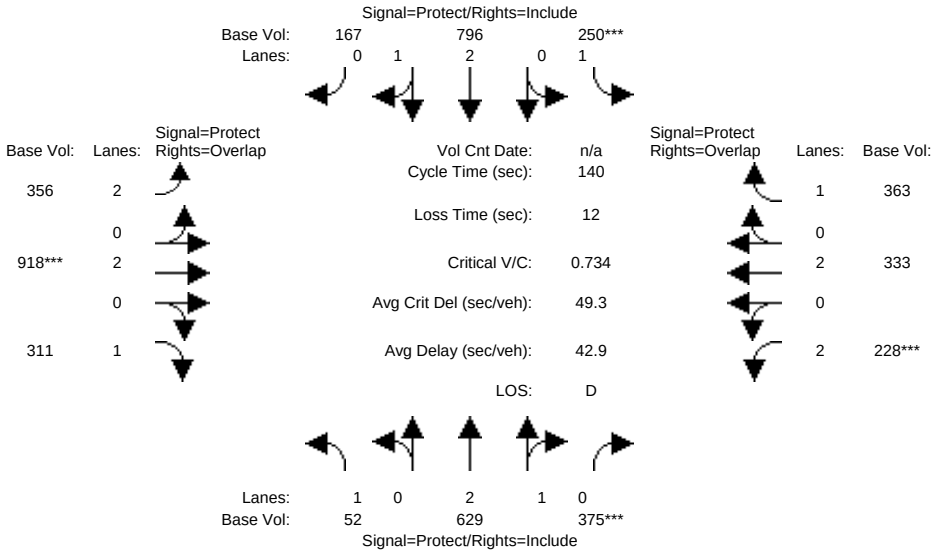


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.05	0.95	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4338	1254	1750	3901	1657	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/Cycle:	0.15	0.31	0.31	0.06	0.22	0.22	0.24	0.41	0.56	0.12	0.29	0.35
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	25.2	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	41.4	41.4	83.2	42.1	42.1	49.1	27.6	13.3	52.8	36.7	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	41.4	41.4	83.2	42.1	42.1	49.1	27.6	13.3	52.8	36.7	42.6
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	6	29	29	7	9	9	22	19	6	8	14	33

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #5: Winchester / Moorpark

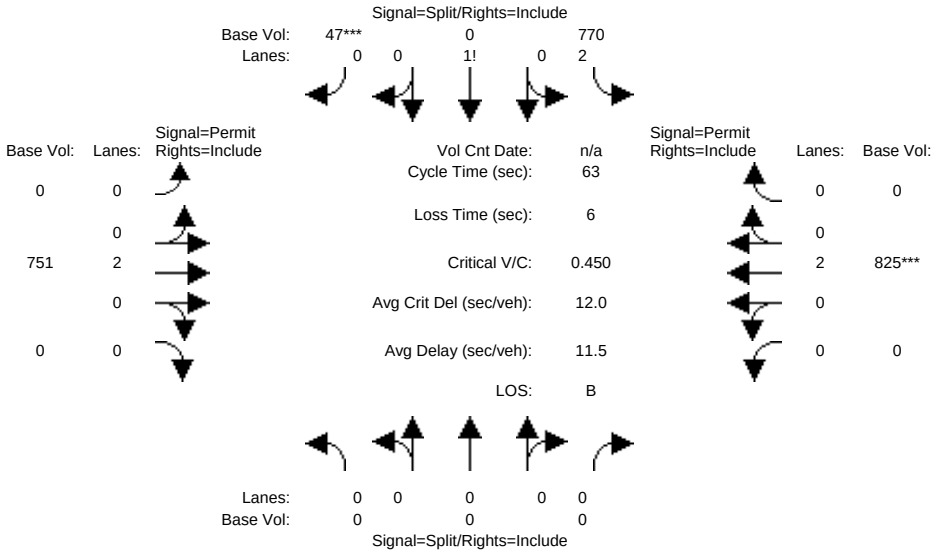


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4643	974	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/Cycle:	0.11	0.29	0.29	0.19	0.38	0.38	0.24	0.33	0.44	0.10	0.19	0.38
Volume/Cap:	0.27	0.57	0.73	0.73	0.46	0.46	0.47	0.73	0.40	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:	57.9	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.1	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:	57.9	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.1	70.1	51.2	34.7
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	C
HCM2k95thQ:	5	21	29	20	18	18	14	30	18	14	13	23

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #6: Moorpark / I-280 SB Ramp

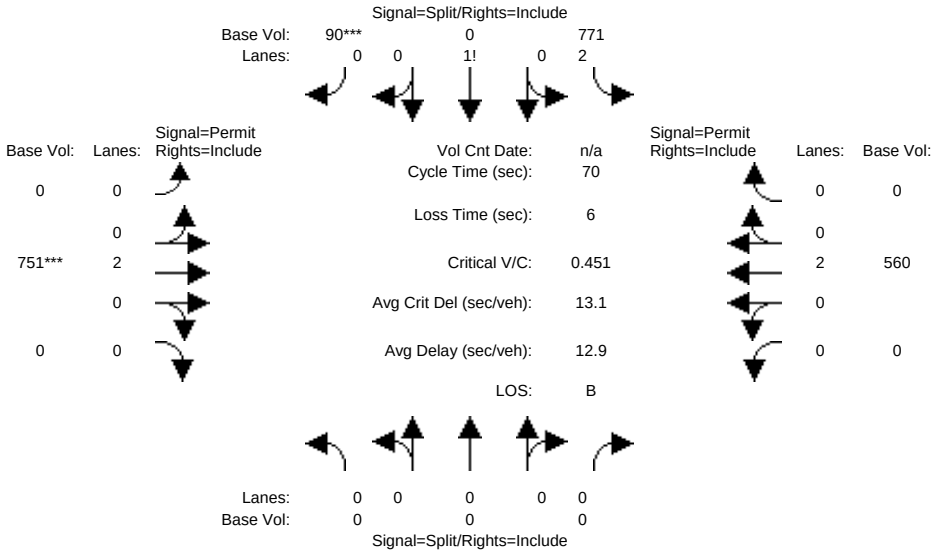


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	770	0	47	0	751	0	0	825	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	770	0	47	0	751	0	0	825	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	770	0	47	0	751	0	0	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	47	0	751	0	0	825	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	770	0	47	0	751	0	0	825	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.86	0.00	0.14	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4502	0	248	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.19	0.00	0.20	0.00	0.00	0.22	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.48	0.00	0.00	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.45	0.00	0.41	0.00	0.00	0.45	0.00
Uniform Del:	0.0	0.0	0.0	12.7	0.0	13.0	0.0	10.5	0.0	0.0	10.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	13.2	0.0	10.7	0.0	0.0	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	13.2	0.0	10.7	0.0	0.0	10.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	9	0	10	0	10	0	0	10	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #6: Moorpark / I-280 SB Ramp

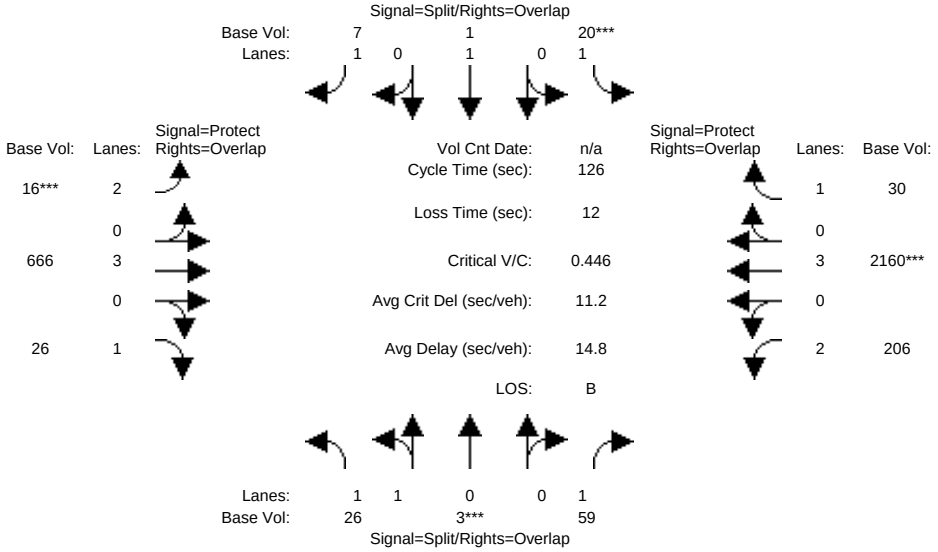


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	771	0	90	0	751	0	0	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	771	0	90	0	751	0	0	560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	771	0	90	0	751	0	0	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	771	0	90	0	751	0	0	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	771	0	90	0	751	0	0	560	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.76	0.00	0.24	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4348	0	419	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.00	0.20	0.00	0.00	0.15	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.44	0.00	0.00	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.45	0.00	0.45	0.00	0.00	0.34	0.00
Uniform Del:	0.0	0.0	0.0	11.7	0.0	12.2	0.0	13.8	0.0	0.0	13.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.2	0.0	0.0	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	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	12.4	0.0	14.0	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.8	0.0	12.4	0.0	14.0	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	9	0	12	0	11	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #7: Stevens Creek / Santana Row

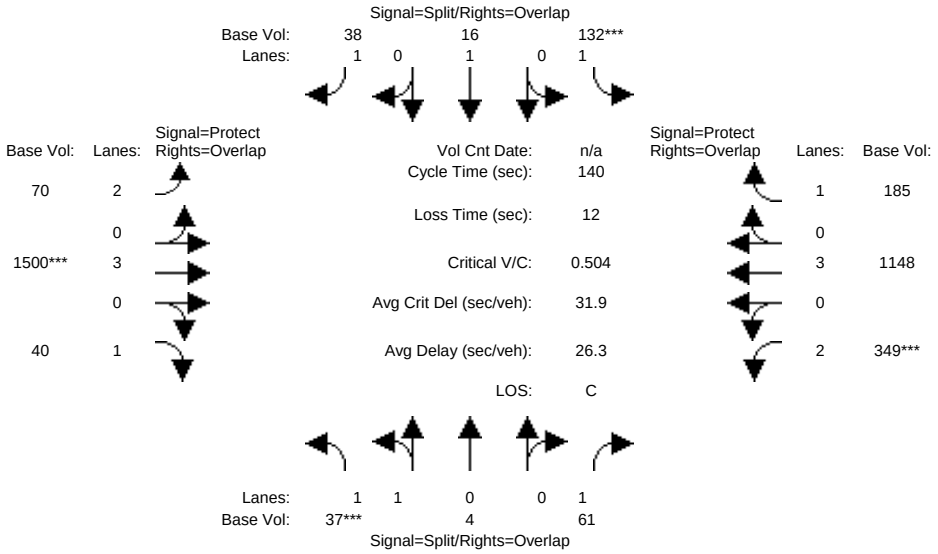


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	3	59	20	1	7	16	666	26	206	2160	30
Growth Adj:	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.81	0.19	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3164	365	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/Cycle:	0.08	0.08	0.35	0.08	0.08	0.13	0.06	0.48	0.56	0.27	0.69	0.77
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
HCM2k95thQ:	1	1	3	2	0	1	1	9	1	7	24	1

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #7: Stevens Creek / Santana Row

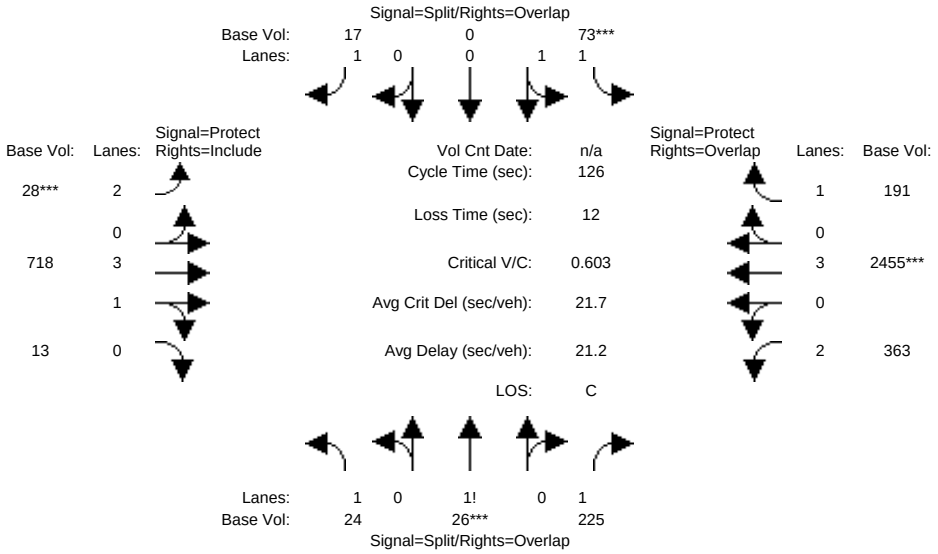


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	132	16	38	70	1500	40	349	1148	185
Growth Adj:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	344	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/Cycle:	0.07	0.07	0.28	0.14	0.14	0.28	0.14	0.49	0.57	0.21	0.56	0.70
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
HCM2k95thQ:	2	2	4	12	1	3	3	25	2	15	16	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #8: Stevens Creek / Monroe

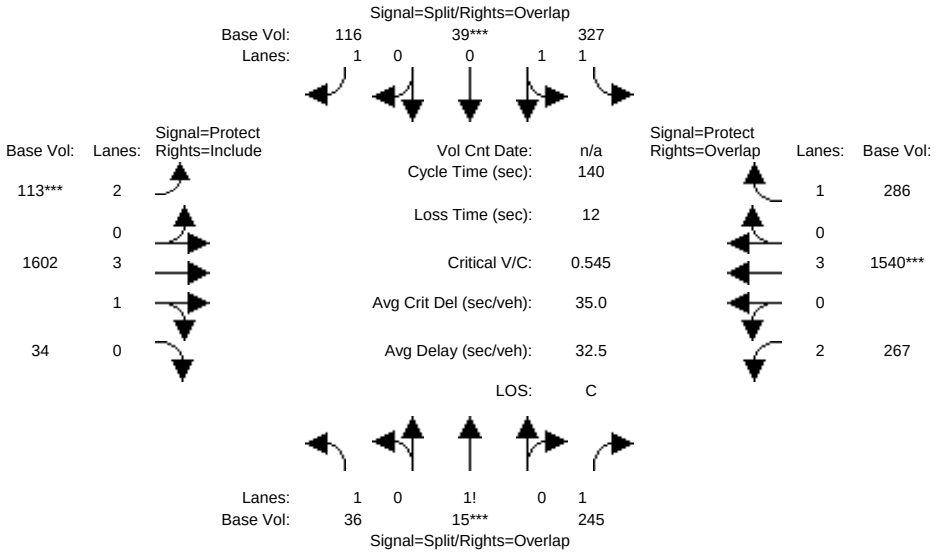


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	26	225	73	0	17	28	718	13	363	2455	191
Growth Adj:	1.00	1.00	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.08	0.16	1.76	2.00	0.00	1.00	2.00	3.92	0.08	2.00	3.00	1.00
Final Sat.:	1891	307	3076	3500	0	1750	3150	7453	135	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.07	0.02	0.00	0.01	0.01	0.10	0.10	0.12	0.43	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.12	0.51	0.08	0.00	0.16	0.08	0.32	0.32	0.38	0.62	0.70
Volume/Cap:	0.10	0.69	0.14	0.26	0.00	0.06	0.11	0.30	0.30	0.30	0.69	0.16
Uniform Del:	49.1	53.0	16.6	54.5	0.0	45.0	53.9	32.2	32.2	27.1	15.7	6.3
IncremntDel:	0.0	5.1	0.0	0.5	0.0	0.1	0.2	0.1	0.1	0.1	0.6	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	58.1	16.7	55.0	0.0	45.1	54.1	32.3	32.3	27.3	16.3	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:	49.1	58.1	16.7	55.0	0.0	45.1	54.1	32.3	32.3	27.3	16.3	6.3
LOS by Move:	D	E	B	E	A	D	D	C	C	C	B	A
HCM2k95thQ:	2	14	6	3	0	1	1	10	10	11	35	5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #8: Stevens Creek / Monroe

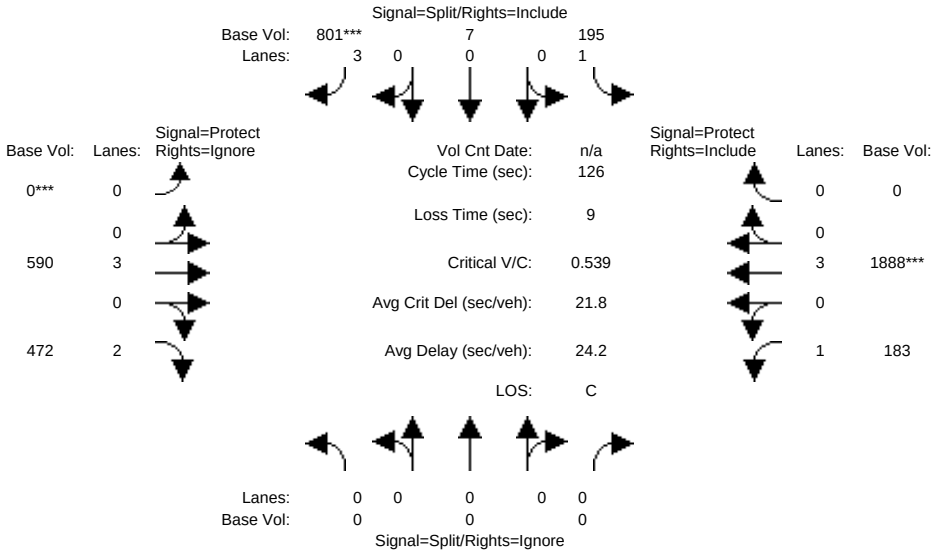


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	15	245	327	39	116	113	1602	34	267	1540	286
Growth 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.12	0.09	1.79	1.80	0.20	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1954	170	3139	3154	376	1750	3150	7429	158	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.10	0.10	0.07	0.04	0.22	0.22	0.08	0.27	0.16
Crit Moves:		****			****		****				****	
Green/Cycle:	0.16	0.16	0.32	0.19	0.19	0.26	0.07	0.41	0.41	0.16	0.49	0.68
Volume/Cap:	0.11	0.55	0.24	0.55	0.55	0.25	0.50	0.53	0.53	0.53	0.55	0.24
Uniform Del:	50.2	54.1	35.1	51.3	51.3	41.0	62.6	31.6	31.6	54.1	24.7	8.5
IncremntDel:	0.0	1.2	0.1	1.0	1.0	0.3	1.8	0.2	0.2	1.1	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:	50.2	55.3	35.2	52.3	52.3	41.3	64.4	31.8	31.8	55.2	24.9	8.6
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:	50.2	55.3	35.2	52.3	52.3	41.3	64.4	31.8	31.8	55.2	24.9	8.6
LOS by Move:	D	E	D	D	D	D	E	C	C	E	C	A
HCM2k95thQ:	3	14	9	15	15	8	6	23	23	12	26	10

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #9: Stevens Creek / I-880 SB Ramps

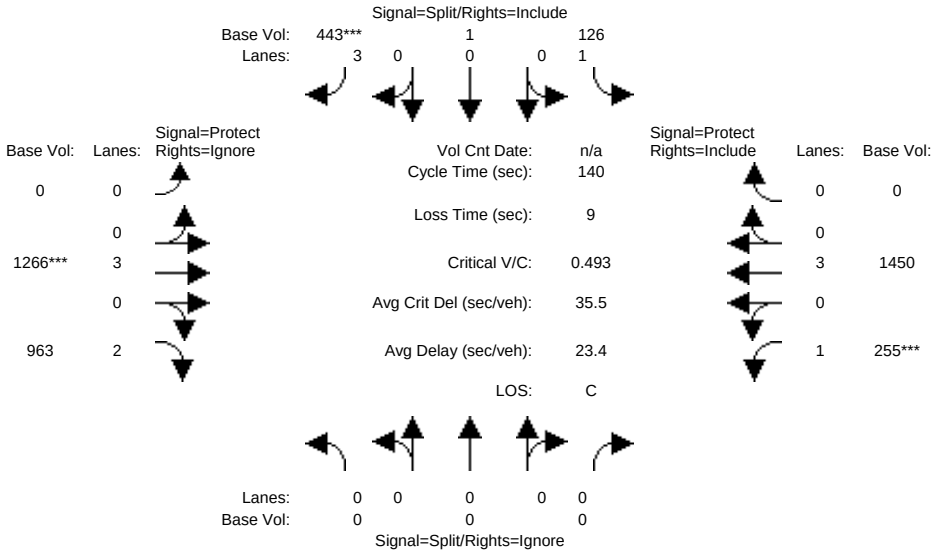


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	195	7	801	0	590	472	183	1888	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	7	801	0	590	472	183	1888	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	195	7	801	0	590	0	183	1888	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	7	801	0	590	0	183	1888	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	195	7	801	0	590	0	183	1888	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.97	0.03	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1694	61	4725	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	0.10	0.00	0.10	0.33	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.31	0.00	0.31	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.54	0.00	0.34	0.00	0.34	0.54	0.00
Uniform Del:	0.0	0.0	0.0	33.5	33.5	35.7	0.0	33.9	0.0	33.6	14.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.3	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	33.6	33.6	36.0	0.0	34.0	0.0	34.0	14.2	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	33.6	33.6	36.0	0.0	34.0	0.0	34.0	14.2	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	C	B	A
HCM2k95thQ:	0	0	0	12	12	19	0	11	0	11	25	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #9: Stevens Creek / I-880 SB Ramps

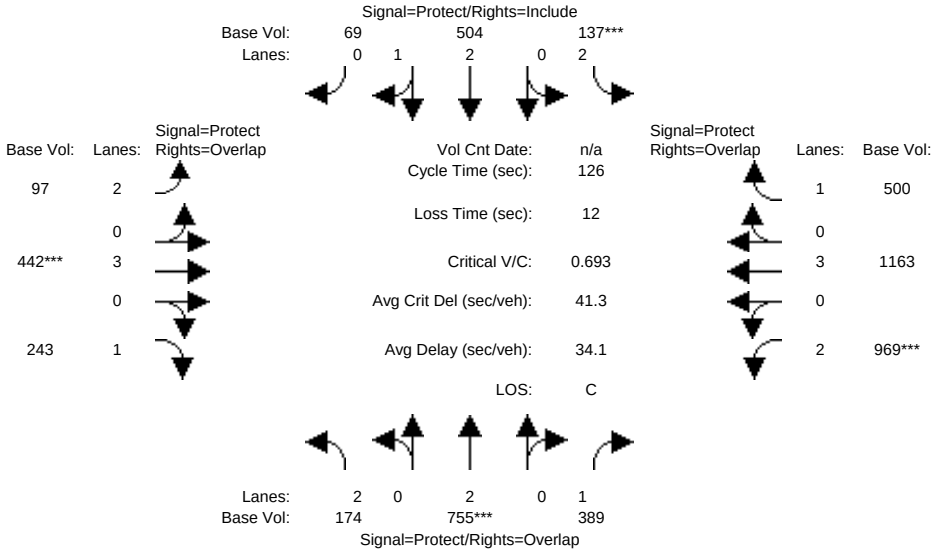


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	126	1	443	0	1266	963	255	1450	0
Growth Adj:	1.00	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	126	1	443	0	1266	963	255	1450	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	126	1	443	0	1266	0	255	1450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	1	443	0	1266	0	255	1450	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	126	1	443	0	1266	0	255	1450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1737	14	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.00	0.22	0.00	0.15	0.25	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.45	0.00	0.30	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.49	0.00	0.49	0.00	0.49	0.34	0.00
Uniform Del:	0.0	0.0	0.0	49.5	49.5	50.7	0.0	27.2	0.0	40.7	6.1	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.3	0.0	0.2	0.0	0.7	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:	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	49.7	49.7	51.0	0.0	27.3	0.0	41.4	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.7	49.7	51.0	0.0	27.3	0.0	41.4	6.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	D	A	A
HCM2k95thQ:	0	0	0	10	10	14	0	22	0	18	13	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #1: Winchester / Stevens Creek

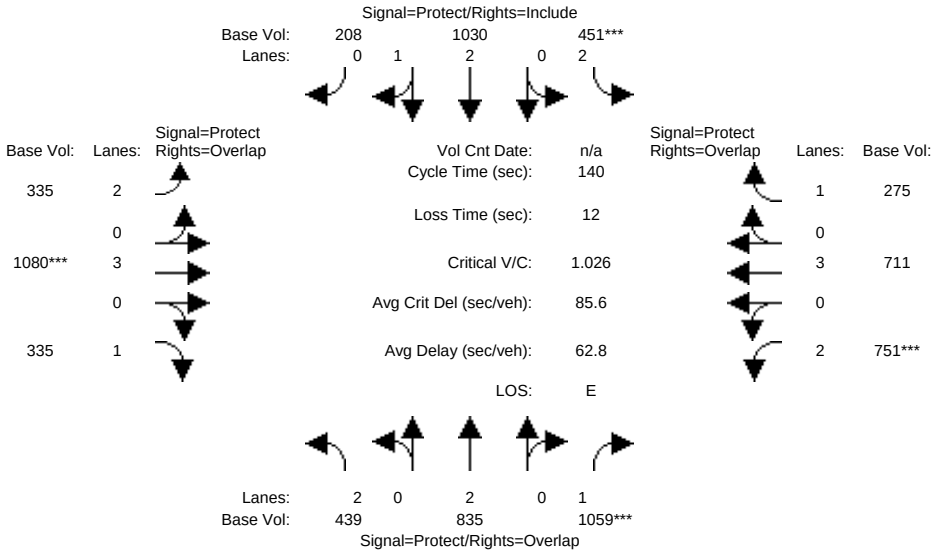


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	174	755	389	137	504	69	97	442	243	969	1163	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	755	389	137	504	69	97	442	243	969	1163	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	755	389	137	504	69	97	442	243	969	1163	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	755	389	137	504	69	97	442	243	969	1163	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	755	389	137	504	69	97	442	243	969	1163	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4962	679	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.22	0.04	0.10	0.10	0.03	0.08	0.14	0.31	0.20	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.29	0.73	0.06	0.23	0.23	0.10	0.11	0.24	0.44	0.45	0.51
Volume/Cap:	0.45	0.69	0.30	0.69	0.45	0.45	0.30	0.69	0.59	0.69	0.45	0.56
Uniform Del:	51.2	40.0	5.9	57.9	42.0	42.0	52.2	53.9	42.8	28.2	23.8	20.8
IncremntDel:	0.8	2.0	0.1	10.2	0.3	0.3	0.5	3.3	2.3	1.5	0.1	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:	52.1	42.0	6.0	68.0	42.3	42.3	52.7	57.2	45.0	29.7	23.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	42.0	6.0	68.0	42.3	42.3	52.7	57.2	45.0	29.7	23.9	21.5
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2k95thQ:	7	23	11	9	13	13	5	13	18	30	18	24

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #1: Winchester / Stevens Creek

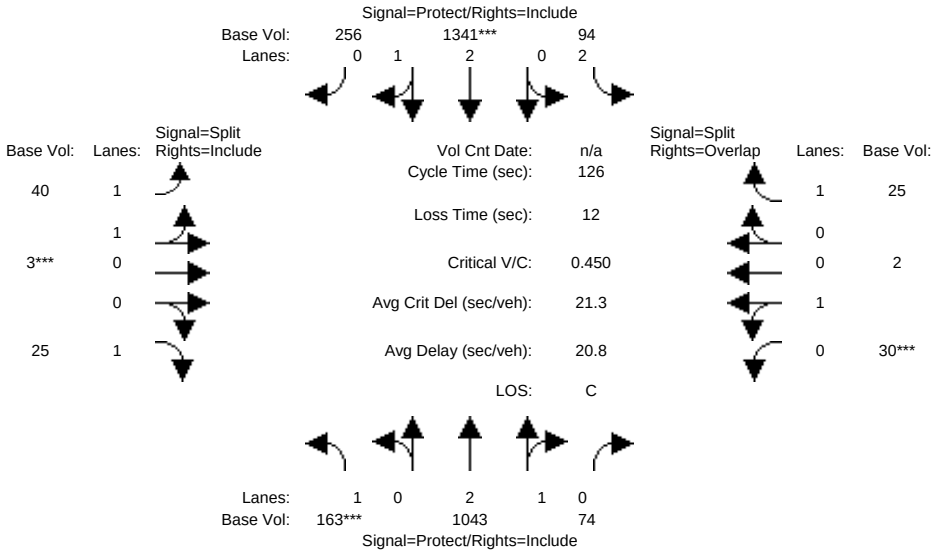


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	439	835	1059	451	1030	208	335	1080	335	751	711	275
Growth 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:	439	835	1059	451	1030	208	335	1080	335	751	711	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:	439	835	1059	451	1030	208	335	1080	335	751	711	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	835	1059	451	1030	208	335	1080	335	751	711	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:	439	835	1059	451	1030	208	335	1080	335	751	711	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.46	0.54	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4675	944	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.61	0.14	0.22	0.22	0.11	0.19	0.19	0.24	0.12	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.36	0.59	0.14	0.30	0.30	0.19	0.18	0.38	0.23	0.23	0.36
Volume/Cap:	0.72	0.61	1.03	1.03	0.72	0.72	0.55	1.03	0.51	1.03	0.55	0.43
Uniform Del:	53.0	37.0	28.7	60.2	43.4	43.4	51.1	57.1	33.6	53.7	48.0	33.5
IncremntDel:	4.3	0.8	34.7	49.6	1.6	1.6	1.1	34.5	0.6	40.0	0.5	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:	57.3	37.9	63.4	109.9	45.0	45.0	52.3	91.5	34.2	93.7	48.5	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:	57.3	37.9	63.4	109.9	45.0	45.0	52.3	91.5	34.2	93.7	48.5	34.0
LOS by Move:	E	D	E	F	D	D	D	F	C	F	D	C
HCM2k95thQ:	19	25	87	29	29	29	16	36	22	39	16	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #2: Winchester / Olin

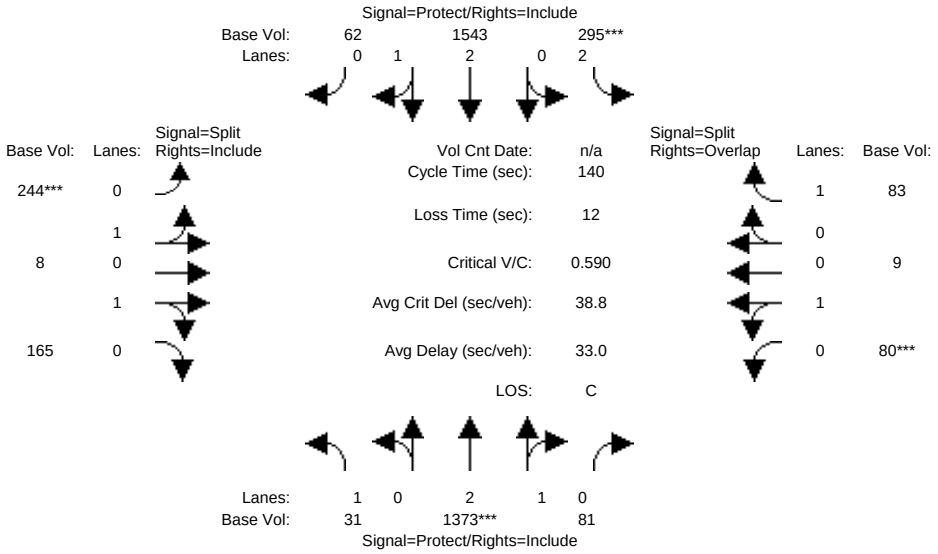


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	1043	74	94	1341	256	40	3	25	30	2	25
Growth Adj:	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:	163	1043	74	94	1341	256	40	3	25	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:	163	1043	74	94	1341	256	40	3	25	30	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1043	74	94	1341	256	40	3	25	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:	163	1043	74	94	1341	256	40	3	25	30	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	2.00	2.48	0.52	1.87	0.13	1.00	0.94	0.06	1.00
Final Sat.:	1750	5292	375	3150	4721	901	3274	246	1750	1649	110	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.03	0.28	0.28	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.53	0.53	0.21	0.56	0.56	0.08	0.08	0.08	0.08	0.08	0.29
Volume/Cap:	0.51	0.37	0.37	0.14	0.51	0.51	0.15	0.15	0.18	0.23	0.23	0.05
Uniform Del:	46.2	17.2	17.2	40.1	16.9	16.9	54.1	54.1	54.2	54.4	54.4	31.9
IncremntDel:	1.3	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.6	0.8	0.8	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:	47.5	17.3	17.3	40.2	17.0	17.0	54.3	54.3	54.8	55.2	55.2	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	17.3	17.3	40.2	17.0	17.0	54.3	54.3	54.8	55.2	55.2	31.9
LOS by Move:	D	B	B	D	B	B	D	D	D	E	E	C
HCM2k95thQ:	11	15	15	3	22	22	2	2	2	3	3	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #2: Winchester / Olin

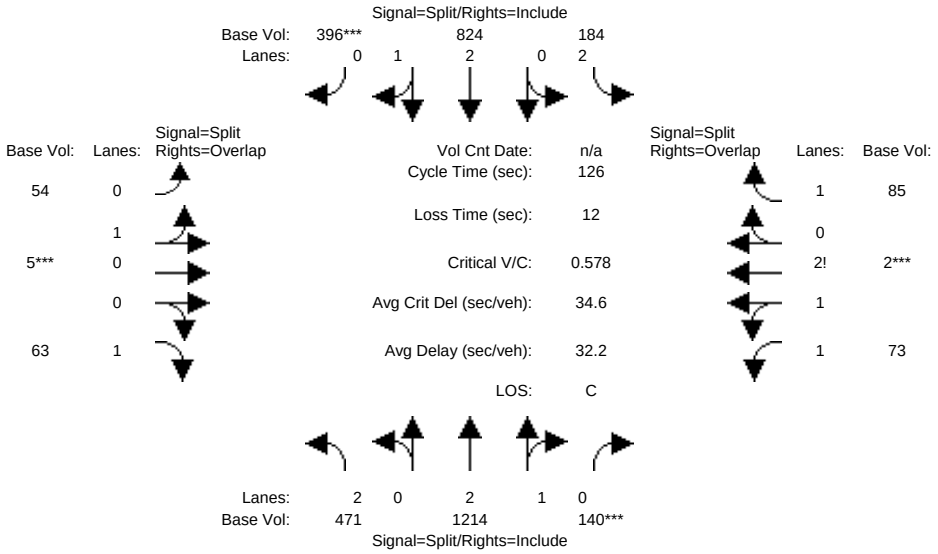


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	1373	81	295	1543	62	244	8	165	80	9	83
Growth Adj:	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:	31	1373	81	295	1543	62	244	8	165	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:	31	1373	81	295	1543	62	244	8	165	80	9	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1373	81	295	1543	62	244	8	165	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:	31	1373	81	295	1543	62	244	8	165	80	9	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.87	0.13	1.00	0.04	0.96	0.91	0.09	1.00
Final Sat.:	1750	5357	316	3150	5462	219	1750	81	1675	1586	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.09	0.28	0.28	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.09	0.43	0.43	0.16	0.50	0.50	0.24	0.24	0.24	0.09	0.09	0.24
Volume/Cap:	0.20	0.59	0.59	0.59	0.56	0.56	0.59	0.42	0.42	0.59	0.59	0.19
Uniform Del:	59.1	30.1	30.1	54.7	24.0	24.0	47.5	45.3	45.3	61.7	61.7	42.0
IncremntDel:	0.6	0.4	0.4	1.9	0.3	0.3	1.3	0.3	0.3	6.1	6.1	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:	59.8	30.5	30.5	56.6	24.3	24.3	48.8	45.6	45.6	67.7	67.7	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	30.5	30.5	56.6	24.3	24.3	48.8	45.6	45.6	67.7	67.7	42.2
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2k95thQ:	3	26	26	13	27	27	19	13	13	9	9	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #3: Winchester / Olsen

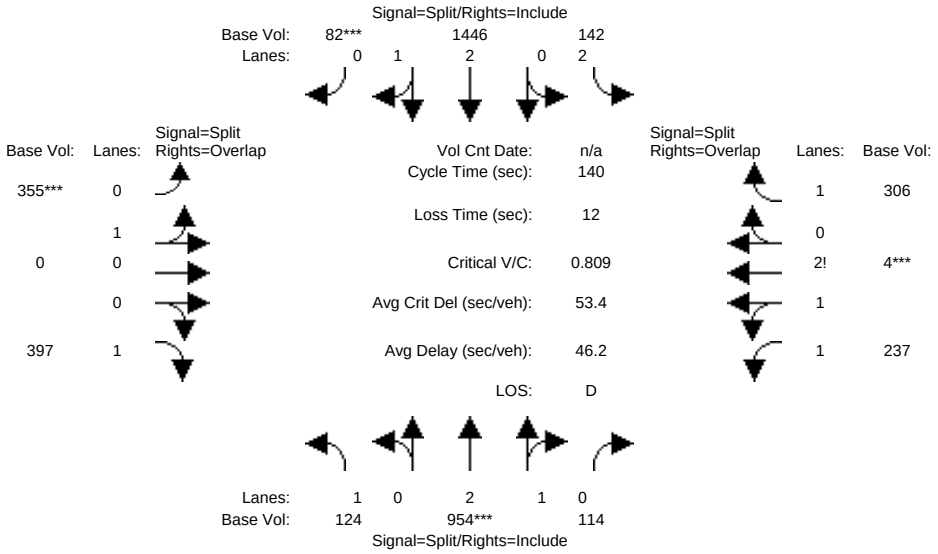


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1214	140	184	824	396	54	5	63	73	2	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1214	140	184	824	396	54	5	63	73	2	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1214	140	184	824	396	54	5	63	73	2	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1214	140	184	824	396	54	5	63	73	2	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1214	140	184	824	396	54	5	63	73	2	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	2.00	1.00	0.92	0.08	1.00	1.90	0.05	2.05
Final Sat.:	3150	5066	584	3150	3800	1750	1612	149	1750	3330	87	3590
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.06	0.22	0.23	0.03	0.03	0.04	0.02	0.02	0.02
Crit Moves:			****			****		****			****	
Green/Cycle:	0.38	0.38	0.38	0.36	0.36	0.36	0.08	0.08	0.46	0.08	0.08	0.44
Volume/Cap:	0.39	0.62	0.62	0.16	0.60	0.62	0.42	0.42	0.08	0.28	0.29	0.05
Uniform Del:	28.1	31.5	31.5	27.2	32.7	33.1	55.2	55.2	18.8	54.6	54.7	20.1
IncremntDel:	0.2	0.6	0.6	0.1	0.5	0.6	2.1	2.1	0.0	0.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.3	32.0	32.0	27.3	33.2	33.8	57.3	57.3	18.9	54.9	55.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	32.0	32.0	27.3	33.2	33.8	57.3	57.3	18.9	54.9	55.0	20.1
LOS by Move:	C	C	C	C	C	C	E	E	B	D	D	C
HCM2k95thQ:	14	24	24	6	23	24	6	6	3	4	4	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #3: Winchester / Olsen

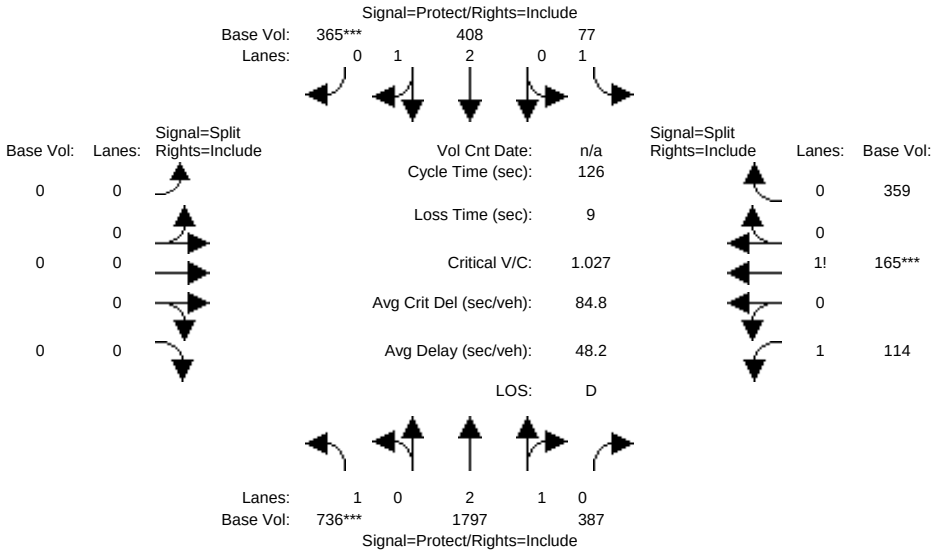


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	954	114	142	1446	82	355	0	397	237	4	306
Growth Adj:	1.00	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	954	114	142	1446	82	355	0	397	237	4	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	954	114	142	1446	82	355	0	397	237	4	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	954	114	142	1446	82	355	0	397	237	4	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	954	114	142	1446	82	355	0	397	237	4	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	2.00	2.83	0.17	1.00	0.00	1.00	1.86	0.03	2.11
Final Sat.:	1750	5045	603	3150	5369	304	1750	0	1750	3257	51	3696
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.05	0.27	0.27	0.20	0.00	0.23	0.07	0.08	0.08
Crit Moves:		****				****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.33	0.33	0.33	0.25	0.00	0.48	0.10	0.10	0.43
Volume/Cap:	0.30	0.81	0.81	0.14	0.81	0.81	0.81	0.00	0.47	0.75	0.81	0.19
Uniform Del:	44.2	50.7	50.7	32.6	42.6	42.6	49.3	0.0	24.1	61.5	61.9	24.8
IncremntDel:	0.4	3.8	3.8	0.1	2.7	2.7	10.7	0.0	0.4	4.3	7.2	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	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.7	54.5	54.5	32.7	45.4	45.4	60.1	0.0	24.5	65.8	69.2	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	54.5	54.5	32.7	45.4	45.4	60.1	0.0	24.5	65.8	69.2	24.8
LOS by Move:	D	D	D	C	D	D	E	A	C	E	E	C
HCM2k95thQ:	9	26	26	5	34	34	30	0	22	14	16	8

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

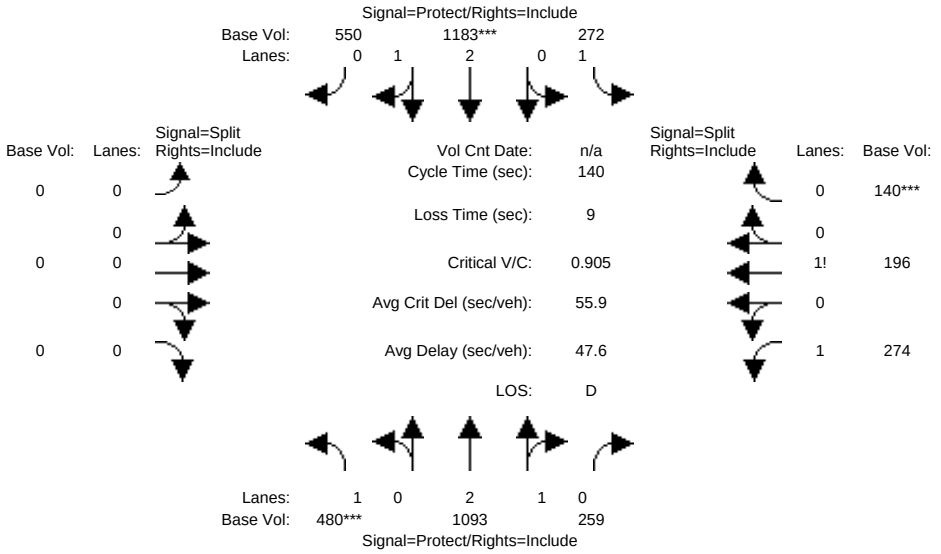


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	736	1797	387	77	408	365	0	0	0	114	165	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	1797	387	77	408	365	0	0	0	114	165	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	736	1797	387	77	408	365	0	0	0	114	165	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	736	1797	387	77	408	365	0	0	0	114	165	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	736	1797	387	77	408	365	0	0	0	114	165	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.43	0.57	1.00	2.00	1.00	0.00	0.00	0.00	1.10	0.27	0.63
Final Sat.:	1750	4620	995	1750	3800	1750	0	0	0	1926	508	1106
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.39	0.04	0.11	0.21	0.00	0.00	0.00	0.06	0.32	0.32
Crit Moves:	****					****					****	
Green/Cycle:	0.41	0.54	0.54	0.08	0.20	0.20	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	1.03	0.73	0.73	0.57	0.53	1.03	0.00	0.00	0.00	0.19	1.03	1.03
Uniform Del:	37.2	22.2	22.2	56.2	44.8	50.2	0.0	0.0	0.0	31.3	43.1	43.1
IncremntDel:	40.7	0.9	0.9	6.0	0.4	39.9	0.0	0.0	0.0	0.0	43.2	43.2
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	77.9	23.1	23.1	62.2	45.2	90.1	0.0	0.0	0.0	31.4	86.3	86.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	23.1	23.1	62.2	45.2	90.1	0.0	0.0	0.0	31.4	86.3	86.3
LOS by Move:	E	C	C	E	D	F	A	A	A	C	F	F
HCM2k95thQ:	54	34	34	6	13	32	0	0	0	6	50	50

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

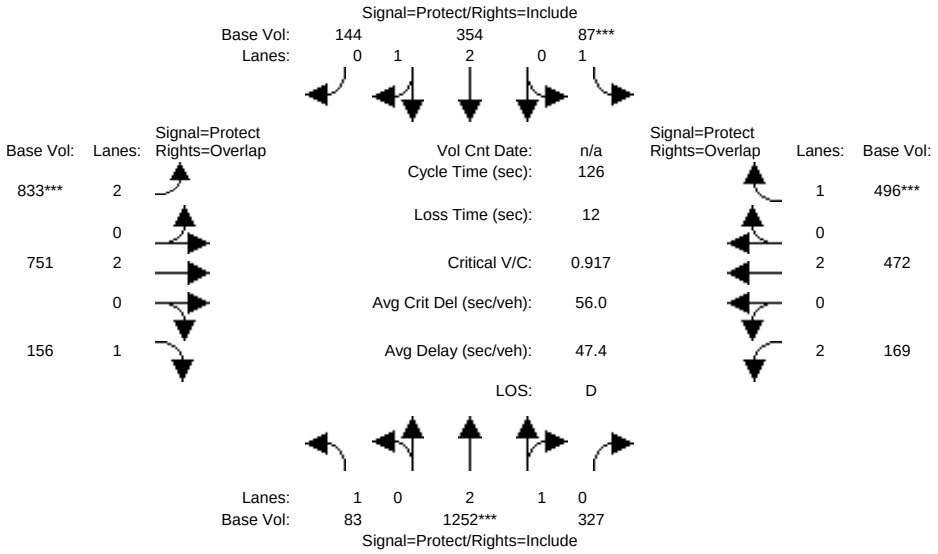


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1093	259	272	1183	550	0	0	0	274	196	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1093	259	272	1183	550	0	0	0	274	196	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1093	259	272	1183	550	0	0	0	274	196	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1093	259	272	1183	550	0	0	0	274	196	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1093	259	272	1183	550	0	0	0	274	196	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.39	0.61	1.00	2.00	1.00	0.00	0.00	0.00	1.30	0.39	0.31
Final Sat.:	1750	4534	1074	1750	3800	1750	0	0	0	2274	750	535
Capacity Analysis Module:												
Vol/Sat:	0.27	0.24	0.24	0.16	0.31	0.31	0.00	0.00	0.00	0.12	0.26	0.26
Crit Moves:	****				****							****
Green/Cycle:	0.30	0.39	0.39	0.25	0.34	0.34	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.91	0.61	0.61	0.61	0.91	0.91	0.00	0.00	0.00	0.42	0.91	0.91
Uniform Del:	46.9	33.9	33.9	46.2	43.8	43.9	0.0	0.0	0.0	40.3	47.9	47.9
IncremntDel:	19.0	0.5	0.5	2.5	6.6	7.3	0.0	0.0	0.0	0.2	15.8	15.8
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	65.9	34.5	34.5	48.7	50.4	51.2	0.0	0.0	0.0	40.4	63.7	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	34.5	34.5	48.7	50.4	51.2	0.0	0.0	0.0	40.4	63.7	63.7
LOS by Move:	E	C	C	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	37	26	26	19	40	41	0	0	0	15	40	40

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #5: Winchester / Moorpark

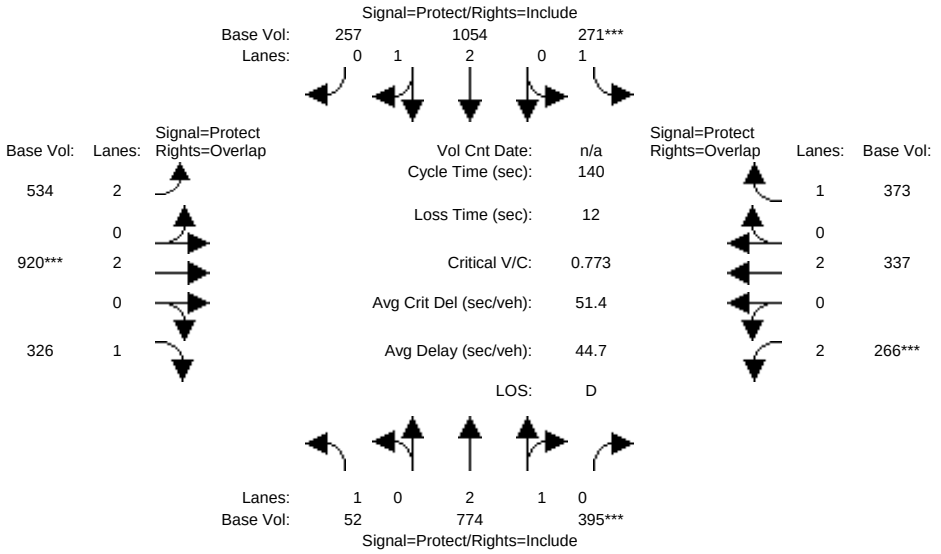


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1252	327	87	354	144	833	751	156	169	472	496
Growth Adj:	1.00	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	1252	327	87	354	144	833	751	156	169	472	496
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1252	327	87	354	144	833	751	156	169	472	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1252	327	87	354	144	833	751	156	169	472	496
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1252	327	87	354	144	833	751	156	169	472	496
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	2.08	0.92	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4441	1160	1750	3954	1608	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.05	0.09	0.09	0.26	0.20	0.09	0.05	0.12	0.28
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.31	0.31	0.06	0.23	0.23	0.29	0.42	0.56	0.12	0.25	0.31
Volume/Cap:	0.34	0.91	0.91	0.89	0.40	0.40	0.91	0.47	0.16	0.45	0.50	0.93
Uniform Del:	49.0	41.9	41.9	59.1	41.5	41.5	43.2	26.3	13.3	51.7	40.5	42.4
IncremntDel:	0.8	7.7	7.7	58.6	0.2	0.2	13.1	0.2	0.1	0.9	0.4	22.6
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:	49.8	49.6	49.6	117.7	41.8	41.8	56.3	26.5	13.4	52.6	40.9	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	49.6	49.6	117.7	41.8	41.8	56.3	26.5	13.4	52.6	40.9	65.0
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2k95thQ:	7	39	39	8	10	10	34	18	6	8	15	40

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #5: Winchester / Moorpark

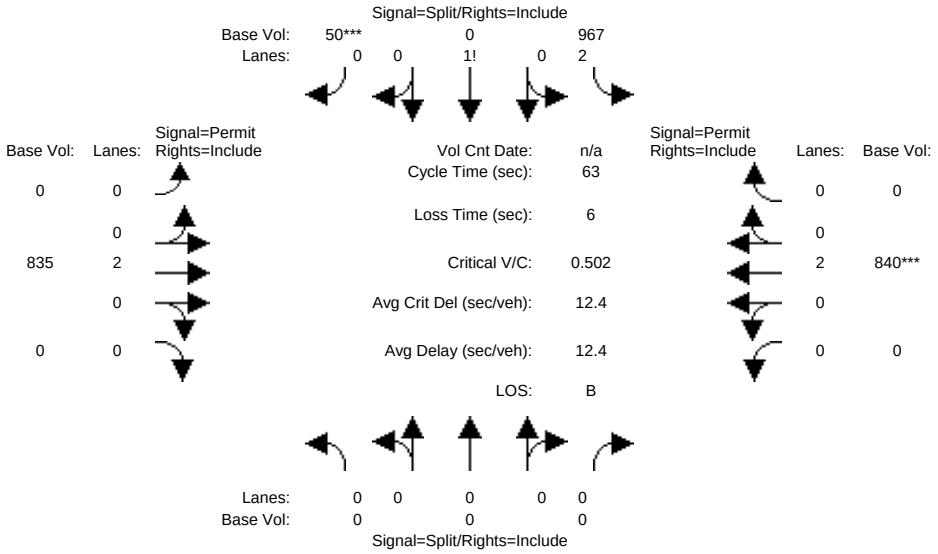


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	774	395	271	1054	257	534	920	326	266	337	373
Growth Adj:	1.00	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	774	395	271	1054	257	534	920	326	266	337	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	774	395	271	1054	257	534	920	326	266	337	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	774	395	271	1054	257	534	920	326	266	337	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	774	395	271	1054	257	534	920	326	266	337	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4507	1099	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.23	0.15	0.23	0.23	0.17	0.24	0.19	0.08	0.09	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.29	0.29	0.20	0.41	0.41	0.28	0.31	0.40	0.11	0.15	0.35
Volume/Cap:	0.34	0.70	0.77	0.77	0.58	0.58	0.61	0.77	0.47	0.77	0.61	0.62
Uniform Del:	60.2	44.1	45.3	53.0	32.3	32.3	44.0	43.6	31.0	60.7	56.1	38.1
IncremntDel:	1.4	1.3	2.5	10.2	0.4	0.4	1.3	3.2	0.5	10.4	2.0	1.9
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:	61.5	45.4	47.9	63.2	32.7	32.7	45.3	46.8	31.5	71.1	58.2	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:	61.5	45.4	47.9	63.2	32.7	32.7	45.3	46.8	31.5	71.1	58.2	40.1
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2k95thQ:	5	27	31	21	24	24	21	31	20	16	14	26

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #6: Moorpark / I-280 SB Ramp

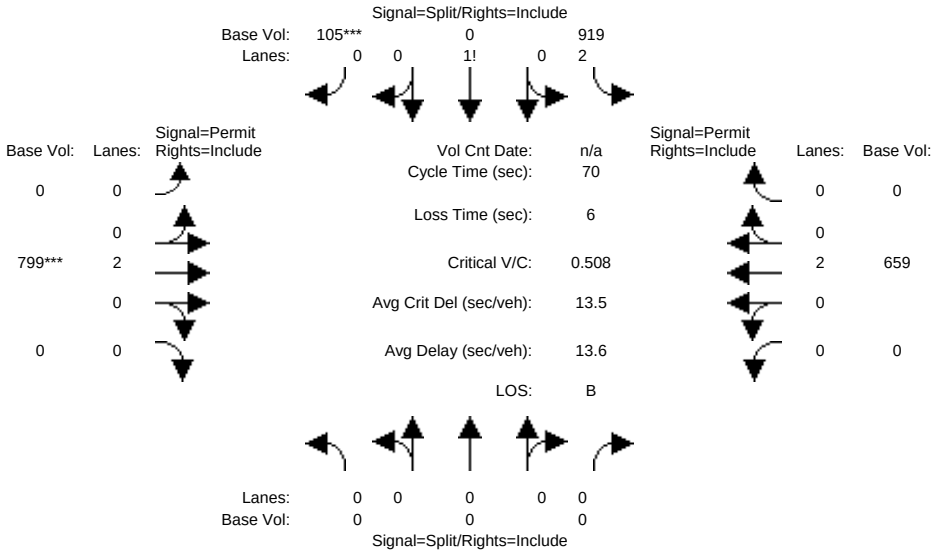


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	967	0	50	0	835	0	0	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	967	0	50	0	835	0	0	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	967	0	50	0	835	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	967	0	50	0	835	0	0	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	967	0	50	0	835	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4532	0	214	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.22	0.00	0.00	0.22	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.44	0.00	0.00	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.00
Uniform Del:	0.0	0.0	0.0	11.5	0.0	11.8	0.0	12.6	0.0	0.0	12.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.2	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.6	0.0	12.0	0.0	12.9	0.0	0.0	12.9	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	11.6	0.0	12.0	0.0	12.9	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	12	0	12	0	0	11	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #6: Moorpark / I-280 SB Ramp

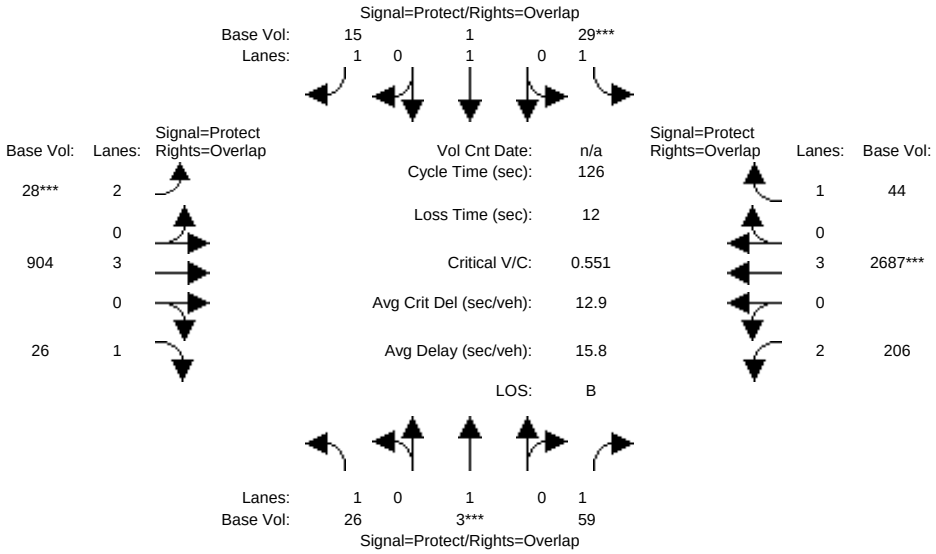


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	919	0	105	0	799	0	0	659	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	919	0	105	0	799	0	0	659	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	919	0	105	0	799	0	0	659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	919	0	105	0	799	0	0	659	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	919	0	105	0	799	0	0	659	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.76	0.00	0.24	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4354	0	413	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.25	0.00	0.21	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.51	0.00	0.51	0.00	0.00	0.42	0.00
Uniform Del:	0.0	0.0	0.0	11.1	0.0	11.7	0.0	15.2	0.0	0.0	14.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.3	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.9	0.0	15.5	0.0	0.0	14.7	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	11.2	0.0	11.9	0.0	15.5	0.0	0.0	14.7	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	14	0	13	0	0	9	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #7: Stevens Creek / Santana Row

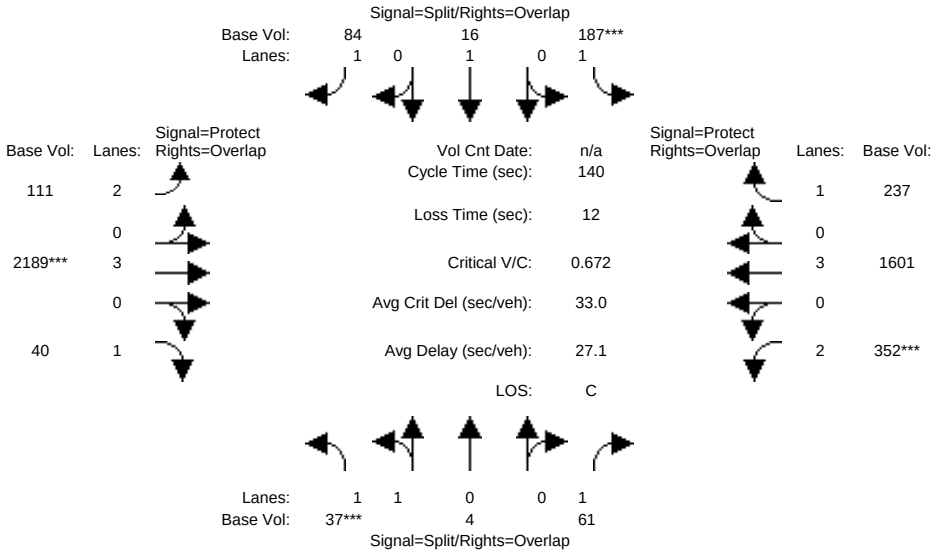


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	3	59	29	1	15	28	904	26	206	2687	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	3	59	29	1	15	28	904	26	206	2687	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	3	59	29	1	15	28	904	26	206	2687	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	59	29	1	15	28	904	26	206	2687	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	59	29	1	15	28	904	26	206	2687	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.00	0.01	0.01	0.16	0.01	0.07	0.47	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.08	0.30	0.08	0.08	0.13	0.06	0.53	0.61	0.22	0.69	0.77
Volume/Cap:	0.19	0.02	0.11	0.21	0.01	0.06	0.16	0.30	0.02	0.30	0.68	0.03
Uniform Del:	54.2	53.5	32.2	54.3	53.4	47.6	56.7	16.7	9.8	41.2	11.4	3.4
IncremntDel:	0.7	0.1	0.1	0.8	0.0	0.1	0.4	0.1	0.0	0.2	0.5	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	32.3	55.0	53.4	47.7	57.1	16.7	9.9	41.5	11.9	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:	54.9	53.5	32.3	55.0	53.4	47.7	57.1	16.7	9.9	41.5	11.9	3.4
LOS by Move:	D	D	C	E	D	D	E	B	A	D	B	A
HCM2k95thQ:	2	0	4	3	0	1	1	12	1	7	33	1

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #7: Stevens Creek / Santana Row

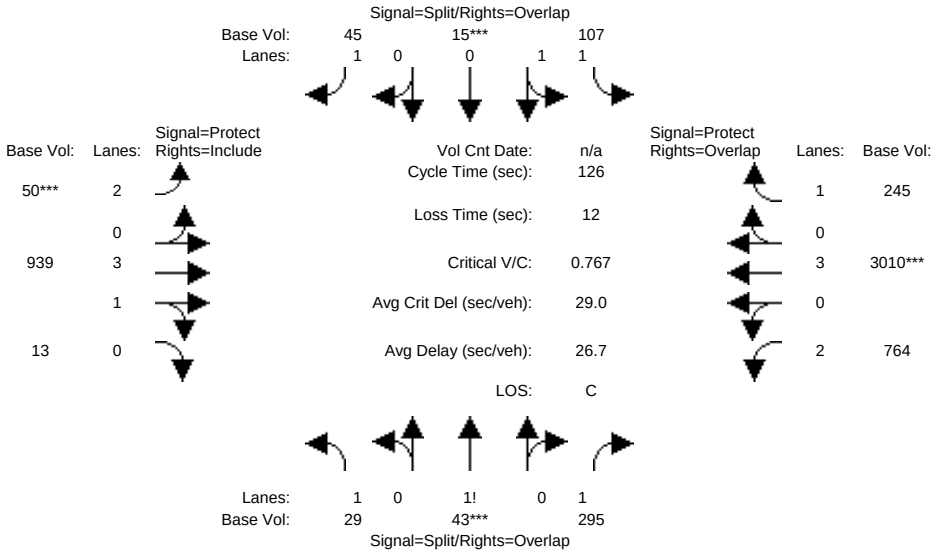


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	187	16	84	111	2189	40	352	1601	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	187	16	84	111	2189	40	352	1601	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	187	16	84	111	2189	40	352	1601	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	187	16	84	111	2189	40	352	1601	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	4	61	187	16	84	111	2189	40	352	1601	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	344	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.11	0.01	0.05	0.04	0.38	0.02	0.11	0.28	0.14
Crit Moves:	****			****				****		****		
Green/Cycle:	0.07	0.07	0.23	0.15	0.15	0.25	0.10	0.54	0.61	0.16	0.59	0.74
Volume/Cap:	0.16	0.16	0.15	0.71	0.06	0.19	0.34	0.71	0.04	0.71	0.48	0.18
Uniform Del:	61.1	61.1	43.3	56.7	51.1	40.9	58.1	24.3	11.0	56.1	16.5	5.6
IncremntDel:	0.3	0.3	0.2	9.0	0.1	0.2	0.6	0.8	0.0	5.0	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	43.4	65.7	51.2	41.1	58.8	25.2	11.0	61.1	16.6	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:	61.4	61.4	43.4	65.7	51.2	41.1	58.8	25.2	11.0	61.1	16.6	5.6
LOS by Move:	E	E	D	E	D	D	E	C	B	E	B	A
HCM2k95thQ:	2	2	5	18	1	6	5	36	1	15	22	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #8: Stevens Creek / Monroe

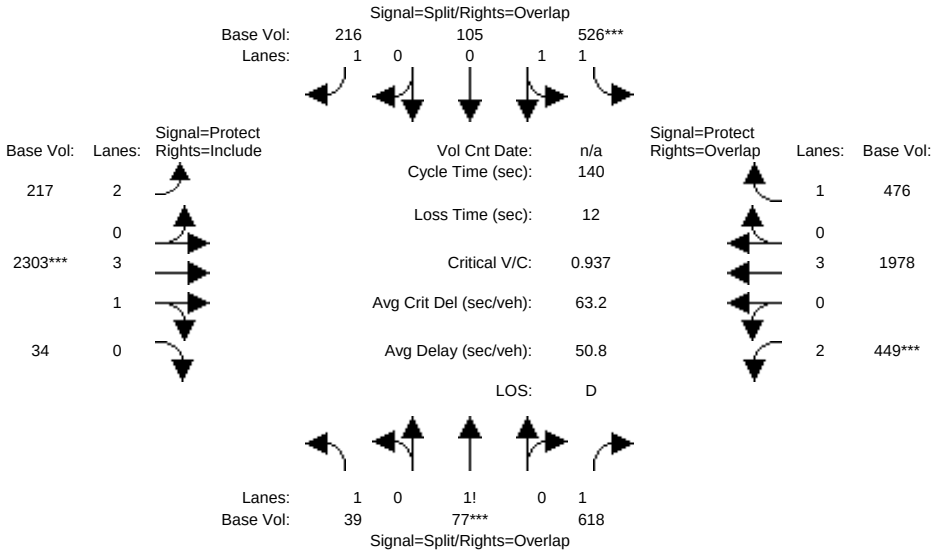


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	43	295	107	15	45	50	939	13	764	3010	245
Growth Adj:	1.00	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	43	295	107	15	45	50	939	13	764	3010	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	43	295	107	15	45	50	939	13	764	3010	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	43	295	107	15	45	50	939	13	764	3010	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	43	295	107	15	45	50	939	13	764	3010	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.07	0.20	1.73	1.77	0.23	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1876	373	3030	3100	435	1750	3150	7487	104	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.10	0.03	0.03	0.03	0.02	0.13	0.13	0.24	0.53	0.14
Crit Moves:		****			****		****				****	
Green/Cycle:	0.13	0.13	0.59	0.08	0.08	0.16	0.08	0.24	0.24	0.46	0.61	0.69
Volume/Cap:	0.12	0.86	0.17	0.43	0.43	0.16	0.20	0.53	0.53	0.53	0.86	0.20
Uniform Del:	48.0	53.4	11.8	55.3	55.3	45.8	54.3	42.1	42.1	24.6	20.1	7.0
IncremntDel:	0.0	16.3	0.0	1.1	1.1	0.3	0.4	0.3	0.3	0.4	2.4	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:	48.0	69.8	11.8	56.4	56.4	46.0	54.7	42.4	42.4	25.0	22.5	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	69.8	11.8	56.4	56.4	46.0	54.7	42.4	42.4	25.0	22.5	7.0
LOS by Move:	D	E	B	E	E	D	D	D	D	C	C	A
HCM2k95thQ:	2	20	6	6	6	3	2	15	15	22	51	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #8: Stevens Creek / Monroe

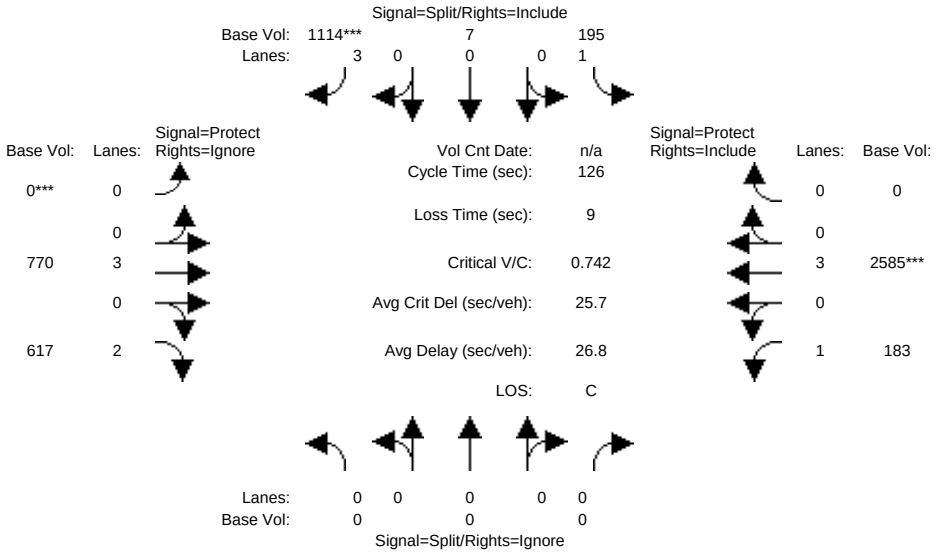


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	77	618	526	105	216	217	2303	34	449	1978	476
Growth Adj:	1.00	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	77	618	526	105	216	217	2303	34	449	1978	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	618	526	105	216	217	2303	34	449	1978	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	77	618	526	105	216	217	2303	34	449	1978	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	77	618	526	105	216	217	2303	34	449	1978	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.05	0.18	1.77	1.69	0.31	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1835	337	3104	2956	590	1750	3150	7480	110	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.20	0.18	0.18	0.12	0.07	0.31	0.31	0.14	0.35	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.24	0.40	0.19	0.19	0.27	0.08	0.33	0.33	0.15	0.40	0.59
Volume/Cap:	0.09	0.94	0.50	0.94	0.94	0.45	0.84	0.94	0.94	0.94	0.87	0.46
Uniform Del:	40.9	51.9	31.9	55.9	55.9	42.3	63.3	45.6	45.6	58.7	38.8	16.3
IncremntDel:	0.0	18.5	0.3	20.7	20.7	0.7	21.0	7.6	7.6	26.1	3.9	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:	40.9	70.4	32.2	76.5	76.5	43.0	84.3	53.2	53.2	84.8	42.7	16.6
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:	40.9	70.4	32.2	76.5	76.5	43.0	84.3	53.2	53.2	84.8	42.7	16.6
LOS by Move:	D	E	C	E	E	D	F	D	D	F	D	B
HCM2k95thQ:	3	37	22	31	31	16	11	42	42	23	44	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_AM

Intersection #9: Stevens Creek / I-880 SB Ramps

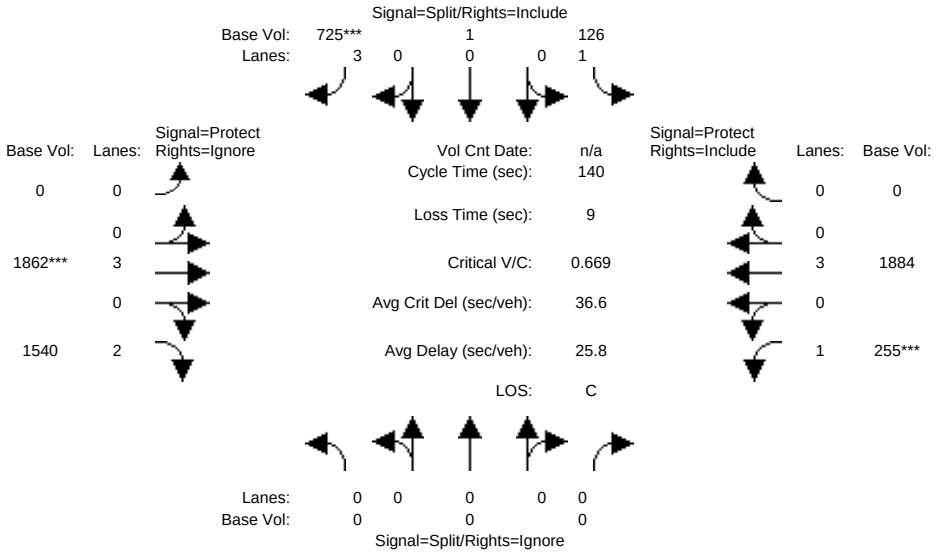


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	195	7	1114	0	770	617	183	2585	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	7	1114	0	770	617	183	2585	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	195	7	1114	0	770	0	183	2585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	7	1114	0	770	0	183	2585	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	195	7	1114	0	770	0	183	2585	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.97	0.03	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1694	61	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.24	0.00	0.14	0.00	0.10	0.45	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.34	0.00	0.27	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.74	0.00	0.39	0.00	0.39	0.74	0.00
Uniform Del:	0.0	0.0	0.0	33.2	33.2	38.4	0.0	31.3	0.0	37.8	17.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.7	0.0	0.1	0.0	0.5	0.9	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	33.2	33.2	40.1	0.0	31.4	0.0	38.4	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:	0.0	0.0	0.0	33.2	33.2	40.1	0.0	31.4	0.0	38.4	18.3	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	12	12	29	0	14	0	12	40	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BG_PM

Intersection #9: Stevens Creek / I-880 SB Ramps

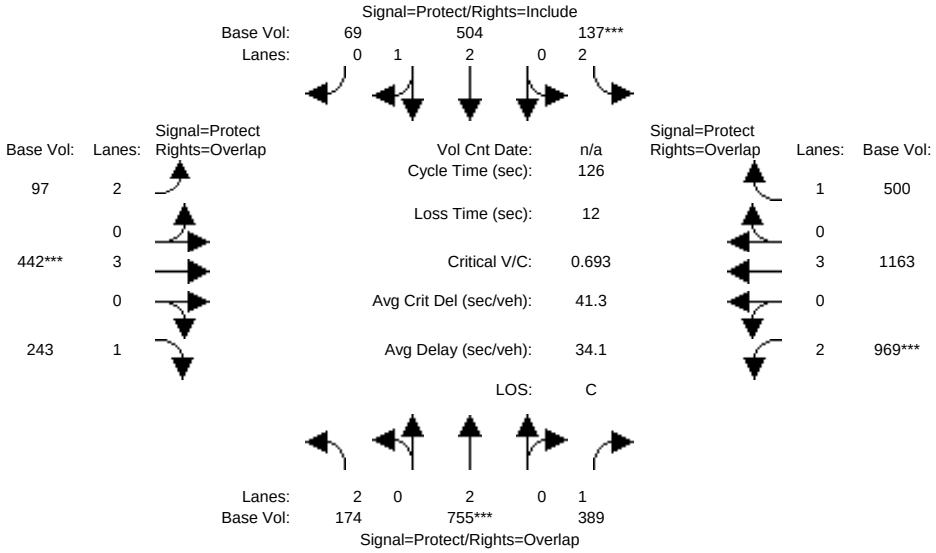


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	126	1	725	0	1862	1540	255	1884	0
Growth Adj:	1.00	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	126	1	725	0	1862	1540	255	1884	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	126	1	725	0	1862	0	255	1884	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	1	725	0	1862	0	255	1884	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	126	1	725	0	1862	0	255	1884	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1737	14	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.15	0.00	0.33	0.00	0.15	0.33	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.49	0.00	0.22	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.67	0.00	0.67	0.00	0.67	0.47	0.00
Uniform Del:	0.0	0.0	0.0	44.8	44.8	49.1	0.0	27.2	0.0	50.1	9.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.4	0.0	0.6	0.0	4.5	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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	44.9	44.9	50.5	0.0	27.8	0.0	54.7	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.9	44.9	50.5	0.0	27.8	0.0	54.7	9.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	D	A	A
HCM2k95thQ:	0	0	0	10	10	22	0	32	0	21	21	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #1: Winchester / Stevens Creek

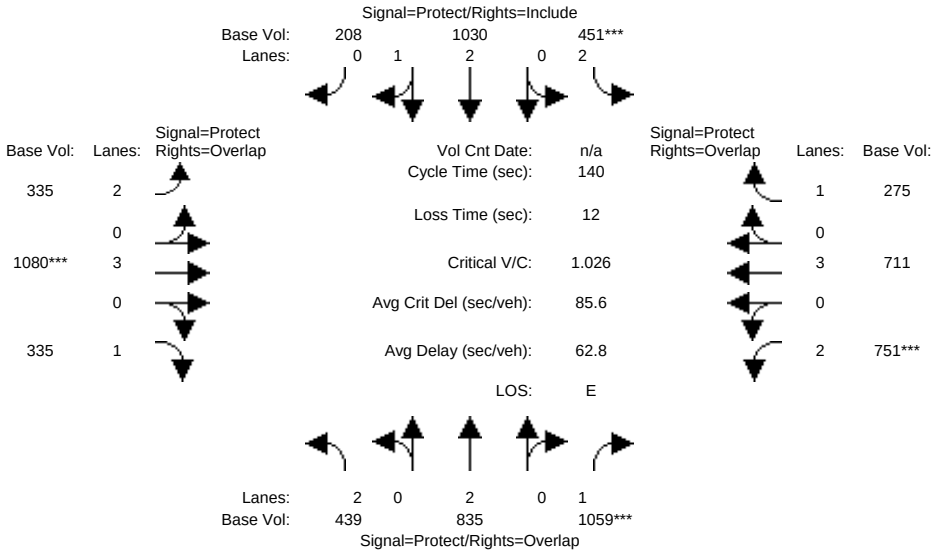


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	174	755	389	137	504	69	97	442	243	969	1163	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	755	389	137	504	69	97	442	243	969	1163	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	755	389	137	504	69	97	442	243	969	1163	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	755	389	137	504	69	97	442	243	969	1163	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	755	389	137	504	69	97	442	243	969	1163	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4962	679	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.22	0.04	0.10	0.10	0.03	0.08	0.14	0.31	0.20	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.29	0.73	0.06	0.23	0.23	0.10	0.11	0.24	0.44	0.45	0.51
Volume/Cap:	0.45	0.69	0.30	0.69	0.45	0.45	0.30	0.69	0.59	0.69	0.45	0.56
Uniform Del:	51.2	40.0	5.9	57.9	42.0	42.0	52.2	53.9	42.8	28.2	23.8	20.8
IncremntDel:	0.8	2.0	0.1	10.2	0.3	0.3	0.5	3.3	2.3	1.5	0.1	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:	52.1	42.0	6.0	68.0	42.3	42.3	52.7	57.2	45.0	29.7	23.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	42.0	6.0	68.0	42.3	42.3	52.7	57.2	45.0	29.7	23.9	21.5
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2k95thQ:	7	23	11	9	13	13	5	13	18	30	18	24

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #1: Winchester / Stevens Creek

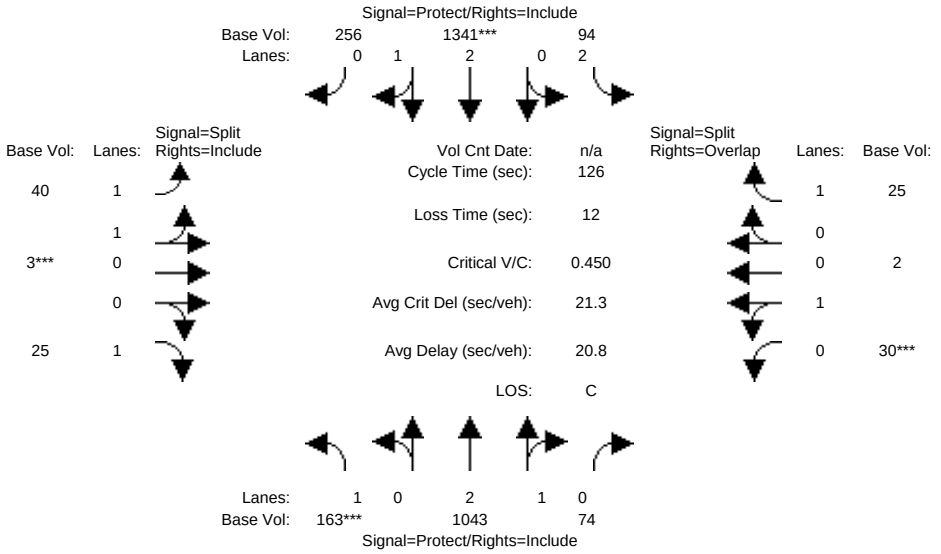


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	439	835	1059	451	1030	208	335	1080	335	751	711	275
Growth 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:	439	835	1059	451	1030	208	335	1080	335	751	711	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:	439	835	1059	451	1030	208	335	1080	335	751	711	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	835	1059	451	1030	208	335	1080	335	751	711	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:	439	835	1059	451	1030	208	335	1080	335	751	711	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.46	0.54	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4675	944	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.61	0.14	0.22	0.22	0.11	0.19	0.19	0.24	0.12	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.36	0.59	0.14	0.30	0.30	0.19	0.18	0.38	0.23	0.23	0.36
Volume/Cap:	0.72	0.61	1.03	1.03	0.72	0.72	0.55	1.03	0.51	1.03	0.55	0.43
Uniform Del:	53.0	37.0	28.7	60.2	43.4	43.4	51.1	57.1	33.6	53.7	48.0	33.5
IncremntDel:	4.3	0.8	34.7	49.6	1.6	1.6	1.1	34.5	0.6	40.0	0.5	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:	57.3	37.9	63.4	109.9	45.0	45.0	52.3	91.5	34.2	93.7	48.5	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:	57.3	37.9	63.4	109.9	45.0	45.0	52.3	91.5	34.2	93.7	48.5	34.0
LOS by Move:	E	D	E	F	D	D	D	F	C	F	D	C
HCM2k95thQ:	19	25	87	29	29	29	16	36	22	39	16	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #2: Winchester / Olin

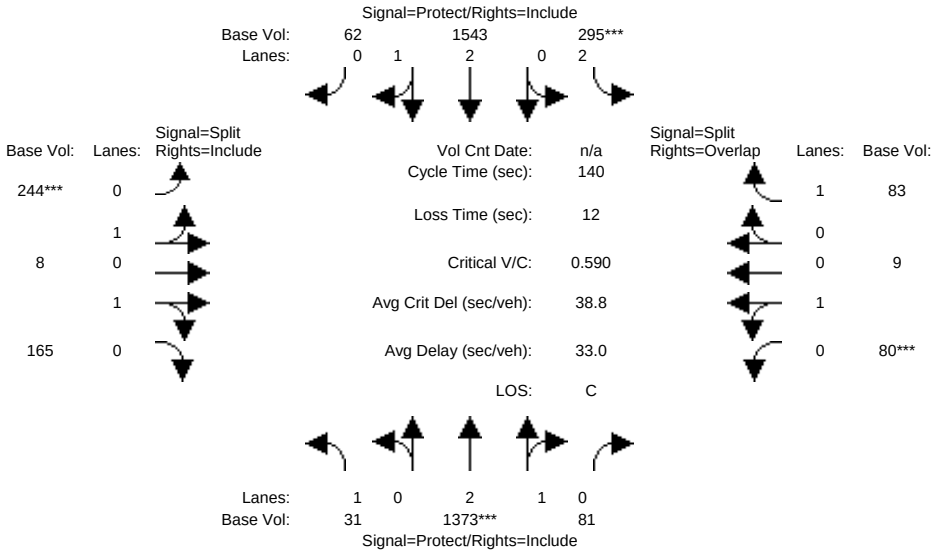


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	1043	74	94	1341	256	40	3	25	30	2	25
Growth Adj:	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:	163	1043	74	94	1341	256	40	3	25	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:	163	1043	74	94	1341	256	40	3	25	30	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1043	74	94	1341	256	40	3	25	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:	163	1043	74	94	1341	256	40	3	25	30	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	2.00	2.48	0.52	1.87	0.13	1.00	0.94	0.06	1.00
Final Sat.:	1750	5292	375	3150	4721	901	3274	246	1750	1649	110	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.03	0.28	0.28	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.53	0.53	0.21	0.56	0.56	0.08	0.08	0.08	0.08	0.08	0.29
Volume/Cap:	0.51	0.37	0.37	0.14	0.51	0.51	0.15	0.15	0.18	0.23	0.23	0.05
Uniform Del:	46.2	17.2	17.2	40.1	16.9	16.9	54.1	54.1	54.2	54.4	54.4	31.9
IncremntDel:	1.3	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.6	0.8	0.8	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:	47.5	17.3	17.3	40.2	17.0	17.0	54.3	54.3	54.8	55.2	55.2	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	17.3	17.3	40.2	17.0	17.0	54.3	54.3	54.8	55.2	55.2	31.9
LOS by Move:	D	B	B	D	B	B	D	D	D	E	E	C
HCM2k95thQ:	11	15	15	3	22	22	2	2	2	3	3	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #2: Winchester / Olin

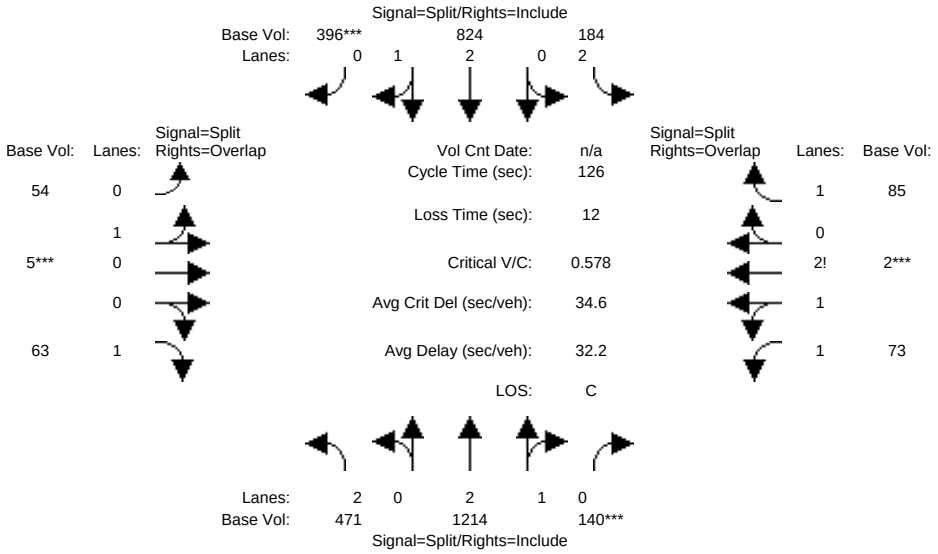


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	1373	81	295	1543	62	244	8	165	80	9	83
Growth Adj:	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:	31	1373	81	295	1543	62	244	8	165	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:	31	1373	81	295	1543	62	244	8	165	80	9	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1373	81	295	1543	62	244	8	165	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:	31	1373	81	295	1543	62	244	8	165	80	9	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.87	0.13	1.00	0.04	0.96	0.91	0.09	1.00
Final Sat.:	1750	5357	316	3150	5462	219	1750	81	1675	1586	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.09	0.28	0.28	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.09	0.43	0.43	0.16	0.50	0.50	0.24	0.24	0.24	0.09	0.09	0.24
Volume/Cap:	0.20	0.59	0.59	0.59	0.56	0.56	0.59	0.42	0.42	0.59	0.59	0.19
Uniform Del:	59.1	30.1	30.1	54.7	24.0	24.0	47.5	45.3	45.3	61.7	61.7	42.0
IncremntDel:	0.6	0.4	0.4	1.9	0.3	0.3	1.3	0.3	0.3	6.1	6.1	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:	59.8	30.5	30.5	56.6	24.3	24.3	48.8	45.6	45.6	67.7	67.7	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	30.5	30.5	56.6	24.3	24.3	48.8	45.6	45.6	67.7	67.7	42.2
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2k95thQ:	3	26	26	13	27	27	19	13	13	9	9	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #3: Winchester / Olsen

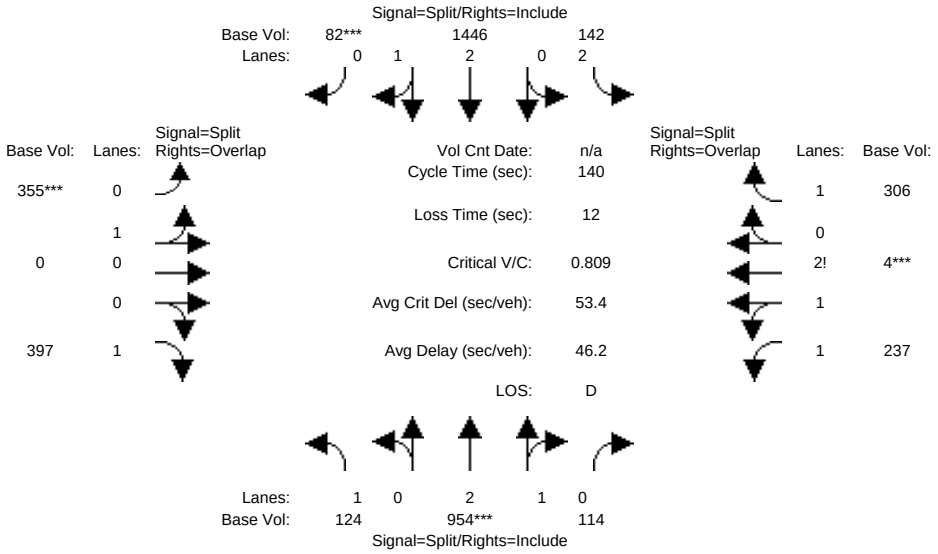


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1214	140	184	824	396	54	5	63	73	2	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1214	140	184	824	396	54	5	63	73	2	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1214	140	184	824	396	54	5	63	73	2	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1214	140	184	824	396	54	5	63	73	2	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1214	140	184	824	396	54	5	63	73	2	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	2.00	1.00	0.92	0.08	1.00	1.90	0.05	2.05
Final Sat.:	3150	5066	584	3150	3800	1750	1612	149	1750	3330	87	3590
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.06	0.22	0.23	0.03	0.03	0.04	0.02	0.02	0.02
Crit Moves:			****			****		****			****	
Green/Cycle:	0.38	0.38	0.38	0.36	0.36	0.36	0.08	0.08	0.46	0.08	0.08	0.44
Volume/Cap:	0.39	0.62	0.62	0.16	0.60	0.62	0.42	0.42	0.08	0.28	0.29	0.05
Uniform Del:	28.1	31.5	31.5	27.2	32.7	33.1	55.2	55.2	18.8	54.6	54.7	20.1
IncremntDel:	0.2	0.6	0.6	0.1	0.5	0.6	2.1	2.1	0.0	0.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.3	32.0	32.0	27.3	33.2	33.8	57.3	57.3	18.9	54.9	55.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	32.0	32.0	27.3	33.2	33.8	57.3	57.3	18.9	54.9	55.0	20.1
LOS by Move:	C	C	C	C	C	C	E	E	B	D	D	C
HCM2k95thQ:	14	24	24	6	23	24	6	6	3	4	4	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #3: Winchester / Olsen

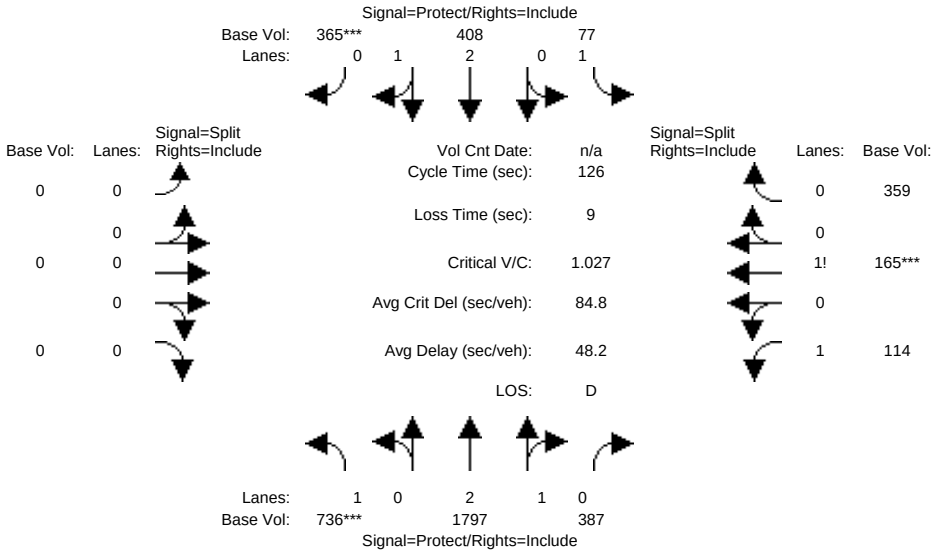


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	954	114	142	1446	82	355	0	397	237	4	306
Growth Adj:	1.00	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	954	114	142	1446	82	355	0	397	237	4	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	954	114	142	1446	82	355	0	397	237	4	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	954	114	142	1446	82	355	0	397	237	4	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	954	114	142	1446	82	355	0	397	237	4	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	2.00	2.83	0.17	1.00	0.00	1.00	1.86	0.03	2.11
Final Sat.:	1750	5045	603	3150	5369	304	1750	0	1750	3257	51	3696
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.05	0.27	0.27	0.20	0.00	0.23	0.07	0.08	0.08
Crit Moves:		****				****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.33	0.33	0.33	0.25	0.00	0.48	0.10	0.10	0.43
Volume/Cap:	0.30	0.81	0.81	0.14	0.81	0.81	0.81	0.00	0.47	0.75	0.81	0.19
Uniform Del:	44.2	50.7	50.7	32.6	42.6	42.6	49.3	0.0	24.1	61.5	61.9	24.8
IncremntDel:	0.4	3.8	3.8	0.1	2.7	2.7	10.7	0.0	0.4	4.3	7.2	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	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.7	54.5	54.5	32.7	45.4	45.4	60.1	0.0	24.5	65.8	69.2	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	54.5	54.5	32.7	45.4	45.4	60.1	0.0	24.5	65.8	69.2	24.8
LOS by Move:	D	D	D	C	D	D	E	A	C	E	E	C
HCM2k95thQ:	9	26	26	5	34	34	30	0	22	14	16	8

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

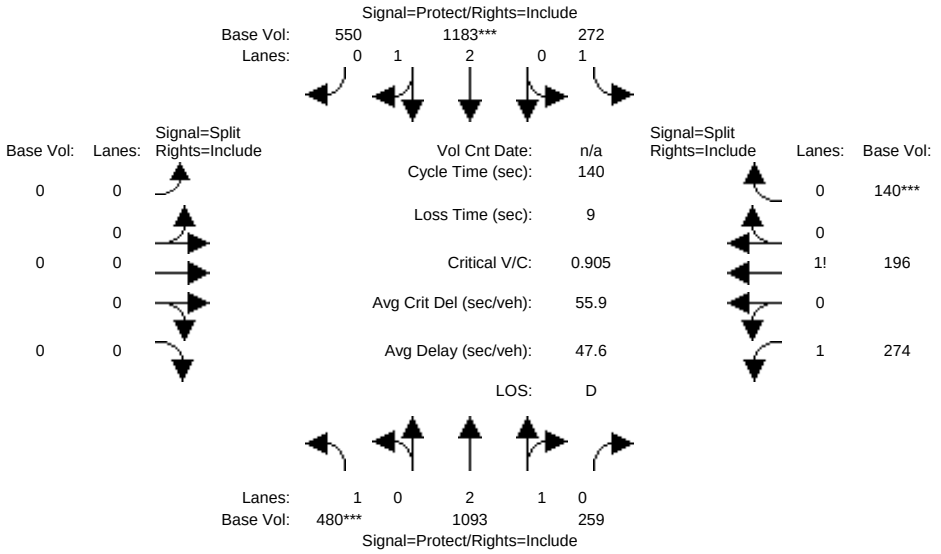


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	736	1797	387	77	408	365	0	0	0	114	165	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	1797	387	77	408	365	0	0	0	114	165	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	736	1797	387	77	408	365	0	0	0	114	165	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	736	1797	387	77	408	365	0	0	0	114	165	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	736	1797	387	77	408	365	0	0	0	114	165	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.43	0.57	1.00	2.00	1.00	0.00	0.00	0.00	1.10	0.27	0.63
Final Sat.:	1750	4620	995	1750	3800	1750	0	0	0	1926	508	1106
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.39	0.04	0.11	0.21	0.00	0.00	0.00	0.06	0.32	0.32
Crit Moves:	****					****					****	
Green/Cycle:	0.41	0.54	0.54	0.08	0.20	0.20	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	1.03	0.73	0.73	0.57	0.53	1.03	0.00	0.00	0.00	0.19	1.03	1.03
Uniform Del:	37.2	22.2	22.2	56.2	44.8	50.2	0.0	0.0	0.0	31.3	43.1	43.1
IncremntDel:	40.7	0.9	0.9	6.0	0.4	39.9	0.0	0.0	0.0	0.0	43.2	43.2
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	77.9	23.1	23.1	62.2	45.2	90.1	0.0	0.0	0.0	31.4	86.3	86.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	23.1	23.1	62.2	45.2	90.1	0.0	0.0	0.0	31.4	86.3	86.3
LOS by Move:	E	C	C	E	D	F	A	A	A	C	F	F
HCM2k95thQ:	54	34	34	6	13	32	0	0	0	6	50	50

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

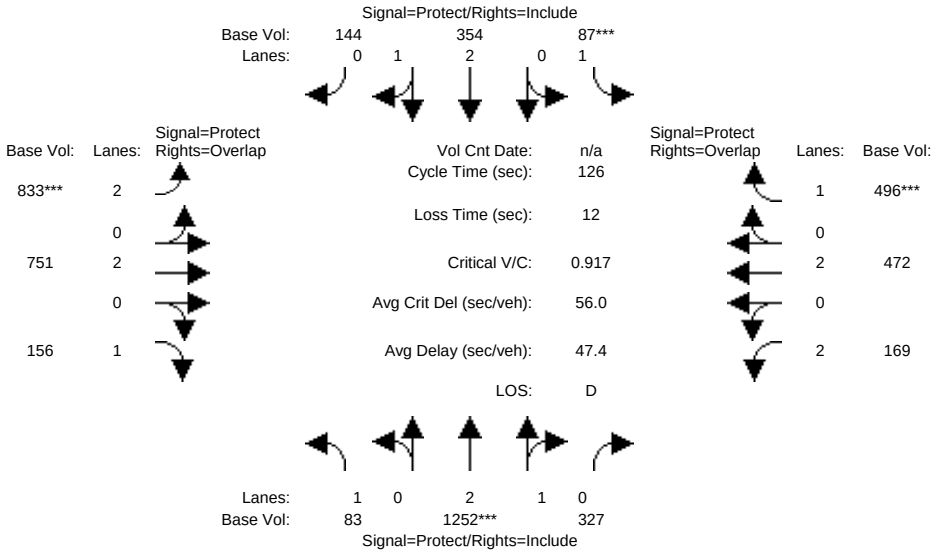


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1093	259	272	1183	550	0	0	0	274	196	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1093	259	272	1183	550	0	0	0	274	196	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1093	259	272	1183	550	0	0	0	274	196	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1093	259	272	1183	550	0	0	0	274	196	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1093	259	272	1183	550	0	0	0	274	196	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.39	0.61	1.00	2.00	1.00	0.00	0.00	0.00	1.30	0.39	0.31
Final Sat.:	1750	4534	1074	1750	3800	1750	0	0	0	2274	750	535
Capacity Analysis Module:												
Vol/Sat:	0.27	0.24	0.24	0.16	0.31	0.31	0.00	0.00	0.00	0.12	0.26	0.26
Crit Moves:	****				****							****
Green/Cycle:	0.30	0.39	0.39	0.25	0.34	0.34	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.91	0.61	0.61	0.61	0.91	0.91	0.00	0.00	0.00	0.42	0.91	0.91
Uniform Del:	46.9	33.9	33.9	46.2	43.8	43.9	0.0	0.0	0.0	40.3	47.9	47.9
IncremntDel:	19.0	0.5	0.5	2.5	6.6	7.3	0.0	0.0	0.0	0.2	15.8	15.8
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	65.9	34.5	34.5	48.7	50.4	51.2	0.0	0.0	0.0	40.4	63.7	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	34.5	34.5	48.7	50.4	51.2	0.0	0.0	0.0	40.4	63.7	63.7
LOS by Move:	E	C	C	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	37	26	26	19	40	41	0	0	0	15	40	40

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #5: Winchester / Moorpark

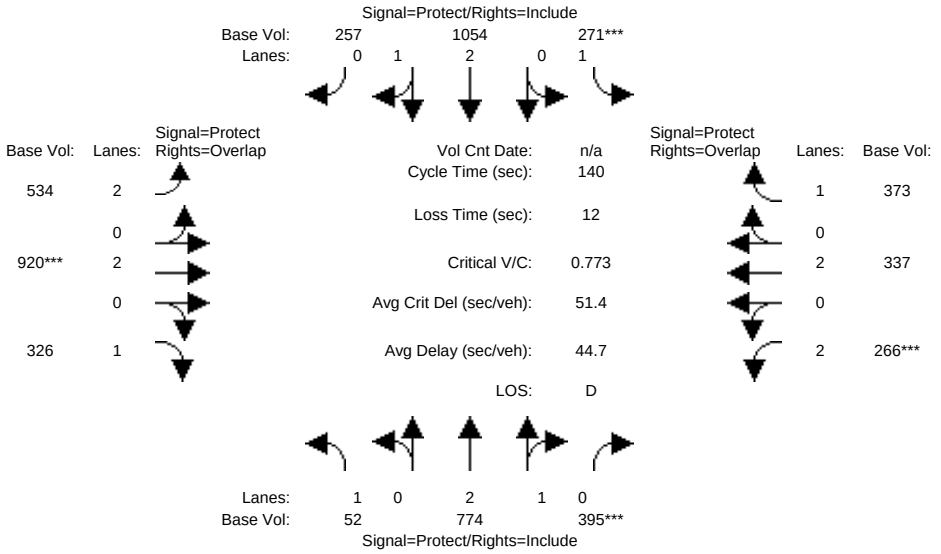


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1252	327	87	354	144	833	751	156	169	472	496
Growth Adj:	1.00	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	1252	327	87	354	144	833	751	156	169	472	496
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1252	327	87	354	144	833	751	156	169	472	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1252	327	87	354	144	833	751	156	169	472	496
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1252	327	87	354	144	833	751	156	169	472	496
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	2.08	0.92	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4441	1160	1750	3954	1608	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.05	0.09	0.09	0.26	0.20	0.09	0.05	0.12	0.28
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.31	0.31	0.06	0.23	0.23	0.29	0.42	0.56	0.12	0.25	0.31
Volume/Cap:	0.34	0.91	0.91	0.89	0.40	0.40	0.91	0.47	0.16	0.45	0.50	0.93
Uniform Del:	49.0	41.9	41.9	59.1	41.5	41.5	43.2	26.3	13.3	51.7	40.5	42.4
IncremntDel:	0.8	7.7	7.7	58.6	0.2	0.2	13.1	0.2	0.1	0.9	0.4	22.6
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:	49.8	49.6	49.6	117.7	41.8	41.8	56.3	26.5	13.4	52.6	40.9	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	49.6	49.6	117.7	41.8	41.8	56.3	26.5	13.4	52.6	40.9	65.0
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2k95thQ:	7	39	39	8	10	10	34	18	6	8	15	40

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #5: Winchester / Moorpark

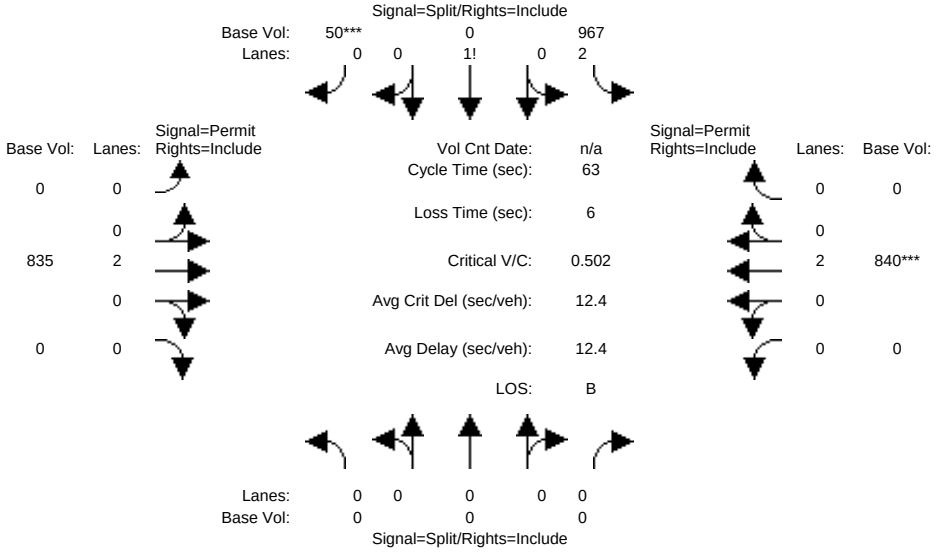


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	774	395	271	1054	257	534	920	326	266	337	373
Growth Adj:	1.00	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	774	395	271	1054	257	534	920	326	266	337	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	774	395	271	1054	257	534	920	326	266	337	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	774	395	271	1054	257	534	920	326	266	337	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	774	395	271	1054	257	534	920	326	266	337	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4507	1099	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.23	0.15	0.23	0.23	0.17	0.24	0.19	0.08	0.09	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.29	0.29	0.20	0.41	0.41	0.28	0.31	0.40	0.11	0.15	0.35
Volume/Cap:	0.34	0.70	0.77	0.77	0.58	0.58	0.61	0.77	0.47	0.77	0.61	0.62
Uniform Del:	60.2	44.1	45.3	53.0	32.3	32.3	44.0	43.6	31.0	60.7	56.1	38.1
IncremntDel:	1.4	1.3	2.5	10.2	0.4	0.4	1.3	3.2	0.5	10.4	2.0	1.9
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:	61.5	45.4	47.9	63.2	32.7	32.7	45.3	46.8	31.5	71.1	58.2	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:	61.5	45.4	47.9	63.2	32.7	32.7	45.3	46.8	31.5	71.1	58.2	40.1
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2k95thQ:	5	27	31	21	24	24	21	31	20	16	14	26

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #6: Moorpark / I-280 SB Ramp

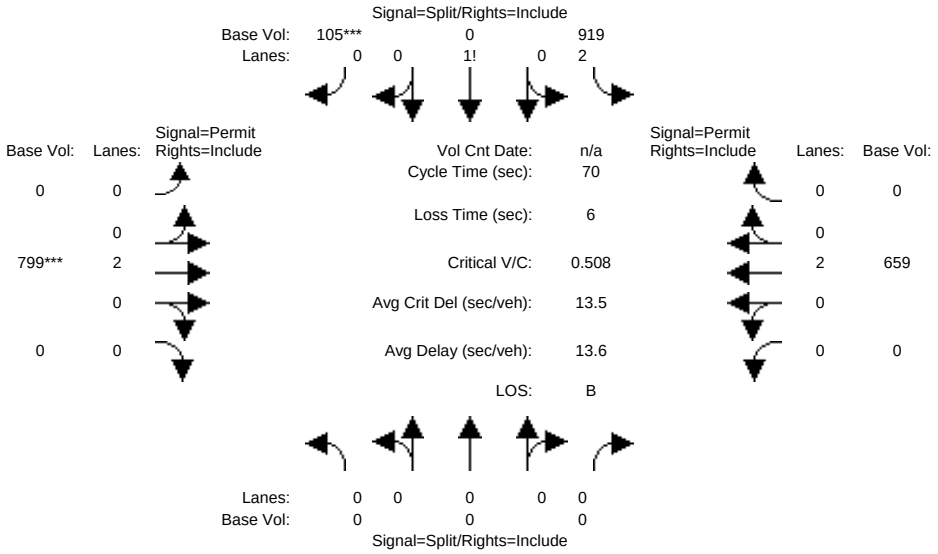


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	967	0	50	0	835	0	0	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	967	0	50	0	835	0	0	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	967	0	50	0	835	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	967	0	50	0	835	0	0	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	967	0	50	0	835	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4532	0	214	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.22	0.00	0.00	0.22	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.44	0.00	0.00	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.00
Uniform Del:	0.0	0.0	0.0	11.5	0.0	11.8	0.0	12.6	0.0	0.0	12.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.2	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.6	0.0	12.0	0.0	12.9	0.0	0.0	12.9	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	11.6	0.0	12.0	0.0	12.9	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	12	0	12	0	0	11	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #6: Moorpark / I-280 SB Ramp

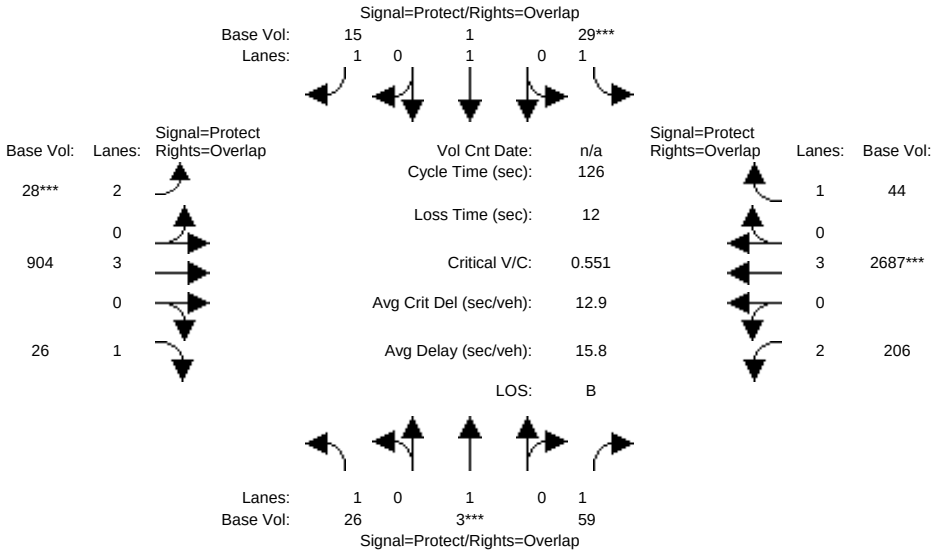


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	919	0	105	0	799	0	0	659	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	919	0	105	0	799	0	0	659	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	919	0	105	0	799	0	0	659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	919	0	105	0	799	0	0	659	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	919	0	105	0	799	0	0	659	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.76	0.00	0.24	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4354	0	413	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.25	0.00	0.21	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.51	0.00	0.51	0.00	0.00	0.42	0.00
Uniform Del:	0.0	0.0	0.0	11.1	0.0	11.7	0.0	15.2	0.0	0.0	14.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.3	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.9	0.0	15.5	0.0	0.0	14.7	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	11.2	0.0	11.9	0.0	15.5	0.0	0.0	14.7	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	14	0	13	0	0	9	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #7: Stevens Creek / Santana Row

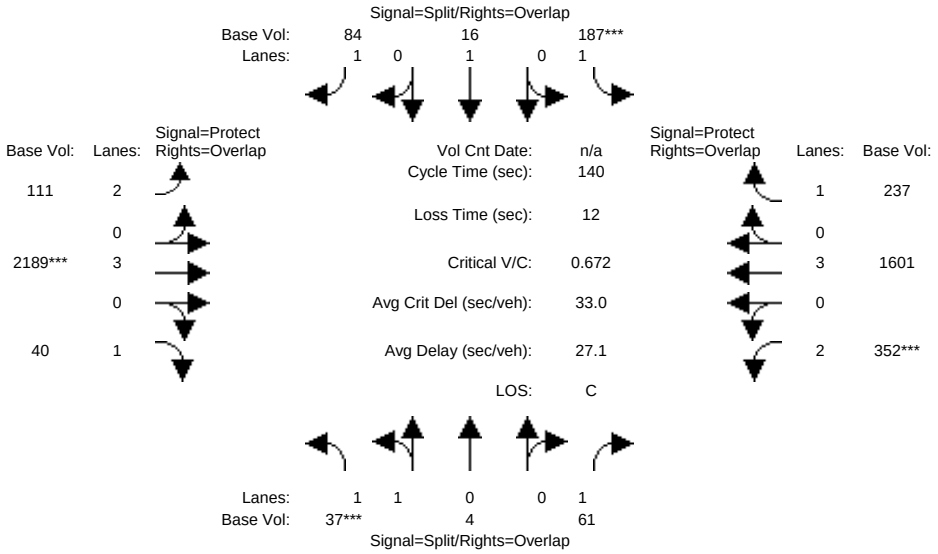


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	3	59	29	1	15	28	904	26	206	2687	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	3	59	29	1	15	28	904	26	206	2687	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	3	59	29	1	15	28	904	26	206	2687	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	59	29	1	15	28	904	26	206	2687	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	59	29	1	15	28	904	26	206	2687	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.00	0.01	0.01	0.16	0.01	0.07	0.47	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.08	0.30	0.08	0.08	0.13	0.06	0.53	0.61	0.22	0.69	0.77
Volume/Cap:	0.19	0.02	0.11	0.21	0.01	0.06	0.16	0.30	0.02	0.30	0.68	0.03
Uniform Del:	54.2	53.5	32.2	54.3	53.4	47.6	56.7	16.7	9.8	41.2	11.4	3.4
IncremntDel:	0.7	0.1	0.1	0.8	0.0	0.1	0.4	0.1	0.0	0.2	0.5	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	32.3	55.0	53.4	47.7	57.1	16.7	9.9	41.5	11.9	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:	54.9	53.5	32.3	55.0	53.4	47.7	57.1	16.7	9.9	41.5	11.9	3.4
LOS by Move:	D	D	C	E	D	D	E	B	A	D	B	A
HCM2k95thQ:	2	0	4	3	0	1	1	12	1	7	33	1

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #7: Stevens Creek / Santana Row

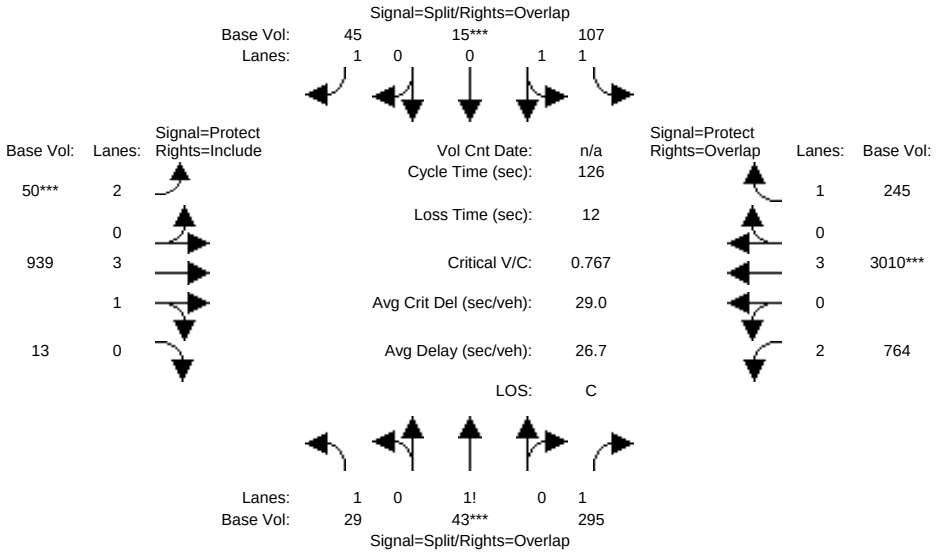


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	187	16	84	111	2189	40	352	1601	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	187	16	84	111	2189	40	352	1601	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	187	16	84	111	2189	40	352	1601	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	187	16	84	111	2189	40	352	1601	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	4	61	187	16	84	111	2189	40	352	1601	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	344	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.11	0.01	0.05	0.04	0.38	0.02	0.11	0.28	0.14
Crit Moves:	****			****				****		****		
Green/Cycle:	0.07	0.07	0.23	0.15	0.15	0.25	0.10	0.54	0.61	0.16	0.59	0.74
Volume/Cap:	0.16	0.16	0.15	0.71	0.06	0.19	0.34	0.71	0.04	0.71	0.48	0.18
Uniform Del:	61.1	61.1	43.3	56.7	51.1	40.9	58.1	24.3	11.0	56.1	16.5	5.6
IncremntDel:	0.3	0.3	0.2	9.0	0.1	0.2	0.6	0.8	0.0	5.0	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	43.4	65.7	51.2	41.1	58.8	25.2	11.0	61.1	16.6	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:	61.4	61.4	43.4	65.7	51.2	41.1	58.8	25.2	11.0	61.1	16.6	5.6
LOS by Move:	E	E	D	E	D	D	E	C	B	E	B	A
HCM2k95thQ:	2	2	5	18	1	6	5	36	1	15	22	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #8: Stevens Creek / Monroe

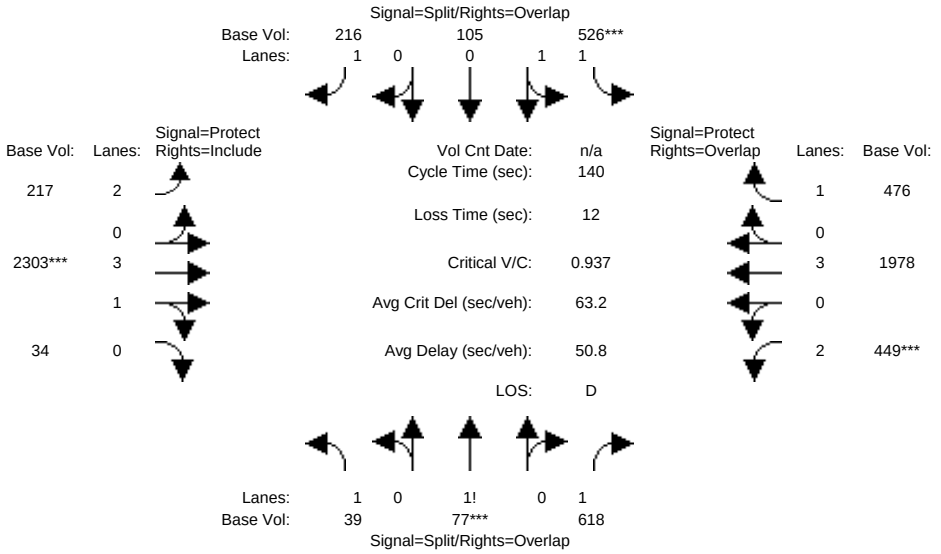


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	43	295	107	15	45	50	939	13	764	3010	245
Growth Adj:	1.00	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	43	295	107	15	45	50	939	13	764	3010	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	43	295	107	15	45	50	939	13	764	3010	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	43	295	107	15	45	50	939	13	764	3010	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	43	295	107	15	45	50	939	13	764	3010	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.07	0.20	1.73	1.77	0.23	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1876	373	3030	3100	435	1750	3150	7487	104	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.10	0.03	0.03	0.03	0.02	0.13	0.13	0.24	0.53	0.14
Crit Moves:		****			****		****				****	
Green/Cycle:	0.13	0.13	0.59	0.08	0.08	0.16	0.08	0.24	0.24	0.46	0.61	0.69
Volume/Cap:	0.12	0.86	0.17	0.43	0.43	0.16	0.20	0.53	0.53	0.53	0.86	0.20
Uniform Del:	48.0	53.4	11.8	55.3	55.3	45.8	54.3	42.1	42.1	24.6	20.1	7.0
IncremntDel:	0.0	16.3	0.0	1.1	1.1	0.3	0.4	0.3	0.3	0.4	2.4	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:	48.0	69.8	11.8	56.4	56.4	46.0	54.7	42.4	42.4	25.0	22.5	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	69.8	11.8	56.4	56.4	46.0	54.7	42.4	42.4	25.0	22.5	7.0
LOS by Move:	D	E	B	E	E	D	D	D	D	C	C	A
HCM2k95thQ:	2	20	6	6	6	3	2	15	15	22	51	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #8: Stevens Creek / Monroe

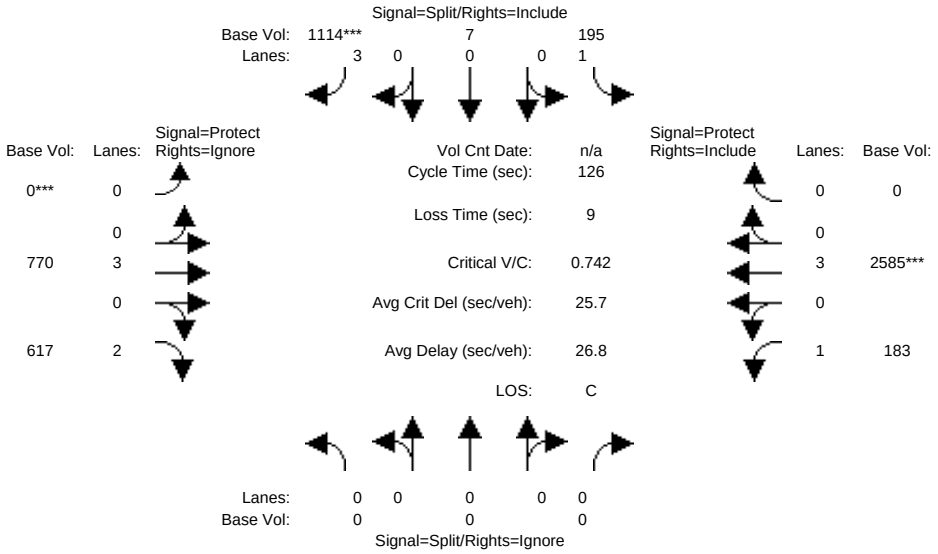


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	77	618	526	105	216	217	2303	34	449	1978	476
Growth Adj:	1.00	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	77	618	526	105	216	217	2303	34	449	1978	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	618	526	105	216	217	2303	34	449	1978	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	77	618	526	105	216	217	2303	34	449	1978	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	77	618	526	105	216	217	2303	34	449	1978	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.05	0.18	1.77	1.69	0.31	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1835	337	3104	2956	590	1750	3150	7480	110	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.20	0.18	0.18	0.12	0.07	0.31	0.31	0.14	0.35	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.24	0.40	0.19	0.19	0.27	0.08	0.33	0.33	0.15	0.40	0.59
Volume/Cap:	0.09	0.94	0.50	0.94	0.94	0.45	0.84	0.94	0.94	0.94	0.87	0.46
Uniform Del:	40.9	51.9	31.9	55.9	55.9	42.3	63.3	45.6	45.6	58.7	38.8	16.3
IncremntDel:	0.0	18.5	0.3	20.7	20.7	0.7	21.0	7.6	7.6	26.1	3.9	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:	40.9	70.4	32.2	76.5	76.5	43.0	84.3	53.2	53.2	84.8	42.7	16.6
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:	40.9	70.4	32.2	76.5	76.5	43.0	84.3	53.2	53.2	84.8	42.7	16.6
LOS by Move:	D	E	C	E	E	D	F	D	D	F	D	B
HCM2k95thQ:	3	37	22	31	31	16	11	42	42	23	44	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_AM

Intersection #9: Stevens Creek / I-880 SB Ramps

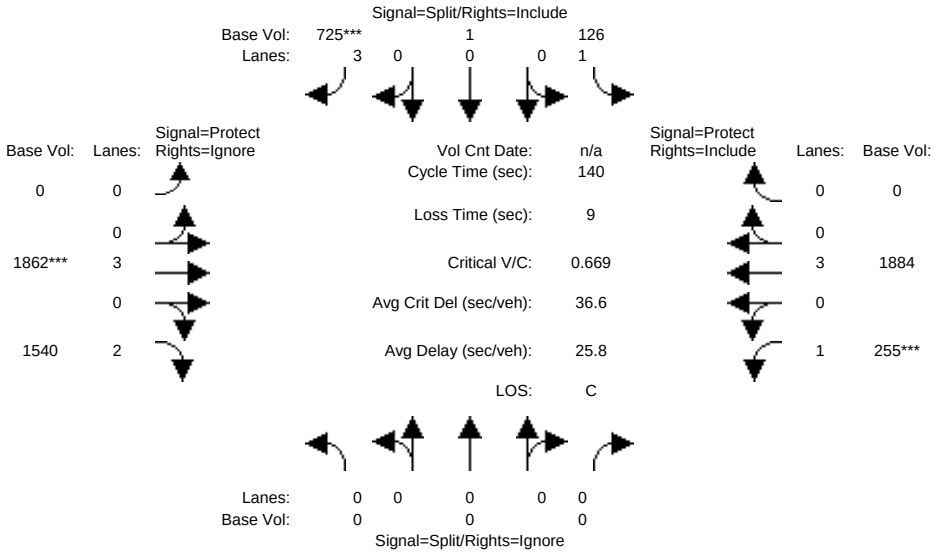


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	195	7	1114	0	770	617	183	2585	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	7	1114	0	770	617	183	2585	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	195	7	1114	0	770	0	183	2585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	7	1114	0	770	0	183	2585	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	195	7	1114	0	770	0	183	2585	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.97	0.03	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1694	61	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.24	0.00	0.14	0.00	0.10	0.45	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.34	0.00	0.27	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.74	0.00	0.39	0.00	0.39	0.74	0.00
Uniform Del:	0.0	0.0	0.0	33.2	33.2	38.4	0.0	31.3	0.0	37.8	17.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.7	0.0	0.1	0.0	0.5	0.9	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	33.2	33.2	40.1	0.0	31.4	0.0	38.4	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:	0.0	0.0	0.0	33.2	33.2	40.1	0.0	31.4	0.0	38.4	18.3	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	12	12	29	0	14	0	12	40	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPP_PM

Intersection #9: Stevens Creek / I-880 SB Ramps

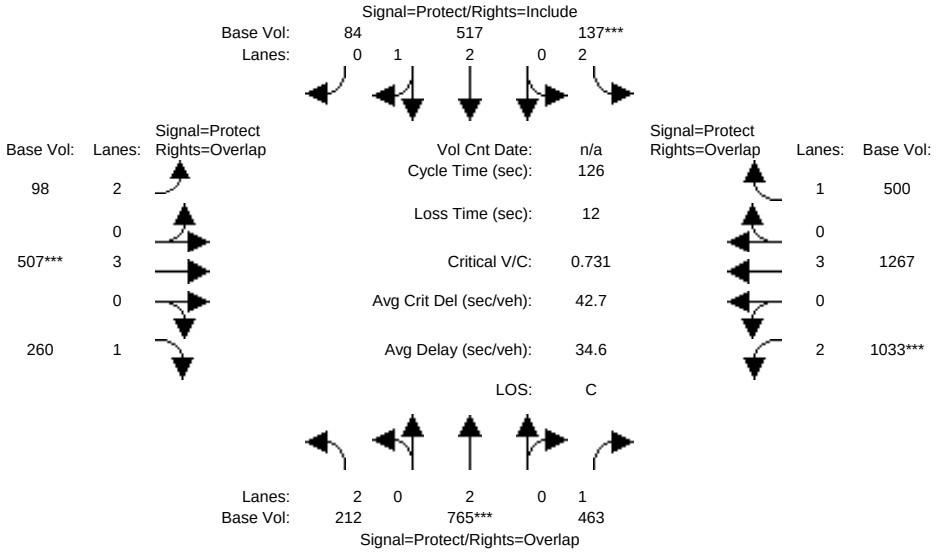


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	126	1	725	0	1862	1540	255	1884	0
Growth Adj:	1.00	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	126	1	725	0	1862	1540	255	1884	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	126	1	725	0	1862	0	255	1884	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	1	725	0	1862	0	255	1884	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	126	1	725	0	1862	0	255	1884	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1737	14	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.15	0.00	0.33	0.00	0.15	0.33	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.49	0.00	0.22	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.67	0.00	0.67	0.00	0.67	0.47	0.00
Uniform Del:	0.0	0.0	0.0	44.8	44.8	49.1	0.0	27.2	0.0	50.1	9.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.4	0.0	0.6	0.0	4.5	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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	44.9	44.9	50.5	0.0	27.8	0.0	54.7	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.9	44.9	50.5	0.0	27.8	0.0	54.7	9.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	D	A	A
HCM2k95thQ:	0	0	0	10	10	22	0	32	0	21	21	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #1: Winchester / Stevens Creek

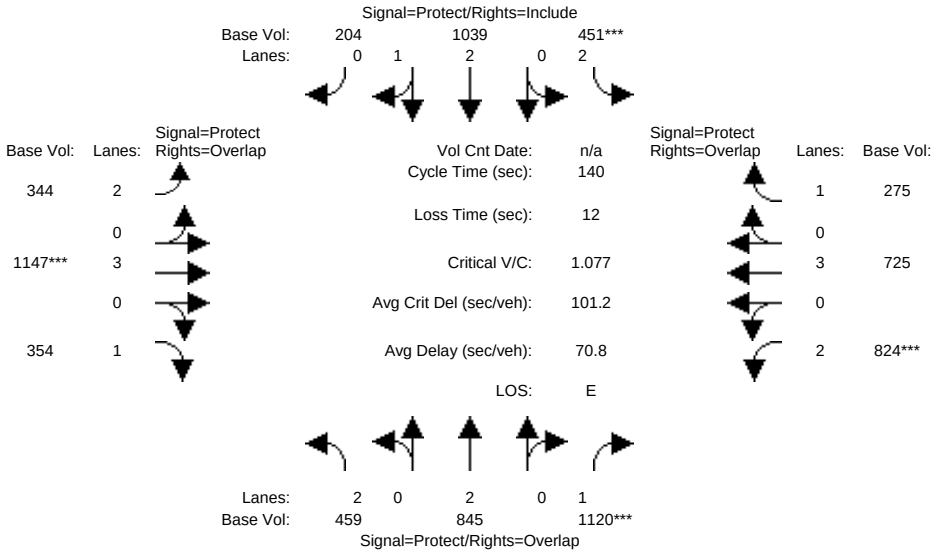


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	765	463	137	517	84	98	507	260	1033	1267	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	765	463	137	517	84	98	507	260	1033	1267	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	765	463	137	517	84	98	507	260	1033	1267	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	765	463	137	517	84	98	507	260	1033	1267	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	765	463	137	517	84	98	507	260	1033	1267	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.55	0.45	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4845	787	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.26	0.04	0.11	0.11	0.03	0.09	0.15	0.33	0.22	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.28	0.72	0.06	0.21	0.21	0.11	0.12	0.25	0.45	0.46	0.52
Volume/Cap:	0.52	0.73	0.37	0.73	0.52	0.52	0.29	0.73	0.59	0.73	0.48	0.55
Uniform Del:	51.2	41.4	6.5	58.3	44.5	44.5	51.9	53.4	41.5	28.5	23.3	20.1
IncremntDel:	1.2	2.7	0.2	13.7	0.4	0.4	0.5	4.0	2.2	2.0	0.1	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:	52.4	44.1	6.7	72.0	45.0	45.0	52.4	57.3	43.7	30.5	23.4	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	44.1	6.7	72.0	45.0	45.0	52.4	57.3	43.7	30.5	23.4	20.7
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2k95thQ:	9	24	14	9	14	14	5	15	19	33	19	24

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #1: Winchester / Stevens Creek

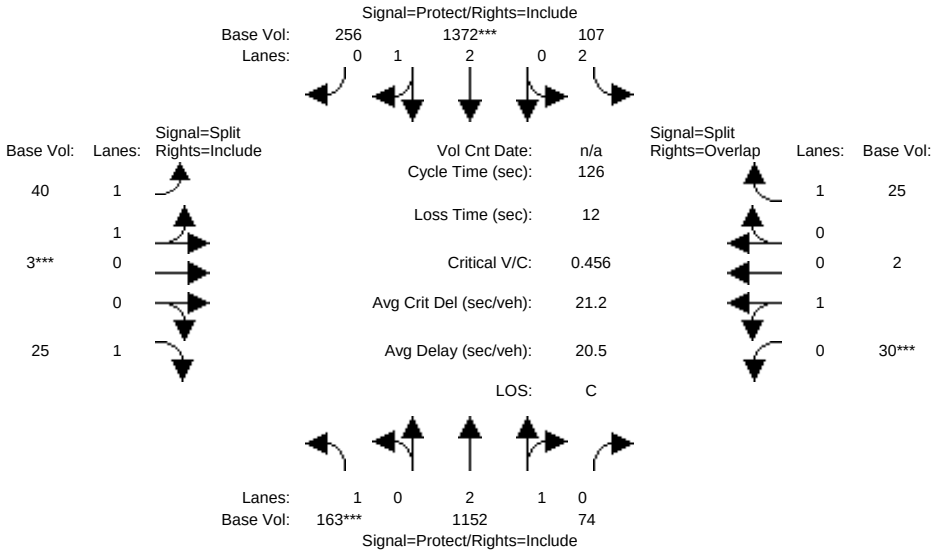


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	459	845	1120	451	1039	204	344	1147	354	824	725	275
Growth 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:	459	845	1120	451	1039	204	344	1147	354	824	725	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:	459	845	1120	451	1039	204	344	1147	354	824	725	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	845	1120	451	1039	204	344	1147	354	824	725	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:	459	845	1120	451	1039	204	344	1147	354	824	725	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4698	923	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.64	0.14	0.22	0.22	0.11	0.20	0.20	0.26	0.13	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.35	0.59	0.13	0.29	0.29	0.20	0.19	0.38	0.24	0.23	0.36
Volume/Cap:	0.76	0.63	1.08	1.08	0.76	0.76	0.55	1.08	0.53	1.08	0.55	0.43
Uniform Del:	53.4	37.9	28.4	60.7	45.0	45.0	50.5	56.9	33.8	53.0	47.4	33.6
IncremntDel:	5.5	1.0	51.0	66.0	2.1	2.1	1.0	50.7	0.8	55.2	0.5	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:	58.9	38.9	79.4	126.7	47.1	47.1	51.5	108	34.6	108.2	47.9	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:	58.9	38.9	79.4	126.7	47.1	47.1	51.5	108	34.6	108.2	47.9	34.0
LOS by Move:	E	D	E	F	D	D	D	F	C	F	D	C
HCM2k95thQ:	20	26	98	31	30	30	16	39	23	45	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #2: Winchester / Olin

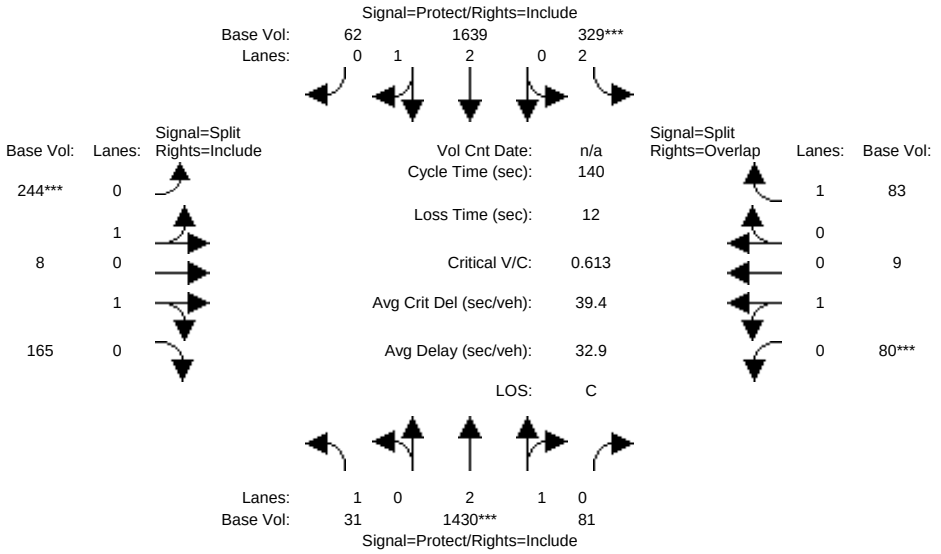


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	1152	74	107	1372	256	40	3	25	30	2	25
Growth Adj:	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:	163	1152	74	107	1372	256	40	3	25	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:	163	1152	74	107	1372	256	40	3	25	30	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1152	74	107	1372	256	40	3	25	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:	163	1152	74	107	1372	256	40	3	25	30	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	2.00	2.49	0.51	1.87	0.13	1.00	0.94	0.06	1.00
Final Sat.:	1750	5328	342	3150	4740	884	3274	246	1750	1649	110	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.29	0.29	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.55	0.55	0.20	0.56	0.56	0.08	0.08	0.08	0.08	0.08	0.28
Volume/Cap:	0.51	0.40	0.40	0.17	0.51	0.51	0.15	0.15	0.18	0.23	0.23	0.05
Uniform Del:	46.5	16.6	16.6	41.7	16.8	16.8	54.1	54.1	54.2	54.4	54.4	33.2
IncremntDel:	1.4	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.6	0.8	0.8	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:	48.0	16.7	16.7	41.8	17.0	17.0	54.3	54.3	54.8	55.2	55.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	16.7	16.7	41.8	17.0	17.0	54.3	54.3	54.8	55.2	55.2	33.2
LOS by Move:	D	B	B	D	B	B	D	D	D	E	E	C
HCM2k95thQ:	11	16	16	4	23	23	2	2	2	3	3	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #2: Winchester / Olin

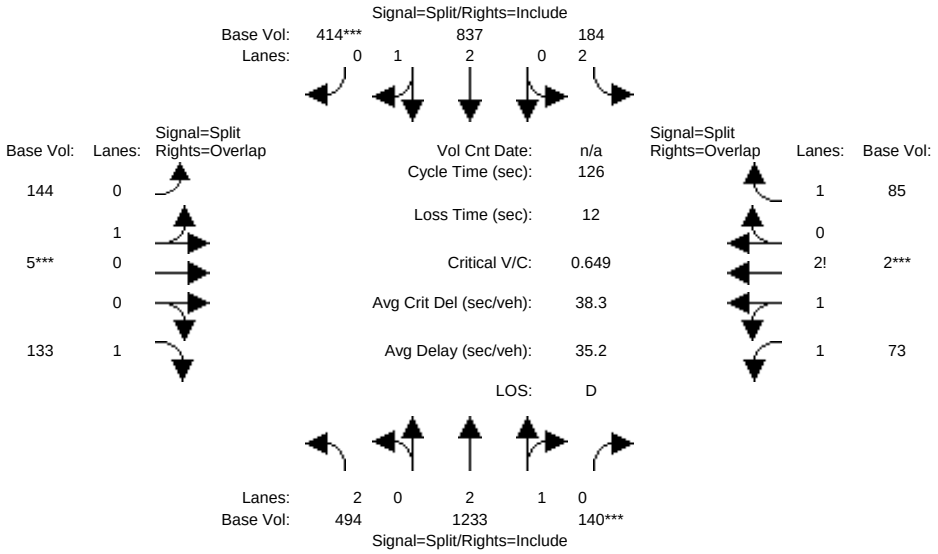


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	1430	81	329	1639	62	244	8	165	80	9	83
Growth Adj:	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:	31	1430	81	329	1639	62	244	8	165	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:	31	1430	81	329	1639	62	244	8	165	80	9	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1430	81	329	1639	62	244	8	165	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:	31	1430	81	329	1639	62	244	8	165	80	9	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	2.00	2.88	0.12	1.00	0.04	0.96	0.91	0.09	1.00
Final Sat.:	1750	5370	304	3150	5475	207	1750	81	1675	1586	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.10	0.30	0.30	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****			****			****			****	
Green/Cycle:	0.09	0.43	0.43	0.17	0.52	0.52	0.23	0.23	0.23	0.08	0.08	0.25
Volume/Cap:	0.20	0.61	0.61	0.61	0.58	0.58	0.61	0.43	0.43	0.61	0.61	0.19
Uniform Del:	59.5	30.5	30.5	53.8	23.2	23.2	48.6	46.4	46.4	62.1	62.1	41.0
IncremntDel:	0.7	0.5	0.5	2.1	0.3	0.3	1.7	0.3	0.3	7.6	7.6	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:	60.1	31.0	31.0	55.9	23.5	23.5	50.2	46.7	46.7	69.6	69.6	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	31.0	31.0	55.9	23.5	23.5	50.2	46.7	46.7	69.6	69.6	41.3
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2k95thQ:	3	27	27	14	28	28	20	13	13	10	10	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #3: Winchester / Olsen

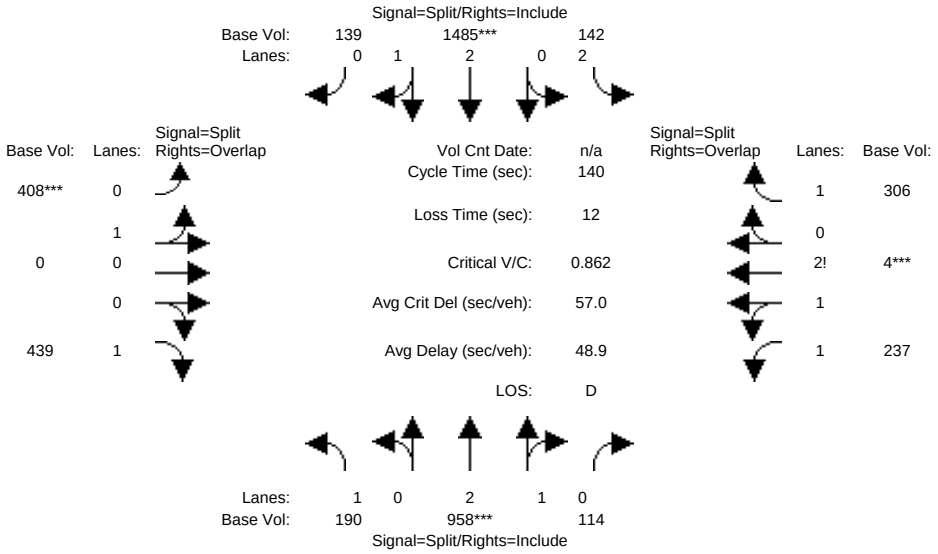


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	494	1233	140	184	837	414	144	5	133	73	2	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1233	140	184	837	414	144	5	133	73	2	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1233	140	184	837	414	144	5	133	73	2	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1233	140	184	837	414	144	5	133	73	2	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	494	1233	140	184	837	414	144	5	133	73	2	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	2.00	1.00	0.97	0.03	1.00	1.90	0.05	2.05
Final Sat.:	3150	5074	576	3150	3800	1750	1696	59	1750	3330	87	3590
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.06	0.22	0.24	0.08	0.08	0.08	0.02	0.02	0.02
Crit Moves:			****			****		****			****	
Green/Cycle:	0.36	0.36	0.36	0.35	0.35	0.35	0.12	0.12	0.48	0.08	0.08	0.43
Volume/Cap:	0.44	0.68	0.68	0.17	0.64	0.68	0.68	0.68	0.16	0.28	0.29	0.06
Uniform Del:	31.1	34.6	34.6	28.6	34.6	35.3	52.8	52.8	18.5	54.6	54.7	21.3
IncremntDel:	0.3	1.0	1.0	0.1	0.7	1.1	8.7	8.7	0.1	0.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.3	35.6	35.6	28.7	35.3	36.4	61.5	61.5	18.6	54.9	55.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	35.6	35.6	28.7	35.3	36.4	61.5	61.5	18.6	54.9	55.0	21.3
LOS by Move:	C	D	D	C	D	D	E	E	B	D	D	C
HCM2k95thQ:	16	26	26	6	24	26	14	14	6	4	4	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #3: Winchester / Olsen

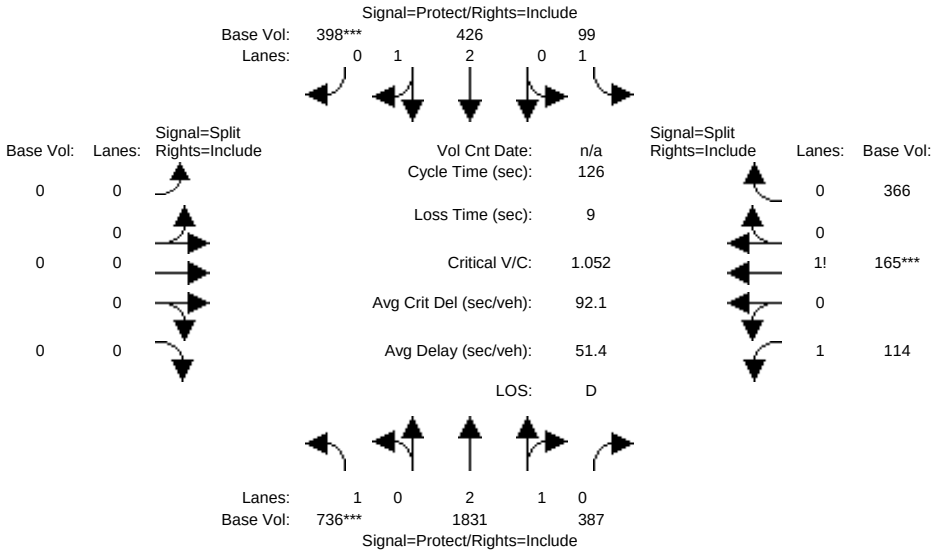


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	958	114	142	1485	139	408	0	439	237	4	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	958	114	142	1485	139	408	0	439	237	4	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	958	114	142	1485	139	408	0	439	237	4	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	958	114	142	1485	139	408	0	439	237	4	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	958	114	142	1485	139	408	0	439	237	4	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	2.00	2.72	0.28	1.00	0.00	1.00	1.86	0.03	2.11
Final Sat.:	1750	5048	601	3150	5174	484	1750	0	1750	3257	51	3696
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.05	0.29	0.29	0.23	0.00	0.25	0.07	0.08	0.08
Crit Moves:		****			****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.33	0.33	0.33	0.27	0.00	0.49	0.09	0.09	0.42
Volume/Cap:	0.49	0.86	0.86	0.14	0.86	0.86	0.86	0.00	0.51	0.80	0.86	0.20
Uniform Del:	47.8	52.6	52.6	32.6	43.7	43.7	48.6	0.0	24.3	62.4	62.8	25.3
IncremntDel:	1.0	6.4	6.4	0.1	4.4	4.4	15.0	0.0	0.5	6.6	11.7	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	59.0	59.0	32.7	48.1	48.1	63.6	0.0	24.8	68.9	74.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	59.0	59.0	32.7	48.1	48.1	63.6	0.0	24.8	68.9	74.4	25.4
LOS by Move:	D	E	E	C	D	D	E	A	C	E	E	C
HCM2k95thQ:	14	27	27	5	38	38	35	0	24	15	16	8

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

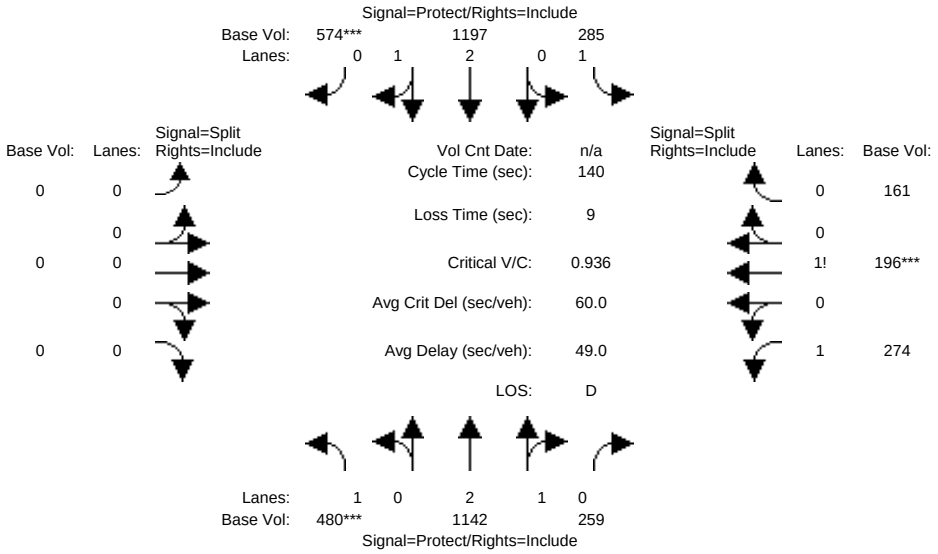


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	736	1831	387	99	426	398	0	0	0	114	165	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	1831	387	99	426	398	0	0	0	114	165	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	736	1831	387	99	426	398	0	0	0	114	165	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	736	1831	387	99	426	398	0	0	0	114	165	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	736	1831	387	99	426	398	0	0	0	114	165	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	0.00	0.00	0.00	1.10	0.26	0.64
Final Sat.:	1750	4636	980	1750	3800	1750	0	0	0	1923	502	1114
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.39	0.06	0.11	0.23	0.00	0.00	0.00	0.06	0.33	0.33
Crit Moves:	****					****					****	
Green/Cycle:	0.40	0.54	0.54	0.08	0.22	0.22	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	1.05	0.73	0.73	0.73	0.52	1.05	0.00	0.00	0.00	0.19	1.05	1.05
Uniform Del:	37.8	22.1	22.1	56.9	43.6	49.4	0.0	0.0	0.0	31.7	43.3	43.3
IncremntDel:	48.4	0.9	0.9	18.5	0.3	46.6	0.0	0.0	0.0	0.0	50.7	50.7
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	86.2	23.1	23.1	75.4	43.9	96.0	0.0	0.0	0.0	31.7	94.0	94.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	23.1	23.1	75.4	43.9	96.0	0.0	0.0	0.0	31.7	94.0	94.0
LOS by Move:	F	C	C	E	D	F	A	A	A	C	F	F
HCM2k95thQ:	56	35	35	8	13	36	0	0	0	6	52	52

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #4: Winchester / Tisch / I-280 NB Ramp

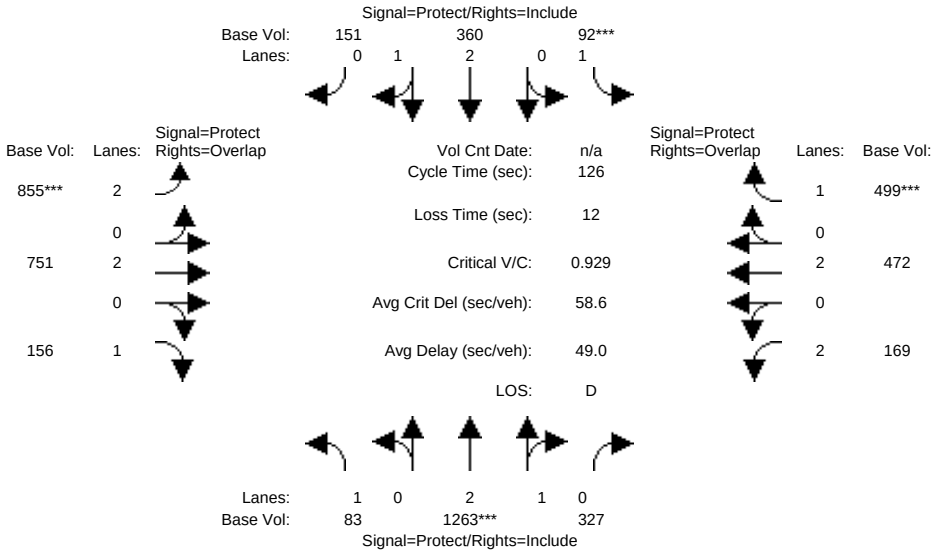


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1142	259	285	1197	574	0	0	0	274	196	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1142	259	285	1197	574	0	0	0	274	196	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1142	259	285	1197	574	0	0	0	274	196	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1142	259	285	1197	574	0	0	0	274	196	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1142	259	285	1197	574	0	0	0	274	196	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	0.00	0.00	0.00	1.28	0.38	0.34
Final Sat.:	1750	4574	1037	1750	3800	1750	0	0	0	2251	717	589
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.25	0.16	0.32	0.33	0.00	0.00	0.00	0.12	0.27	0.27
Crit Moves:	****					****					****	
Green/Cycle:	0.29	0.39	0.39	0.25	0.35	0.35	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.94	0.64	0.64	0.64	0.90	0.94	0.00	0.00	0.00	0.42	0.94	0.94
Uniform Del:	48.2	34.8	34.8	46.5	43.1	43.9	0.0	0.0	0.0	39.9	48.3	48.3
IncremntDel:	24.7	0.7	0.7	3.2	6.0	9.4	0.0	0.0	0.0	0.2	20.5	20.5
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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	73.0	35.4	35.4	49.7	49.1	53.3	0.0	0.0	0.0	40.1	68.7	68.7
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:	73.0	35.4	35.4	49.7	49.1	53.3	0.0	0.0	0.0	40.1	68.7	68.7
LOS by Move:	E	D	D	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	39	28	28	20	40	43	0	0	0	15	42	42

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #5: Winchester / Moorpark

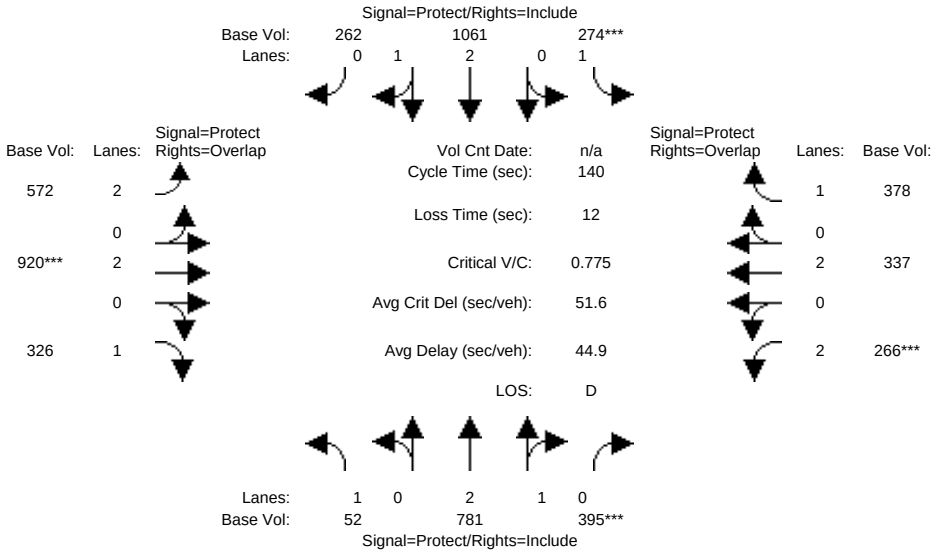


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1263	327	92	360	151	855	751	156	169	472	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1263	327	92	360	151	855	751	156	169	472	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1263	327	92	360	151	855	751	156	169	472	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1263	327	92	360	151	855	751	156	169	472	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1263	327	92	360	151	855	751	156	169	472	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	2.06	0.94	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4449	1152	1750	3916	1643	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.05	0.09	0.09	0.27	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.31	0.31	0.06	0.23	0.23	0.29	0.42	0.56	0.12	0.25	0.30
Volume/Cap:	0.35	0.93	0.93	0.93	0.41	0.41	0.93	0.47	0.16	0.45	0.50	0.94
Uniform Del:	49.3	42.4	42.4	59.2	41.6	41.6	43.3	26.3	13.5	51.7	40.8	42.7
IncremntDel:	0.9	9.4	9.4	67.6	0.2	0.2	15.3	0.2	0.1	0.9	0.4	24.7
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:	50.2	51.8	51.8	126.8	41.8	41.8	58.6	26.5	13.6	52.6	41.2	67.4
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:	50.2	51.8	51.8	126.8	41.8	41.8	58.6	26.5	13.6	52.6	41.2	67.4
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2k95thQ:	7	40	40	9	11	11	36	19	6	8	15	41

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #5: Winchester / Moorpark

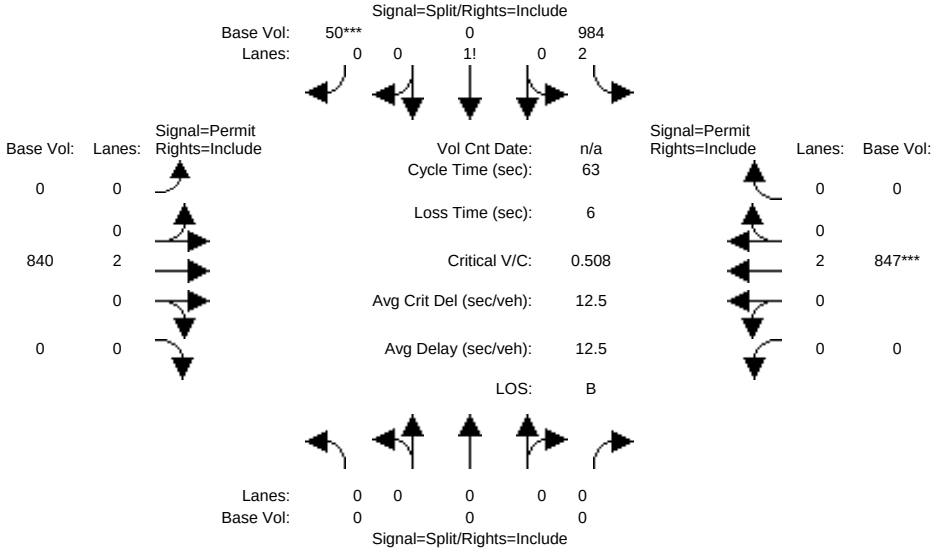


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	781	395	274	1061	262	572	920	326	266	337	378
Growth 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:	52	781	395	274	1061	262	572	920	326	266	337	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:	52	781	395	274	1061	262	572	920	326	266	337	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	781	395	274	1061	262	572	920	326	266	337	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:	52	781	395	274	1061	262	572	920	326	266	337	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4495	1110	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.23	0.16	0.24	0.24	0.18	0.24	0.19	0.08	0.09	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.29	0.29	0.20	0.41	0.41	0.28	0.31	0.40	0.11	0.14	0.34
Volume/Cap:	0.34	0.71	0.78	0.78	0.58	0.58	0.64	0.78	0.47	0.78	0.64	0.63
Uniform Del:	60.2	44.3	45.4	52.9	32.2	32.2	44.0	43.7	31.1	60.7	57.0	38.9
IncremntDel:	1.4	1.4	2.6	10.3	0.4	0.4	1.6	3.3	0.5	10.6	2.7	2.3
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:	61.6	45.7	48.0	63.2	32.6	32.6	45.6	47.0	31.6	71.3	59.7	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:	61.6	45.7	48.0	63.2	32.6	32.6	45.6	47.0	31.6	71.3	59.7	41.1
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2k95thQ:	5	28	31	21	25	25	23	31	20	16	15	27

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #6: Moorpark / I-280 SB Ramp

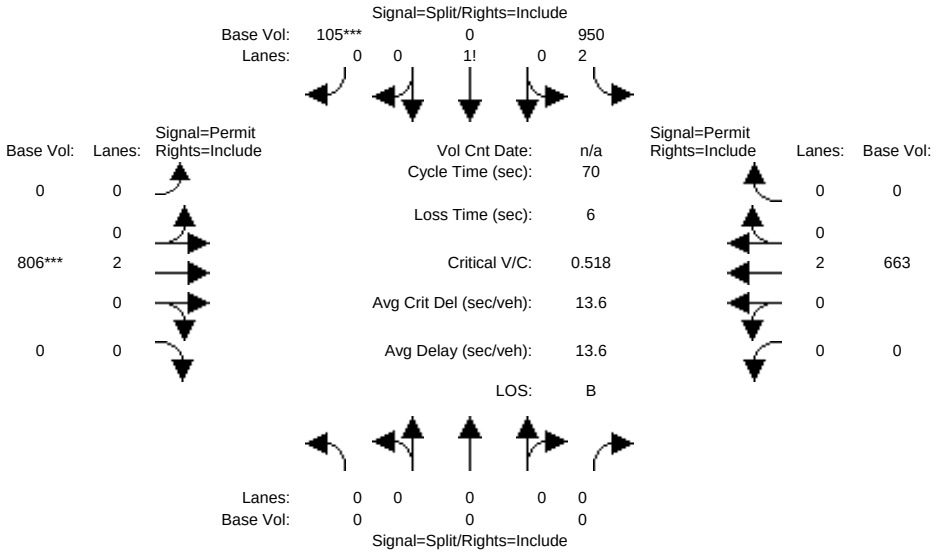


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	984	0	50	0	840	0	0	847	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	984	0	50	0	840	0	0	847	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	984	0	50	0	840	0	0	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	984	0	50	0	840	0	0	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	984	0	50	0	840	0	0	847	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4535	0	211	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.24	0.00	0.22	0.00	0.00	0.22	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.44	0.00	0.00	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.51	0.00	0.50	0.00	0.00	0.51	0.00
Uniform Del:	0.0	0.0	0.0	11.5	0.0	11.8	0.0	12.7	0.0	0.0	12.8	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.6	0.0	12.0	0.0	13.0	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.6	0.0	12.0	0.0	13.0	0.0	0.0	13.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	13	0	12	0	0	11	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #6: Moorpark / I-280 SB Ramp

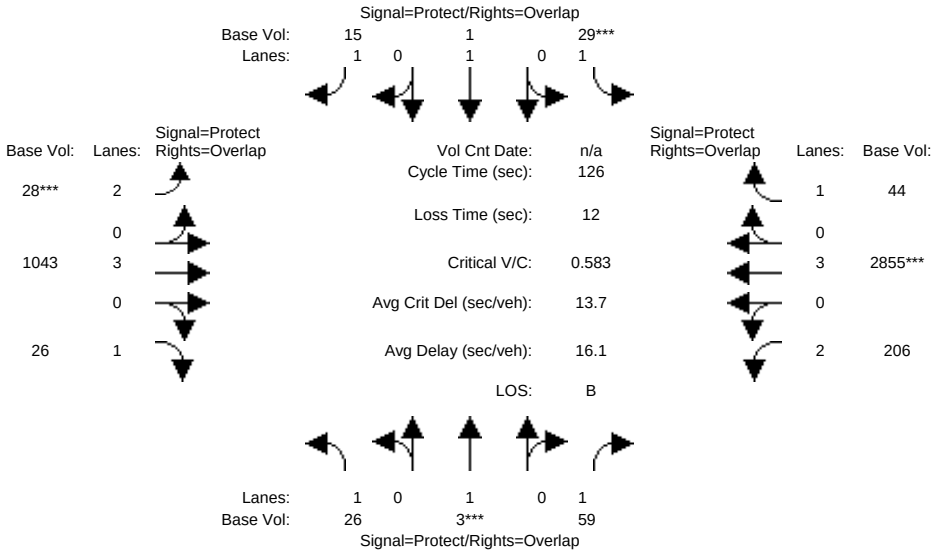


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	950	0	105	0	806	0	0	663	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	950	0	105	0	806	0	0	663	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	950	0	105	0	806	0	0	663	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	950	0	105	0	806	0	0	663	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	950	0	105	0	806	0	0	663	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.77	0.00	0.23	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4363	0	402	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.26	0.00	0.21	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.52	0.00	0.52	0.00	0.00	0.43	0.00
Uniform Del:	0.0	0.0	0.0	11.0	0.0	11.6	0.0	15.5	0.0	0.0	14.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.3	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.1	0.0	11.9	0.0	15.8	0.0	0.0	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	0.0	11.9	0.0	15.8	0.0	0.0	15.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	11	0	14	0	13	0	0	10	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #7: Stevens Creek / Santana Row

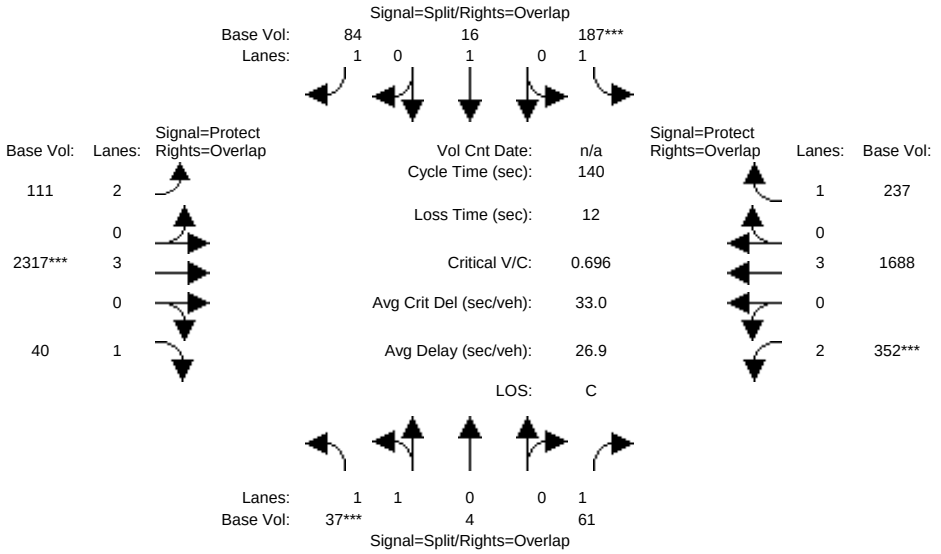


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	3	59	29	1	15	28	1043	26	206	2855	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	3	59	29	1	15	28	1043	26	206	2855	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	3	59	29	1	15	28	1043	26	206	2855	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	59	29	1	15	28	1043	26	206	2855	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	59	29	1	15	28	1043	26	206	2855	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.00	0.01	0.01	0.18	0.01	0.07	0.50	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.08	0.28	0.08	0.08	0.13	0.06	0.55	0.63	0.20	0.69	0.77
Volume/Cap:	0.19	0.02	0.12	0.21	0.01	0.06	0.16	0.33	0.02	0.33	0.73	0.03
Uniform Del:	54.2	53.5	34.2	54.3	53.4	47.6	56.7	15.6	8.8	43.5	12.1	3.4
IncremntDel:	0.7	0.1	0.1	0.8	0.0	0.1	0.4	0.1	0.0	0.3	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	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	34.3	55.0	53.4	47.7	57.1	15.7	8.8	43.8	12.8	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	34.3	55.0	53.4	47.7	57.1	15.7	8.8	43.8	12.8	3.4
LOS by Move:	D	D	C	E	D	D	E	B	A	D	B	A
HCM2k95thQ:	2	0	4	3	0	1	1	13	1	8	36	1

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #7: Stevens Creek / Santana Row

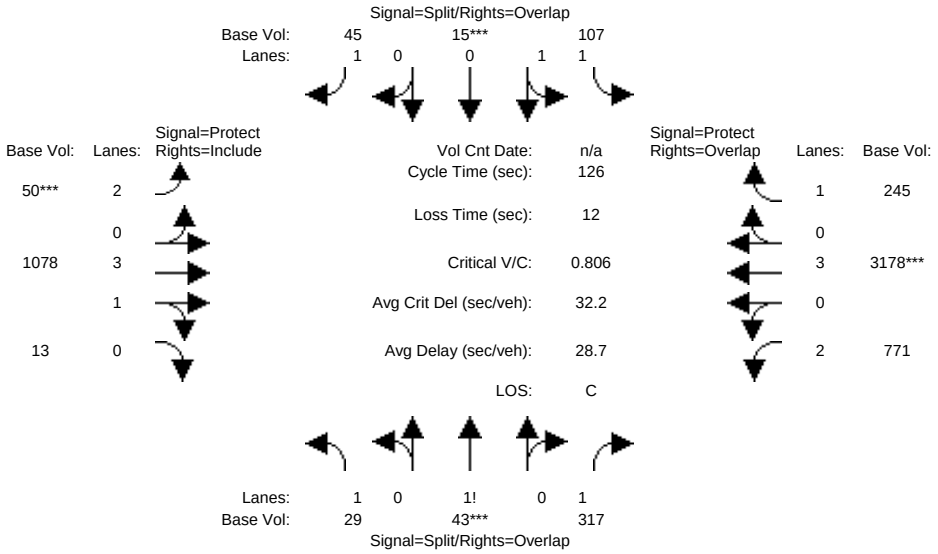


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	187	16	84	111	2317	40	352	1688	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	187	16	84	111	2317	40	352	1688	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	187	16	84	111	2317	40	352	1688	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	187	16	84	111	2317	40	352	1688	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	4	61	187	16	84	111	2317	40	352	1688	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	344	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.11	0.01	0.05	0.04	0.41	0.02	0.11	0.30	0.14
Crit Moves:	****			****				****		****		
Green/Cycle:	0.07	0.07	0.22	0.14	0.14	0.25	0.10	0.55	0.62	0.15	0.60	0.74
Volume/Cap:	0.16	0.16	0.16	0.74	0.06	0.20	0.35	0.74	0.04	0.74	0.50	0.18
Uniform Del:	61.1	61.1	43.9	57.4	51.7	41.9	58.6	24.1	10.4	56.8	16.1	5.4
IncremntDel:	0.3	0.3	0.2	11.2	0.1	0.2	0.7	1.0	0.0	6.2	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:	61.4	61.4	44.1	68.6	51.8	42.1	59.3	25.1	10.4	63.0	16.2	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:	61.4	61.4	44.1	68.6	51.8	42.1	59.3	25.1	10.4	63.0	16.2	5.5
LOS by Move:	E	E	D	E	D	D	E	C	B	E	B	A
HCM2k95thQ:	2	2	5	18	1	6	5	38	1	16	23	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #8: Stevens Creek / Monroe

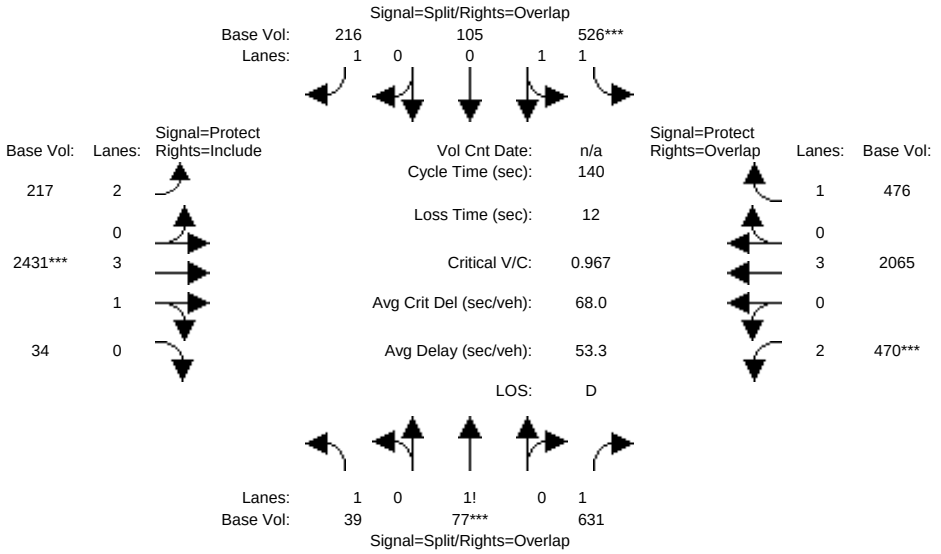


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	43	317	107	15	45	50	1078	13	771	3178	245
Growth Adj:	1.00	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	43	317	107	15	45	50	1078	13	771	3178	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	43	317	107	15	45	50	1078	13	771	3178	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	43	317	107	15	45	50	1078	13	771	3178	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	43	317	107	15	45	50	1078	13	771	3178	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.07	0.19	1.74	1.77	0.23	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1869	354	3055	3100	435	1750	3150	7502	90	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.10	0.03	0.03	0.03	0.02	0.14	0.14	0.24	0.56	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.13	0.13	0.57	0.08	0.08	0.16	0.08	0.26	0.26	0.44	0.61	0.69
Volume/Cap:	0.12	0.91	0.18	0.43	0.43	0.16	0.20	0.56	0.56	0.56	0.91	0.20
Uniform Del:	48.0	53.8	13.0	55.3	55.3	45.8	54.3	40.7	40.7	26.5	21.4	7.0
IncremntDel:	0.0	23.2	0.0	1.1	1.1	0.3	0.4	0.4	0.4	0.5	4.1	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:	48.1	77.1	13.1	56.4	56.4	46.0	54.7	41.1	41.1	27.1	25.4	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	77.1	13.1	56.4	56.4	46.0	54.7	41.1	41.1	27.1	25.4	7.0
LOS by Move:	D	E	B	E	E	D	D	D	D	C	C	A
HCM2k95thQ:	2	22	7	6	6	3	2	17	17	23	57	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #8: Stevens Creek / Monroe

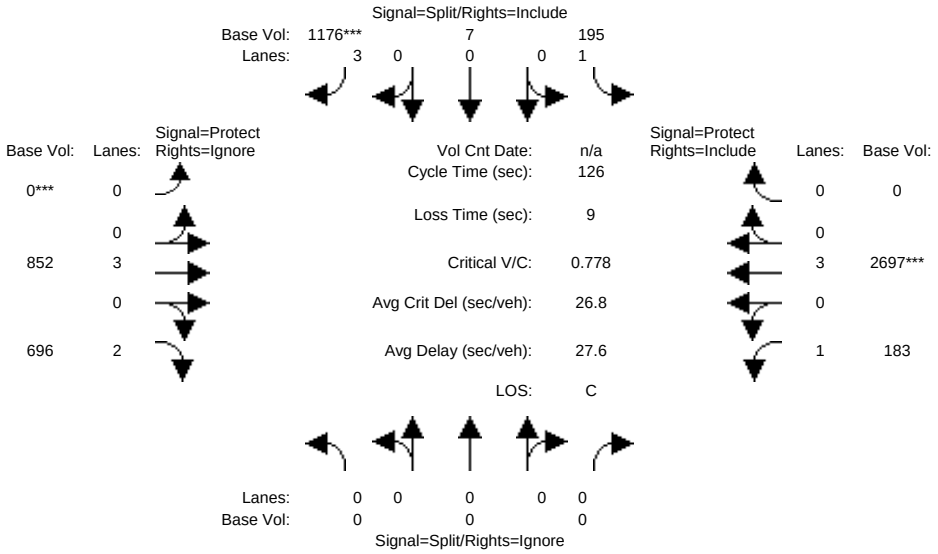


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	77	631	526	105	216	217	2431	34	470	2065	476
Growth Adj:	1.00	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	77	631	526	105	216	217	2431	34	470	2065	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	631	526	105	216	217	2431	34	470	2065	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	77	631	526	105	216	217	2431	34	470	2065	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	77	631	526	105	216	217	2431	34	470	2065	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.05	0.17	1.78	1.69	0.31	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1834	332	3110	2956	590	1750	3150	7486	105	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.20	0.18	0.18	0.12	0.07	0.32	0.32	0.15	0.36	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.24	0.39	0.18	0.18	0.26	0.08	0.34	0.34	0.15	0.41	0.59
Volume/Cap:	0.09	0.97	0.51	0.97	0.97	0.47	0.85	0.97	0.97	0.97	0.88	0.46
Uniform Del:	41.3	52.6	32.2	56.7	56.7	43.2	63.5	45.7	45.7	58.8	38.3	15.9
IncremntDel:	0.0	24.4	0.3	27.0	27.0	0.7	23.3	11.1	11.1	32.3	4.4	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	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.3	77.0	32.5	83.7	83.7	43.9	86.8	56.8	56.8	91.1	42.7	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	77.0	32.5	83.7	83.7	43.9	86.8	56.8	56.8	91.1	42.7	16.2
LOS by Move:	D	E	C	F	F	D	F	E	E	F	D	B
HCM2k95thQ:	3	39	22	32	32	16	11	46	46	25	46	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_AM

Intersection #9: Stevens Creek / I-880 SB Ramps

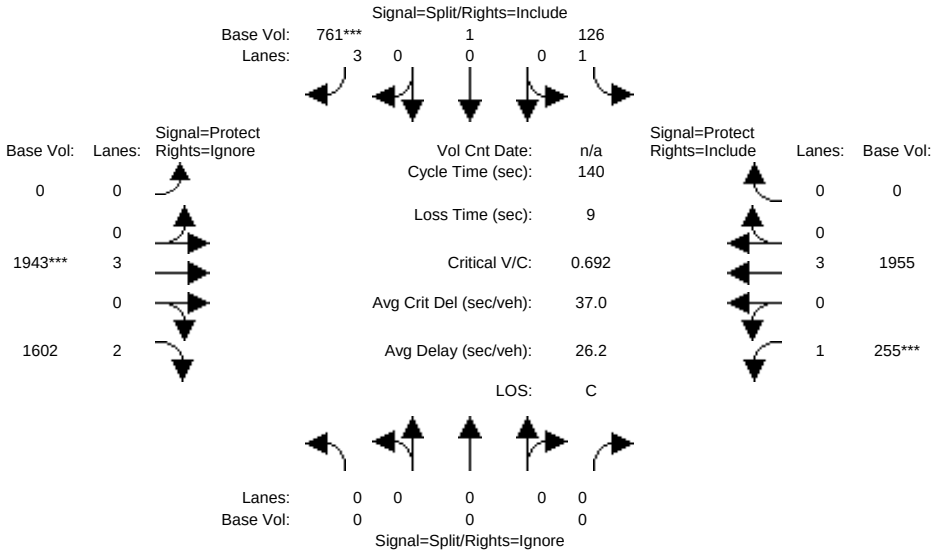


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	195	7	1176	0	852	696	183	2697	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	7	1176	0	852	696	183	2697	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	195	7	1176	0	852	0	183	2697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	7	1176	0	852	0	183	2697	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	195	7	1176	0	852	0	183	2697	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.97	0.03	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1694	61	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.25	0.00	0.15	0.00	0.10	0.47	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.36	0.00	0.25	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.78	0.00	0.42	0.00	0.42	0.78	0.00
Uniform Del:	0.0	0.0	0.0	32.9	32.9	38.8	0.0	30.5	0.0	39.5	18.3	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	2.3	0.0	0.1	0.0	0.6	1.2	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	33.0	33.0	41.0	0.0	30.7	0.0	40.2	19.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	33.0	41.0	0.0	30.7	0.0	40.2	19.5	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	12	12	31	0	15	0	13	43	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPP_PM

Intersection #9: Stevens Creek / I-880 SB Ramps



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	126	1	761	0	1943	1602	255	1955	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	126	1	761	0	1943	1602	255	1955	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	126	1	761	0	1943	0	255	1955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	1	761	0	1943	0	255	1955	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	126	1	761	0	1943	0	255	1955	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1737	14	4725	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.16	0.00	0.34	0.00	0.15	0.34	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.49	0.00	0.21	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.69	0.00	0.69	0.00	0.69	0.49	0.00
Uniform Del:	0.0	0.0	0.0	44.4	44.4	49.1	0.0	27.4	0.0	51.1	9.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.6	0.0	0.8	0.0	5.6	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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	44.5	44.5	50.8	0.0	28.1	0.0	56.6	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.5	44.5	50.8	0.0	28.1	0.0	56.6	9.5	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	E	A	A
HCM2k95thQ:	0	0	0	10	10	23	0	34	0	22	22	0

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

Appendix F – SimTraffic Intersection Queue Analysis

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	3103
Vehs Exited	3088
Starting Vehs	17
Ending Vehs	32
Travel Distance (mi)	404
Travel Time (hr)	32.1
Total Delay (hr)	17.4
Total Stops	1739
Fuel Used (gal)	22.2

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information 1

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	748
Vehs Exited	732
Starting Vehs	17
Ending Vehs	33
Travel Distance (mi)	96
Travel Time (hr)	7.6
Total Delay (hr)	4.0
Total Stops	433
Fuel Used (gal)	5.3

Interval #2 Information 2

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	799
Vehs Exited	812
Starting Vehs	33
Ending Vehs	20
Travel Distance (mi)	105
Travel Time (hr)	7.9
Total Delay (hr)	4.1
Total Stops	420
Fuel Used (gal)	5.6

Interval #3 Information 3

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	759
Vehs Exited	753
Starting Vehs	20
Ending Vehs	26
Travel Distance (mi)	99
Travel Time (hr)	7.7
Total Delay (hr)	4.1
Total Stops	422
Fuel Used (gal)	5.3

Interval #4 Information 4

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	797
Vehs Exited	791
Starting Vehs	26
Ending Vehs	32
Travel Distance (mi)	103
Travel Time (hr)	9.0
Total Delay (hr)	5.2
Total Stops	464
Fuel Used (gal)	5.9

Intersection: 2: Olin Ave & Project Dwy, Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	30
Average Queue (ft)	4	12
95th Queue (ft)	22	36
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Olin Ave & Project Dwy, Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	52	30
Average Queue (ft)	18	17
95th Queue (ft)	49	40
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Olin Ave & Project Dwy, Interval #3

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	30
Average Queue (ft)	9	4
95th Queue (ft)	28	22
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Olin Ave & Project Dwy, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	24
95th Queue (ft)	53
Link Distance (ft)	101
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Olin Ave & Project Dwy, All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	52	52
Average Queue (ft)	8	14
95th Queue (ft)	31	41
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	4187
Vehs Exited	4152
Starting Vehs	29
Ending Vehs	64
Travel Distance (mi)	545
Travel Time (hr)	57.0
Total Delay (hr)	36.9
Total Stops	2691
Fuel Used (gal)	33.9

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information 1

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1033
Vehs Exited	1011
Starting Vehs	29
Ending Vehs	51
Travel Distance (mi)	133
Travel Time (hr)	12.6
Total Delay (hr)	7.7
Total Stops	673
Fuel Used (gal)	7.9

Interval #2 Information 2

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1058
Vehs Exited	1071
Starting Vehs	51
Ending Vehs	38
Travel Distance (mi)	139
Travel Time (hr)	14.1
Total Delay (hr)	9.0
Total Stops	654
Fuel Used (gal)	8.6

Interval #3 Information 3

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1007
Vehs Exited	1022
Starting Vehs	38
Ending Vehs	23
Travel Distance (mi)	133
Travel Time (hr)	14.0
Total Delay (hr)	9.1
Total Stops	645
Fuel Used (gal)	8.4

Interval #4 Information 4

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1089
Vehs Exited	1048
Starting Vehs	23
Ending Vehs	64
Travel Distance (mi)	139
Travel Time (hr)	16.2
Total Delay (hr)	11.1
Total Stops	719
Fuel Used (gal)	9.1

Intersection: 2: Olin Ave & Project Dwy, Interval #1

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	250	31	52
Average Queue (ft)	172	9	20
95th Queue (ft)	242	32	51
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, Interval #2

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	250	77	96
Average Queue (ft)	162	21	57
95th Queue (ft)	237	77	108
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	2		15
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, Interval #3

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	250	77	31	140
Average Queue (ft)	171	29	4	109
95th Queue (ft)	268	68	22	145
Link Distance (ft)	235	235	45	101
Upstream Blk Time (%)	1		0	80
Queuing Penalty (veh)	0		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Olin Ave & Project Dwy, Interval #4

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	250	56	116
Average Queue (ft)	202	21	76
95th Queue (ft)	330	54	130
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	30		41
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, All Intervals

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	250	77	31	140
Average Queue (ft)	177	20	1	66
95th Queue (ft)	275	61	11	135
Link Distance (ft)	235	235	45	101
Upstream Blk Time (%)	9		0	34
Queuing Penalty (veh)	0		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	3255
Vehs Exited	3245
Starting Vehs	26
Ending Vehs	36
Travel Distance (mi)	424
Travel Time (hr)	33.1
Total Delay (hr)	17.7
Total Stops	1786
Fuel Used (gal)	23.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information 1

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	809
Vehs Exited	803
Starting Vehs	26
Ending Vehs	32
Travel Distance (mi)	105
Travel Time (hr)	7.7
Total Delay (hr)	3.8
Total Stops	413
Fuel Used (gal)	5.6

Interval #2 Information 2

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	829
Vehs Exited	829
Starting Vehs	32
Ending Vehs	32
Travel Distance (mi)	108
Travel Time (hr)	8.5
Total Delay (hr)	4.6
Total Stops	463
Fuel Used (gal)	5.9

Interval #3 Information 3

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	804
Vehs Exited	806
Starting Vehs	32
Ending Vehs	30
Travel Distance (mi)	106
Travel Time (hr)	8.1
Total Delay (hr)	4.3
Total Stops	424
Fuel Used (gal)	5.7

Interval #4 Information 4

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	813
Vehs Exited	807
Starting Vehs	30
Ending Vehs	36
Travel Distance (mi)	105
Travel Time (hr)	8.9
Total Delay (hr)	5.0
Total Stops	486
Fuel Used (gal)	5.9

2: Olin Ave & Project Dwy Performance by approach Interval #1 7:00

2: Olin Ave & Project Dwy Performance by approach Interval #2 7:15

2: Olin Ave & Project Dwy Performance by approach Interval #3 7:30

2: Olin Ave & Project Dwy Performance by approach Interval #4 7:45

2: Olin Ave & Project Dwy Performance by approach Entire Run

Intersection: 2: Olin Ave & Project Dwy, Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	51	30
Average Queue (ft)	16	12
95th Queue (ft)	48	36
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Olin Ave & Project Dwy, Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	52	30
Average Queue (ft)	16	8
95th Queue (ft)	48	31
Link Distance (ft)	235	101
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Olin Ave & Project Dwy, Interval #3

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	31	31	52
Average Queue (ft)	0	4	12
95th Queue (ft)	0	22	43
Link Distance (ft)	235	45	101
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	101
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Olin Ave & Project Dwy, All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	52	31	52
Average Queue (ft)	8	1	10
95th Queue (ft)	34	11	36
Link Distance (ft)	235	45	101
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	4211
Vehs Exited	4186
Starting Vehs	40
Ending Vehs	65
Travel Distance (mi)	548
Travel Time (hr)	53.3
Total Delay (hr)	33.1
Total Stops	2583
Fuel Used (gal)	33.3

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information 1

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1069
Vehs Exited	1065
Starting Vehs	40
Ending Vehs	44
Travel Distance (mi)	139
Travel Time (hr)	12.9
Total Delay (hr)	7.8
Total Stops	648
Fuel Used (gal)	8.3

Interval #2 Information 2

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1081
Vehs Exited	1085
Starting Vehs	44
Ending Vehs	40
Travel Distance (mi)	141
Travel Time (hr)	14.0
Total Delay (hr)	8.8
Total Stops	670
Fuel Used (gal)	8.6

Interval #3 Information 3

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1005
Vehs Exited	1016
Starting Vehs	40
Ending Vehs	29
Travel Distance (mi)	132
Travel Time (hr)	12.3
Total Delay (hr)	7.4
Total Stops	633
Fuel Used (gal)	7.9

Interval #4 Information 4

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Vehs Entered	1056
Vehs Exited	1020
Starting Vehs	29
Ending Vehs	65
Travel Distance (mi)	136
Travel Time (hr)	14.1
Total Delay (hr)	9.1
Total Stops	632
Fuel Used (gal)	8.5

Intersection: 2: Olin Ave & Project Dwy, Interval #1

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	242	167	52
Average Queue (ft)	119	24	21
95th Queue (ft)	232	60	53
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, Interval #2

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	204	31	31	114
Average Queue (ft)	148	13	4	60
95th Queue (ft)	209	38	22	113
Link Distance (ft)	235	235	45	101
Upstream Blk Time (%)			0	11
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Olin Ave & Project Dwy, Interval #3

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	250	55	94
Average Queue (ft)	159	16	62
95th Queue (ft)	278	50	109
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	5		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, Interval #4

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	235	49	116
Average Queue (ft)	170	11	79
95th Queue (ft)	284	42	119
Link Distance (ft)	235	235	101
Upstream Blk Time (%)	1		43
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Olin Ave & Project Dwy, All Intervals

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	250	167	31	116
Average Queue (ft)	149	16	1	55
95th Queue (ft)	258	49	10	112
Link Distance (ft)	235	235	45	101
Upstream Blk Time (%)	2		0	14
Queuing Penalty (veh)	0		0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				