



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Santana Row West Development

Traffic Impact Analysis

Prepared for:

Federal Realty Investment Trust

June 14, 2016



Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 15RD31
Phone: 408.846.7410
Client Name: Federal Realty Investment Trust

San Jose • Gilroy • Pleasanton • Phoenix

www.hextrans.com

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Studies
Transportation Planning Neighborhood Traffic Calming Traffic Operations Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

Executive Summary.....	iv
1. Introduction.....	1
2. Existing Conditions.....	12
3. Existing Plus Project Conditions.....	30
4. Background Conditions.....	38
5. Background Plus Project Conditions.....	46
6. Cumulative Conditions.....	68
7. Other Transportation Issues.....	83
8. Conclusions.....	109

Appendices

Appendix A	Traffic Counts
Appendix B	Approved Trip Inventory
Appendix C	Intersection Volume Summaries
Appendix D	Level of Service Calculations
Appendix E	Vehicle Queuing Calculations
Appendix F	Site Access

List of Tables

Table ES 1	Intersection Level of Service Summary.....	xvii
Table ES 2	Freeway Segment Level of Service Summary.....	xix
Table 1	Signalized Intersection Level of Service Definitions Based on Control Delay.....	8
Table 2	Freeway Level of Service Based on Density.....	10
Table 3	Existing Intersection Levels of Service.....	22
Table 4	Existing Freeway Segment Levels of Service.....	25
Table 5	Existing Plus Project Intersection Levels of Service.....	35
Table 6	Background Intersection Levels of Service.....	43
Table 7	Project Trip Generation Estimates.....	50
Table 8	Background Plus Project Levels of Service.....	59



Table 9 Background Plus Project Freeway Segment Level of Service 61

Table 10 Background Plus Project Levels of Service (With I-280/Winchester TDP Off-Ramp) 67

Table 11 Cumulative Conditions Intersection Levels of Service 77

Table 12 Cumulative Conditions Intersection Levels of Service (With I-280/Winchester TDP Off-Ramp) 82

Table 13 Vehicle Queue and Left-turn Storage Capacity 85

Table 14 Vehicle Queue and Left-turn Storage Capacity at Primary Project Access Points..... 92

Table 15 Site Access Intersection Analyses Summary 93

Table 16 Freeway Ramp Analysis..... 98

Table 17 Average Daily Traffic Volumes along Surrounding Streets..... 101

Table 18 Speed Survey Results along Surrounding Streets..... 102



List of Figures

Figure 1 Site Location and Study Intersections..... 2

Figure 2 Site Plan 3

Figure 3 Existing Transit Services 14

Figure 4 Existing Lane Configurations..... 15

Figure 5 Existing Traffic Volumes..... 18

Figure 6 Existing Plus Project Traffic Volumes 32

Figure 7 Background Traffic Volumes 40

Figure 8 Project Trip Distribution 51

Figure 9 Net Project Trip Assignment..... 52

Figure 10 Background Plus Project Traffic Volumes..... 55

Figure 11 Cumulative No Project Conditions Traffic Volumes 71

Figure 12 Cumulative with Project Conditions Traffic Volumes 74

Figure 13 Project Trip Distribution and Gross Project Trips at Primary Project Access Points 90

Figure 14 Gross Project Trips at Project Driveways and On-Site Intersections..... 91

Figure 15 Recommended On-Site Intersection Control and Lane Configurations..... 94

Figure 16 Potential Traffic Calming Measure Locations 105



Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed development of the Santana Row West site (former Winchester Theaters) in San Jose, California. The project site is located within a designated Urban Village (Valley Fair/Santana Row) per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

Project Description

The proposed development consists of replacing two of three existing vacant movie theater buildings and an existing restaurant on site with 969,051 square feet (s.f.) of office space and 29,000 s.f. of retail space. The remaining Century 21 theater building will be utilized on a limited basis for special events primarily during the weekends. It is expected that any trips generated by the use of the theater during the weekday standard peak hours will be minimal. Therefore, trips associated with the theater uses are not included in this analysis. Access to the project site will be provided via full-access driveways along Olin Avenue and the intersection of Winchester Boulevard and Olsen Drive. Parking for the development will be provided by garages located beneath each of the proposed buildings.

The project also includes the proposed vacation and realignment of Olsen Drive within the project site. The realignment includes the termination of Olsen Drive at its western end at a new T-intersection with an on-site private road. Current access to the Winchester Ranch mobile home park from Olsen Drive will be re-routed to Olin Avenue and the use of a new private roadway along the western boundary of the project site. An alternative access plan that retains a public street connection to the mobile home park from Olsen Drive also is being considered. However, the alternative that retains the public street connection will result in only minimal changes to the analysis completed in this study.

Access to the Winchester Mystery House is currently provided via one right-turn only driveway along Winchester Boulevard and one driveway on Olsen Drive. Access to the Winchester Mystery House will continue to be provided from the existing driveway along Winchester as well as a driveway along the newly realigned Olsen Drive, located at opposite Spar Avenue, and a new access point along Hanson Avenue. Parking within the Winchester Mystery House surface parking lot will be expanded to provide approximately 100 additional parking spaces with the realignment of Olsen Drive.

Scope of Study

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

The study includes an analysis of AM and PM peak-hour traffic conditions for 59 existing signalized intersections and 46 directional freeway segments within the Cities of San Jose, Santa Clara, and Campbell. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersections (10 or more trips per lane per hour). Any intersections outside of the study area, including those in other jurisdictions, to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections and site access analysis, which includes level of service analysis and vehicle-storage requirements at the proposed project entrances.

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

Project Trip Generation

Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project. The 43% pass-by reduction for the existing restaurant was based on ITE.

Furthermore, a two-percent transit reduction was applied to the trips estimated to be generated by the proposed residential uses due to the project site's close proximity of a major bus stop, as prescribed by the VTA guidelines. An additional three-percent trip reduction, as prescribed by the VTA guidelines, was applied to the office component because the project is proposing to have project-funded dedicated shuttles for employees.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 9,457 daily trips, with 1,390 trips (1,240 inbound and 150 outbound) occurring during the AM peak hour and 1,314 trips (209 inbound and 1,105 outbound) occurring during the PM peak hour.

Background Plus Project Intersection Level of Service Analysis

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

Based on the applicable municipal significance criteria, none of the study intersections located within the Cities of Santa Clara and Campbell would be significantly impacted by the project traffic

(1) Winchester Boulevard and Stevens Creek Boulevard (Protected Intersection)

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

(4) Monroe Street and Stevens Creek Boulevard (Protected Intersection)

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

City of San Jose Protected Intersection Policy

Winchester Boulevard & Stevens Creek Boulevard and Monroe Street & Stevens Creek Boulevard will be significantly impacted by the project and are identified as City of San Jose Protected Intersections.

Protected Intersections consist of locations (there are a total of 29) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 29 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined based on a nexus study. The I-280/Winchester Boulevard TDP is described in more detail below.

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 and I-280/Winchester 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 and I-280/Winchester 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 proposed to provide partial funding, via a traffic impact 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 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.

For the purposes of this study, one alignment scenario of the I-280 off-ramp was selected which included the closure of Tisch Way as the east approach to the Winchester Boulevard and Tisch Way intersection.

The new ramp will result in the closure of Tisch Way between Winchester Boulevard and Dudley Avenue, via a cul-de-sac, so as to accommodate the new ramp. It is expected that the use of the I-880 and Stevens Creek Boulevard interchange by I-280 westbound traffic bound for Winchester Boulevard will be reduced with the new I-280 westbound off-ramp. Therefore, projected traffic volumes at the new ramp were developed via a manual reassignment of background traffic volumes at the I-880 and Stevens Creek Boulevard interchange. The amount of reassigned trips was based on the traffic forecasts prepared for the TDP analysis. The reassignment of traffic volumes was applied at each of the intersections along the Stevens Creek Boulevard corridor between Winchester Boulevard and I-880 and Winchester Boulevard between Stevens Creek Boulevard and I-280. In addition, background traffic that utilizes Monroe Street/Tisch Way to access Winchester Boulevard also was reassigned to reflect the closure of Tisch Way and access to and from Winchester Boulevard. The amount of trips reassigned due to the Tisch Way closure was determined based on the turn-movements at the Winchester Boulevard and Tisch Way intersection.

Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on 21 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour.

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

Cumulative Intersection Level of Service Analysis

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

(1) Winchester Boulevard and Stevens Creek Boulevard

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

(4) Monroe Street and Stevens Creek Boulevard

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

(15) San Tomas Expressway and Stevens Creek Boulevard

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

(22) San Tomas Expressway and Moorpark Avenue

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

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined by the City.

(35) San Tomas Expressway and Williams Road

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

(36) San Tomas Expressway and Payne Avenue

Mitigation Measure. There are no feasible physical improvements at this intersection. The projected poor levels of service are primarily due to the delay experienced on the minor street (Payne Avenue). The large delay along Payne Avenue is due to allocated green times on San Tomas Expressway. Therefore, this impact would be considered significant and unavoidable.

Other Transportation Issues

Intersection Operations

Winchester Boulevard and Stevens Creek Boulevard

Recommendation: It is projected that traffic volumes through the Stevens Creek Boulevard and Winchester Boulevard intersection will increase with the construction of the I-280 westbound off-ramp to Winchester Boulevard described in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to be approximately 14 vehicles per lane with the I-280 westbound off-ramp. Therefore, the northbound left-turn pockets would need to be extended 75 feet per lane with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Monroe Street and Stevens Creek Boulevard

Recommendation: It is projected that the westbound left-turn movement volume at the Monroe Street and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard as discussed in Chapter 5. The estimated 95th percentile queue for the westbound left-turn movement is projected to decrease to 15 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing westbound left-turn pockets would be adequate during the PM peak hour and inadequate by only 50 feet during the AM peak hour with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Winchester Boulevard and Tisch Way

Recommendation: It is anticipated that the southbound left-turn movement at the Tisch Way and Winchester Boulevard intersection will be removed with the construction of the I-280 westbound off-ramp to Winchester Boulevard.

I-880 Northbound Off-Ramp and Stevens Creek Boulevard

Recommendation: It is projected that the northbound left-turn movement volume at the I-880 northbound off-ramp and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard discussed in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to decrease to 14 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing northbound left-turn pockets would be adequate with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Site Access

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

- It is recommended that the South Spar Avenue project access to Olin Avenue be removed. Removing the access to Olin Avenue from Spar Avenue will reduce the projected eastbound and northbound left-turn movement demand at the Olin Avenue and Winchester Boulevard intersection.
- It is recommended that the eastbound approach at the Olin Avenue and Winchester Boulevard intersection be reconfigured to provide one shared left and through lane and one right-turn lane.
- The planned northbound left-turn pockets at the Olsen Drive and Winchester Boulevard intersection will need to provide approximately 300 feet of vehicle storage per lane.

- The project driveways along Olin Avenue should be free and clear of obstructions and red curbs should be implemented adjacent to each driveway ensuring a minimum of 225 feet of clear sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Olin Avenue.
- The driveway widths to each of the parking garages should be designed to meet the City's standard 26 feet wide requirement.
- Standard loading zones along the on-site streets should be located near each of the garage entrances for general deliveries, such as FedEx or UPS trucks. The use of project access points along Olin Avenue by large trucks should be prohibited to prevent the addition of truck traffic to surrounding neighborhood streets. Truck access to the project site should be provided exclusively via the Olsen Drive and Winchester Boulevard intersection. The truck access restriction will require that the angled grocery store loading dock, along Spar Avenue, as shown in the conceptual plans be straightened to be perpendicular to Spar Avenue. In addition, the street width at the truck dock entrance should provide adequate space to allow truck to back into the docks. Truck deliveries should be restricted to times outside of the standard morning and evening peak hours of the proposed office space.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to I-280 and I-880 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway ramps will occur during the PM peak hour. The two freeway on-ramps that are metered in the project study area during the PM peak hour are:

- I-280 westbound diagonal on-ramp from Winchester Boulevard
- I-880 southbound on-ramp from Stevens Creek Boulevard

The existing vehicle queue lengths at both metered ramps were measured in the field during the PM peak hour of traffic. A qualitative assessment of project traffic on the I-880 southbound on-ramp from Stevens Creek Boulevard was completed since the field observations revealed only a minimal queue. A quantitative evaluation of the I-280 westbound on-ramp to Winchester was completed since it currently experiences lengthy vehicle queues.

Based on the on-ramp meter analysis, existing vehicle storage on the I-880 and I-280 on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Trip Reduction (TDM Program)

The projects close proximity to the major thoroughfares of Winchester Boulevard and Stevens Creek Boulevard that provide access to regional freeways and existing traffic operations along these corridors will result in lengthy vehicle queues, as described previously, and increased travel delay in the project area. Due to the physical constraints of closely spaced intersections along the Winchester Boulevard and Stevens Creek Boulevard corridors, it is not feasible to provide storage capacity for the entirety of the projected vehicular queues associated with the planned and project development.

Therefore, the project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this chapter. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures can easily achieve a 25% percent reduction in work-related vehicle trips that result in a significant reduction of the projected operational issues. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues.

Estimated Project Traffic on Surrounding Roadways

An evaluation of indirect traffic related issues on four surrounding roadways was completed. Unlike the intersection level of service analysis methodology, which has established impact thresholds, the evaluation of roadways is based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. The roadway analysis is beyond the purview of CEQA and are provided here for informational purposes only.

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

- Traffic volumes on each of the surrounding roadways are and would continue to be within the volume range characteristic of each of the streets with the exception of Olin Avenue.
- Speeds along Maplewood Avenue, exceed the posted speed limit by more than 5 mph.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.
- As congestion and delay increase along Winchester Boulevard, further traffic may intrude into the neighborhood.

In order to address potential project traffic on the neighboring streets and reduce the identified speeding issues, there are options that could be considered to minimize impacts to the neighborhood.

- The surrounding roadways, Spar, Maplewood, Hanson, and Olin Avenues were originally constructed to County standards. These streets are wider than typical neighborhood streets with rolled curbs and narrow or no sidewalks. To address potential traffic increases, installation of wider sidewalks, speed bumps, and street trees could be considered. These improvements would narrow the roadway, potentially reducing speed and volume of traffic, and improve the pedestrian facilities.
- Another option could be construction of cul-de-sac bulbs along Olin Avenue, east of Hanson Avenue, and at the terminus of Spar Avenue at Olin Avenue. This improvement would ensure that project traffic would not intrude into the neighborhood. However, the neighborhood streets would not have direct vehicular access to Olin Avenue.

Possible Traffic Calming Measures

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, the existing and future traffic conditions along these streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each street, several measures as described below can be considered for implementation. The measures should be evaluated as part of a traffic calming study for the area.

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

The identified measures listed below are possible improvements that could be implemented as part of a traffic-calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel speeds through the intersections. However, traffic circles would result in a loss of parking spaces and limit the access for large vehicles, including fire trucks. The Fire Department would need review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.
- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.
- **Traffic Control Devices.** Directional traffic control devices such as diverters and/or signage can be implemented at access points to residential streets to reduce their use by through traffic.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Olin Avenue more visible to motorists by utilizing enhanced crosswalk striping.

Transit Services

Local bus line 60 operates along Winchester Boulevard adjacent to the project site. Bus stops for this line in the northbound and southbound directions are located near the Winchester Boulevard/Olin Avenue and Winchester Boulevard/Olsen Drive intersections, respectively. Due to the convenient location of the bus stops, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 44 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged with line 60 providing service with 15-20-minute headways during the peak commute periods at bus stops along Winchester Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately 15 riders per bus during the peak hours. VTA operations reports indicate that the 60 bus line as well as several other bus lines in the project area serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Bicycle and Pedestrian Facilities

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. However, it is important to note California Vehicle Code CVC21200 states that a person riding a bicycle has all the rights and is subject to all the provisions applicable to motor vehicles. Therefore, bicyclists are permitted on virtually all public streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian traffic primarily would consist of employees of the proposed office development walking to and from the parking areas and other retail establishments located within Santana Row, as well as bus stops on Winchester Boulevard. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street.

Public Transit/Pedestrian/Bike Improvements

The proposed project site is located within the Valley Fair/Santana Row Urban Village Boundary and fronts Winchester Boulevard, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

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

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

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

Bicycle and Pedestrian Facility Improvements

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

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

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

Class II Bike lanes are planned for:

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

Transit Facility Improvements

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

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

Winchester Boulevard has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Winchester Boulevard, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Winchester Boulevard
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

In addition, as a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester. There is a BRT line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane, transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

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

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

Parking

According to the City of San Jose Municipal Code (Chapter 20.90.060, Number of Off-Street Parking Required), office land uses are required to provide one space per 300 s.f. of floor area. Additionally, for retail space, the City of San Jose requires a minimum of one space per 200 s.f. of retail space. Based on these

parking ratios, the project is required to provide 3,231 off street spaces for the proposed office space and 145 spaces for the proposed retail spaces. Thus, a total of 3,376 off-street parking spaces are required per standard City parking requirements. The City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within the Valley Fair/Santana Row Urban Village. The Urban Village Overlay allows for a reduction in the required on-site parking by 20%. The application of the reduction would result in the requirement of 2,700 on-site parking spaces for the project.

According to the site plan, the project proposes 2,545 parking spaces. Based on the standard City of San Jose parking requirements, the proposed on-site parking would be inadequate by 156 parking spaces. As discussed previously, the project will establish a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area and one bicycle parking space per 3,000 s.f. of retail floor area. The proposed project is required to provide 253 bicycle parking spaces to meet the city standards. The project should provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

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

Study Number	Intersection	Location	Peak Hour	Count	Date	Existing		Existing Plus Project		Background		Background Plus Project			Cumulative No Project		Cumulative with Project					
						Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. Delay	Incr. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In	Incr. V/C	% of Project Contribution
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	10/21/15	35.2	D	37.2	D	36.4	D	39.7	D	13.1	0.209	37.3	D	40.7	D	14.2	0.232		
			PM	10/21/15	46.6	D	54.7	D	52.7	D	76.1	E	65.5	0.247	59.1	E	90.0	F	99.3	0.334	68%	
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	10/21/15	13.7	B	13.8	B	12.9	B	12.9	B	0.6	0.076	12.7	B	12.9	B	0.8	0.096		
			PM	10/21/15	30.8	C	28.5	C	30.8	C	29.3	C	-1.7	0.067	30.0	C	28.8	C	-1.9	0.089		
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	10/21/15	7.5	A	7.4	A	19.6	B	18.8	B	-0.4	0.074	19.9	B	19.2	B	-0.4	0.094		
			PM	10/21/15	23.0	C	20.9	C	48.0	D	49.4	D	5.3	0.066	49.1	D	52.2	D	11.9	0.104		
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	10/21/15	29.8	C	32.1	C	36.0	D	40.2	D	4.8	0.095	36.7	D	42.3	D	6.9	0.121		
			PM	10/21/15	35.4	D	43.6	D	88.3	F	148.1	F	86.4	0.209	95.1	F	157.0	F	99.6	0.240	70%	
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	10/21/15	24.7	C	25.2	C	25.5	C	27.1	C	2.9	0.131	26.4	C	28.2	C	4.4	0.164		
			PM	10/20/15	23.7	C	23.1	C	25.4	C	25.3	C	-0.1	0.063	27.3	C	27.4	C	2.0	0.111		
6	Bascom Avenue and San Carlos Street	San Jose	AM	10/21/15	41.1	D	42.0	D	42.6	D	43.7	D	1.8	0.034	72.2	E	79.3	E	60.4	0.348	8%	
			PM	10/21/15	48.7	D	49.5	D	50.7	D	51.5	D	0.8	0.030	104.6	F	112.6	F	101.6	0.483	8%	
7	Meridian Avenue and San Carlos Street	San Jose	AM	03/12/15	37.8	D	37.9	D	39.0	D	39.3	D	0.5	0.026	57.7	E	62.2	E	33.4	0.360	6%	
			PM	03/12/15	48.2	D	48.3	D	53.6	D	54.3	D	1.0	0.016	98.5	F	102.8	F	60.9	0.269	4%	
8	Lincoln Avenue and San Carlos Street	San Jose	AM	05/12/15	34.2	C	34.2	C	37.2	D	37.3	D	0.3	0.022	40.9	D	41.3	D	5.8	0.193		
			PM	05/12/15	34.1	C	33.6	C	36.9	D	36.7	D	0.0	0.014	96.5	F	99.3	F	100.7	0.515	3%	
9	Bird Avenue and San Carlos Street *	San Jose	AM	10/14/14	32.9	C	34.5	C	35.8	D	36.3	D	0.6	0.009	61.6	E	63.4	E	41.5	0.387	3%	
			PM	09/18/14	39.6	D	39.8	D	43.8	D	44.2	D	0.7	0.009	174.4	F	177.4	F	213.8	0.648	2%	
10	Monroe Street and Forest Street	San Jose	AM	10/21/15	16.4	B	16.5	B	17.6	B	17.7	B	0.1	0.009	17.7	B	17.7	B	0.1	0.010		
			PM	10/20/15	20.0	B	19.7	B	19.9	B	19.9	B	0.0	0.005	20.0	B	20.0	B	0.1	0.011		
11	Monroe Street and Hedding Street	San Jose	AM	10/20/15	32.0	C	32.1	C	32.3	C	32.4	C	0.0	0.004	32.5	C	32.6	C	0.2	0.014		
			PM	10/20/15	32.8	C	32.9	C	33.2	C	33.2	C	0.3	0.011	33.3	C	33.3	C	0.5	0.020		
12	Monroe Street and Newhall Street	San Jose	AM	10/20/15	27.2	C	27.3	C	27.4	C	27.5	C	0.0	0.010	27.5	C	27.6	C	0.2	0.019		
			PM	10/20/15	29.1	C	29.2	C	29.5	C	29.7	C	0.1	0.012	29.7	C	29.9	C	0.4	0.024		
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	10/20/15	29.6	C	30.3	C	30.6	C	32.6	C	7.0	0.070	32.2	C	32.7	C	7.2	0.081		
			PM	10/20/15	35.6	D	36.2	D	38.6	D	39.4	D	1.8	0.026	39.0	D	39.8	D	2.6	0.037		
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	10/20/15	24.2	C	23.7	C	26.6	C	26.0	C	-0.1	0.006	26.4	C	25.8	C	-0.2	0.014		
			PM	10/20/15	21.8	C	25.7	C	31.1	C	31.5	C	0.6	0.047	31.3	C	31.7	C	1.0	0.054		
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	05/27/15	81.8	F	82.7	F	88.4	F	90.5	F	3.2	0.022	97.2	F	99.4	F	16.1	0.063	34%	
			PM	09/24/14	64.1	E	64.7	E	67.5	E	68.5	E	0.4	0.006	70.3	E	71.5	E	2.7	0.023		
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	10/21/14	35.5	D	35.4	D	35.7	D	35.5	D	0.0	0.001	38.1	D	38.0	D	5.9	0.055		
			PM	09/17/14	38.8	D	39.5	D	39.7	D	40.3	D	1.1	0.022	40.6	D	41.3	D	3.6	0.057		
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	10/21/14	37.5	D	37.4	D	37.5	D	37.5	D	0.0	0.001	37.1	D	37.0	D	0.1	0.032		
			PM	09/17/14	37.7	D	37.6	D	37.6	D	37.6	D	0.0	0.001	37.7	D	37.6	D	0.3	0.023		
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	10/21/14	35.6	D	35.4	D	35.1	D	35.0	C	0.1	0.001	38.2	D	38.1	D	9.2	0.065		
			PM	09/18/14	41.0	D	41.1	D	41.2	D	41.3	D	0.2	0.006	48.7	D	48.8	D	6.8	0.084		
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	10/21/15	29.7	C	29.5	C	29.5	C	29.4	C	0.0	0.000	27.8	C	27.7	C	-23.5	0.038		
			PM	09/24/14	23.9	C	23.8	C	23.7	C	23.6	C	-0.2	0.006	23.0	C	22.9	C	-1.3	0.035		
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	10/21/14	34.1	C	34.2	C	34.6	C	34.7	C	0.0	0.000	39.9	D	40.2	D	9.2	0.055		
			PM	09/24/14	33.2	C	33.1	C	33.2	C	33.2	C	0.0	0.000	35.7	D	35.7	D	4.3	0.051		
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	10/21/14	45.9	D	46.2	D	46.8	D	47.1	D	0.4	0.010	47.2	D	47.7	D	1.1	0.037		
			PM	09/18/14	45.3	D	45.3	D	46.3	D	46.3	D	0.2	0.007	46.7	D	46.8	D	1.0	0.031		
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	10/20/15	85.3	F	85.0	F	87.6	F	87.3	F	0.0	0.000	92.5	F	92.2	F	8.2	0.023	35%	
			PM	09/24/14	46.9	D	47.7	D	48.7	D	50.6	D	4.6	0.021	49.5	D	51.6	D	5.6	0.030		
23	Winchester Boulevard and Olin Avenue	San Jose	AM	10/20/15	18.6	B	22.1	C	17.9	B	21.1	C	7.6	0.200	18.4	B	21.2	C	7.4	0.207		
			PM	10/20/15	20.4	C	33.6	C	19.5	B	32.7	C	22.4	0.243	22.5	C	33.8	C	25.2	0.291		
24	Winchester Boulevard and Olsen Drive	San Jose	AM	10/20/15	14.0	B	22.8	C	22.9	C	26.8	C	5.5	0.066	22.5	C	26.6	C	5.3	0.073		
			PM	10/20/15	19.6	B	36.7	D	32.5	C	46.9	D	18.1	0.274	32.2	C	47.0	D	18.3	0.283		
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	10/20/15	25.6	C	36.6	D	32.7	C	52.6	D	33.4	0.165	34.2	C	56.3	E	43.0	0.197	85%	
			PM	10/20/15	34.6	C	40.7	D	52.5	D	69.2	E	19.5	0.075	56.7	E	75.1	E	29.1	0.103	81%	
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	10/20/15	38.6	D	41.5	D	42.4	D	48.2	D	9.4	0.088	43.1	D	49.6	D	11.8	0.103		
			PM	10/20/15	42.1	D	42.3	D	43.5	D	43.6	D	0.4	0.010	43.8	D	43.9	D	1.0	0.007		
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	10/20/15	11.1	B	11.6	B	11.8	B	12.2	B	0.1	0.030	11.8	B	12.3	B	0.2	0.037		
			PM	10/20/15	12.9	B	13.0	B	13.5	B	13.6	B	0.0	0.007	13.6	B	13.7	B	0.1	0.019		
28	Winchester Boulevard and Williams Road	San Jose	AM	10/20/15	35.3	D	35.8	D	35.5	D	35.8	D	0.5	0.028	35.5	D	35.8	D	0.5	0.032		
			PM	10/20/15	36.3	D	35.9	D	36.2	D	36.0	D	-0.5	0.014	36.1	D	35.9	D	-0.6	0.016		
29	Winchester Boulevard and Payne Avenue	San Jose	AM	10/20/15	38.8	D	38.7	D	38.6	D	38.6	D	0.2	0.020	38.5	D	38.5	D	0.1	0.023		
			PM	10/20/15	39.3	D	38.9	D	38.5	D	38.2	D	-0.5	0.014	38.5	D	38.2	D	-0.6	0.016		
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	10/21/15	20.5	C	22.1	C	22.4	C	23.9	C	1.5	0.099	22.6	C	24.1	C	1.7	0.110		
			PM	10/20/15	22.8	C	23.1	C	24.9	C	25.5	C	1.0	0.049	25.3	C	25.9	C	1.3	0.059		
31	Delmas Avenue and San Carlos Street	San Jose	AM	05/06/15	12.0	B	12.1	B	15.0	B	15.0	B	0.1	0.004	14.7	B	14.8	B	1.2	0.218		
			PM	05/05/15	16.5	B	16.4															

Table ES 1 (Continued)
Intersection Level of Service Summary

Study Number	Intersection	Location	Peak Hour	Count	Date	Existing		Existing Plus Project		Background		Background Plus Project				Cumulative No Project		Cumulative with Project				
						Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
32	Woz Way and San Carlos Street	San Jose	AM	05/06/15	32.8	C	32.7	C	32.9	C	32.9	C	0.1	0.002	46.6	D	46.8	D	17.7	0.382		
			PM	05/05/15	34.0	C	33.9	C	35.0	D	35.0	D	0.0	0.002	151.1	F	151.6	F	140.8	0.678	1%	
33	Bascom Avenue and I-880 (N) *	San Jose	AM	10/21/15	10.9	B	10.8	B	11.2	B	11.1	B	0.0	0.001	11.5	B	11.4	B	0.3	0.010		
			PM	10/21/15	9.7	A	9.7	A	10.3	B	10.3	B	-0.1	0.006	10.8	B	10.8	B	0.4	0.020		
34	Bascom Avenue and I-880 (S) *	San Jose	AM	10/21/15	9.1	A	9.0	A	9.2	A	9.1	A	0.0	0.001	9.3	A	9.2	A	0.2	0.009		
			PM	10/21/15	6.6	A	6.6	A	6.6	A	6.6	A	0.0	0.000	6.6	A	6.6	A	0.2	0.006		
35	San Tomas Expressway and Williams Road	San Jose	AM	08/28/14	62.4	E	64.8	E	64.6	E	67.0	E	4.2	0.009	68.4	E	71.0	E	11.1	0.025	32%	
			PM	08/28/14	60.2	E	61.1	E	61.6	E	62.5	E	0.1	0.003	63.3	E	64.4	E	0.3	0.006		
36	San Tomas Expressway and Payne Avenue	San Jose	AM	10/20/15	82.8	F	85.0	F	84.7	F	86.9	F	3.8	0.008	88.9	F	91.2	F	11.2	0.020	34%	
			PM	10/20/15	40.9	D	41.0	D	41.0	D	41.1	D	0.2	0.003	41.0	D	41.0	D	0.2	0.003		
37	Bascom Avenue and Naglee Avenue	San Jose	AM	10/21/15	33.8	C	34.0	C	35.2	D	35.4	D	0.2	0.003	50.4	D	51.1	D	21.2	0.213		
			PM	10/21/15	42.6	D	42.7	D	43.8	D	43.9	D	0.1	0.003	81.3	F	83.0	F	53.6	0.415	2%	
38	Bascom Avenue and Hedding Street	San Jose	AM	10/21/15	39.6	D	39.8	D	40.3	D	40.5	D	0.3	0.005	45.1	D	45.3	D	5.1	0.083		
			PM	10/21/15	47.6	D	47.8	D	48.3	D	48.5	D	0.2	0.005	65.0	E	66.6	E	33.4	0.246	3%	
39	Race Street and San Carlos Street	San Jose	AM	03/31/15	34.5	C	34.0	C	35.6	D	35.3	D	-0.4	0.018	41.0	D	41.3	D	11.1	0.233		
			PM	03/31/15	35.7	D	35.2	D	35.6	D	35.2	D	-0.5	0.016	41.5	D	41.7	D	12.5	0.292		
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	10/21/15	31.0	C	30.4	C	30.7	C	30.2	C	-0.2	0.044	41.2	D	47.9	D	23.6	0.329		
			PM	10/21/15	33.5	C	31.9	C	33.3	C	31.8	C	-1.2	0.039	32.8	C	31.9	C	-0.7	0.145		
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	10/20/15	11.1	B	11.2	B	11.2	B	11.2	B	0.0	0.003	11.1	B	11.3	B	0.1	0.023		
			PM	10/20/15	12.2	B	12.1	B	12.2	B	12.0	B	0.0	0.004	12.1	B	11.9	B	-0.1	0.018		
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	01/08/15	61.3	E	61.1	E	112.3	F	111.9	F	0.9	0.002	119.5	F	119.2	F	0.9	0.002		
			PM	09/24/14	58.8	E	58.7	E	83.5	F	83.8	F	1.0	0.002	91.6	F	91.6	F	0.8	0.002		
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	10/20/15	29.1	C	29.2	C	29.1	C	29.2	C	0.0	0.001	29.2	C	29.3	C	0.0	0.001		
			PM	10/20/15	29.7	C	29.7	C	29.9	C	29.9	C	0.0	0.002	30.2	C	30.2	C	0.0	0.002		
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	01/06/15	68.3	E	68.5	E	128.8	F	128.5	F	0.7	0.010	140.7	F	140.1	F	0.5	0.009		
			PM	01/07/15	57.2	E	57.9	E	94.4	F	95.4	F	1.4	0.011	104.0	F	105.8	F	1.3	0.018		
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	01/20/15	43.3	D	43.1	D	88.9	F	88.5	F	0.7	0.005	96.6	F	96.2	F	0.7	0.005		
			PM	01/20/15	8.0	A	8.1	A	36.2	D	36.5	D	1.0	0.005	44.0	D	44.3	D	1.0	0.005		
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	01/21/15	70.9	E	71.0	E	136.2	F	135.9	F	0.7	0.001	144.4	F	144.1	F	0.6	0.001		
			PM	09/24/14	61.7	E	61.9	E	130.4	F	130.3	F	0.8	0.004	135.7	F	135.7	F	0.9	0.003		
47	Scott Boulevard and Homestead Road	Santa Clara	AM	10/20/15	23.4	C	23.4	C	23.7	C	23.7	C	0.0	0.001	24.0	C	24.0	C	0.0	0.001		
			PM	10/20/15	26.1	C	26.2	C	27.3	C	27.5	C	0.4	0.005	28.8	C	28.9	C	0.4	0.005		
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	10/20/15	25.6	C	25.7	C	26.4	C	26.5	C	0.0	0.002	26.4	C	26.5	C	0.0	0.002		
			PM	10/20/15	23.2	C	23.2	C	23.9	C	23.9	C	0.0	0.002	24.1	C	24.1	C	0.0	0.002		
49	Winchester Boulevard and Market Street	Santa Clara	AM	10/20/15	7.1	A	7.3	A	7.0	A	7.2	A	0.2	0.004	7.0	A	7.2	A	0.3	0.004		
			PM	10/20/15	5.8	A	5.8	A	5.7	A	5.7	A	0.0	0.001	5.7	A	5.7	A	0.1	0.002		
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10/20/15	9.5	A	9.4	A	9.5	A	9.5	A	0.0	0.002	9.5	A	9.5	A	0.0	0.002		
			PM	10/20/15	7.4	A	7.3	A	7.4	A	7.3	A	0.0	0.001	7.4	A	7.3	A	0.0	0.001		
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	10/20/15	23.5	C	23.9	C	24.7	C	25.1	C	0.3	0.015	24.7	C	25.1	C	0.3	0.015		
			PM	10/20/15	19.2	B	20.2	C	20.4	C	21.6	C	1.5	0.031	20.4	C	21.6	C	1.5	0.031		
52	San Tomas Expressway and Benton Street	Santa Clara	AM	02/05/15	89.6	F	89.6	F	175.5	F	175.1	F	0.4	0.001	187.6	F	187.2	F	0.5	0.001		
			PM	02/05/15	69.5	E	69.7	E	140.1	F	140.1	F	0.7	0.005	146.7	F	146.8	F	0.8	0.004		
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	02/05/15	107.8	F	107.9	F	173.1	F	173.0	F	0.3	0.000	182.2	F	182.0	F	0.2	0.000		
			PM	09/24/14	79.7	E	80.6	F	126.5	F	126.8	F	0.9	0.002	132.8	F	133.3	F	1.1	0.002		
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	10/20/15	31.4	C	31.7	C	32.5	C	32.9	C	0.6	0.008	32.9	C	33.3	C	0.6	0.009		
			PM	10/20/15	30.2	C	30.2	C	31.5	C	31.5	C	0.0	0.001	31.8	C	31.8	C	0.0	0.001		
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	10/20/15	8.3	A	8.3	A	8.2	A	8.2	A	0.0	0.001	8.2	A	8.2	A	0.0	0.002		
			PM	10/20/15	5.8	A	5.7	A	5.9	A	5.9	A	0.0	0.002	5.9	A	5.9	A	0.0	0.002		
56	Monroe Street and Market Street	Santa Clara	AM	10/20/15	8.4	A	8.4	A	8.3	A	8.3	A	0.0	0.002	8.3	A	8.3	A	0.0	0.002		
			PM	10/20/15	6.7	A	6.7	A	6.8	A	6.8	A	0.0	0.002	6.8	A	6.8	A	0.0	0.002		
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	10/20/15	77.4	E	78.2	E	77.4	E	78.2	E	1.5	0.003	77.5	E	78.4	E	1.6	0.003		
			PM	10/20/14	60.0	E	60.2	E	60.1	E	60.3	E	0.1	0.003	60.2	E	60.4	E	0.1	0.003		
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	10/20/15	39.7	D	40.0	D	39.8	D	40.1	D	0.9	0.022	39.9	D	40.2	D	0.9	0.023		
			PM	09/24/14	46.4	D	46.5	D	46.5	D	46.6	D	0.2	0.005	46.6	D	46.7	D	0.2	0.005		
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	10/20/15	34.3	C	34.6	C	34.3	C	34.6	C	0.4	0.012	34.4	C	34.6	C	0.5	0.013		
			PM	10/20/15	34.7	C	34.7	C	34.7	C	34.7	C	0.0	0.003	34.7	C	34.7	C	0.0	0.003		

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate significant impact.
 1. Construction of intersection improvements at the San Tomas Expressway and El Camino Real intersection are underway.
 The improvements will reduce the average delay for vehicular traffic to an acceptable level (LOS E) during the PM peak hour.

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

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project										Project Trips						
					Mixed-Flow Lane					HOV Lane					Total Volume	Mixed-Flow Lane		HOV Lane			
					Avg. Speed ¹	# of Lanes	Capacity (vph)	Volume	Density	LOS	Avg. Speed ¹	# of Lanes	Capacity (vph)	Volume		Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	SR 17	between Lark Avenue and SR 85	NB	AM	47	2	4,400	4,404	47	E	--	--	--	--	--	74	74	1.68	--	--	
			NB	PM	66	2	4,400	2,923	22	C	--	--	--	--	--	13	13	0.30	--	--	
2	SR 17	between SR 85 and San Tomas Expressway/Camden Avenue	NB	AM	24	3	6,900	5,442	76	F	--	--	--	--	--	112	112	1.62	--	--	
			NB	PM	66	3	6,900	3,789	19	C	--	--	--	--	--	19	19	0.28	--	--	
3	SR 17	between San Tomas Expressway/Camden Avenue and Hamilton Avenue	NB	AM	21	3	6,900	5,164	82	F	--	--	--	--	--	124	124	1.80	--	--	
			NB	PM	66	3	6,900	4,181	21	C	--	--	--	--	--	21	21	0.30	--	--	
4	SR 17	between Hamilton Avenue and I-280	NB	AM	21	3	6,900	5,234	83	F	--	--	--	--	--	124	124	1.80	--	--	
			NB	PM	66	3	6,900	5,331	27	D	--	--	--	--	--	21	21	0.30	--	--	
5	I-880	between I-280 and Stevens Creek Boulevard	NB	AM	15	3	6,900	4,370	97	F	--	--	--	--	--	0	0	0.00	--	--	
			NB	PM	66	3	6,900	4,160	21	C	--	--	--	--	--	0	0	0.00	--	--	
6	I-880	between Stevens Creek Boulevard and Bascom Avenue	NB	AM	20	3	6,900	4,943	82	F	--	--	--	--	--	23	23	0.33	--	--	
			NB	PM	16	3	6,900	4,586	96	F	--	--	--	--	--	166	166	2.41	--	--	
7	I-880	between Bascom Avenue and The Alameda	NB	AM	27	3	6,900	5,613	69	F	--	--	--	--	--	23	23	0.33	--	--	
			NB	PM	13	3	6,900	4,226	108	F	--	--	--	--	--	166	166	2.41	--	--	
8	I-880	between The Alameda and Coleman Avenue	NB	AM	31	3	6,900	5,880	63	F	--	--	--	--	--	20	20	0.29	--	--	
			NB	PM	15	3	6,900	4,464	99	F	--	--	--	--	--	144	144	2.09	--	--	
9	I-880	between Coleman Avenue and SR 87	NB	AM	22	3	6,900	5,168	78	F	--	--	--	--	--	18	18	0.26	--	--	
			NB	PM	24	3	6,900	5,463	76	F	--	--	--	--	--	133	133	1.93	--	--	
10	I-880	between SR 87 and First Street	NB	AM	48	3	6,900	6,498	45	D	--	--	--	--	--	18	18	0.26	--	--	
			NB	PM	22	3	6,900	5,353	81	F	--	--	--	--	--	133	133	1.93	--	--	
11	I-880	between First Street and US 101	NB	AM	36	3	6,900	6,177	57	E	--	--	--	--	--	17	17	0.25	--	--	
			NB	PM	51	3	6,900	6,702	44	D	--	--	--	--	--	122	122	1.77	--	--	
12	I-280	between SR 85 and De Anza Boulevard	EB	AM	66	3	6,900	4,837	24	C	67	1	1,650	620	9	A	87	77	1.12	10	0.61
			EB	PM	13	3	6,900	4,029	103	F	50	1	1,650	2,456	49	E	15	9	0.13	6	0.36
13	I-280	between De Anza Boulevard and Wolfe Road	EB	AM	61	3	6,900	6,680	37	D	67	1	1,650	679	10	A	99	90	1.30	9	0.55
			EB	PM	23	3	6,900	5,331	77	F	50	1	1,650	2,556	51	E	17	11	0.16	6	0.36
14	I-280	between Wolfe Road and Lawrence Expressway	EB	AM	62	3	6,900	6,606	36	D	67	1	1,650	1,096	16	B	112	96	1.39	16	0.97
			EB	PM	21	3	6,900	5,123	81	F	40	1	1,650	2,206	55	E	19	13	0.19	6	0.36
15	I-280	between Lawrence Expressway and Saratoga Avenue	EB	AM	59	3	6,900	6,662	38	D	67	1	1,650	682	10	A	124	112	1.62	12	0.73
			EB	PM	19	3	6,900	4,864	85	F	60	1	1,650	2,527	42	D	21	14	0.20	7	0.42
16	I-280	between Saratoga Avenue and Winchester Boulevard	EB	AM	64	3	6,900	6,261	33	D	67	1	1,650	753	11	A	124	111	1.61	13	0.79
			EB	PM	24	3	6,900	5,345	74	F	50	1	1,650	2,256	45	D	21	15	0.22	6	0.36
17	I-280	between Winchester Boulevard and I-880	EB	AM	64	3	6,900	6,340	33	D	67	1	1,650	940	14	B	0	0	0.00	0	0.00
			EB	PM	17	3	6,900	4,590	90	F	30	1	1,650	2,100	70	F	0	0	0.00	0	0.00
18	I-280	between I-880 and Meridian Avenue	EB	AM	66	3	6,900	5,170	26	C	67	1	1,650	673	10	A	23	20	0.29	3	0.18
			EB	PM	17	3	6,900	4,710	92	F	20	1	1,650	1,786	89	F	166	120	1.74	46	2.79
19	I-280	between Meridian Avenue and Bird Avenue	EB	AM	61	4	9,200	8,811	36	D	--	--	--	--	--	21	21	0.23	--	--	
			EB	PM	21	4	9,200	6,965	83	F	--	--	--	--	--	155	155	1.68	--	--	
20	I-280	between Bird Avenue and SR 87	EB	AM	66	4	9,200	5,300	20	C	--	--	--	--	--	20	20	0.22	--	--	
			EB	PM	25	4	9,200	7,344	73	F	--	--	--	--	--	144	144	1.57	--	--	
21	I-280	between SR 87 and Tenth Street	EB	AM	67	4	9,200	4,545	17	B	--	--	--	--	--	15	15	0.16	--	--	
			EB	PM	27	4	9,200	7,571	70	F	--	--	--	--	--	111	111	1.21	--	--	
22	I-280	between Tenth Street and McLaughlin Avenue	EB	AM	66	4	9,200	5,033	19	C	--	--	--	--	--	13	13	0.14	--	--	
			EB	PM	54	4	9,200	8,959	41	D	--	--	--	--	--	99	99	1.08	--	--	
23	I-280	between McLaughlin Avenue and US 101	EB	AM	66	4	9,200	5,822	22	C	--	--	--	--	--	12	12	0.13	--	--	
			EB	PM	54	4	9,200	8,948	41	D	--	--	--	--	--	88	88	0.96	--	--	
24	I-280	between US 101 and McLaughlin Avenue	WB	AM	14	4	9,200	5,759	103	F	--	--	--	--	--	99	99	1.08	--	--	
			WB	PM	66	4	9,200	6,357	24	C	--	--	--	--	--	17	17	0.18	--	--	
25	I-280	between McLaughlin Avenue and Tenth Street	WB	AM	19	4	9,200	6,502	86	F	--	--	--	--	--	112	112	1.22	--	--	
			WB	PM	65	4	9,200	7,559	29	D	--	--	--	--	--	19	19	0.21	--	--	
26	I-280	between Tenth Street and SR 87	WB	AM	21	4	9,200	6,844	81	F	--	--	--	--	--	124	124	1.35	--	--	
			WB	PM	65	4	9,200	7,821	30	D	--	--	--	--	--	21	21	0.23	--	--	
27	I-280	between SR 87 and Bird Avenue	WB	AM	20	4	9,200	6,801	85	F	--	--	--	--	--	161	161	1.75	--	--	
			WB	PM	62	4	9,200	8,707	35	D	--	--	--	--	--	27	27	0.29	--	--	
28	I-280	between Bird Avenue and Meridian Avenue	WB	AM	18	4	9,200	6,584	91	F	--	--	--	--	--	174	174	1.89	--	--	
			WB	PM	58	4	9,200	8,849	38	D	--	--	--	--	--	29	29	0.32	--	--	
29	I-280	between Meridian Avenue and I-880	WB	AM	14	3	6,900	4,895	117	F	26	1	1,650	1,871	72	F	186	135	1.96	51	3.09
			WB	PM	66	3	6,900	4,744	24	C	70	1	1,650	1,337	19	C	31	24	0.35	7	0.42
30	I-280	between I-880 and Winchester Boulevard	WB	AM	16	3	6,900	4,520	94	F	31	1	1,650	1,960	63	F	0	0	0.00	0	0.00
			WB	PM	26	3	6,900	5,460	70	F	70	1	1,650	1,400	20	C	0	0	0.00	0	0.00

**Table ES 2 (Continued)
Freeway Segment Level of Service Summary**

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project										Project Trips						
					Mixed-Flow Lane					HOV Lane					Total Volume	Mixed-Flow Lane		HOV Lane			
					Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume		Density	LOS	Volume	% of Capacity	Volume	% of Capacity
31	I-280	between Winchester Boulevard and Saratoga Avenue	WB	AM	22	3	6,900	5,161	78	F	45	1	1,650	2,164	48	E	15	11	0.16	4	0.24
			WB	PM	39	3	6,900	6,303	54	E	70	1	1,650	1,137	16	B	110	93	1.35	17	1.03
32	I-280	between Saratoga Avenue and Lawrence Expressway	WB	AM	18	3	6,900	4,821	89	F	22	1	1,650	1,724	78	F	15	11	0.16	4	0.24
			WB	PM	59	3	6,900	6,645	38	D	70	1	1,650	1,065	15	B	110	95	1.38	15	0.91
33	I-280	between Lawrence Expressway and Wolfe Road	WB	AM	21	3	6,900	5,120	81	F	47	1	1,650	2,174	46	D	14	10	0.14	4	0.24
			WB	PM	66	3	6,900	4,646	23	C	70	1	1,650	713	10	A	99	86	1.25	13	0.79
34	I-280	between Wolfe Road and De Anza Boulevard	WB	AM	32	3	6,900	5,969	62	F	36	1	1,650	2,063	57	E	12	9	0.13	3	0.18
			WB	PM	65	3	6,900	5,030	26	C	70	1	1,650	498	7	A	88	80	1.16	8	0.48
35	I-280	between De Anza Boulevard and SR 85	WB	AM	25	3	6,900	5,488	73	F	48	1	1,650	2,163	45	D	11	8	0.12	3	0.18
			WB	PM	66	3	6,900	4,630	23	C	70	1	1,650	497	7	A	77	70	1.01	7	0.42
36	I-880	between US 101 and First Street	SB	AM	16	3	6,900	4,606	96	F	--	--	--	--	--	--	136	136	1.97	--	--
			SB	PM	14	3	6,900	4,273	102	F	--	--	--	--	--	--	23	23	0.33	--	--
37	I-880	between First Street and SR 87	SB	AM	25	3	6,900	5,629	75	F	--	--	--	--	--	--	149	149	2.16	--	--
			SB	PM	14	3	6,900	4,185	100	F	--	--	--	--	--	--	25	25	0.36	--	--
38	I-880	between SR 87 and Coleman Avenue	SB	AM	65	3	6,900	5,999	31	D	--	--	--	--	--	--	149	149	2.16	--	--
			SB	PM	23	3	6,900	5,275	76	F	--	--	--	--	--	--	25	25	0.36	--	--
39	I-880	between Coleman Avenue and The Alameda	SB	AM	66	3	6,900	5,471	28	D	--	--	--	--	--	--	161	161	2.33	--	--
			SB	PM	23	3	6,900	5,277	76	F	--	--	--	--	--	--	27	27	0.39	--	--
40	I-880	between The Alameda and Bascom Avenue	SB	AM	66	3	6,900	5,136	26	C	--	--	--	--	--	--	186	186	2.70	--	--
			SB	PM	25	3	6,900	5,511	73	F	--	--	--	--	--	--	31	31	0.45	--	--
41	I-880	between Bascom Avenue and Stevens Creek Boulevard	SB	AM	50	3	6,900	6,786	45	D	--	--	--	--	--	--	186	186	2.70	--	--
			SB	PM	30	3	6,900	5,791	64	F	--	--	--	--	--	--	31	31	0.45	--	--
42	I-880	between Stevens Creek Boulevard and I-280	SB	AM	66	3	6,900	3,960	20	C	--	--	--	--	--	--	0	0	0.00	--	--
			SB	PM	65	3	6,900	5,850	30	D	--	--	--	--	--	--	0	0	0.00	--	--
43	SR 17	between I-280 and Hamilton Avenue	SB	AM	66	3	6,900	4,775	24	C	--	--	--	--	--	--	15	15	0.22	--	--
			SB	PM	63	3	6,900	6,541	35	D	--	--	--	--	--	--	111	111	1.61	--	--
44	SR 17	between Hamilton Avenue and San Tomas Expressway/Camden Avenue	SB	AM	66	3	6,900	5,405	27	D	--	--	--	--	--	--	15	15	0.22	--	--
			SB	PM	66	3	6,900	5,721	29	D	--	--	--	--	--	--	111	111	1.61	--	--
45	SR 17	between San Tomas Expressway/Camden Avenue and SR 85	SB	AM	66	3	6,900	3,974	20	C	--	--	--	--	--	--	14	14	0.20	--	--
			SB	PM	66	3	6,900	5,609	28	D	--	--	--	--	--	--	99	99	1.43	--	--
46	SR 17	between SR 85 and Lark Avenue	SB	AM	67	2	4,400	2,409	18	B	--	--	--	--	--	--	9	9	0.20	--	--
			SB	PM	29	2	4,400	3,836	66	F	--	--	--	--	--	--	66	66	1.50	--	--

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
 Bold indicates unacceptable LOS.
 Boxed indicates significant impact.

1.

Introduction

This report presents the results of the traffic impact analysis conducted for the proposed development of the Santana Row West site (former Winchester Theaters) in San Jose, California. The project site is located within a designated Urban Village (Valley Fair/Santana Row) per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Project Description

The proposed development consists of replacing two of three existing vacant movie theater buildings and an existing restaurant on site with 969,051 square feet (s.f.) of office space and 29,000 s.f. of retail space. The remaining Century 21 theater building will be utilized on a limited basis for special events primarily during the weekends. It is expected that any trips generated by the use of the theater during the weekday standard peak hours will be minimal. Therefore, trips associated with the theater uses are not included in this analysis. Access to the project site will be provided via full-access driveways along Olin Avenue and the intersection of Winchester Boulevard and Olsen Drive. Parking for the development will be provided by garages located beneath each of the proposed buildings.

The project also includes the proposed vacation and realignment of Olsen Drive within the project site. The realignment includes the termination of Olsen Drive at its western end at a new T-intersection with an on-site private road. Current access to the Winchester Ranch mobile home park from Olsen Drive will be re-routed to Olin Avenue and the use of a new private roadway along the western boundary of the project site. An alternative access plan that retains a public street connection to the mobile home park from Olsen Drive also is being considered. However, the alternative that retains the public street connection will result in only minimal changes to the analysis completed in this study.

Access to the Winchester Mystery House is currently provided via one right-turn only driveway along Winchester Boulevard and one driveway on Olsen Drive. Access to the Winchester Mystery House will continue to be provided from the existing driveway along Winchester as well as a driveway along the newly realigned Olsen Drive, located at opposite Spar Avenue, and a new access point along Hanson

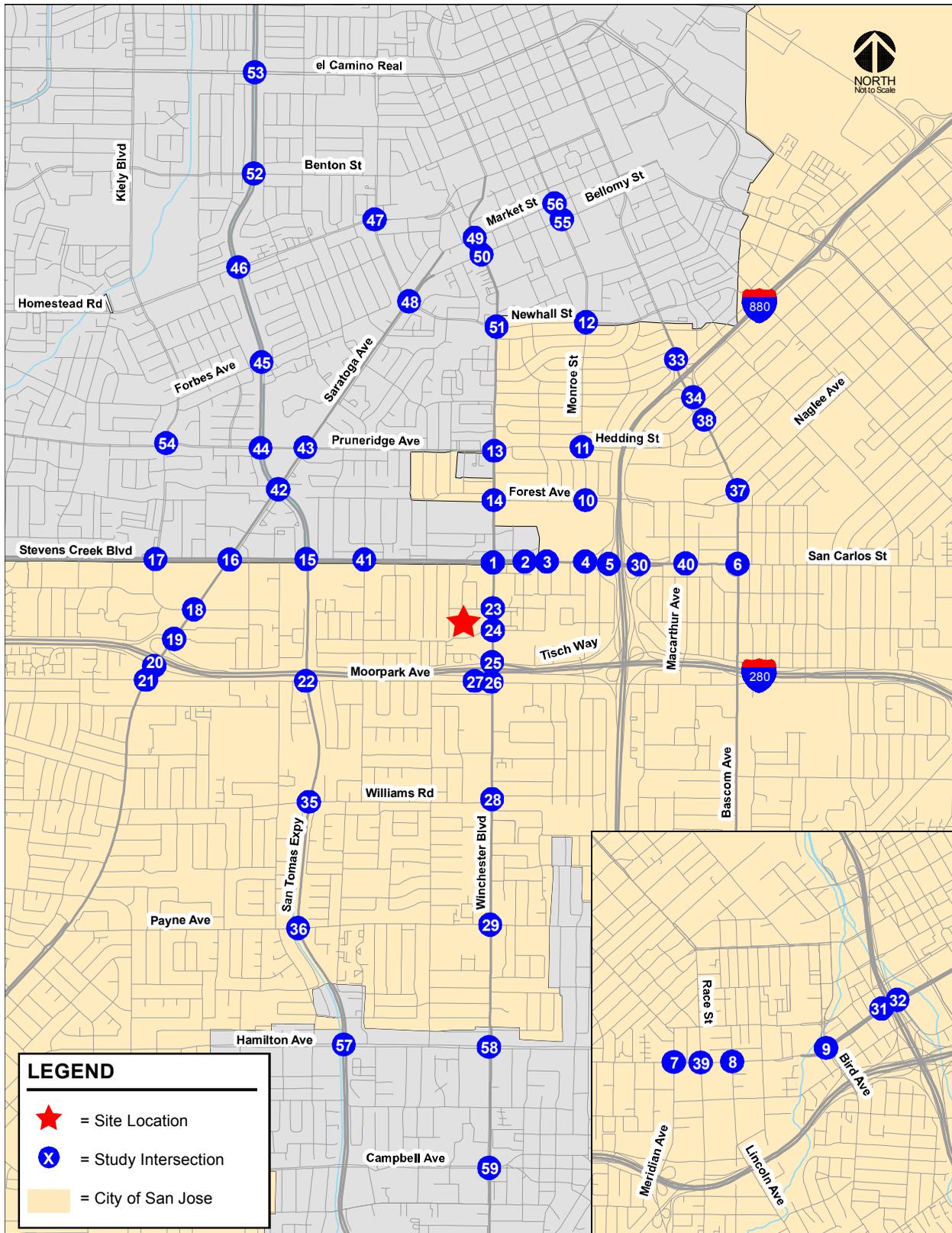


Figure 1
Site Location and Study Intersections

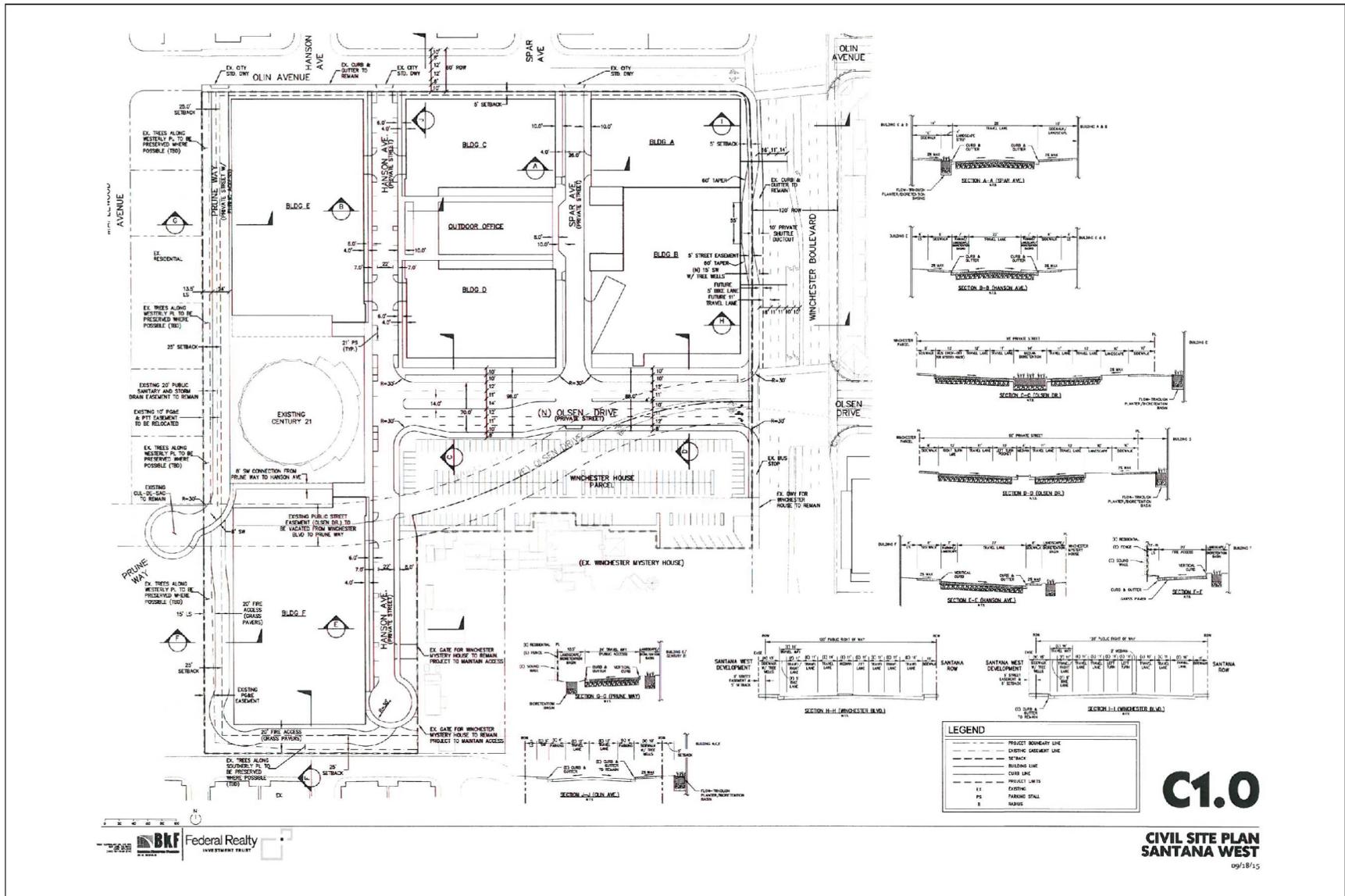


Figure 2
Site Plan

Avenue. Parking within the Winchester Mystery House surface parking lot will be expanded to provide approximately 100 additional parking spaces with the realignment of Olsen Drive.

Scope of Study

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

The study includes an analysis of AM and PM peak-hour traffic conditions for 59 existing signalized intersections and 46 directional freeway segments within the Cities of San Jose, Santa Clara, and Campbell. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersections (10 or more trips per lane per hour). Any intersections outside of the study area, including those in other jurisdictions, to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections and site access analysis, which includes level of service analysis and vehicle-storage requirements at the proposed project entrances. The study intersections and freeway segments are identified below.

Study Intersections

City of San Jose Study Intersections

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

28. Winchester Boulevard and Williams Road
29. Winchester Boulevard and Payne Avenue
30. I-880 NB Ramps and Stevens Creek Boulevard
31. Delmas Avenue and San Carlos Street
32. Woz Way and San Carlos Street
33. Bascom Avenue and I-880 (N) *
34. Bascom Avenue and I-880 (S) *
35. San Tomas Expressway and Williams Road
36. San Tomas Expressway and Payne Avenue
37. Bascom Avenue and Naglee Avenue
38. Bascom Avenue and Hedding Street
39. Race Street and San Carlos Street
40. Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard
41. Cypress Avenue and Stevens Creek Boulevard

City of Santa Clara Study Intersections

42. San Tomas Expressway and Saratoga Avenue *
43. Saratoga Avenue and Pruneridge Avenue
44. San Tomas Expressway and Pruneridge Avenue
45. San Tomas Expressway and Forbes Avenue
46. San Tomas Expressway and Homestead Road *
47. Scott Boulevard and Homestead Road
48. Saratoga Avenue and Scott Boulevard
49. Winchester Boulevard and Market Street
50. Winchester Boulevard and Bellomy Street
51. Winchester Boulevard and Newhall Street
52. San Tomas Expressway and Benton Street
53. San Tomas Expressway and El Camino Real *
54. Kiely Boulevard and Pruneridge Avenue
55. Monroe Street and Bellomy Street/Jackson Street
56. Monroe Street and Market Street

City of Campbell Study Intersections

57. San Tomas Expressway and Hamilton Avenue *
58. Winchester Boulevard and Hamilton Avenue *
59. Winchester Boulevard and Campbell Avenue

* Denotes CMP Intersection

Study Freeway Segments

1. Northbound SR 17, between Lark Avenue and SR 85
2. Northbound SR 17, between SR 85 and San Tomas Expressway/Camden Avenue
3. Northbound SR 17, between San Tomas Expressway/Camden Avenue and Hamilton Avenue
4. Northbound SR 17, between Hamilton Avenue and I-280
5. Northbound I-880, between I-280 and Stevens Creek Boulevard
6. Northbound I-880, between Stevens Creek Boulevard and Bascom Avenue
7. Northbound I-880, between Bascom Avenue and The Alameda
8. Northbound I-880, between The Alameda and Coleman Avenue
9. Northbound I-880, between Coleman Avenue and SR 87
10. Northbound I-880, between SR 87 and First Street
11. Northbound I-880, between First Street and US 101
12. Eastbound I-280, between SR 85 and De Anza Boulevard
13. Eastbound I-280, between De Anza Boulevard and Wolfe Road
14. Eastbound I-280, between Wolfe Road and Lawrence Expressway
15. Eastbound I-280, between Lawrence Expressway and Saratoga Avenue

16. Eastbound I-280, between Saratoga Avenue and Winchester Boulevard
17. Eastbound I-280, between Winchester Boulevard and I-880
18. Eastbound I-280, between I-880 and Meridian Avenue
19. Eastbound I-280, between Meridian Avenue and Bird Avenue
20. Eastbound I-280, between Bird Avenue and SR 87
21. Eastbound I-280, between SR 87 and Tenth Street
22. Eastbound I-280, between Tenth Street and McLaughlin Avenue
23. Eastbound I-280, between McLaughlin Avenue and US 101
24. Westbound I-280, between US 101 and McLaughlin Avenue
25. Westbound I-280, between McLaughlin Avenue and Tenth Street
26. Westbound I-280, between Tenth Street and SR 87
27. Westbound I-280, between SR 87 and Bird Avenue
28. Westbound I-280, between Bird Avenue and Meridian Avenue
29. Westbound I-280, between Meridian Avenue and I-880
30. Westbound I-280, between I-880 and Winchester Boulevard
31. Westbound I-280, between Winchester Boulevard and Saratoga Avenue
32. Westbound I-280, between Saratoga Avenue and Lawrence Expressway
33. Westbound I-280, between Lawrence Expressway and Wolfe Road
34. Westbound I-280, between Wolfe Road and De Anza Boulevard
35. Westbound I-280, between De Anza Boulevard and SR 85
36. Southbound I-880, between US 101 and First Street
37. Southbound I-880, between First Street and SR 87
38. Southbound I-880, between SR 87 and Coleman Avenue
39. Southbound I-880, between Coleman Avenue and The Alameda
40. Southbound I-880, between The Alameda and Bascom Avenue
41. Southbound I-880, between Bascom Avenue and Stevens Creek Boulevard
42. Southbound I-880, between Stevens Creek Boulevard and I-280
43. Southbound SR 17, between I-280 and Hamilton Avenue
44. Southbound SR 17, between Hamilton Avenue and San Tomas Expressway/Camden Avenue
45. Southbound SR 17, between San Tomas Expressway/Camden Avenue and SR 85
46. Southbound SR 17, between SR 85 and Lark Avenue

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

Scenario 1: *Existing Conditions.* Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the 2014 CMP Annual Monitoring Report, previously completed traffic studies and supplemented with new manual turning-movement counts. Existing AM and PM peak hour traffic volumes at all study intersections in the immediate area of the project site and the I-880/Stevens Creek Boulevard interchange were obtained from new manual turning-movement counts conducted in October of 2015. The October 2015 counts were used in the analysis to reflect traffic conditions with the completion of the Stevens Creek Boulevard and I-880 interchange improvement project.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

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

The Cities of Campbell and Santa Clara provided information on approved projects in the study area for which traffic was included under background conditions. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

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

Scenario 5: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area.

Methodology

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

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the Cities of San Jose, Campbell, and Santa Clara, the 2014 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

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

Analysis Methodologies and Level of Service Standards

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

Signalized Intersections

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

City of San Jose Protected Intersection Policy

Winchester Boulevard & Stevens Creek Boulevard and Monroe Street & Stevens Creek Boulevard are identified as City of San Jose Protected Intersections.

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

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

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

Protected Intersections consist of locations (there are a total of 29) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 29 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will preliminarily identify a list of specific offsetting improvements. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The Protected Intersection Policy has established a fee to fund the identified alternative transportation improvements. The fee as of July 1, 2015 is equal to \$2,821 per net peak hour project trip for one intersection impact and \$4,232 per net peak hour project trip for multiple intersection impacts. The base fee will automatically adjust annually on July 1st based on a 3.5 percent annual cost escalation. The 3.5 percent escalation cost is based on a 20-year average construction cost factor. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total

number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees.

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 and I-280/Winchester 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 and I-280/Winchester 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 impact 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 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.

CMP Signalized Intersections

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

Freeway Segments

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

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

Where:

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

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

N = number of travel lanes

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

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Based on Density

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

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

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the resulting traffic conditions expected under Existing plus Project conditions. Chapter 4 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 5

presents traffic conditions and potential project impacts and recommended mitigation measures under background plus project conditions. Chapter 6 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved. Chapter 7 presents the analysis of other transportation related issues, including site access and on-site circulation, and parking. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

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

Existing Roadway Network

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

I-880 is a six-lane freeway in the vicinity of the site. It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the site is provided via its interchange with Stevens Creek Boulevard.

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

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

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

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

Olin Avenue is a two-lane east-west roadway that runs along the northern project's boundary. Access to the project site is provided via driveways along Olin Avenue.

Olsen Drive is a two-lane east-west roadway that connects Santana Row and the project site. The intersection of Olsen Drive and Winchester Boulevard will serve as the main entrance to the project site.

Tisch Way is a two-lane east-west roadway that extends eastward from Winchester Boulevard to South Monroe Street. Access to the project site is provided via Winchester Boulevard.

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

Existing Bicycle and Pedestrian Facilities

There are no city designated bike lanes in the vicinity of the project site. However, it is important to note California Vehicle Code CVC21200 states that a person riding a bicycle has all the rights and is subject to all the provisions applicable to motor vehicles. Therefore, bicyclists are permitted on virtually all public streets.

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

Existing Transit Service

Existing transit service to the study area is provided by the VTA. The VTA bus service is described below and shown on Figure 3.

VTA Bus Service

The Valley Fair Transit Center is located at Valley Fair shopping mall, along Forest Avenue, within $\frac{3}{4}$ of a mile of the project site. The Valley Fair Transit Center is served by two bus lines (lines 23 and 60). The 23 line provides service between DeAnza College and the Alum Rock Transit Center via Stevens Creek Boulevard, with 10-15-minute headways during commute hours. The 60 line provides service between the Winchester Transit Center and Great America via Winchester Boulevard, with 15-20-minute headways during commute hours. The nearest bus stop locations to the project site are located at the Olin Avenue and Olsen Drive intersections with Winchester Boulevard and are served by the 60 line. Other bus lines in the vicinity of the project site include the 25 line that provides service between the Alum Rock Transit Center and De Anza College, with 10-20-minute headways during commute hours. Limited Stop Express Route 323 operates along Stevens Creek Boulevard. However, the nearest route 323 stops are located at Kiely Boulevard and Bascom Avenue.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the City of San Jose, the 2014 CMP Annual Monitoring Report, previously completed traffic studies and supplemented with new manual turning-movement counts. Existing AM and PM peak hour traffic volumes at all study intersections in the immediate area of the project site and the I-880/Stevens Creek Boulevard interchange were obtained from new manual turning-movement counts conducted in October of 2015. The October 2015 counts were used in the analysis to reflect traffic conditions with the completion of the Stevens Creek Boulevard and I-880 interchange improvement project. The existing peak-hour intersection volumes are shown on Figure 5. Intersection turning-movement counts conducted for this analysis are presented in Appendix A. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

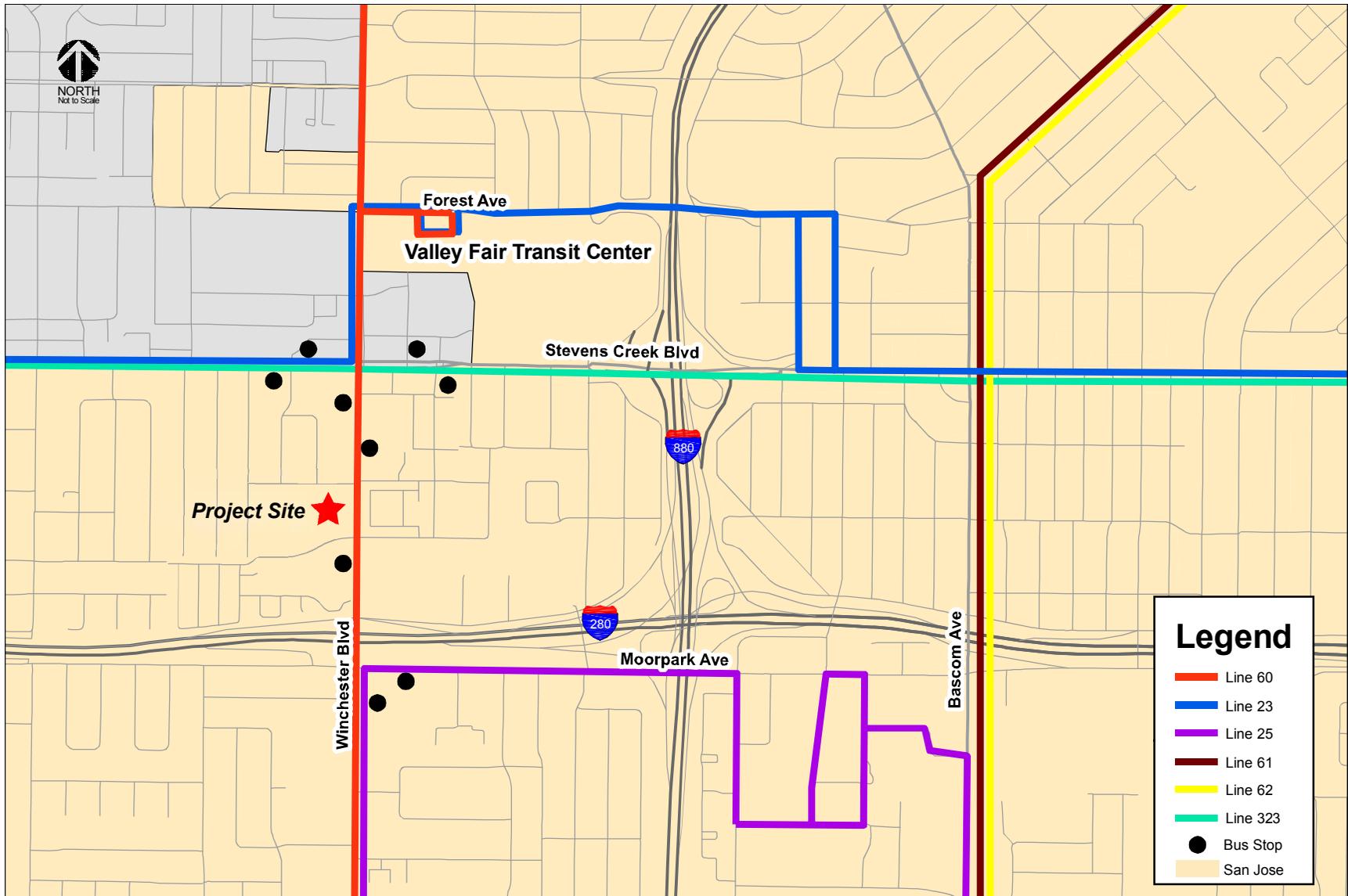


Figure 3
Existing Transit Services

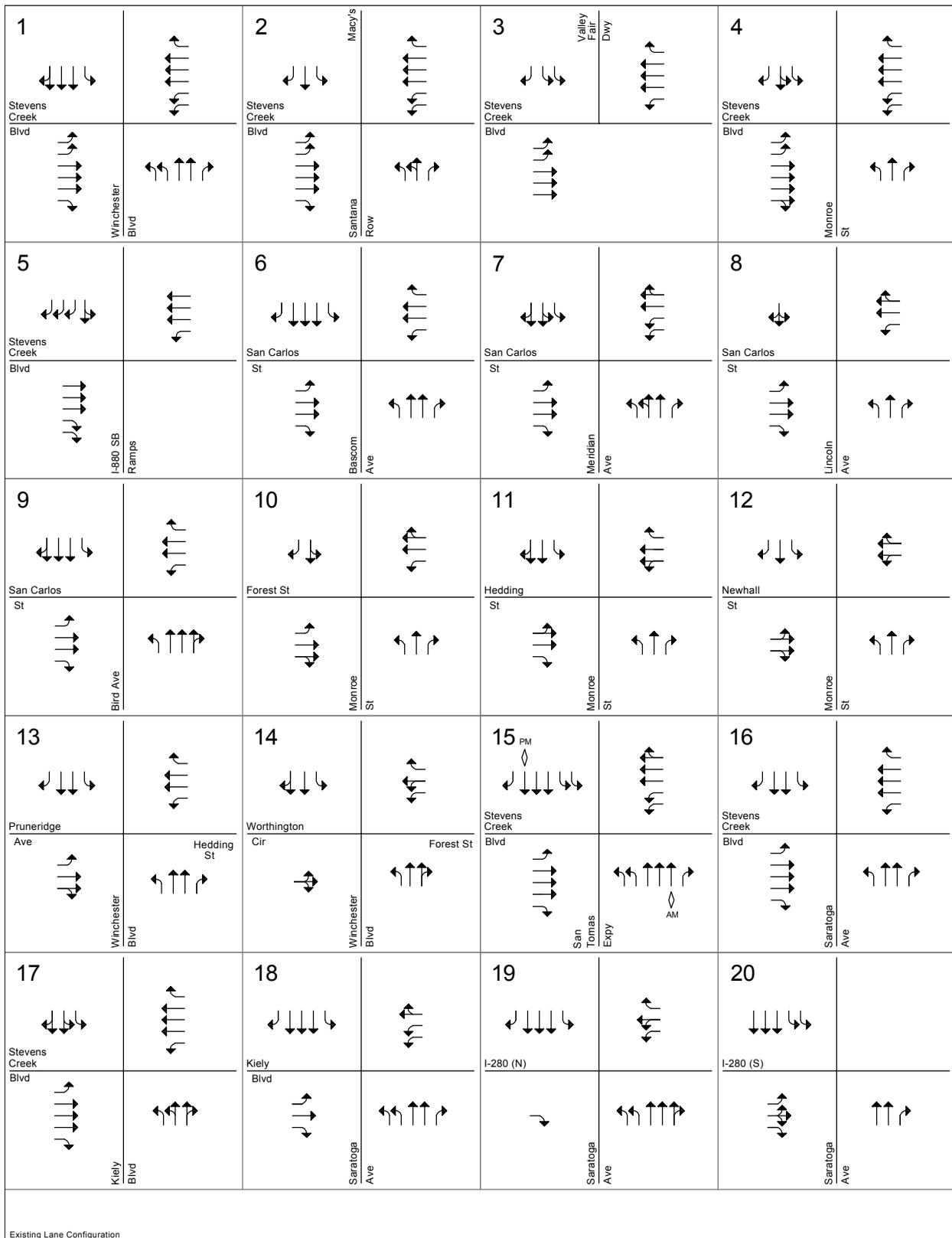
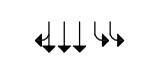
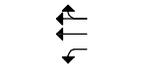
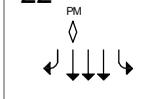
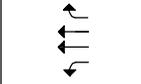
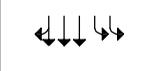
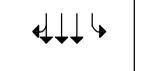
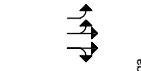
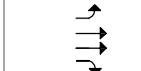
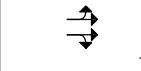
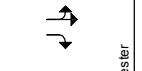
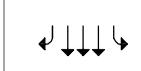
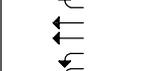
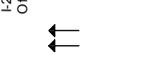
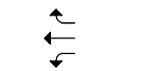
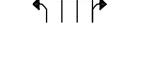
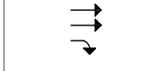
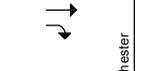
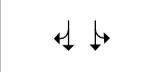
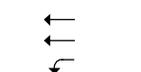
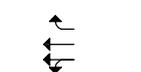


Figure 4
Existing Lane Configurations

<p>21</p> 		<p>22</p> 		<p>23</p> 		<p>24</p> 	
<p>25</p> 		<p>26</p> 		<p>27</p> 		<p>28</p> 	
<p>29</p> 		<p>30</p> 		<p>31</p> 		<p>32</p> 	
<p>33</p> 		<p>34</p> 		<p>35</p> 		<p>36</p> 	
<p>37</p> 		<p>38</p> 		<p>39</p> 		<p>40</p> 	

Existing Lane Configuration

Figure 4 (Continued)
Existing Lane Configurations

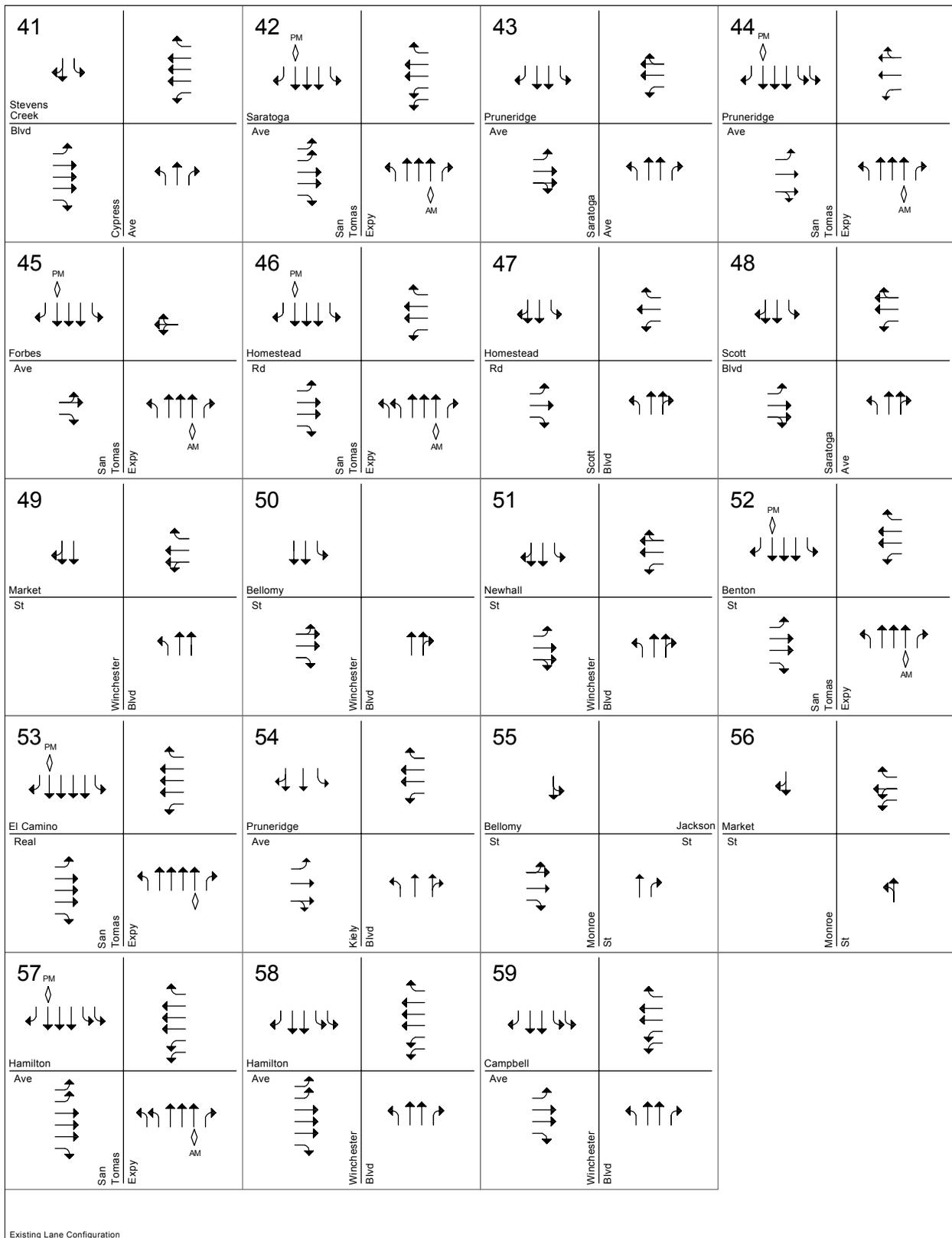


Figure 4 (Continued)
Existing Lane Configurations

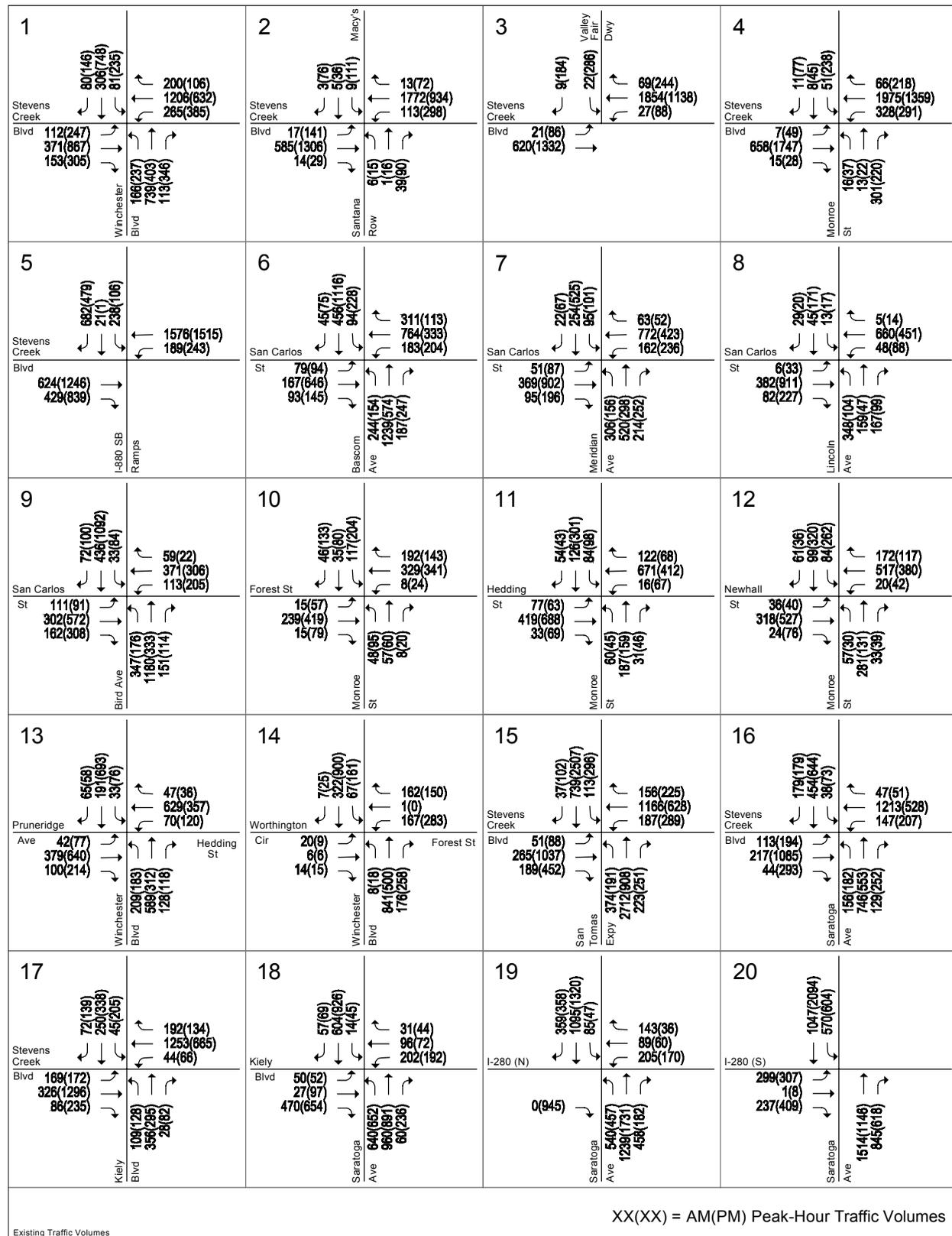


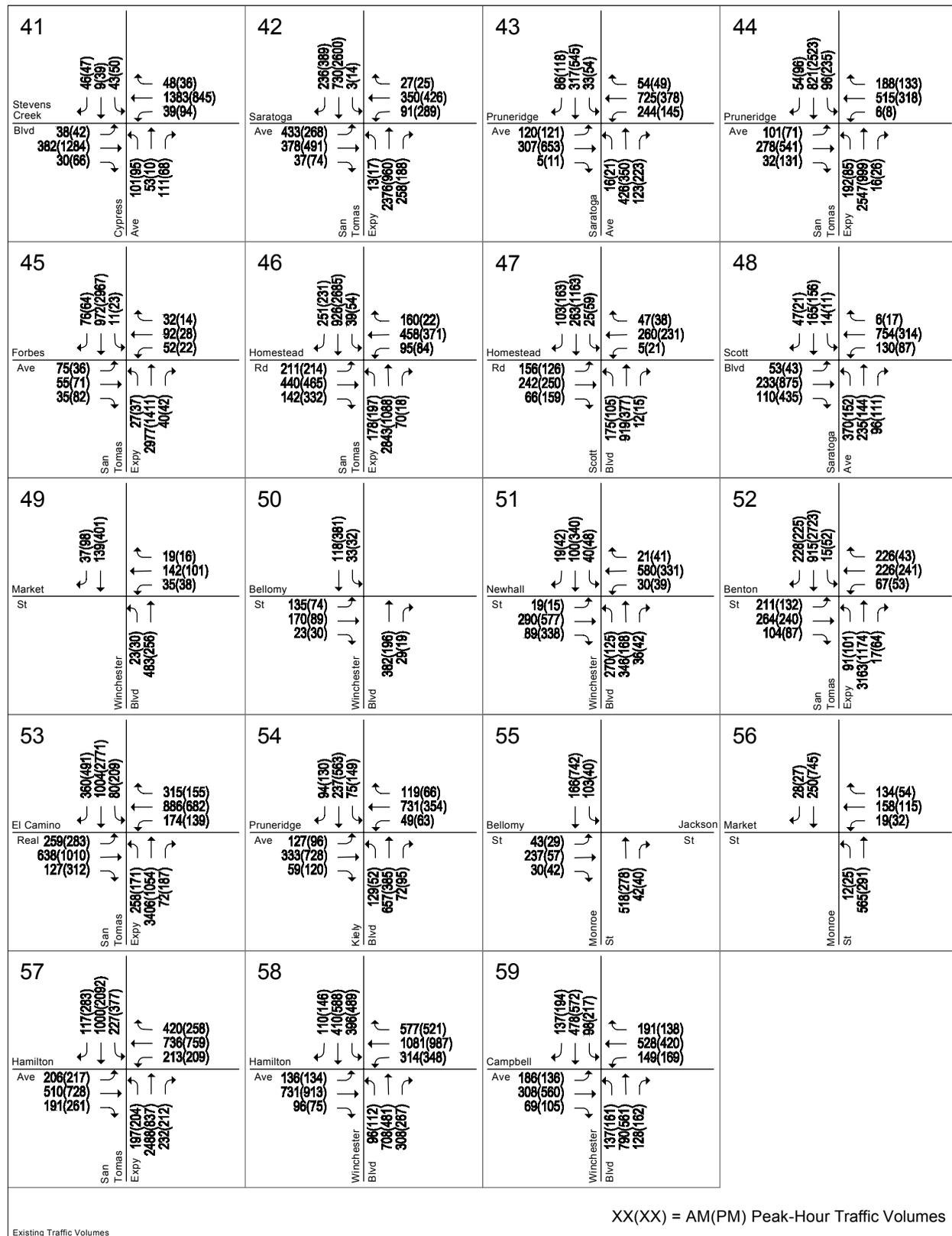
Figure 5
Existing Traffic Volumes

<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>
<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p>
<p>29</p>	<p>30</p>	<p>31</p>	<p>32</p>
<p>33</p>	<p>34</p>	<p>35</p>	<p>36</p>
<p>37</p>	<p>38</p>	<p>39</p>	<p>40</p>

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

Existing Traffic Volumes

Figure 5 (Continued)
Existing Traffic Volumes



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

Existing Traffic Volumes

Figure 5 (Continued)
Existing Traffic Volumes

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized Table 3. The results show that, measured against the applicable municipal and CMP level of service standards, the following six intersections currently operate at unacceptable levels of service during at least one peak hour under existing conditions.

City of San Jose Intersections

- 15. San Tomas Expressway and Stevens Creek Boulevard * (AM & PM Peak Hours)
- 22. San Tomas Expressway and Moorpark Avenue * (AM Peak Hour)
- 35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
- 36. San Tomas Expressway and Payne Avenue (AM Peak Hour)

City of Santa Clara Intersections

- 52. San Tomas Expressway and Benton Street (AM Peak Hour)
- 53. San Tomas Expressway and El Camino Real * (AM Peak Hour)

* Denotes CMP Intersection

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

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2014 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 4. The results show that the following 38 of the 46 directional study freeway segments currently operate at an unacceptable LOS F during at least one peak hour of traffic. The results also show that five of the directional HOV lane segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours.

Mixed-Flow Lane Segment Unacceptable LOS F:

- 2. Northbound SR 17, between SR 85 and San Tomas Expressway/Camden Avenue (AM Peak Hour)
- 3. Northbound SR 17, between San Tomas Expressway/Camden Avenue and Hamilton Avenue (AM Peak Hour)
- 4. Northbound SR 17, between Hamilton Avenue and I-280 (AM Peak Hour)
- 5. Northbound I-880, between I-280 and Stevens Creek Boulevard (AM Peak Hour)
- 6. Northbound I-880, between Stevens Creek Boulevard and Bascom Avenue (AM & PM Peak Hours)
- 7. Northbound I-880, between Bascom Avenue and The Alameda (AM & PM Peak Hours)
- 8. Northbound I-880, between The Alameda and Coleman Avenue (AM & PM Peak Hours)
- 9. Northbound I-880, between Coleman Avenue and SR 87 (AM & PM Peak Hours)
- 10. Northbound I-880, between SR 87 and First Street (PM Peak Hour)
- 12. Eastbound I-280, between SR 85 and De Anza Boulevard (PM Peak Hour)
- 13. Eastbound I-280, between De Anza Boulevard and Wolfe Road (PM Peak Hour)
- 14. Eastbound I-280, between Wolfe Road and Lawrence Expressway (PM Peak Hour)
- 15. Eastbound I-280, between Lawrence Expressway and Saratoga Avenue (PM Peak Hour)
- 16. Eastbound I-280, between Saratoga Avenue and Winchester Boulevard (PM Peak Hour)
- 17. Eastbound I-280, between Winchester Boulevard and I-880 (PM Peak Hour)
- 18. Eastbound I-280, between I-880 and Meridian Avenue (PM Peak Hour)
- 19. Eastbound I-280, between Meridian Avenue and Bird Avenue (PM Peak Hour)
- 20. Eastbound I-280, between Bird Avenue and SR 87 (PM Peak Hour)
- 21. Eastbound I-280, between SR 87 and Tenth Street (PM Peak Hour)

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	10/21/15	35.2	D
			PM	10/21/15	46.6	D
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	10/21/15	13.7	B
			PM	10/21/15	30.8	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	10/21/15	7.5	A
			PM	10/21/15	23.0	C
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	10/21/15	29.8	C
			PM	10/21/15	35.4	D
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	10/21/15	24.7	C
			PM	10/20/15	23.7	C
6	Bascom Avenue and San Carlos Street	San Jose	AM	10/21/15	41.1	D
			PM	10/21/15	48.7	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	03/12/15	37.8	D
			PM	03/12/15	48.2	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	05/12/15	34.2	C
			PM	05/12/15	34.1	C
9	Bird Avenue and San Carlos Street *	San Jose	AM	10/14/14	32.9	C
			PM	09/18/14	39.6	D
10	Monroe Street and Forest Street	San Jose	AM	10/21/15	16.4	B
			PM	10/20/15	20.0	B
11	Monroe Street and Hedding Street	San Jose	AM	10/20/15	32.0	C
			PM	10/20/15	32.8	C
12	Monroe Street and Newhall Street	San Jose	AM	10/20/15	27.2	C
			PM	10/20/15	29.1	C
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	10/20/15	29.6	C
			PM	10/20/15	35.6	D
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	10/20/15	24.2	C
			PM	10/20/15	24.9	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	05/27/15	81.8	F
			PM	09/24/14	64.1	E
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	10/21/14	35.5	D
			PM	09/17/14	38.8	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	10/21/14	37.5	D
			PM	09/17/14	37.7	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	10/21/14	35.6	D
			PM	09/18/14	41.0	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	10/21/15	29.7	C
			PM	09/24/14	23.9	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	10/21/14	34.1	C
			PM	09/24/14	33.2	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	10/21/14	45.9	D
			PM	09/18/14	45.3	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	10/20/15	85.3	F
			PM	09/24/14	46.9	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	10/20/15	18.6	B
			PM	10/20/15	20.4	C
24	Winchester Boulevard and Olsen Drive	San Jose	AM	10/20/15	14.0	B
			PM	10/20/15	19.6	B
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	10/20/15	25.6	C
			PM	10/20/15	34.6	C
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	10/20/15	38.6	D
			PM	10/20/15	42.1	D

Table 3 (Continued)
Existing Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay	LOS
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	10/20/15	11.1	B
			PM	10/20/15	12.9	B
28	Winchester Boulevard and Williams Road	San Jose	AM	10/20/15	35.3	D
			PM	10/20/15	36.3	D
29	Winchester Boulevard and Payne Avenue	San Jose	AM	10/20/15	38.8	D
			PM	10/20/15	39.3	D
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	10/21/15	20.5	C
			PM	10/20/15	22.8	C
31	Delmas Avenue and San Carlos Street	San Jose	AM	05/06/15	12.0	B
			PM	05/05/15	16.5	B
32	Woz Way and San Carlos Street	San Jose	AM	05/06/15	32.8	C
			PM	05/05/15	34.0	C
33	Bascom Avenue and I-880 (N) *	San Jose	AM	10/21/15	10.9	B
			PM	10/21/15	9.7	A
34	Bascom Avenue and I-880 (S) *	San Jose	AM	10/21/15	9.1	A
			PM	10/21/15	6.6	A
35	San Tomas Expressway and Williams Road	San Jose	AM	08/28/14	62.4	E
			PM	08/28/14	60.2	E
36	San Tomas Expressway and Payne Avenue	San Jose	AM	10/20/15	82.8	F
			PM	10/20/15	40.9	D
37	Bascom Avenue and Naglee Avenue	San Jose	AM	10/21/15	33.8	C
			PM	10/21/15	42.6	D
38	Bascom Avenue and Hedding Street	San Jose	AM	10/21/15	39.6	D
			PM	10/21/15	47.6	D
39	Race Street and San Carlos Street	San Jose	AM	03/31/15	34.5	C
			PM	03/31/15	35.7	D
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	10/21/15	31.0	C
			PM	10/21/15	33.5	C
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	10/20/15	11.1	B
			PM	10/20/15	12.2	B
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	01/08/15	61.3	E
			PM	09/24/14	58.8	E
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	10/20/15	29.1	C
			PM	10/20/15	29.7	C
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	01/06/15	68.3	E
			PM	01/07/15	57.2	E
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	01/20/15	43.3	D
			PM	01/20/15	8.0	A
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	01/21/15	70.9	E
			PM	09/24/14	61.7	E
47	Scott Boulevard and Homestead Road	Santa Clara	AM	10/20/15	23.4	C
			PM	10/20/15	26.1	C
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	10/20/15	25.6	C
			PM	10/20/15	23.2	C
49	Winchester Boulevard and Market Street	Santa Clara	AM	10/20/15	7.1	A
			PM	10/20/15	5.8	A
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10/20/15	9.5	A
			PM	10/20/15	7.4	A
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	10/20/15	23.5	C
			PM	10/20/15	19.2	B
52	San Tomas Expressway and Benton Street	Santa Clara	AM	02/05/15	89.6	F
			PM	02/05/15	69.5	E

Table 3 (Continued)
Existing Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay	LOS
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	02/05/15	107.8	F
			PM	09/24/14	79.7	E
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	10/20/15	31.4	C
			PM	10/20/15	30.2	C
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	10/20/15	8.3	A
			PM	10/20/15	5.8	A
56	Monroe Street and Market Street	Santa Clara	AM	10/20/15	8.4	A
			PM	10/20/15	6.7	A
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	10/20/15	77.4	E
			PM	10/20/14	60.0	E
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	10/20/15	39.7	D
			PM	09/24/14	46.4	D
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	10/20/15	34.3	C
			PM	10/20/15	34.7	C

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.

Table 4
Existing Freeway Segment Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane					HOV Lane				
					Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density ¹	LOS ¹
1	SR 17	between Lark Avenue and SR 85	NB	AM	47	2	4,330	46	D	--	--	--	--	--
			NB	PM	66	2	2,910	22	C	--	--	--	--	--
2	SR 17	between SR 85 and San Tomas Expressway/Camden Avenue	NB	AM	24	3	5,330	74	F	--	--	--	--	--
			NB	PM	66	3	3,770	19	C	--	--	--	--	--
3	SR 17	between San Tomas Expressway/Camden Avenue and Hamilton Avenue	NB	AM	21	3	5,040	80	F	--	--	--	--	--
			NB	PM	66	3	4,160	21	C	--	--	--	--	--
4	SR 17	between Hamilton Avenue and I-280	NB	AM	21	3	5,110	81	F	--	--	--	--	--
			NB	PM	66	3	5,310	27	D	--	--	--	--	--
5	I-880	between I-280 and Stevens Creek Boulevard	NB	AM	15	3	4,370	97	F	--	--	--	--	--
			NB	PM	66	3	4,160	21	C	--	--	--	--	--
6	I-880	between Stevens Creek Boulevard and Bascom Avenue	NB	AM	20	3	4,920	82	F	--	--	--	--	--
			NB	PM	16	3	4,420	92	F	--	--	--	--	--
7	I-880	between Bascom Avenue and The Alameda	NB	AM	27	3	5,590	69	F	--	--	--	--	--
			NB	PM	13	3	4,060	104	F	--	--	--	--	--
8	I-880	between The Alameda and Coleman Avenue	NB	AM	31	3	5,860	63	F	--	--	--	--	--
			NB	PM	15	3	4,320	96	F	--	--	--	--	--
9	I-880	between Coleman Avenue and SR 87	NB	AM	22	3	5,150	78	F	--	--	--	--	--
			NB	PM	24	3	5,330	74	F	--	--	--	--	--
10	I-880	between SR 87 and First Street	NB	AM	48	3	6,480	45	D	--	--	--	--	--
			NB	PM	22	3	5,220	79	F	--	--	--	--	--
11	I-880	between First Street and US 101	NB	AM	36	3	6,160	57	E	--	--	--	--	--
			NB	PM	51	3	6,580	43	D	--	--	--	--	--
12	I-280	between SR 85 and De Anza Boulevard	EB	AM	66	3	4,760	24	C	67	1	610	9	A
			EB	PM	13	3	4,020	103	F	50	1	2,450	49	E
13	I-280	between De Anza Boulevard and Wolfe Road	EB	AM	61	3	6,590	36	D	67	1	670	10	A
			EB	PM	23	3	5,320	77	F	50	1	2,550	51	E
14	I-280	between Wolfe Road and Lawrence Expressway	EB	AM	62	3	6,510	35	D	67	1	1,080	16	B
			EB	PM	21	3	5,110	81	F	40	1	2,200	55	E
15	I-280	between Lawrence Expressway and Saratoga Avenue	EB	AM	59	3	6,550	37	D	67	1	670	10	A
			EB	PM	19	3	4,850	85	F	60	1	2,520	42	D
16	I-280	between Saratoga Avenue and Winchester Boulevard	EB	AM	64	3	6,150	32	D	67	1	740	11	A
			EB	PM	24	3	5,330	74	F	50	1	2,250	45	D
17	I-280	between Winchester Boulevard and I-880	EB	AM	64	3	6,340	33	D	67	1	940	14	B
			EB	PM	17	3	4,590	90	F	30	1	2,100	70	F
18	I-280	between I-880 and Meridian Avenue	EB	AM	66	3	5,150	26	C	67	1	670	10	A
			EB	PM	17	3	4,590	90	F	20	1	1,740	87	F
19	I-280	between Meridian Avenue and Bird Avenue	EB	AM	61	4	8,790	36	D	--	--	--	--	--
			EB	PM	21	4	6,810	81	F	--	--	--	--	--

Table 4 (Continued)
Existing Freeway Segment Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane					HOV Lane				
					Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density ¹	LOS ¹
20	I-280	between Bird Avenue and SR 87	EB	AM	66	4	5,280	20	C	--	--	--	--	--
			EB	PM	25	4	7,200	72	F	--	--	--	--	--
21	I-280	between SR 87 and Tenth Street	EB	AM	67	4	4,530	17	B	--	--	--	--	--
			EB	PM	27	4	7,460	69	F	--	--	--	--	--
22	I-280	between Tenth Street and McLaughlin Avenue	EB	AM	66	4	5,020	19	C	--	--	--	--	--
			EB	PM	54	4	8,860	41	D	--	--	--	--	--
23	I-280	between McLaughlin Avenue and US 101	EB	AM	66	4	5,810	22	C	--	--	--	--	--
			EB	PM	54	4	8,860	41	D	--	--	--	--	--
24	I-280	between US 101 and McLaughlin Avenue	WB	AM	14	4	5,660	101	F	--	--	--	--	--
			WB	PM	66	4	6,340	24	C	--	--	--	--	--
25	I-280	between McLaughlin Avenue and Tenth Street	WB	AM	19	4	6,390	84	F	--	--	--	--	--
			WB	PM	65	4	7,540	29	D	--	--	--	--	--
26	I-280	between Tenth Street and SR 87	WB	AM	21	4	6,720	80	F	--	--	--	--	--
			WB	PM	65	4	7,800	30	D	--	--	--	--	--
27	I-280	between SR 87 and Bird Avenue	WB	AM	20	4	6,640	83	F	--	--	--	--	--
			WB	PM	62	4	8,680	35	D	--	--	--	--	--
28	I-280	between Bird Avenue and Meridian Avenue	WB	AM	18	4	6,410	89	F	--	--	--	--	--
			WB	PM	58	4	8,820	38	D	--	--	--	--	--
29	I-280	between Meridian Avenue and I-880	WB	AM	14	3	4,760	113	F	26	1	1,820	70	F
			WB	PM	66	3	4,720	24	C	70	1	1,330	19	C
30	I-280	between I-880 and Winchester Boulevard	WB	AM	16	3	4,520	94	F	31	1	1,960	63	F
			WB	PM	26	3	5,460	70	F	70	1	1,400	20	C
31	I-280	between Winchester Boulevard and Saratoga Avenue	WB	AM	22	3	5,150	78	F	45	1	2,160	48	E
			WB	PM	39	3	6,210	53	E	70	1	1,120	16	B
32	I-280	between Saratoga Avenue and Lawrence Expressway	WB	AM	18	3	4,810	89	F	22	1	1,720	78	F
			WB	PM	59	3	6,550	37	D	70	1	1,050	15	B
33	I-280	between Lawrence Expressway and Wolfe Road	WB	AM	21	3	5,110	81	F	47	1	2,170	46	D
			WB	PM	66	3	4,560	23	C	70	1	700	10	A
34	I-280	between Wolfe Road and De Anza Boulevard	WB	AM	32	3	5,960	62	F	36	1	2,060	57	E
			WB	PM	65	3	4,950	25	C	70	1	490	7	A
35	I-280	between De Anza Boulevard and SR 85	WB	AM	25	3	5,480	73	F	48	1	2,160	45	D
			WB	PM	66	3	4,560	23	C	70	1	490	7	A
36	I-880	between US 101 and First Street	SB	AM	16	3	4,470	93	F	--	--	--	--	--
			SB	PM	14	3	4,250	101	F	--	--	--	--	--
37	I-880	between First Street and SR 87	SB	AM	25	3	5,480	73	F	--	--	--	--	--
			SB	PM	14	3	4,160	99	F	--	--	--	--	--
38	I-880	between SR 87 and Coleman Avenue	SB	AM	65	3	5,850	30	D	--	--	--	--	--
			SB	PM	23	3	5,250	76	F	--	--	--	--	--

Table 4 (Continued)
Existing Freeway Segment Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane					HOV Lane				
					Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density ¹	LOS ¹
39	I-880	between Coleman Avenue and The Alameda	SB	AM	66	3	5,310	27	D	--	--	--	--	--
			SB	PM	23	3	5,250	76	F	--	--	--	--	--
40	I-880	between The Alameda and Bascom Avenue	SB	AM	66	3	4,950	25	C	--	--	--	--	--
			SB	PM	25	3	5,480	73	F	--	--	--	--	--
41	I-880	between Bascom Avenue and Stevens Creek Boulevard	SB	AM	50	3	6,600	44	D	--	--	--	--	--
			SB	PM	30	3	5,760	64	F	--	--	--	--	--
42	I-880	between Stevens Creek Boulevard and I-280	SB	AM	66	3	3,960	20	C	--	--	--	--	--
			SB	PM	65	3	5,850	30	D	--	--	--	--	--
43	SR 17	between I-280 and Hamilton Avenue	SB	AM	66	3	4,760	24	C	--	--	--	--	--
			SB	PM	63	3	6,430	34	D	--	--	--	--	--
44	SR 17	between Hamilton Avenue and San Tomas Expressway/Camden Avenue	SB	AM	66	3	5,390	27	D	--	--	--	--	--
			SB	PM	66	3	5,610	28	D	--	--	--	--	--
45	SR 17	between San Tomas Expressway/Camden Avenue and SR 85	SB	AM	66	3	3,960	20	C	--	--	--	--	--
			SB	PM	66	3	5,510	28	D	--	--	--	--	--
46	SR 17	between SR 85 and Lark Avenue	SB	AM	67	2	2,400	18	B	--	--	--	--	--
			SB	PM	29	2	3,770	65	F	--	--	--	--	--

¹Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
 Bold indicates unacceptable LOS.

24. Westbound I-280, between US 101 and McLaughlin Avenue (AM Peak Hour)
25. Westbound I-280, between McLaughlin Avenue and Tenth Street (AM Peak Hour)
26. Westbound I-280, between Tenth Street and SR 87 (AM Peak Hour)
27. Westbound I-280, between SR 87 and Bird Avenue (AM Peak Hour)
28. Westbound I-280, between Bird Avenue and Meridian Avenue (AM Peak Hour)
29. Westbound I-280, between Meridian Avenue and I-880 (AM Peak Hour)
30. Westbound I-280, between I-880 and Winchester Boulevard (AM & PM Peak Hours)
31. Westbound I-280, between Winchester Boulevard and Saratoga Avenue (AM Peak Hour)
32. Westbound I-280, between Saratoga Avenue and Lawrence Expressway (AM Peak Hour)
33. Westbound I-280, between Lawrence Expressway and Wolfe Road (AM Peak Hour)
34. Westbound I-280, between Wolfe Road and De Anza Boulevard (AM Peak Hour)
35. Westbound I-280, between De Anza Boulevard and SR 85 (AM Peak Hour)
36. Southbound I-880, between US 101 and First Street (AM & PM Peak Hours)
37. Southbound I-880, between First Street and SR 87 (AM & PM Peak Hours)
38. Southbound I-880, between SR 87 and Coleman Avenue (PM Peak Hour)
39. Southbound I-880, between Coleman Avenue and The Alameda (PM Peak Hour)
40. Southbound I-880, between The Alameda and Bascom Avenue (PM Peak Hour)
41. Southbound I-880, between Bascom Avenue and Stevens Creek Boulevard (PM Peak Hour)
46. Southbound SR 17, between SR 85 and Lark Avenue (PM Peak Hour)

HOV Lane Segment Unacceptable LOS F:

17. Eastbound I-280, between Winchester Boulevard and I-880 (PM Peak Hour)
18. Eastbound I-280, between I-880 and Meridian Avenue (PM Peak Hour)
29. Westbound I-280, between Meridian Avenue and I-880 (AM Peak Hour)
30. Westbound I-280, between I-880 and Winchester Boulevard (AM Peak Hour)
32. Westbound I-280, between Saratoga Avenue and Lawrence Expressway (AM Peak Hour)

Observed Existing Traffic Conditions

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

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

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

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

The right lane on eastbound Stevens Creek Boulevard is sometimes congested from I-880 to Santana Row with vehicles accessing the southbound I-880 or I-280 on-ramps. Consequently, some vehicles aggressively enter the right lane at the last minute to avoid the long wait.

All other study intersections operate without any major operational problems.

3.

Existing Plus Project Conditions

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

Transportation Network Under Existing Plus Project Conditions

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

Winchester Boulevard and Olsen Drive – the project is proposing to convert the west approach of this intersection to provide one left-turn lane, one shared through and left-turn, and one right-turn lane and add a second northbound left-turn lane. The addition of the second northbound left-turn lane will require the removal and reconstruction of the center median on the south approach to provide two 10 foot left-turn lanes with an approximately 2-3 foot median nose. The new median and left-turn lanes will match and align with those of the north leg of the intersection.

Project Trip Estimates

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

Trip Generation

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 9,457 daily trips, with 1,390 trips (1,240 inbound and 150 outbound) occurring during the AM peak hour and 1,314 trips (209 inbound and 1,105 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 7 in Chapter 5.

Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. Trip distribution and assignment are discussed in detail in Chapter 5.

Existing Plus Project Traffic Volumes

Project trips, as represented in the project trip assignment discussed above, were added to existing traffic volumes to obtain existing plus project traffic volumes. The project is proposing the vacation and realignment of Olsen Drive. The realignment includes termination of Olsen Drive at a new T-intersection with an on-site private road. Current access to the Winchester Ranch mobile home park from Olsen Drive will be re-routed to Olin Avenue with the use of a new private roadway along the western boundary of the project site. A re-assignment of existing mobile home traffic was completed to account for the change in mobile home travel route. The existing plus project traffic volumes are shown on Figure 6. Traffic volumes for all components of traffic are tabulated in Appendix C.

Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 5. The results show that, measured against the applicable municipal and CMP level of service standards, the following six intersections are projected to operate at an unacceptable level during at least one peak hour under existing plus project conditions.

City of San Jose Intersections

- 15. San Tomas Expressway and Stevens Creek Boulevard * (AM & PM Peak Hours)
- 22. San Tomas Expressway and Moorpark Avenue * (AM Peak Hour)
- 35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
- 36. San Tomas Expressway and Payne Avenue (AM Peak Hour)

City of Santa Clara Intersections

- 52. San Tomas Expressway and Benton Street (AM Peak Hour)
- 53. San Tomas Expressway and El Camino Real * (AM & PM Peak Hours)

* Denotes CMP Intersection

At the time of this analysis, the construction of intersection improvements at the San Tomas Expressway and El Camino Real intersection were underway. The improvements consist of the addition of second left-turn lanes on each approach to the intersection. The improvements will reduce the average delay for vehicular traffic to an acceptable level (LOS E) during the PM peak hour.

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

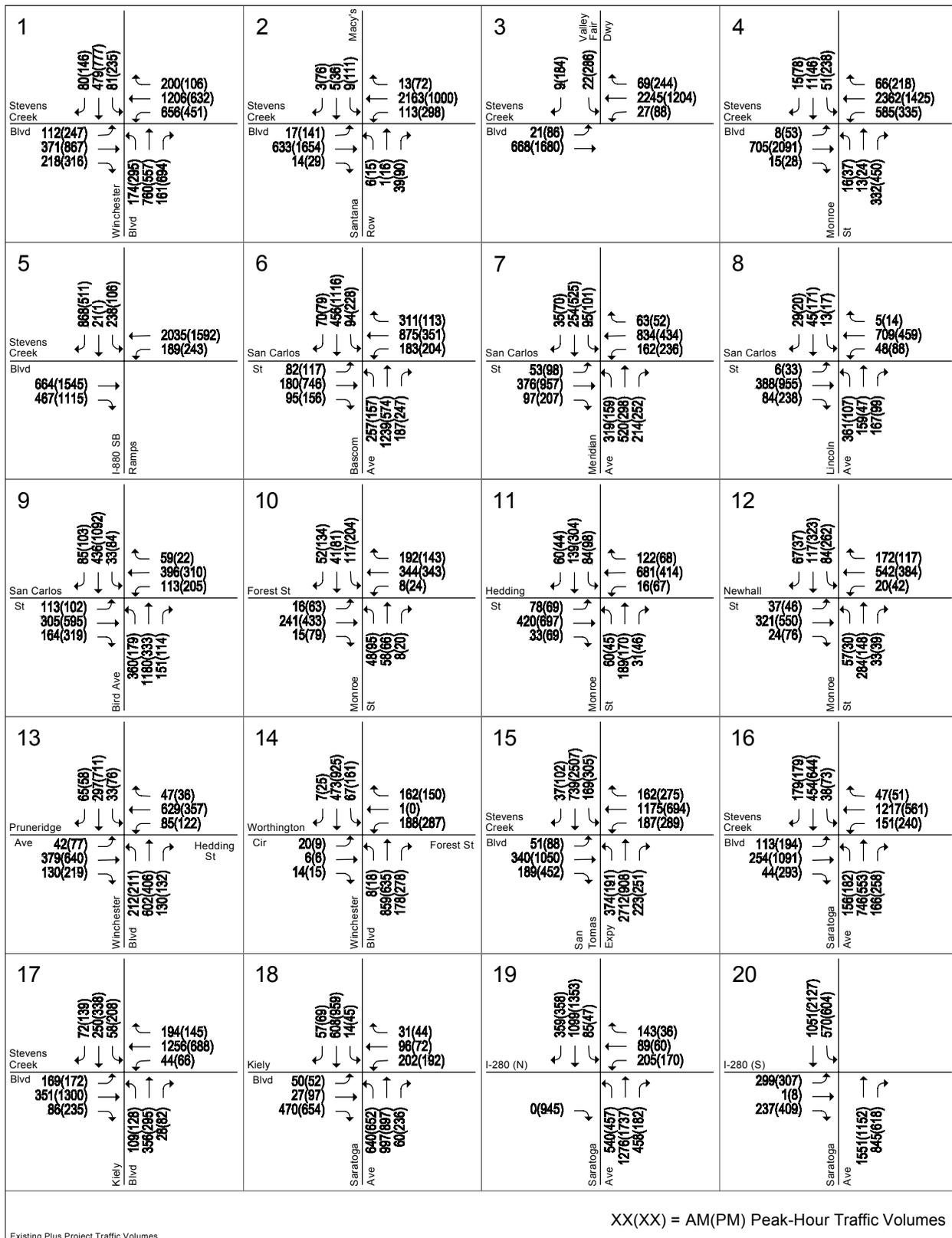
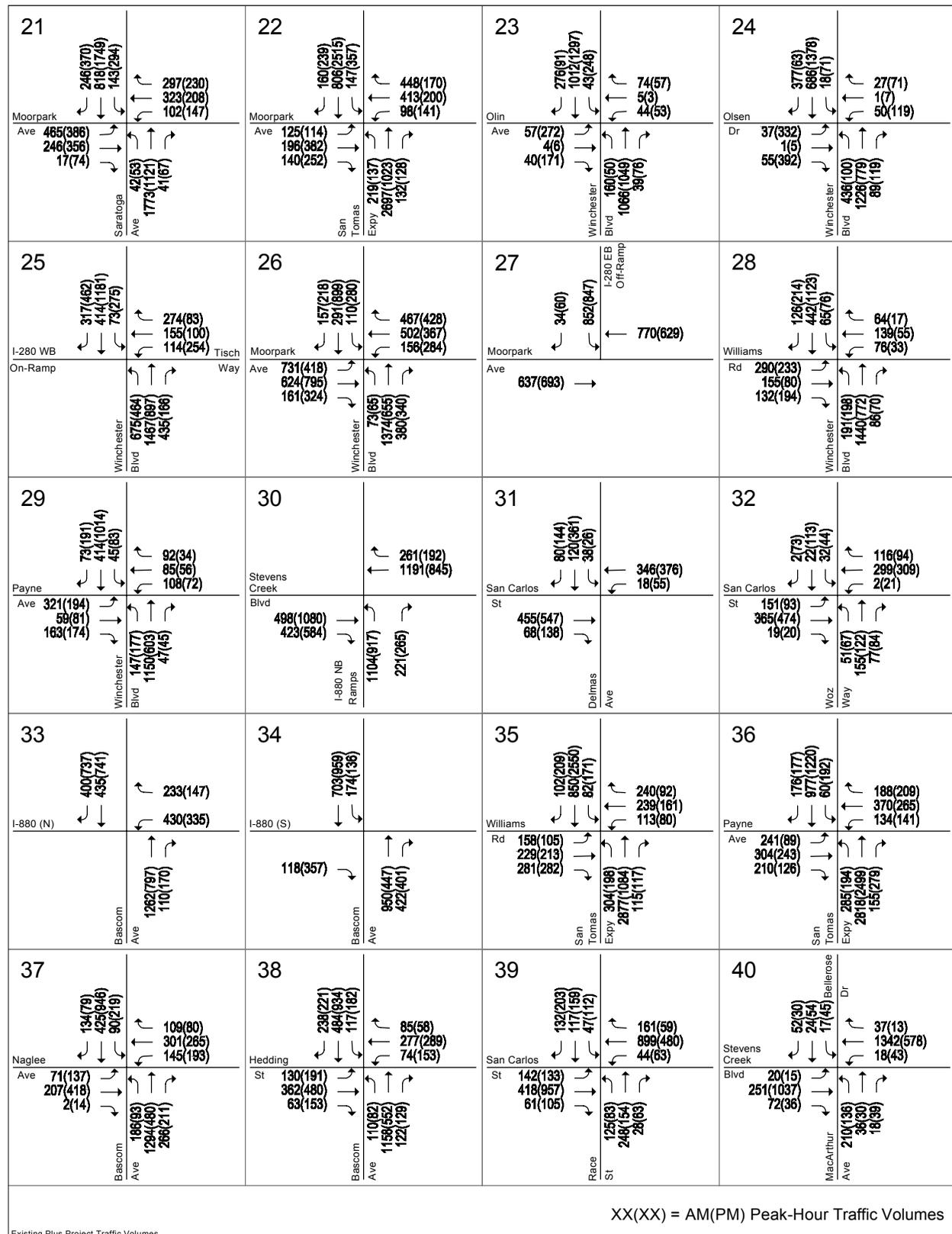


Figure 6
Existing Plus Project Traffic Volumes



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

Existing Plus Project Traffic Volumes

Figure 6 (Continued)
Existing Plus Project Traffic Volumes

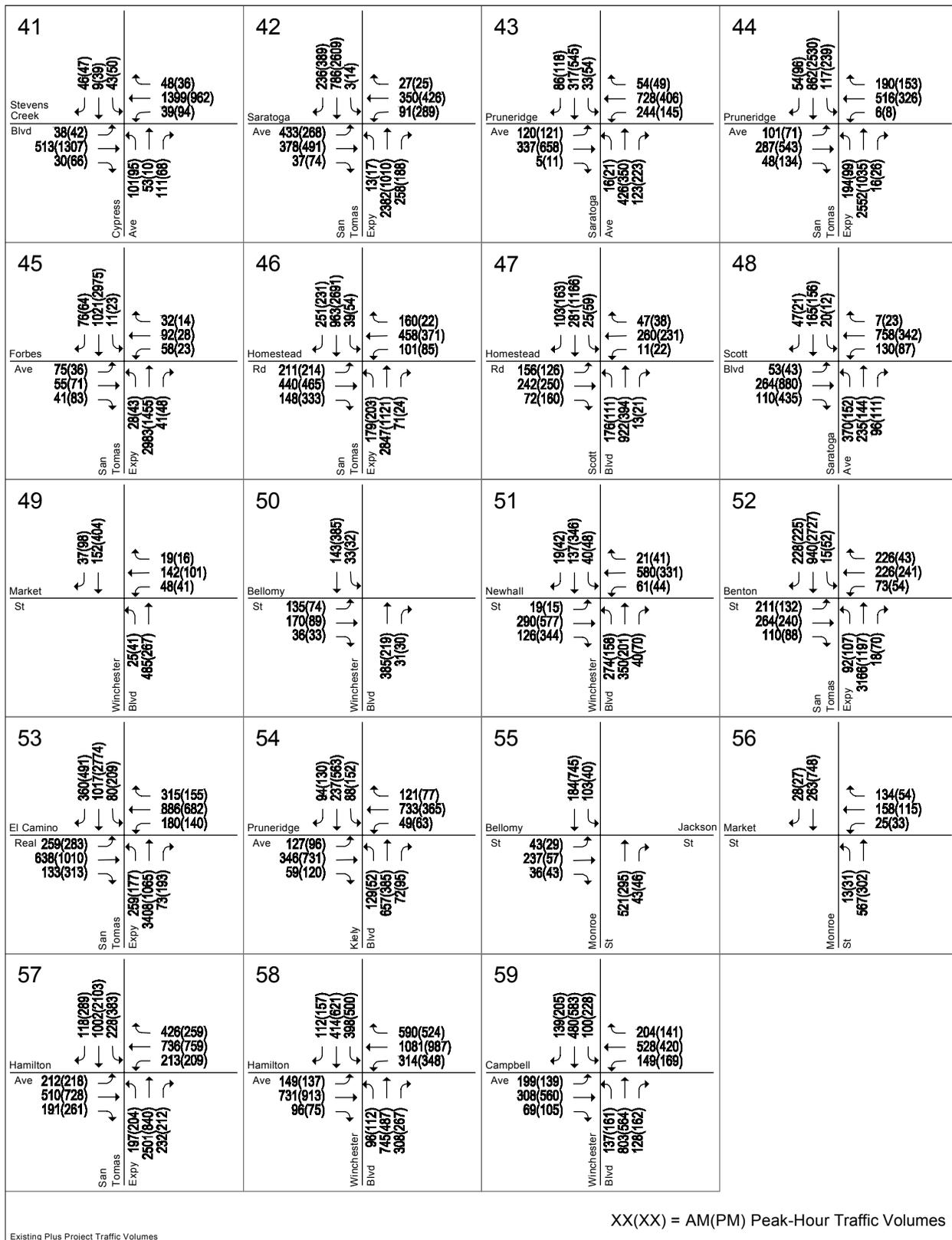


Figure 6 (Continued)
Existing Plus Project Traffic Volumes

Table 5
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay	LOS	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	35.2	D	37.2	D
			PM	46.6	D	54.7	D
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	13.7	B	13.8	B
			PM	30.8	C	28.5	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	7.5	A	7.4	A
			PM	23.0	C	20.9	C
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	29.8	C	32.1	C
			PM	35.4	D	43.6	D
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	24.7	C	25.2	C
			PM	23.7	C	23.1	C
6	Bascom Avenue and San Carlos Street	San Jose	AM	41.1	D	42.0	D
			PM	48.7	D	49.5	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	37.8	D	37.9	D
			PM	48.2	D	48.3	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	34.2	C	34.2	C
			PM	34.1	C	33.6	C
9	Bird Avenue and San Carlos Street *	San Jose	AM	32.9	C	34.5	C
			PM	39.6	D	39.8	D
10	Monroe Street and Forest Street	San Jose	AM	16.4	B	16.5	B
			PM	20.0	B	19.7	B
11	Monroe Street and Hedding Street	San Jose	AM	32.0	C	32.1	C
			PM	32.8	C	32.9	C
12	Monroe Street and Newhall Street	San Jose	AM	27.2	C	27.3	C
			PM	29.1	C	29.2	C
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	29.6	C	30.3	C
			PM	35.6	D	36.2	D
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	24.2	C	23.7	C
			PM	24.9	C	25.7	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	81.8	F	82.7	F
			PM	64.1	E	64.7	E
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.5	D	35.4	D
			PM	38.8	D	39.5	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.5	D	37.4	D
			PM	37.7	D	37.6	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	35.6	D	35.4	D
			PM	41.0	D	41.1	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	29.7	C	29.5	C
			PM	23.9	C	23.8	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	34.1	C	34.2	C
			PM	33.2	C	33.1	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	45.9	D	46.2	D
			PM	45.3	D	45.3	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	85.3	F	85.0	F
			PM	46.9	D	47.7	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	18.6	B	22.1	C
			PM	20.4	C	33.6	C
24	Winchester Boulevard and Olsen Drive	San Jose	AM	14.0	B	22.8	C
			PM	19.6	B	36.7	D
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	25.6	C	36.6	D
			PM	34.6	C	40.7	D
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	38.6	D	41.5	D
			PM	42.1	D	42.3	D

Table 5 (Continued)
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay	LOS	Avg. Delay	LOS
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.1	B	11.6	B
			PM	12.9	B	13.0	B
28	Winchester Boulevard and Williams Road	San Jose	AM	35.3	D	35.8	D
			PM	36.3	D	35.9	D
29	Winchester Boulevard and Payne Avenue	San Jose	AM	38.8	D	38.7	D
			PM	39.3	D	38.9	D
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	20.5	C	22.1	C
			PM	22.8	C	23.1	C
31	Delmas Avenue and San Carlos Street	San Jose	AM	12.0	B	12.1	B
			PM	16.5	B	16.4	B
32	Woz Way and San Carlos Street	San Jose	AM	32.8	C	32.7	C
			PM	34.0	C	33.9	C
33	Bascom Avenue and I-880 (N) *	San Jose	AM	10.9	B	10.8	B
			PM	9.7	A	9.7	A
34	Bascom Avenue and I-880 (S) *	San Jose	AM	9.1	A	9.0	A
			PM	6.6	A	6.6	A
35	San Tomas Expressway and Williams Road	San Jose	AM	62.4	E	64.8	E
			PM	60.2	E	61.1	E
36	San Tomas Expressway and Payne Avenue	San Jose	AM	82.8	F	85.0	F
			PM	40.9	D	41.0	D
37	Bascom Avenue and Naglee Avenue	San Jose	AM	33.8	C	34.0	C
			PM	42.6	D	42.7	D
38	Bascom Avenue and Hedding Street	San Jose	AM	39.6	D	39.8	D
			PM	47.6	D	47.8	D
39	Race Street and San Carlos Street	San Jose	AM	34.5	C	34.0	C
			PM	35.7	D	35.2	D
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	31.0	C	30.4	C
			PM	33.5	C	31.9	C
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	11.1	B	11.2	B
			PM	12.2	B	12.1	B
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	61.3	E	61.1	E
			PM	58.8	E	58.7	E
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.1	C	29.2	C
			PM	29.7	C	29.7	C
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	68.3	E	68.5	E
			PM	57.2	E	57.9	E
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	43.3	D	43.1	D
			PM	8.0	A	8.1	A
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	70.9	E	71.0	E
			PM	61.7	E	61.9	E
47	Scott Boulevard and Homestead Road	Santa Clara	AM	23.4	C	23.4	C
			PM	26.1	C	26.2	C
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	25.6	C	25.7	C
			PM	23.2	C	23.2	C
49	Winchester Boulevard and Market Street	Santa Clara	AM	7.1	A	7.3	A
			PM	5.8	A	5.8	A
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	9.5	A	9.4	A
			PM	7.4	A	7.3	A
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	23.5	C	23.9	C
			PM	19.2	B	20.2	C
52	San Tomas Expressway and Benton Street	Santa Clara	AM	89.6	F	89.6	F
			PM	69.5	E	69.7	E

Table 5 (Continued)
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay	LOS	Avg. Delay	LOS
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	107.8	F	107.9	F
			PM	79.7	E	80.6	F
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	31.4	C	31.7	C
			PM	30.2	C	30.2	C
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	8.3	A	8.3	A
			PM	5.8	A	5.7	A
56	Monroe Street and Market Street	Santa Clara	AM	8.4	A	8.4	A
			PM	6.7	A	6.7	A
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	77.4	E	78.2	E
			PM	60.0	E	60.2	E
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	39.7	D	40.0	D
			PM	46.4	D	46.5	D
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	34.3	C	34.6	C
			PM	34.7	C	34.7	C

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 1. Construction of intersection improvements at the San Tomas Expressway and El Camino Real intersection are underway. The improvements will reduce the average delay for vehicular traffic to an acceptable level (LOS E) during the PM peak hour.

4. Background Conditions

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

Background Transportation Network

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

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

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

Redwood and Stevens Creek Boulevard – As part of the approved expansion of the Valley Fair Shopping Center, this intersection will be relocated from its current position to align with Baywood Avenue. The north approach at the relocated intersection will serve as the primary access point to Valley Fair. The north approach will be restriped to provide one left-turn lane and one shared left/right-turn lane.

Winchester Boulevard and Olsen Drive – As part of the Santana Row Lot 11 construction currently in progress, Olsen Drive, east of Winchester Boulevard, is narrowed temporarily from two lanes to one lane in the eastbound direction. The temporary narrowing includes the closure of one of the two southbound left-turn lanes and conversion of the shared eastbound through and right-turn lane to an exclusive right-

turn lane. Under background conditions, Santana Row Lot 11 is assumed to be completed and the lane geometries would be reverted to those that were in place before the construction.

San Tomas Expressway and El Camino Real – The San Tomas Expressway Improvement project, currently in progress, will add a second left-turn lane to the existing single left-turn lanes on each of the intersection approaches and permanently remove the two ‘free running right’ turn lanes from El Camino Real to San Tomas Expressway.

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose’s Approved Trips Inventory (ATI) database included in Appendix B. Traffic generated by approved projects within the Cities of Santa Clara and Campbell also were included in the background traffic volumes. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background traffic volumes are shown Figure 7. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions are summarized in Table 6.

The results show that, measured against the applicable municipal and CMP level of service standards, the following eleven intersections are projected to operate at an unacceptable LOS during at least one hour under background conditions.

City of San Jose Intersections

- 4. Monroe Street and Stevens Creek Boulevard (PM Peak Hour)
- 15. San Tomas Expressway and Stevens Creek Boulevard * (AM & PM Peak Hours)
- 22. San Tomas Expressway and Moorpark Avenue * (AM Peak Hour)
- 35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
- 36. San Tomas Expressway and Payne Avenue (AM Peak Hour)

City of Santa Clara Intersections

- 42. San Tomas Expressway and Saratoga Avenue * (AM & PM Peak Hours)
- 44. San Tomas Expressway and Pruneridge Avenue (AM & PM Peak Hours)
- 45. San Tomas Expressway and Forbes Avenue (AM Peak Hour)
- 46. San Tomas Expressway and Homestead Road * (AM & PM Peak Hours)
- 52. San Tomas Expressway and Benton Street (AM & PM Peak Hours)
- 53. San Tomas Expressway and El Camino Real * (AM & PM Peak Hours)

* Denotes CMP Intersection

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

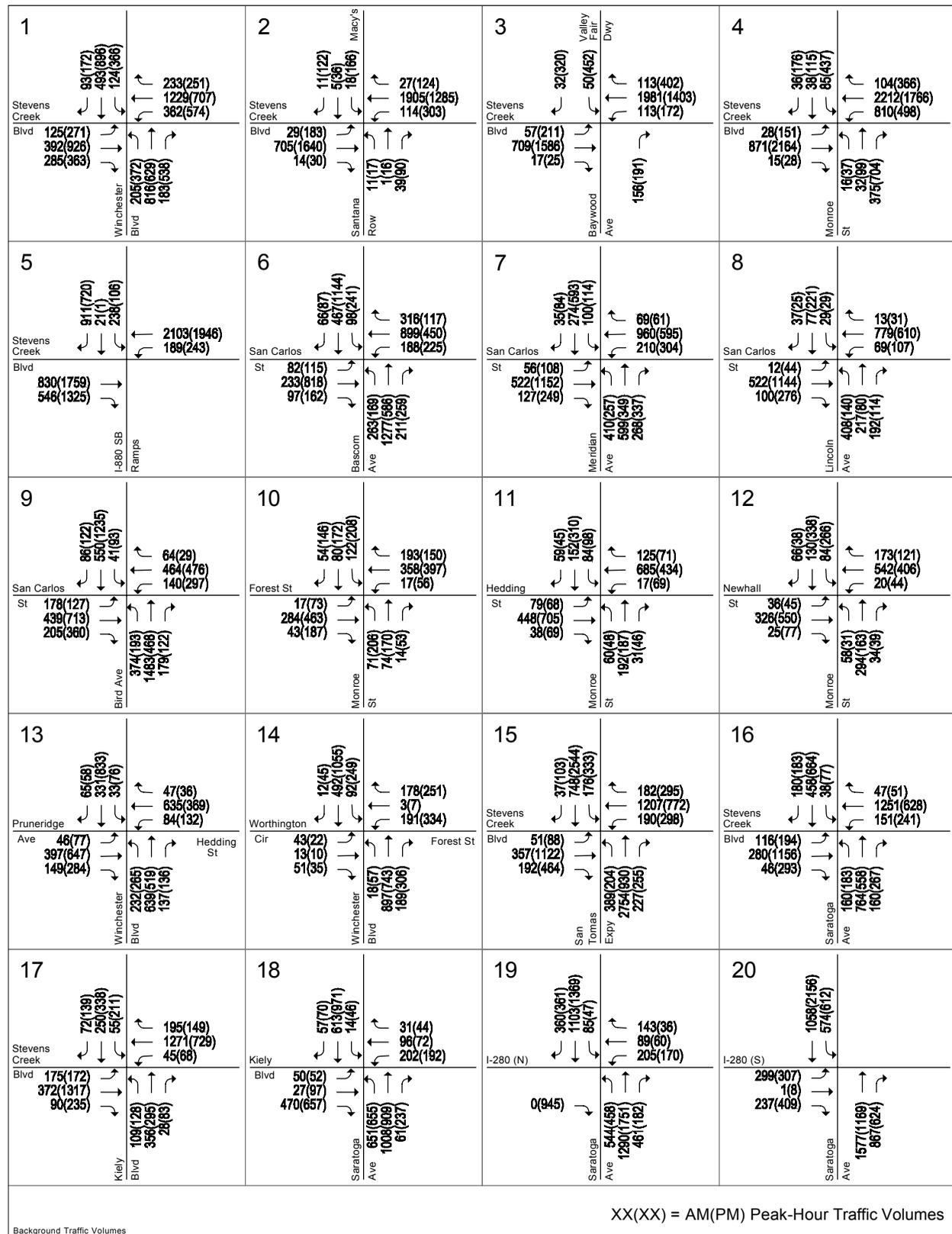
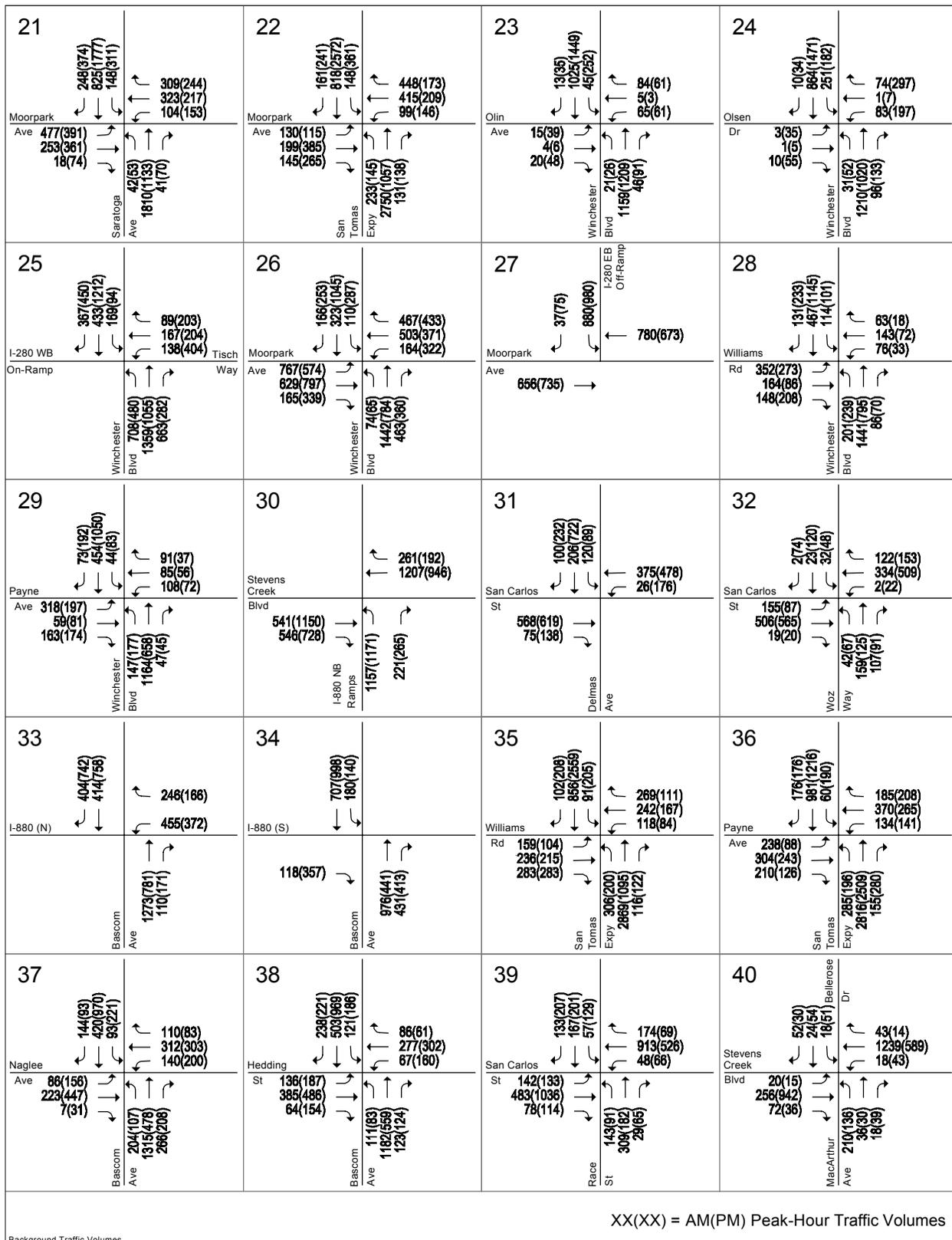


Figure 7
Background Traffic Volumes



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

Background Traffic Volumes

Figure 7 (Continued)
Background Traffic Volumes

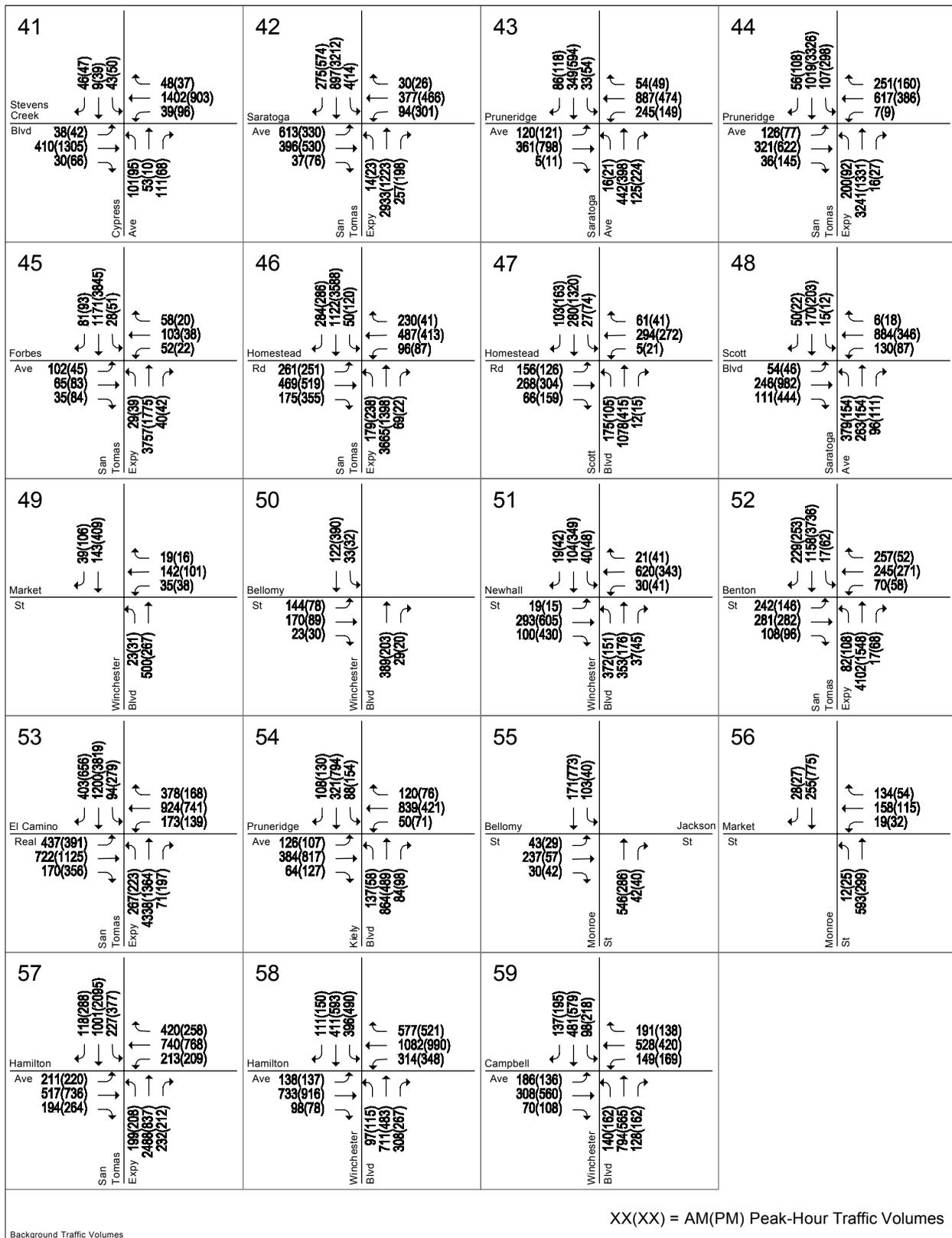


Figure 7 (Continued)
Background Traffic Volumes

Table 6
Background Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Background	
				Avg. Delay	LOS	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	35.2	D	36.4	D
			PM	46.6	D	52.7	D
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	13.7	B	12.9	B
			PM	30.8	C	30.8	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	7.5	A	19.6	B
			PM	23.0	C	48.0	D
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	29.8	C	36.0	D
			PM	35.4	D	88.3	F
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	24.7	C	25.5	C
			PM	23.7	C	25.4	C
6	Bascom Avenue and San Carlos Street	San Jose	AM	41.1	D	42.6	D
			PM	48.7	D	50.7	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	37.8	D	39.0	D
			PM	48.2	D	53.6	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	34.2	C	37.2	D
			PM	34.1	C	36.9	D
9	Bird Avenue and San Carlos Street *	San Jose	AM	32.9	C	35.8	D
			PM	39.6	D	43.8	D
10	Monroe Street and Forest Street	San Jose	AM	16.4	B	17.6	B
			PM	20.0	B	19.9	B
11	Monroe Street and Hedding Street	San Jose	AM	32.0	C	32.3	C
			PM	32.8	C	33.2	C
12	Monroe Street and Newhall Street	San Jose	AM	27.2	C	27.4	C
			PM	29.1	C	29.5	C
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	29.6	C	30.6	C
			PM	35.6	D	38.6	D
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	24.2	C	26.6	C
			PM	24.9	C	31.1	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	81.8	F	88.4	F
			PM	64.1	E	67.5	E
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.5	D	35.7	D
			PM	38.8	D	39.7	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.5	D	37.5	D
			PM	37.7	D	37.6	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	35.6	D	35.1	D
			PM	41.0	D	41.2	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	29.7	C	29.5	C
			PM	23.9	C	23.7	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	34.1	C	34.6	C
			PM	33.2	C	33.2	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	45.9	D	46.8	D
			PM	45.3	D	46.3	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	85.3	F	87.6	F
			PM	46.9	D	48.7	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	18.6	B	17.9	B
			PM	20.4	C	19.5	B
24	Winchester Boulevard and Olsen Drive	San Jose	AM	14.0	B	22.9	C
			PM	19.6	B	32.5	C
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	25.6	C	32.7	C
			PM	34.6	C	52.5	D
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	38.6	D	42.4	D
			PM	42.1	D	43.5	D

Table 6 (Continued)
Background Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Background	
				Avg. Delay	LOS	Avg. Delay	LOS
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.1	B	11.8	B
			PM	12.9	B	13.5	B
28	Winchester Boulevard and Williams Road	San Jose	AM	35.3	D	35.5	D
			PM	36.3	D	36.2	D
29	Winchester Boulevard and Payne Avenue	San Jose	AM	38.8	D	38.6	D
			PM	39.3	D	38.5	D
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	20.5	C	22.4	C
			PM	22.8	C	24.9	C
31	Delmas Avenue and San Carlos Street	San Jose	AM	12.0	B	15.0	B
			PM	16.5	B	22.0	C
32	Woz Way and San Carlos Street	San Jose	AM	32.8	C	32.9	C
			PM	34.0	C	35.0	D
33	Bascom Avenue and I-880 (N) *	San Jose	AM	10.9	B	11.2	B
			PM	9.7	A	10.3	B
34	Bascom Avenue and I-880 (S) *	San Jose	AM	9.1	A	9.2	A
			PM	6.6	A	6.6	A
35	San Tomas Expressway and Williams Road	San Jose	AM	62.4	E	64.6	E
			PM	60.2	E	61.6	E
36	San Tomas Expressway and Payne Avenue	San Jose	AM	82.8	F	84.7	F
			PM	40.9	D	41.0	D
37	Bascom Avenue and Naglee Avenue	San Jose	AM	33.8	C	35.2	D
			PM	42.6	D	43.8	D
38	Bascom Avenue and Hedding Street	San Jose	AM	39.6	D	40.3	D
			PM	47.6	D	48.3	D
39	Race Street and San Carlos Street	San Jose	AM	34.5	C	35.6	D
			PM	35.7	D	35.6	D
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	31.0	C	30.7	C
			PM	33.5	C	33.3	C
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	11.1	B	11.2	B
			PM	12.2	B	12.2	B
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	61.3	E	112.3	F
			PM	58.8	E	83.5	F
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.1	C	29.1	C
			PM	29.7	C	29.9	C
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	68.3	E	128.8	F
			PM	57.2	E	94.4	F
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	43.3	D	88.9	F
			PM	8.0	A	36.2	D
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	70.9	E	136.2	F
			PM	61.7	E	130.4	F
47	Scott Boulevard and Homestead Road	Santa Clara	AM	23.4	C	23.7	C
			PM	26.1	C	27.3	C
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	25.6	C	26.4	C
			PM	23.2	C	23.9	C
49	Winchester Boulevard and Market Street	Santa Clara	AM	7.1	A	7.0	A
			PM	5.8	A	5.7	A
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	9.5	A	9.5	A
			PM	7.4	A	7.4	A
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	23.5	C	24.7	C
			PM	19.2	B	20.4	C
52	San Tomas Expressway and Benton Street	Santa Clara	AM	89.6	F	175.5	F
			PM	69.5	E	140.1	F

Table 6 (Continued)
Background Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing		Background	
				Avg. Delay	LOS	Avg. Delay	LOS
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	107.8	F	173.1	F
			PM	79.7	E	126.5	F
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	31.4	C	32.5	C
			PM	30.2	C	31.5	C
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	8.3	A	8.2	A
			PM	5.8	A	5.9	A
56	Monroe Street and Market Street	Santa Clara	AM	8.4	A	8.3	A
			PM	6.7	A	6.8	A
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	77.4	E	77.4	E
			PM	60.0	E	60.1	E
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	39.7	D	39.8	D
			PM	46.4	D	46.5	D
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	34.3	C	34.3	C
			PM	34.7	C	34.7	C

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.

5. Background Plus Project Conditions

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

Project Description

The proposed development consists of replacing two of three existing vacant movie theater buildings and an existing restaurant on site with 969,051 square feet (s.f.) of office space and 29,000 s.f. of retail space. The remaining Century 21 theater building will be utilized on a limited basis for special events primarily during the weekends. It is expected that any trips generated by the use of the theater during the weekday standard peak hours will be minimal. Therefore, trips associated with the theater uses are not included in this analysis. Access to the project site will be provided via full-access driveways along Olin Avenue and the intersection of Winchester Boulevard and Olsen Drive. Parking for the development will be provided by garages located beneath each of the proposed buildings.

The project also includes the proposed vacation and realignment of Olsen Drive within the project site. The realignment includes the termination of Olsen Drive at its western end at a new T-intersection with an on-site private road. Current access to the Winchester Ranch mobile home park from Olsen Drive will be re-routed to Olin Avenue and the use of a new private roadway along the western boundary of the project site. An alternative access plan that retains a public street connection to the mobile home park from Olsen Drive also is being considered. However, the alternative that retains the public street connection will result in only minimal changes to the analysis completed in this study.

Access to the Winchester Mystery House is currently provided via one right-turn only driveway along Winchester Boulevard and one driveway on Olsen Drive. Access to the Winchester Mystery House will continue to be provided from the existing driveway along Winchester as well as a driveway along the newly realigned Olsen Drive, located at opposite Spar Avenue, and a new access point along Hanson Avenue. Parking within the Winchester Mystery House surface parking lot will be expanded to provide approximately 100 additional parking spaces with the realignment of Olsen Drive.

Transportation Network Under Background Plus Project Conditions

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

Winchester Boulevard and Olsen Drive – the project is proposing to convert the west approach of this intersection to provide one left-turn lane, one shared through and left-turn, and one right-turn lane and add a second northbound left-turn lane. The addition of the second northbound left-turn lane will require the removal and reconstruction of the center median on the south approach to provide two 10 foot left-turn lanes with an approximately 2-3 foot median nose. The new median and left-turn lanes will match and align with those of the north leg of the intersection.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Impacts on intersections are based on the significance criteria and thresholds of the jurisdiction in which the intersection is located. For this analysis, significance criteria for impacts on intersections in San Jose are based on the City of San Jose level of service standards, while intersections in Cities of Santa Clara and Campbell were analyzed based on the applicable municipal and CMP intersection jurisdiction standards. Project impacts also were analyzed according to the CMP methodology for the study freeway segments.

City of San Jose Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.
3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by two (2) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

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

Cities of Campbell and Santa Clara Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under

background conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under project conditions, or

2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under background conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

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

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP or County Expressway intersection standard if the additional project traffic caused one of the following during either peak hour:

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

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

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

CMP Definition of Significant Freeway Segment Impacts

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

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

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

Project Trip Estimates

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

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project. The 43% pass-by reduction for the existing restaurant was based on ITE.

Furthermore, a two-percent transit reduction was applied to the trips estimated to be generated by the proposed residential uses due to the project site's close proximity of a major bus stop, as prescribed by the VTA guidelines. An additional three-percent trip reduction, as prescribed by the VTA guidelines, was applied to the office component because the project is proposing to have project-funded dedicated shuttles for employees.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 9,457 daily trips, with 1,390 trips (1,240 inbound and 150 outbound) occurring during the AM peak hour and 1,314 trips (209 inbound and 1,105 outbound) occurring during the PM peak hour. The trip generation estimates for proposed project under background plus project are presented in Table 7.

Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The trip distribution utilized in this analysis is identical to that used in the completed traffic study for the Santana Row Lots 9 and 17 development. The project trip distribution pattern is shown graphically on Figure 8.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. Figure 9 shows the assignment of net project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Background Plus Project Traffic Volumes

The project trips were added to adjusted background traffic volumes to obtain background plus project traffic volumes. The project is proposing the vacation and realignment of Olsen Drive. The realignment includes termination of Olsen Drive at a new T-intersection with an on-site private road. Current access to the Winchester Ranch mobile home park from Olsen Drive will be re-routed to Olin Avenue with the use of a new private roadway along the western boundary of the project site. A re-assignment of existing mobile home traffic was completed to account for the change in mobile home travel route. The background plus project traffic volumes at the study intersections are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix C.

Table 7
Project Trip Generation Estimates

Land Use	ITE Land Use Code	% Trip Reduction	Size	Daily		AM Peak Hour						PM Peak Hour						
				Rate ¹	Trips	Pk-Hr Rate ¹	Splits		Trips			Pk-Hr Rate ¹	Splits		Trips			
							In	Out	In	Out	Total		In	Out	In	Out	Total	
Proposed Land Uses																		
Office	710		969,051 s.f.	11.03	10,689	1.56	88%	12%	1,331	181	1,512	1.49	17%	83%	245	1,199	1,444	
employment near a major bus stop reduction ⁴		2%			-214				-27	-4	-31				-5	-24	-29	
project-funded dedicated shuttle reduction ⁵		3%			-321				-40	-5	-45				-7	-36	-43	
Retail	820		29,000 s.f.	42.70	1,238	0.96	62%	38%	17	11	28	3.71	48%	52%	52	56	108	
retail pass-by reduction ²		25%			-27				0	0	0				-13	-14	-27	
Total project trips after reductions					11,365				1,281	183	1,464				272	1,181	1,453	
Existing Land Uses																		
Movie Theaters (Century 22 and 23) ⁶	444		5 screens	214.36	1,072	0.00	0%	0%	0	0	0	20.22	40%	60%	40	61	101	
Flame Coffee Shop & Bakery	932		6,800 s.f.	127.15	865	10.81	55%	45%	41	33	74	9.85	60%	40%	40	27	67	
restaurant pass-by reduction ³		43%			-29				0	0	0				-17	-12	-29	
Total project trips after reductions					1,908				41	33	74				63	76	139	
Net Project Trips (Proposed - Existing Land Uses)					9,457				1,240	150	1,390				209	1,105	1,314	
<p>Source: ITE Trip Generation, 9th Edition, 2012. ITE Land Use 710 - General Office Building ITE Land Use 820 - Shopping Center ITE Land Use 444 - Movie Theater with Matinee ITE Land Use 932 - High-Turnover (Sit-Down) Restaurant</p> <p>¹The average trip generation rate from the ITE Trip Generation Manual was used. ²A 25% PM pass-by reduction is typically applied for retail development within Santa Clara County. ³ITE data show that high-turnover (sit-down) restaurants have average pass-by trip reduction of 43% in the PM peak hour. ⁴As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for employment and housing located within 2,000-foot walk of a major bus stop is equal to 2% of the employment components. (The project is located close to the Valley Fair Transit Center on Forest Avenue). ⁵As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for employment with project-funded dedicated shuttle is equal to 3% of the employment component. (The project is proposing a project-funded dedicated shuttle to serve project traffic). ⁶Weekday daily rate was derived using Friday daily rate and multiplying by the ratio of daily traffic variation between Tuesday and Friday.</p>																		

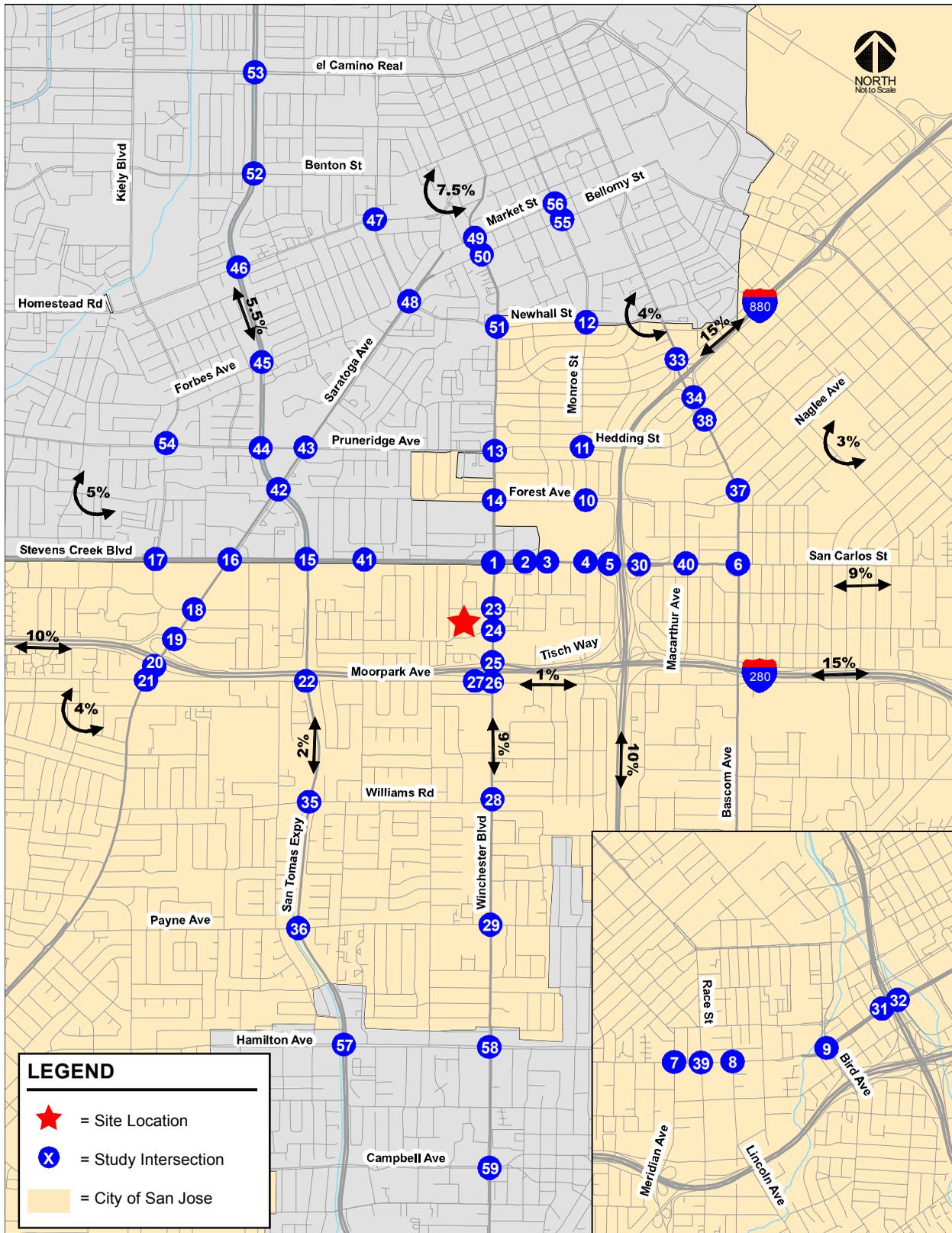


Figure 8
Project Trip Distribution

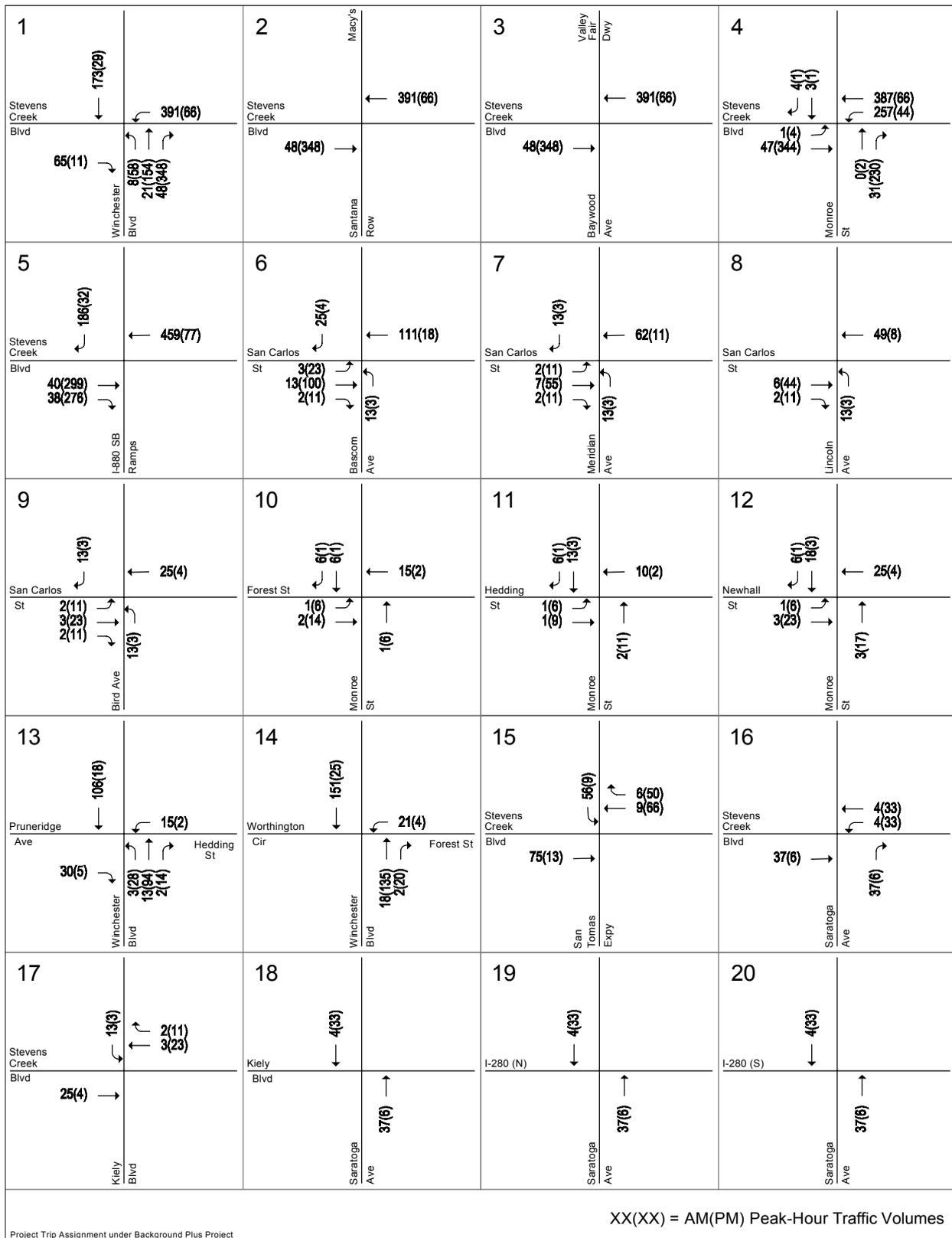


Figure 9
Net Project Trip Assignment

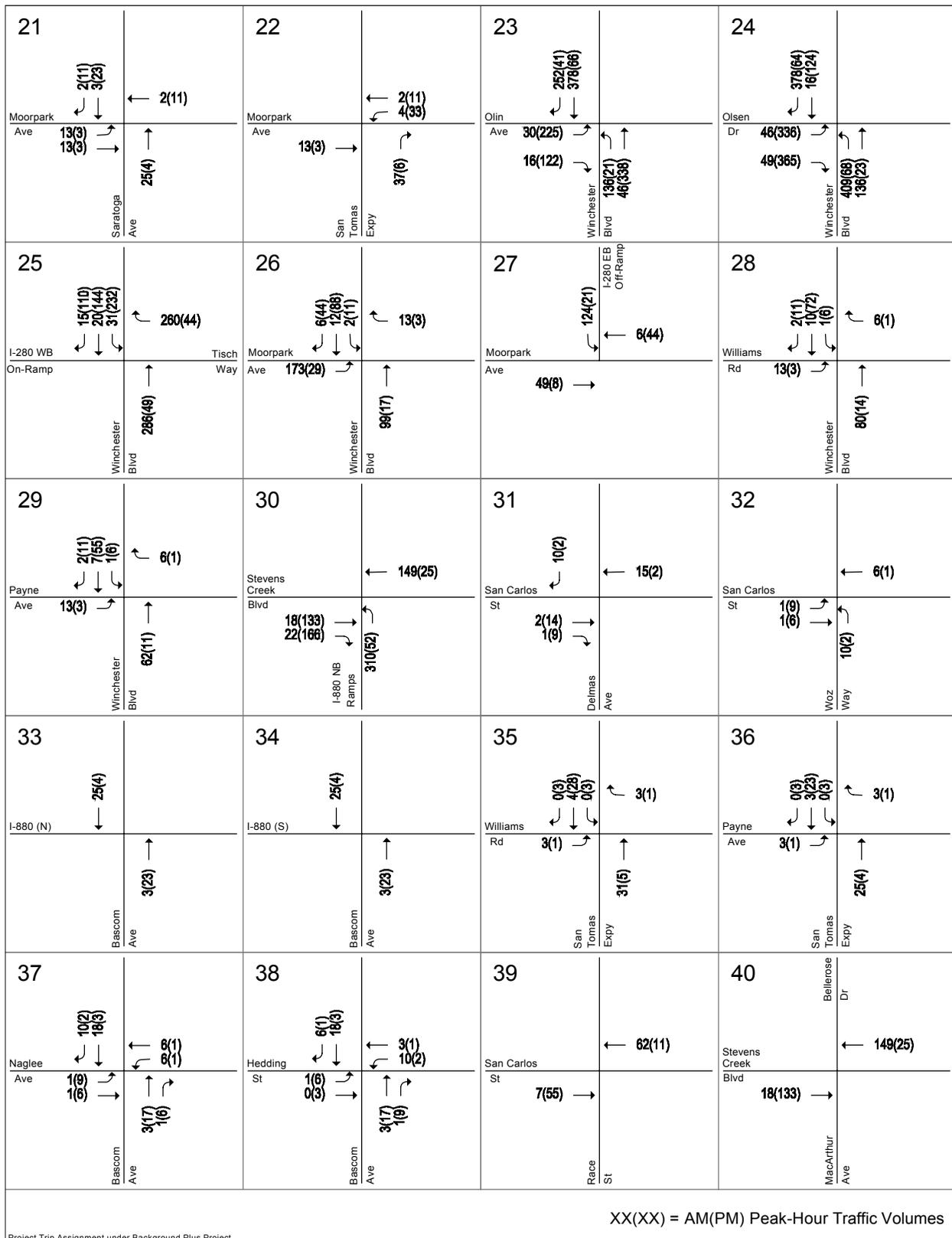


Figure 9 (Continued)
Net Project Trip Assignment

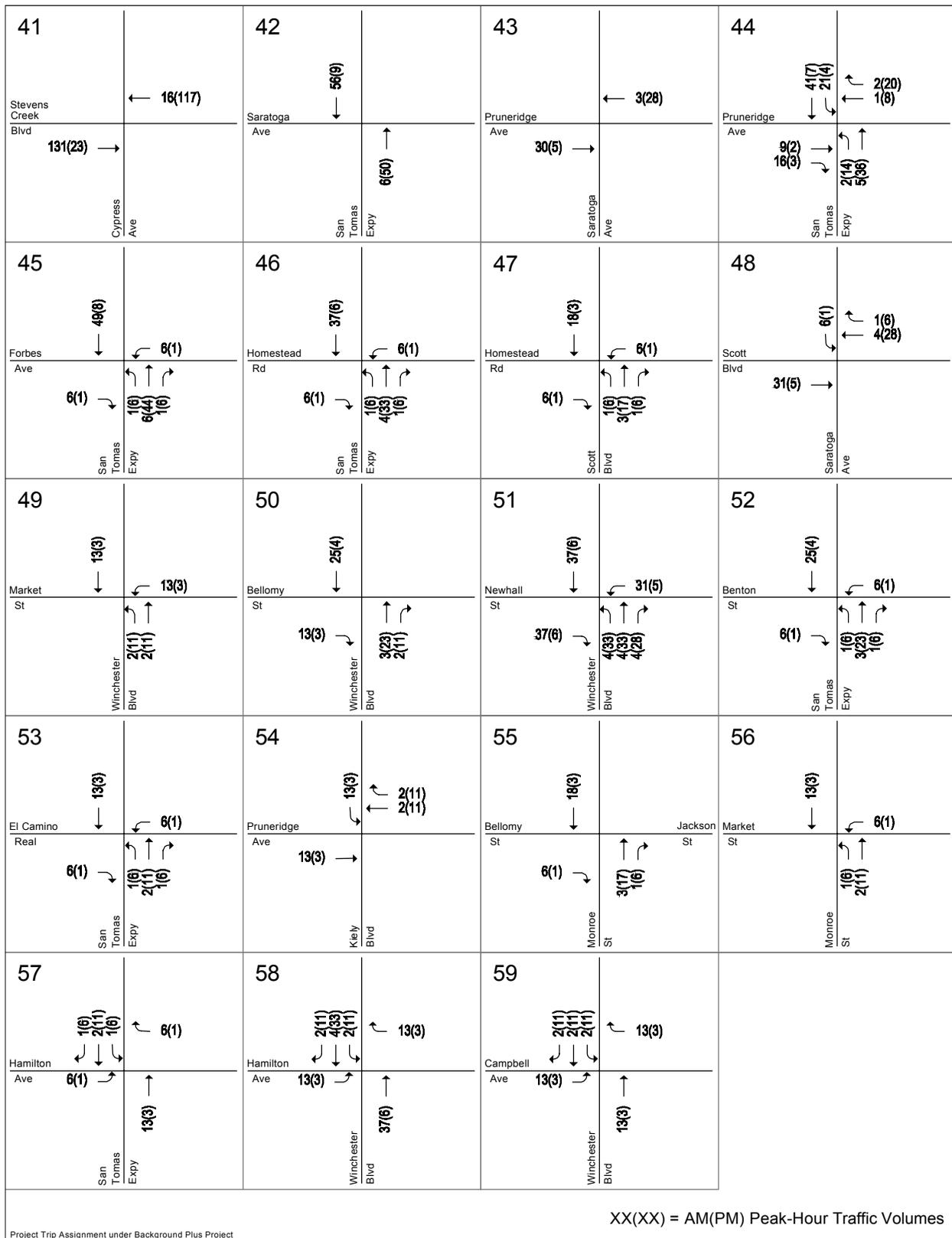


Figure 9 (Continued)
Net Project Trip Assignment

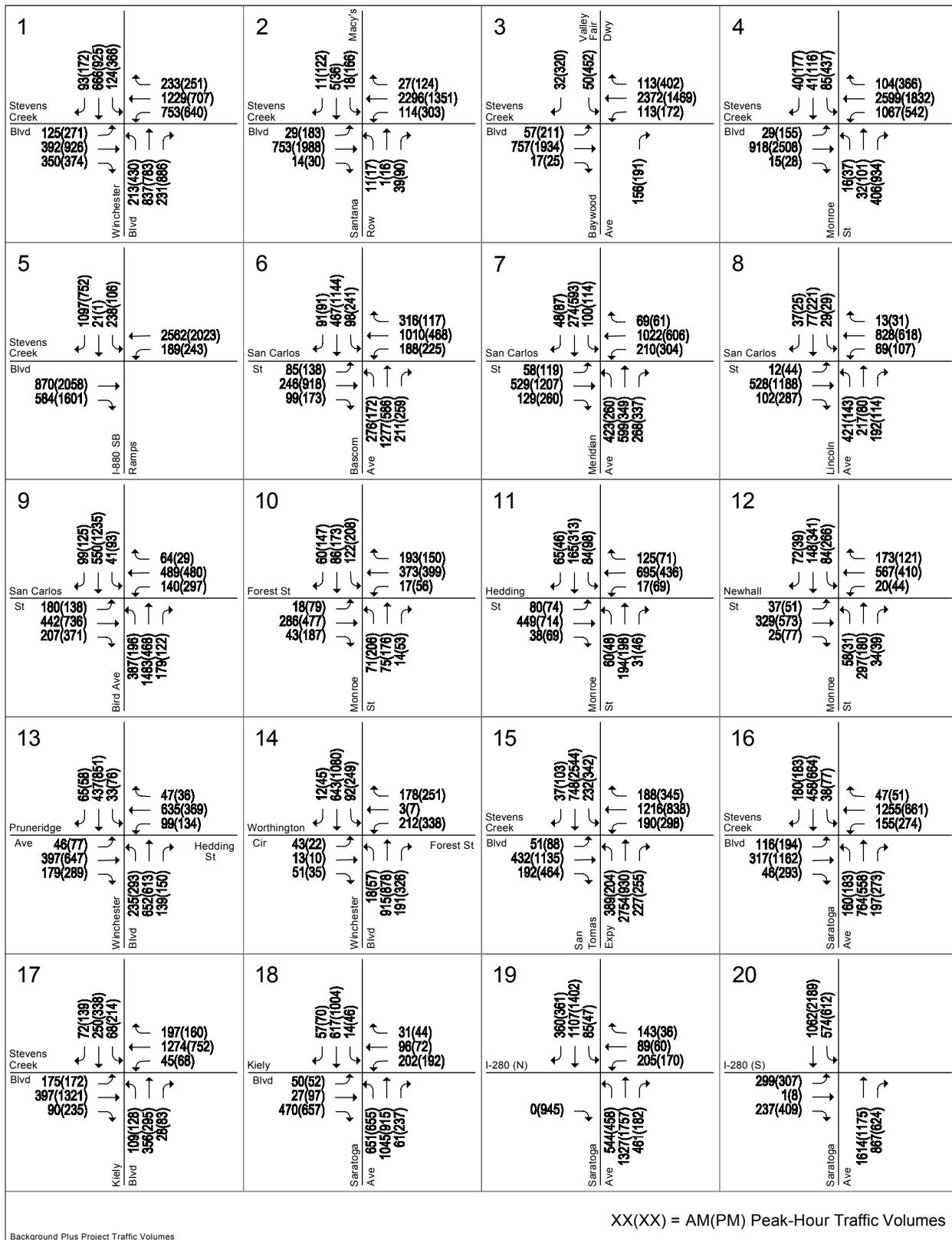
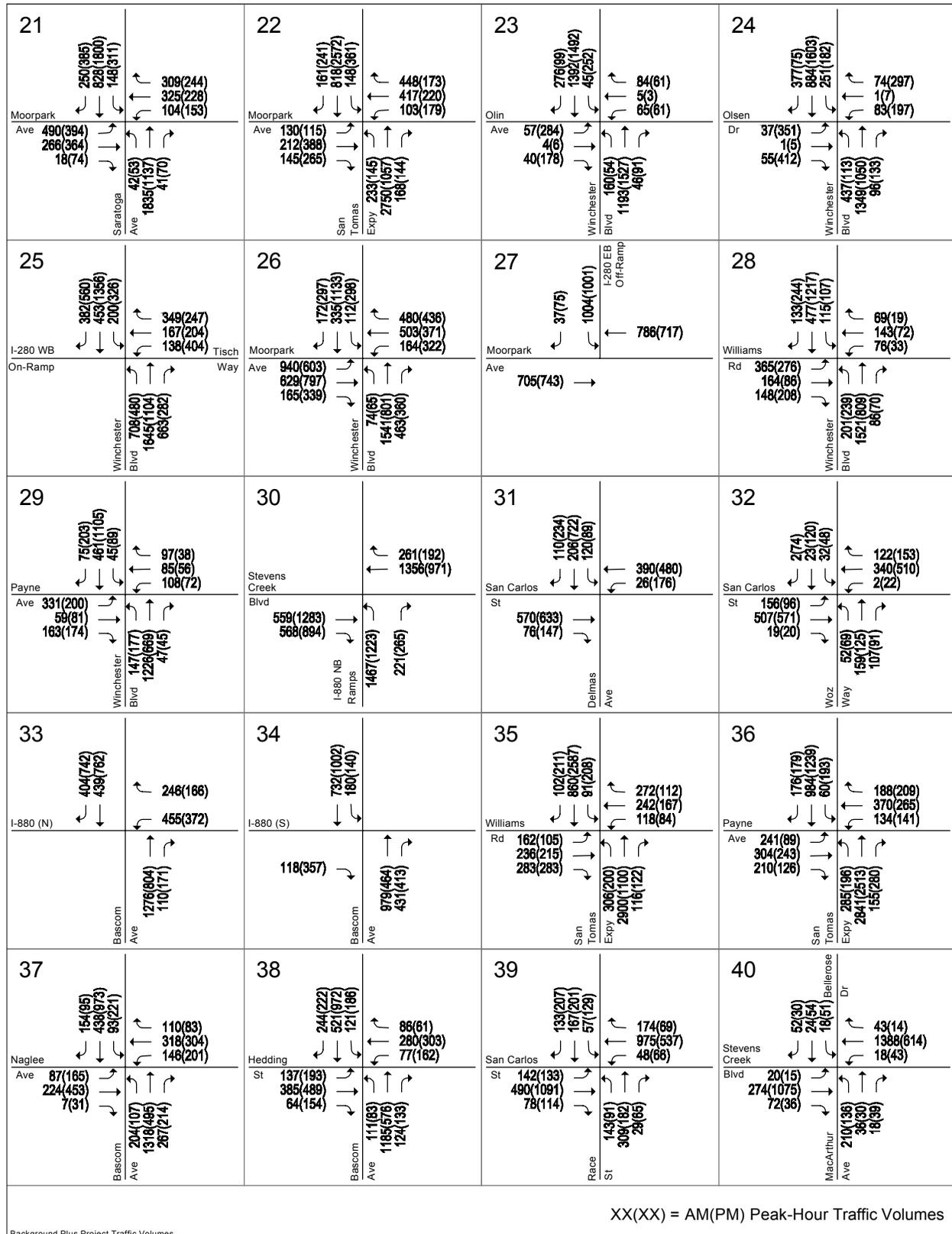


Figure 10
Background Plus Project Traffic Volumes



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

Background Plus Project Traffic Volumes

Figure 10 (Continued)
Background Plus Project Traffic Volumes

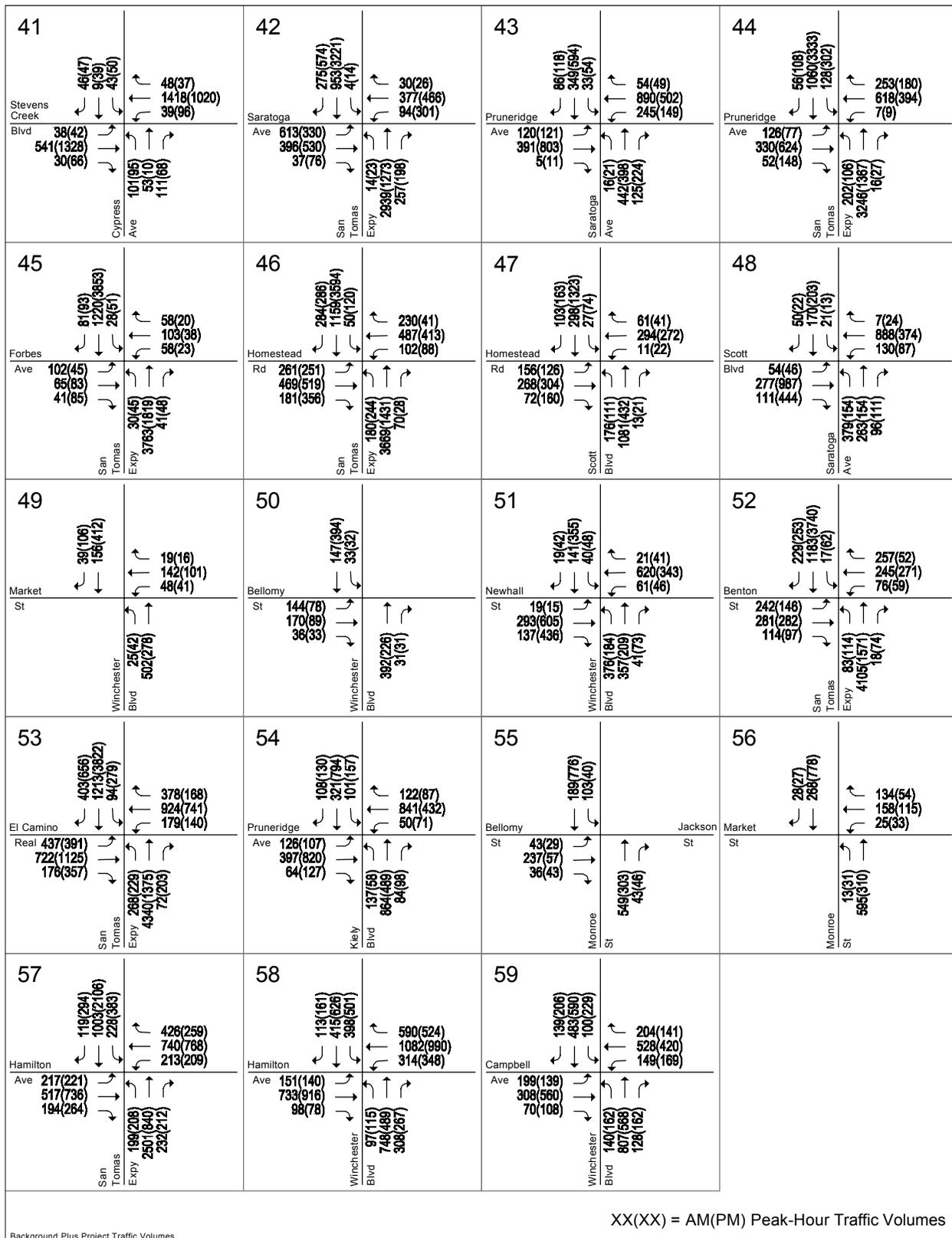


Figure 10 (Continued)
Background Plus Project Traffic Volumes

Intersection LOS Under Background Plus Project Conditions

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 8. The results show that, measured against the applicable municipal and CMP level of service standards, the following thirteen intersections are projected to operate at an unacceptable LOS during at least one hour under background plus project conditions.

City of San Jose Intersections

1. **Winchester Boulevard and Stevens Creek Boulevard * (PM Peak Hour) (Impact)**
4. **Monroe Street and Stevens Creek Boulevard (PM Peak Hour) (Impact)**
15. **San Tomas Expressway and Stevens Creek Boulevard * (AM & PM Peak Hours)**
22. San Tomas Expressway and Moorpark Avenue * (AM Peak Hour)
25. **Winchester Boulevard and I-280 WB on-ramp/Tisch Way (PM Peak Hour) (Impact)**
35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
36. San Tomas Expressway and Payne Avenue (AM Peak Hour)

City of Santa Clara Intersections

42. San Tomas Expressway and Saratoga Avenue * (AM & PM Peak Hours)
44. San Tomas Expressway and Pruneridge Avenue (AM & PM Peak Hours)
45. San Tomas Expressway and Forbes Avenue (AM Peak Hour)
46. San Tomas Expressway and Homestead Road * (AM & PM Peak Hours)
52. San Tomas Expressway and Benton Street (AM & PM Peak Hours)
53. San Tomas Expressway and El Camino Real * (AM & PM Peak Hours)

* Denotes CMP Intersection

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

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

Freeway Segment Level of Service Analysis

Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results of the freeway segment analysis under background plus project conditions are summarized in Table 9. The results show that mixed-flow lanes on 38 of the 46 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one peak hour. In addition, the HOV lanes on five of the study segments is projected to operate at LOS F conditions. Based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on 21 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour:

Mixed-Flow Lane Segment Impacts:

2. Northbound SR 17, between SR 85 and San Tomas Expressway/Camden Avenue (AM Peak Hour)
3. Northbound SR 17, between San Tomas Expressway/Camden Avenue and Hamilton Avenue (AM Peak Hour)
4. Northbound SR 17, between Hamilton Avenue and I-280 (AM Peak Hour)
6. Northbound I-880, between Stevens Creek Boulevard and Bascom Avenue (PM Peak Hour)

Table 8
Background Plus Project Levels of Service

Study Number	Intersection	Location	Peak Hour	Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.4	D	39.7	D	13.1	0.209
			PM	52.7	D	76.1	E	65.5	0.247
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	12.9	B	12.9	B	0.6	0.076
			PM	30.8	C	29.3	C	-1.7	0.067
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	19.6	B	18.8	B	-0.4	0.074
			PM	48.0	D	49.4	D	5.3	0.066
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	36.0	D	40.2	D	4.8	0.095
			PM	88.3	F	148.1	F	86.4	0.209
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	25.5	C	27.1	C	2.9	0.131
			PM	25.4	C	25.3	C	-0.1	0.063
6	Bascom Avenue and San Carlos Street	San Jose	AM	42.6	D	43.7	D	1.8	0.034
			PM	50.7	D	51.5	D	0.8	0.030
7	Meridian Avenue and San Carlos Street	San Jose	AM	39.0	D	39.3	D	0.5	0.026
			PM	53.6	D	54.3	D	1.0	0.016
8	Lincoln Avenue and San Carlos Street	San Jose	AM	37.2	D	37.3	D	0.3	0.022
			PM	36.9	D	36.7	D	0.0	0.014
9	Bird Avenue and San Carlos Street *	San Jose	AM	35.8	D	36.3	D	0.6	0.009
			PM	43.8	D	44.2	D	0.7	0.009
10	Monroe Street and Forest Street	San Jose	AM	17.6	B	17.7	B	0.1	0.009
			PM	19.9	B	19.9	B	0.0	0.005
11	Monroe Street and Hedding Street	San Jose	AM	32.3	C	32.4	C	0.0	0.004
			PM	33.2	C	33.2	C	0.3	0.011
12	Monroe Street and Newhall Street	San Jose	AM	27.4	C	27.5	C	0.0	0.010
			PM	29.5	C	29.7	C	0.1	0.012
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	30.6	C	32.6	C	7.0	0.070
			PM	38.6	D	39.4	D	1.8	0.026
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	26.6	C	26.0	C	-0.1	0.006
			PM	31.1	C	31.5	C	0.6	0.047
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	88.4	F	90.5	F	3.2	0.022
			PM	67.5	E	68.5	E	0.4	0.006
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.7	D	35.5	D	0.0	0.001
			PM	39.7	D	40.3	D	1.1	0.022
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.5	D	37.5	D	0.0	0.001
			PM	37.6	D	37.6	D	0.0	0.001
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	35.1	D	35.0	C	0.1	0.001
			PM	41.2	D	41.3	D	0.2	0.006
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	29.5	C	29.4	C	0.0	0.000
			PM	23.7	C	23.6	C	-0.2	0.006
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	34.6	C	34.7	C	0.0	0.000
			PM	33.2	C	33.2	C	0.0	0.000
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	46.8	D	47.1	D	0.4	0.010
			PM	46.3	D	46.3	D	0.2	0.007
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	87.6	F	87.3	F	0.0	0.000
			PM	48.7	D	50.6	D	4.6	0.021
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.9	B	21.1	C	7.6	0.200
			PM	19.5	B	32.7	C	22.4	0.243
24	Winchester Boulevard and Olsen Drive	San Jose	AM	22.9	C	26.8	C	5.5	0.066
			PM	32.5	C	46.9	D	18.1	0.274
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	32.7	C	52.6	D	33.4	0.165
			PM	52.5	D	69.2	E	19.5	0.075
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	42.4	D	48.2	D	9.4	0.088
			PM	43.5	D	43.6	D	0.4	0.010
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.8	B	12.2	B	0.1	0.030
			PM	13.5	B	13.6	B	0.0	0.007
28	Winchester Boulevard and Williams Road	San Jose	AM	35.5	D	35.8	D	0.5	0.028
			PM	36.2	D	36.0	D	-0.5	0.014
29	Winchester Boulevard and Payne Avenue	San Jose	AM	38.6	D	38.6	D	0.2	0.020
			PM	38.5	D	38.2	D	-0.5	0.014
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	22.4	C	23.9	C	1.5	0.099
			PM	24.9	C	25.5	C	1.0	0.049
31	Delmas Avenue and San Carlos Street	San Jose	AM	15.0	B	15.0	B	0.1	0.004
			PM	22.0	C	22.1	C	0.2	0.007
32	Woz Way and San Carlos Street	San Jose	AM	32.9	C	32.9	C	0.1	0.002
			PM	35.0	D	35.0	D	0.0	0.002

Table 8 (Continued)
Background Plus Project Conditions Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
33	Bascom Avenue and I-880 (N) *	San Jose	AM	11.2	B	11.1	B	0.0	0.001
			PM	10.3	B	10.3	B	-0.1	0.006
34	Bascom Avenue and I-880 (S) *	San Jose	AM	9.2	A	9.1	A	0.0	0.001
			PM	6.6	A	6.6	A	0.0	0.000
35	San Tomas Expressway and Williams Road	San Jose	AM	64.6	E	67.0	E	4.2	0.009
			PM	61.6	E	62.5	E	0.1	0.003
36	San Tomas Expressway and Payne Avenue	San Jose	AM	84.7	F	86.9	F	3.8	0.008
			PM	41.0	D	41.1	D	0.2	0.003
37	Bascom Avenue and Naglee Avenue	San Jose	AM	35.2	D	35.4	D	0.2	0.003
			PM	43.8	D	43.9	D	0.1	0.003
38	Bascom Avenue and Hedding Street	San Jose	AM	40.3	D	40.5	D	0.3	0.005
			PM	48.3	D	48.5	D	0.2	0.005
39	Race Street and San Carlos Street	San Jose	AM	35.6	D	35.3	D	-0.4	0.018
			PM	35.6	D	35.2	D	-0.5	0.016
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	30.7	C	30.2	C	-0.2	0.044
			PM	33.3	C	31.8	C	-1.2	0.039
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	11.2	B	11.2	B	0.0	0.003
			PM	12.2	B	12.0	B	0.0	0.004
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	112.3	F	111.9	F	0.9	0.002
			PM	83.5	F	83.8	F	1.0	0.002
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.1	C	29.2	C	0.0	0.001
			PM	29.9	C	29.9	C	0.0	0.002
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	128.8	F	128.5	F	0.7	0.010
			PM	94.4	F	95.4	F	1.4	0.011
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	88.9	F	88.5	F	0.7	0.005
			PM	36.2	D	36.5	D	1.0	0.005
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	136.2	F	135.9	F	0.7	0.001
			PM	130.4	F	130.3	F	0.8	0.004
47	Scott Boulevard and Homestead Road	Santa Clara	AM	23.7	C	23.7	C	0.0	0.001
			PM	27.3	C	27.5	C	0.4	0.005
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	26.4	C	26.5	C	0.0	0.002
			PM	23.9	C	23.9	C	0.0	0.002
49	Winchester Boulevard and Market Street	Santa Clara	AM	7.0	A	7.2	A	0.2	0.004
			PM	5.7	A	5.7	A	0.0	0.001
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	9.5	A	9.5	A	0.0	0.002
			PM	7.4	A	7.3	A	0.0	0.001
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	24.7	C	25.1	C	0.3	0.015
			PM	20.4	C	21.6	C	1.5	0.031
52	San Tomas Expressway and Benton Street	Santa Clara	AM	175.5	F	175.1	F	0.4	0.001
			PM	140.1	F	140.1	F	0.7	0.005
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	173.1	F	173.0	F	0.3	0.000
			PM	126.5	F	126.8	F	0.9	0.002
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	32.5	C	32.9	C	0.6	0.008
			PM	31.5	C	31.5	C	0.0	0.001
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	8.2	A	8.2	A	0.0	0.001
			PM	5.9	A	5.9	A	0.0	0.002
56	Monroe Street and Market Street	Santa Clara	AM	8.3	A	8.3	A	0.0	0.002
			PM	6.8	A	6.8	A	0.0	0.002
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	77.4	E	78.2	E	1.5	0.003
			PM	60.1	E	60.3	E	0.1	0.003
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	39.8	D	40.1	D	0.9	0.022
			PM	46.5	D	46.6	D	0.2	0.005
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	34.3	C	34.6	C	0.4	0.012
			PM	34.7	C	34.7	C	0.0	0.003

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate significant impact.

**Table 9
Background Plus Project Freeway Segment Level of Service**

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project										Project Trips						
					Mixed-Flow Lane					HOV Lane					Mixed-Flow Lane		HOV Lane				
					Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume	Density	LOS	Total Volume	% of Capacity	Volume	% of Capacity	
1	SR 17	between Lark Avenue and SR 85	NB	AM	47	2	4,400	4,404	47	E	--	--	--	--	74	74	1.68	--	--		
			NB	PM	66	2	4,400	2,923	22	C	--	--	--	--	13	13	0.30	--	--		
2	SR 17	between SR 85 and San Tomas Expressway/Camden Avenue	NB	AM	24	3	6,900	5,442	76	F	--	--	--	--	112	112	1.62	--	--		
			NB	PM	66	3	6,900	3,789	19	C	--	--	--	--	19	19	0.28	--	--		
3	SR 17	between San Tomas Expressway/Camden Avenue and Hamilton Avenue	NB	AM	21	3	6,900	5,164	82	F	--	--	--	--	124	124	1.80	--	--		
			NB	PM	66	3	6,900	4,181	21	C	--	--	--	--	21	21	0.30	--	--		
4	SR 17	between Hamilton Avenue and I-280	NB	AM	21	3	6,900	5,234	83	F	--	--	--	--	124	124	1.80	--	--		
			NB	PM	66	3	6,900	5,331	27	D	--	--	--	--	21	21	0.30	--	--		
5	I-880	between I-280 and Stevens Creek Boulevard	NB	AM	15	3	6,900	4,370	97	F	--	--	--	--	0	0	0.00	--	--		
			NB	PM	66	3	6,900	4,160	21	C	--	--	--	--	0	0	0.00	--	--		
6	I-880	between Stevens Creek Boulevard and Bascom Avenue	NB	AM	20	3	6,900	4,943	82	F	--	--	--	--	23	23	0.33	--	--		
			NB	PM	16	3	6,900	4,586	96	F	--	--	--	--	166	166	2.41	--	--		
7	I-880	between Bascom Avenue and The Alameda	NB	AM	27	3	6,900	5,613	69	F	--	--	--	--	23	23	0.33	--	--		
			NB	PM	13	3	6,900	4,226	108	F	--	--	--	--	166	166	2.41	--	--		
8	I-880	between The Alameda and Coleman Avenue	NB	AM	31	3	6,900	5,880	63	F	--	--	--	--	20	20	0.29	--	--		
			NB	PM	15	3	6,900	4,464	99	F	--	--	--	--	144	144	2.09	--	--		
9	I-880	between Coleman Avenue and SR 87	NB	AM	22	3	6,900	5,168	78	F	--	--	--	--	18	18	0.26	--	--		
			NB	PM	24	3	6,900	5,463	76	F	--	--	--	--	133	133	1.93	--	--		
10	I-880	between SR 87 and First Street	NB	AM	48	3	6,900	6,498	45	D	--	--	--	--	18	18	0.26	--	--		
			NB	PM	22	3	6,900	5,353	81	F	--	--	--	--	133	133	1.93	--	--		
11	I-880	between First Street and US 101	NB	AM	36	3	6,900	6,177	57	E	--	--	--	--	17	17	0.25	--	--		
			NB	PM	51	3	6,900	6,702	44	D	--	--	--	--	122	122	1.77	--	--		
12	I-280	between SR 85 and De Anza Boulevard	EB	AM	66	3	6,900	4,837	24	C	67	1	1,650	620	9	A	87	77	1.12	10	0.61
			EB	PM	13	3	6,900	4,029	103	F	50	1	1,650	2,456	49	E	15	9	0.13	6	0.36
13	I-280	between De Anza Boulevard and Wolfe Road	EB	AM	61	3	6,900	6,680	37	D	67	1	1,650	679	10	A	99	90	1.30	9	0.55
			EB	PM	23	3	6,900	5,331	77	F	50	1	1,650	2,556	51	E	17	11	0.16	6	0.36
14	I-280	between Wolfe Road and Lawrence Expressway	EB	AM	62	3	6,900	6,606	36	D	67	1	1,650	1,096	16	B	112	96	1.39	16	0.97
			EB	PM	21	3	6,900	5,123	81	F	40	1	1,650	2,206	55	E	19	13	0.19	6	0.36
15	I-280	between Lawrence Expressway and Saratoga Avenue	EB	AM	59	3	6,900	6,662	38	D	67	1	1,650	682	10	A	124	112	1.62	12	0.73
			EB	PM	19	3	6,900	4,864	85	F	60	1	1,650	2,527	42	D	21	14	0.20	7	0.42
16	I-280	between Saratoga Avenue and Winchester Boulevard	EB	AM	64	3	6,900	6,261	33	D	67	1	1,650	753	11	A	124	111	1.61	13	0.79
			EB	PM	24	3	6,900	5,345	74	F	50	1	1,650	2,256	45	D	21	15	0.22	6	0.36
17	I-280	between Winchester Boulevard and I-880	EB	AM	64	3	6,900	6,340	33	D	67	1	1,650	940	14	B	0	0	0.00	0	0.00
			EB	PM	17	3	6,900	4,590	90	F	30	1	1,650	2,100	70	F	0	0	0.00	0	0.00
18	I-280	between I-880 and Meridian Avenue	EB	AM	66	3	6,900	5,170	26	C	67	1	1,650	673	10	A	23	20	0.29	3	0.18
			EB	PM	17	3	6,900	4,710	92	F	20	1	1,650	1,786	89	F	166	120	1.74	46	2.79
19	I-280	between Meridian Avenue and Bird Avenue	EB	AM	61	4	9,200	8,811	36	D	--	--	--	--	21	21	0.23	--	--		
			EB	PM	21	4	9,200	6,965	83	F	--	--	--	--	155	155	1.68	--	--		
20	I-280	between Bird Avenue and SR 87	EB	AM	66	4	9,200	5,300	20	C	--	--	--	--	20	20	0.22	--	--		
			EB	PM	25	4	9,200	7,344	73	F	--	--	--	--	144	144	1.57	--	--		
21	I-280	between SR 87 and Tenth Street	EB	AM	67	4	9,200	4,545	17	B	--	--	--	--	15	15	0.16	--	--		
			EB	PM	27	4	9,200	7,571	70	F	--	--	--	--	111	111	1.21	--	--		
22	I-280	between Tenth Street and McLaughlin Avenue	EB	AM	66	4	9,200	5,033	19	C	--	--	--	--	13	13	0.14	--	--		
			EB	PM	54	4	9,200	8,959	41	D	--	--	--	--	99	99	1.08	--	--		
23	I-280	between McLaughlin Avenue and US 101	EB	AM	66	4	9,200	5,822	22	C	--	--	--	--	12	12	0.13	--	--		
			EB	PM	54	4	9,200	8,948	41	D	--	--	--	--	88	88	0.96	--	--		
24	I-280	between US 101 and McLaughlin Avenue	WB	AM	14	4	9,200	5,759	103	F	--	--	--	--	99	99	1.08	--	--		
			WB	PM	66	4	9,200	6,357	24	C	--	--	--	--	17	17	0.18	--	--		
25	I-280	between McLaughlin Avenue and Tenth Street	WB	AM	19	4	9,200	6,502	86	F	--	--	--	--	112	112	1.22	--	--		
			WB	PM	65	4	9,200	7,559	29	D	--	--	--	--	19	19	0.21	--	--		
26	I-280	between Tenth Street and SR 87	WB	AM	21	4	9,200	6,844	81	F	--	--	--	--	124	124	1.35	--	--		
			WB	PM	65	4	9,200	7,821	30	D	--	--	--	--	21	21	0.23	--	--		
27	I-280	between SR 87 and Bird Avenue	WB	AM	20	4	9,200	6,801	85	F	--	--	--	--	161	161	1.75	--	--		
			WB	PM	62	4	9,200	8,707	35	D	--	--	--	--	27	27	0.29	--	--		
28	I-280	between Bird Avenue and Meridian Avenue	WB	AM	18	4	9,200	6,584	91	F	--	--	--	--	174	174	1.89	--	--		
			WB	PM	58	4	9,200	8,849	38	D	--	--	--	--	29	29	0.32	--	--		
29	I-280	between Meridian Avenue and I-880	WB	AM	14	3	6,900	4,895	117	F	26	1	1,650	1,871	72	F	186	135	1.96	51	3.09
			WB	PM	66	3	6,900	4,744	24	C	70	1	1,650	1,337	19	C	31	24	0.35	7	0.42
30	I-280	between I-880 and Winchester Boulevard	WB	AM	16	3	6,900	4,520	94	F	31	1	1,650	1,960	63	F	0	0	0.00	0	0.00
			WB	PM	26	3	6,900	5,460	70	F	70	1	1,650	1,400	20	C	0	0	0.00	0	0.00

Table 9 (Continued)
Background Plus Project Freeway Segment Level of Service

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project										Project Trips						
					Mixed-Flow Lane					HOV Lane					Mixed-Flow Lane		HOV Lane				
					Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume	Density	LOS	Avg. Speed ¹	# of Lanes ¹	Capacity (vph)	Volume	Density	LOS	Total Volume	% of Capacity	Volume	% of Capacity	
31	I-280	between Winchester Boulevard and Saratoga Avenue	WB	AM	22	3	6,900	5,161	78	F	45	1	1,650	2,164	48	E	15	11	0.16	4	0.24
			WB	PM	39	3	6,900	6,303	54	E	70	1	1,650	1,137	16	B	110	93	1.35	17	1.03
32	I-280	between Saratoga Avenue and Lawrence Expressway	WB	AM	18	3	6,900	4,821	89	F	22	1	1,650	1,724	78	F	15	11	0.16	4	0.24
			WB	PM	59	3	6,900	6,645	38	D	70	1	1,650	1,065	15	B	110	95	1.38	15	0.91
33	I-280	between Lawrence Expressway and Wolfe Road	WB	AM	21	3	6,900	5,120	81	F	47	1	1,650	2,174	46	D	14	10	0.14	4	0.24
			WB	PM	66	3	6,900	4,646	23	C	70	1	1,650	713	10	A	99	86	1.25	13	0.79
34	I-280	between Wolfe Road and De Anza Boulevard	WB	AM	32	3	6,900	5,969	62	F	36	1	1,650	2,063	57	E	12	9	0.13	3	0.18
			WB	PM	65	3	6,900	5,030	26	C	70	1	1,650	498	7	A	88	80	1.16	8	0.48
35	I-280	between De Anza Boulevard and SR 85	WB	AM	25	3	6,900	5,488	73	F	48	1	1,650	2,163	45	D	11	8	0.12	3	0.18
			WB	PM	66	3	6,900	4,630	23	C	70	1	1,650	497	7	A	77	70	1.01	7	0.42
36	I-880	between US 101 and First Street	SB	AM	16	3	6,900	4,606	96	F	--	--	--	--	--	--	136	136	1.97	--	--
			SB	PM	14	3	6,900	4,273	102	F	--	--	--	--	--	--	23	23	0.33	--	--
37	I-880	between First Street and SR 87	SB	AM	25	3	6,900	5,629	75	F	--	--	--	--	--	--	149	149	2.16	--	--
			SB	PM	14	3	6,900	4,185	100	F	--	--	--	--	--	--	25	25	0.36	--	--
38	I-880	between SR 87 and Coleman Avenue	SB	AM	65	3	6,900	5,999	31	D	--	--	--	--	--	--	149	149	2.16	--	--
			SB	PM	23	3	6,900	5,275	76	F	--	--	--	--	--	--	25	25	0.36	--	--
39	I-880	between Coleman Avenue and The Alameda	SB	AM	66	3	6,900	5,471	28	D	--	--	--	--	--	--	161	161	2.33	--	--
			SB	PM	23	3	6,900	5,277	76	F	--	--	--	--	--	--	27	27	0.39	--	--
40	I-880	between The Alameda and Bascom Avenue	SB	AM	66	3	6,900	5,136	26	C	--	--	--	--	--	--	186	186	2.70	--	--
			SB	PM	25	3	6,900	5,511	73	F	--	--	--	--	--	--	31	31	0.45	--	--
41	I-880	between Bascom Avenue and Stevens Creek Boulevard	SB	AM	50	3	6,900	6,786	45	D	--	--	--	--	--	--	186	186	2.70	--	--
			SB	PM	30	3	6,900	5,791	64	F	--	--	--	--	--	--	31	31	0.45	--	--
42	I-880	between Stevens Creek Boulevard and I-280	SB	AM	66	3	6,900	3,960	20	C	--	--	--	--	--	--	0	0	0.00	--	--
			SB	PM	65	3	6,900	5,850	30	D	--	--	--	--	--	--	0	0	0.00	--	--
43	SR 17	between I-280 and Hamilton Avenue	SB	AM	66	3	6,900	4,775	24	C	--	--	--	--	--	--	15	15	0.22	--	--
			SB	PM	63	3	6,900	6,541	35	D	--	--	--	--	--	--	111	111	1.61	--	--
44	SR 17	between Hamilton Avenue and San Tomas Expressway/Camden Avenue	SB	AM	66	3	6,900	5,405	27	D	--	--	--	--	--	--	15	15	0.22	--	--
			SB	PM	66	3	6,900	5,721	29	D	--	--	--	--	--	--	111	111	1.61	--	--
45	SR 17	between San Tomas Expressway/Camden Avenue and SR 85	SB	AM	66	3	6,900	3,974	20	C	--	--	--	--	--	--	14	14	0.20	--	--
			SB	PM	66	3	6,900	5,609	28	D	--	--	--	--	--	--	99	99	1.43	--	--
46	SR 17	between SR 85 and Lark Avenue	SB	AM	67	2	4,400	2,409	18	B	--	--	--	--	--	--	9	9	0.20	--	--
			SB	PM	29	2	4,400	3,836	66	F	--	--	--	--	--	--	66	66	1.50	--	--

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
 Bold indicates unacceptable LOS.
 Boxed indicates significant impact.

7. Northbound I-880, between Bascom Avenue and The Alameda (PM Peak Hour)
8. Northbound I-880, between The Alameda and Coleman Avenue (PM Peak Hour)
9. Northbound I-880, between Coleman Avenue and SR 87 (PM Peak Hour)
10. Northbound I-880, between SR 87 and First Street (PM Peak Hour)
18. Eastbound I-280, between I-880 and Meridian Avenue (PM Peak Hour)
19. Eastbound I-280, between Meridian Avenue and Bird Avenue (PM Peak Hour)
20. Eastbound I-280, between Bird Avenue and SR 87 (PM Peak Hour)
21. Eastbound I-280, between SR 87 and Tenth Street (PM Peak Hour)
24. Westbound I-280, between US 101 and McLaughlin Avenue (AM Peak Hour)
25. Westbound I-280, between McLaughlin Avenue and Tenth Street (AM Peak Hour)
26. Westbound I-280, between Tenth Street and SR 87 (AM Peak Hour)
27. Westbound I-280, between SR 87 and Bird Avenue (AM Peak Hour)
28. Westbound I-280, between Bird Avenue and Meridian Avenue (AM Peak Hour)
29. Westbound I-280, between Meridian Avenue and I-880 (AM Peak Hour)
36. Southbound I-880, between US 101 and First Street (AM Peak Hour)
37. Southbound I-880, between First Street and SR 87 (AM Peak Hour)
46. Southbound SR 17, between SR 85 and Lark Avenue (PM Peak Hour)

HOV Lane Segment Impacts:

18. Eastbound I-280, between I-880 and Meridian Avenue (PM Peak Hour)
29. Westbound I-280, between Meridian Avenue and I-880 (AM Peak Hour)

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

Project Impacts and Mitigation Measures

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

(1) Winchester Boulevard and Stevens Creek Boulevard (Protected Intersection)

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

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

(4) Monroe Street and Stevens Creek Boulevard (Protected Intersection)

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by two or more seconds and the demand-to-capacity

ratio (V/C) to increase by 0.005 or more during the PM peak hours. Based on City of San Jose level of service impact criteria for protected intersections, this constitutes a significant impact.

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

City of San Jose Protected Intersection Policy

Winchester Boulevard & Stevens Creek Boulevard and Monroe Street & Stevens Creek Boulevard will be significantly impacted by the project and are identified as City of San Jose Protected Intersections.

Protected Intersections consist of locations (there are a total of 29) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 29 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will preliminarily identify a list of specific offsetting improvements. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

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

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined based on a nexus study. The I-280/Winchester Boulevard TDP is described in more detail below.

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 and I-280/Winchester 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 and I-280/Winchester 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 impact 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 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. Therefore, this study includes an analysis of project conditions without and with completion of the new ramp.

For the purposes of this study, one alignment scenario of the I-280 off-ramp was selected which included the closure of Tisch Way as the east approach to the Winchester Boulevard and Tisch Way intersection. The new ramp will result in the closure of Tisch Way between Winchester Boulevard and Dudley Avenue, via a cul-de-sac, so as to accommodate the new ramp. It is expected that the use of the I-880 and Stevens Creek Boulevard interchange by I-280 westbound traffic bound for Winchester Boulevard will be reduced with the new I-280 westbound off-ramp. Therefore, projected traffic volumes at the new ramp were developed via a manual reassignment of background traffic volumes at the I-880 and Stevens Creek Boulevard interchange. The amount of reassigned trips was based on the traffic forecasts prepared for the TDP analysis. The reassignment of traffic volumes was applied at each of the intersections along the Stevens Creek Boulevard corridor between Winchester Boulevard and I-880 and Winchester Boulevard between Stevens Creek Boulevard and I-280. In addition, background traffic that utilizes Monroe Street/Tisch Way to access Winchester Boulevard also was reassigned to reflect the closure of Tisch Way and access to and from Winchester Boulevard. The amount of trips reassigned due to the Tisch Way

closure was determined based on the turn-movements at the Winchester Boulevard and Tisch Way intersection.

The results of the intersection level of service analysis under background plus project conditions at the study intersections that will be most affected by the new ramp are summarized in Table 10 .

Traffic Operations at the Significantly Impacted Intersections

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

Table 10
Background Plus Project Levels of Service (With I-280/Winchester TDP Off-Ramp)

Study Number	Intersection	Location	Peak Hour	Without I-280/Winchester TDP Off-Ramp						With I-280/Winchester TDP Off-Ramp					
				Background		Background Plus Project				Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.4	D	39.7	D	13.1	0.209	39.4	D	52.2	D	34.6	0.254
			PM	52.7	D	76.1	E	65.5	0.247	77.7	E	158.1	F	162.4	0.396
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	12.9	B	12.9	B	0.6	0.076	12.4	B	12.4	B	0.7	0.090
			PM	30.8	C	29.3	C	-1.7	0.067	29.4	C	28.3	C	-1.0	0.111
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	19.6	B	18.8	B	-0.4	0.074	12.9	B	13.0	B	0.4	0.088
			PM	48.0	D	49.4	D	5.3	0.066	43.3	D	48.0	D	12.1	0.111
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	36.0	D	40.2	D	4.8	0.095	27.7	C	26.6	C	-0.2	0.089
			PM	88.3	F	148.1	F	86.4	0.209	58.2	E	68.1	E	15.7	0.084
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	25.5	C	27.1	C	2.9	0.131	26.8	C	27.7	C	1.9	0.096
			PM	25.4	C	25.3	C	-0.1	0.063	26.4	C	26.4	C	-0.1	0.063
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.9	B	21.1	C	7.6	0.200	15.5	B	19.4	B	8.7	0.097
			PM	19.5	B	32.7	C	22.4	0.243	19.4	B	36.5	D	17.1	0.295
24	Winchester Boulevard and Olsen Drive	San Jose	AM	22.9	C	26.8	C	5.5	0.066	23.3	C	25.6	C	0.3	0.038
			PM	32.5	C	46.9	D	18.1	0.274	35.8	D	45.5	D	11.5	0.156
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	32.7	C	52.6	D	33.4	0.165	25.3	C	30.1	C	9.9	0.065
			PM	52.5	D	69.2	E	19.5	0.075	30.1	C	31.4	C	2.4	0.065
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	22.4	C	23.9	C	1.5	0.099	19.0	B	19.8	B	1.0	0.056
			PM	24.9	C	25.5	C	1.0	0.049	20.9	C	20.8	C	0.0	0.041

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate significant impact.

6. Cumulative Conditions

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

Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative with project traffic conditions against background traffic conditions for City of San Jose study intersections. For Cities of Santa Clara and Campbell study intersections, cumulative with project conditions are compared against cumulative no project conditions.

City of San Jose Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.
3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by two (2) or more seconds and the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

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

Project Contribution to Cumulative Impacts

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

Cities of Campbell and Santa Clara Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative conditions, or
3. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by the local municipalities' standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than cumulative no project conditions.

Conformance with CMP Standard

Based on CMP criteria, a project would fail to meet the CMP or County Expressway intersection standard if the additional project traffic caused one of the following during either peak hour:

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

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

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to cumulative no project conditions or better.

Transportation Network under Cumulative Conditions

The intersection lane configurations under cumulative no project and cumulative with project conditions were assumed to be the same as described under background and background plus project conditions, respectively.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. Cumulative conditions include trips generated by the following pending development projects in the immediate area of the proposed project:

350 Winchester Mixed-Use – 14,309 s.f. retail space, 29,488 s.f. office space, 6,715 s.f. restaurant space, and 330 residential units.

2850 Stevens Creek Boulevard Boutique Hotel – Up to 200 hotel rooms

Traffic estimated to be generated by pending projects in the Cities of Campbell and Santa Clara also were included in cumulative conditions. Figure 11 and Figure 12 show the cumulative no project and cumulative with project traffic volumes, respectively. Appendix C lists each of the components used to tabulate cumulative traffic volume at each intersection.

Cumulative Intersection Level of Service Analysis

City of San Jose Intersections

The intersection level of service results under cumulative conditions are summarized in Table 11. The results show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following 14 intersections located in the City of San Jose during at least one peak hour:

1. Winchester Boulevard and Stevens Creek Boulevard* (PM Peak Hour)
4. Monroe Street and Stevens Creek Boulevard (PM Peak Hour)
6. Bascom Avenue and San Carlos Street (AM & PM Peak Hours)
7. Meridian Avenue and San Carlos Street (AM & PM Peak Hours)
8. Lincoln Avenue and San Carlos Street (PM Peak Hour)
9. Bird Avenue and San Carlos Street * (AM & PM Peak Hours)
15. San Tomas Expressway and Stevens Creek Boulevard* (AM Peak Hour)
22. San Tomas Expressway and Moorpark Avenue* (AM Peak Hour)
25. Winchester Boulevard and I-280 WB on-ramp/Tisch Way (AM & PM Peak Hours)
32. Woz Way and San Carlos Street (PM Peak Hour)
35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
36. San Tomas Expressway and Payne Avenue (AM Peak Hour)
37. Bascom Avenue and Naglee Avenue (PM Peak Hour)
38. Bascom Avenue and Hedding Street (PM Peak Hour)

* Denotes CMP Intersection

The addition of cumulative project trips at the remaining City of San Jose study intersections would not create a significant adverse traffic impact when measured against the City of San Jose level of service standard. The intersection level of service calculation sheets are included in Appendix D.

The project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at the following intersections would be 25 percent or more and deemed considerable based on City of San Jose criteria.

1. Winchester Boulevard and Stevens Creek Boulevard* (PM Peak Hour)
4. Monroe Street and Stevens Creek Boulevard (PM Peak Hour)
15. San Tomas Expressway and Stevens Creek Boulevard* (AM Peak Hour)
22. San Tomas Expressway and Moorpark Avenue* (AM Peak Hour)
25. Winchester Boulevard and I-280 WB on-ramp/Tisch Way (AM & PM Peak Hours)

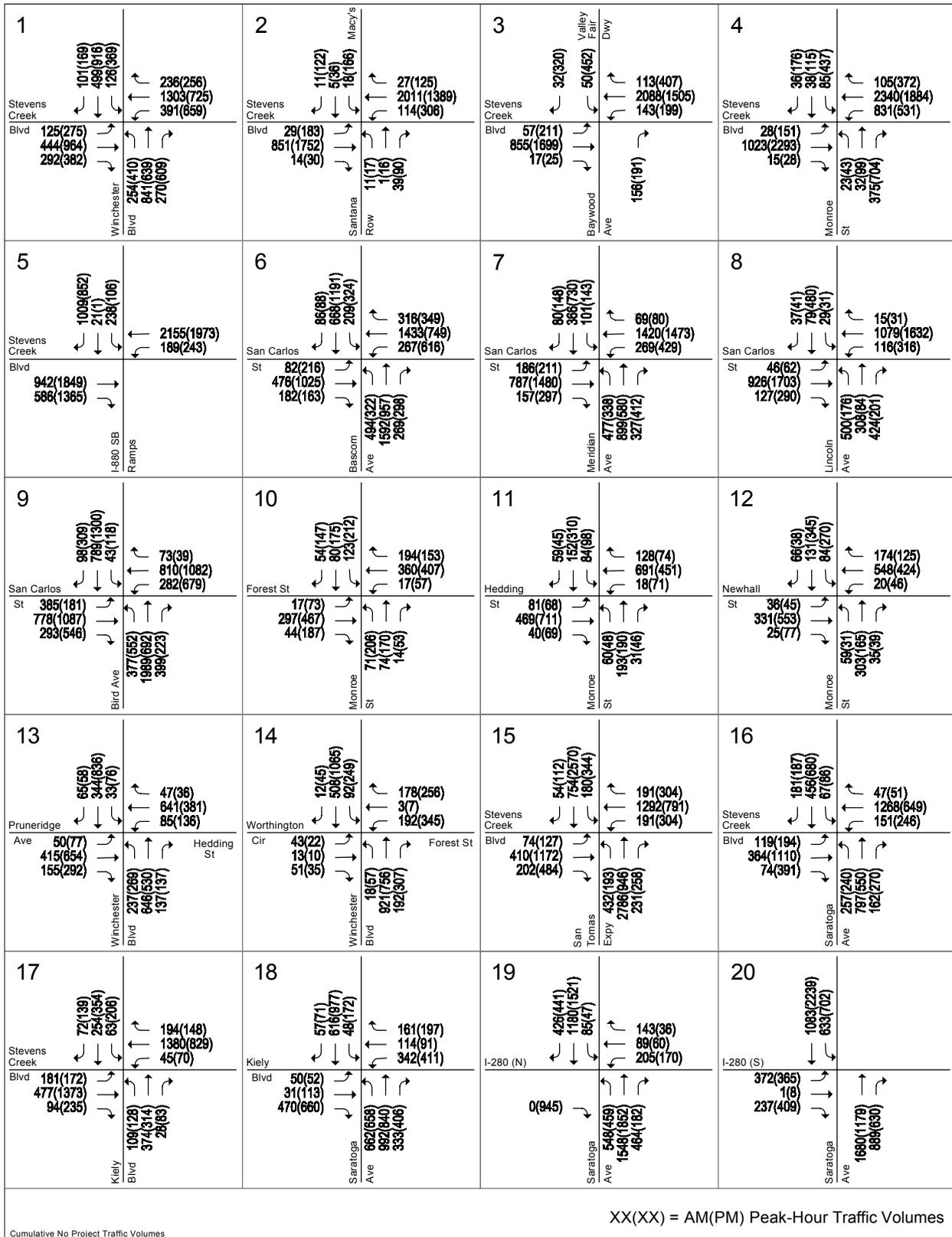
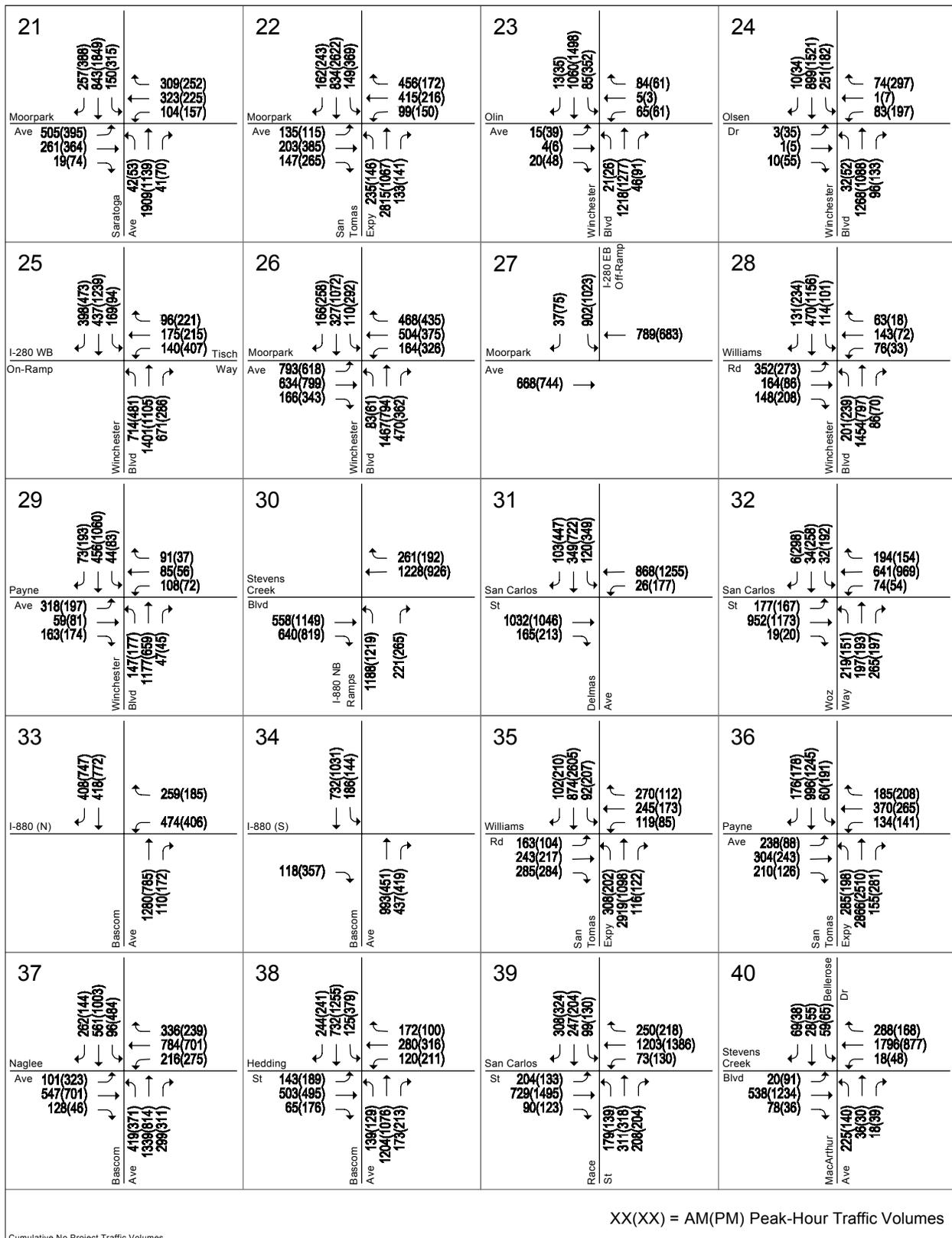


Figure 11
Cumulative No Project Conditions Traffic Volumes



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

Cumulative No Project Traffic Volumes

Figure 11 (Continued)
Cumulative No Project Conditions Traffic Volumes

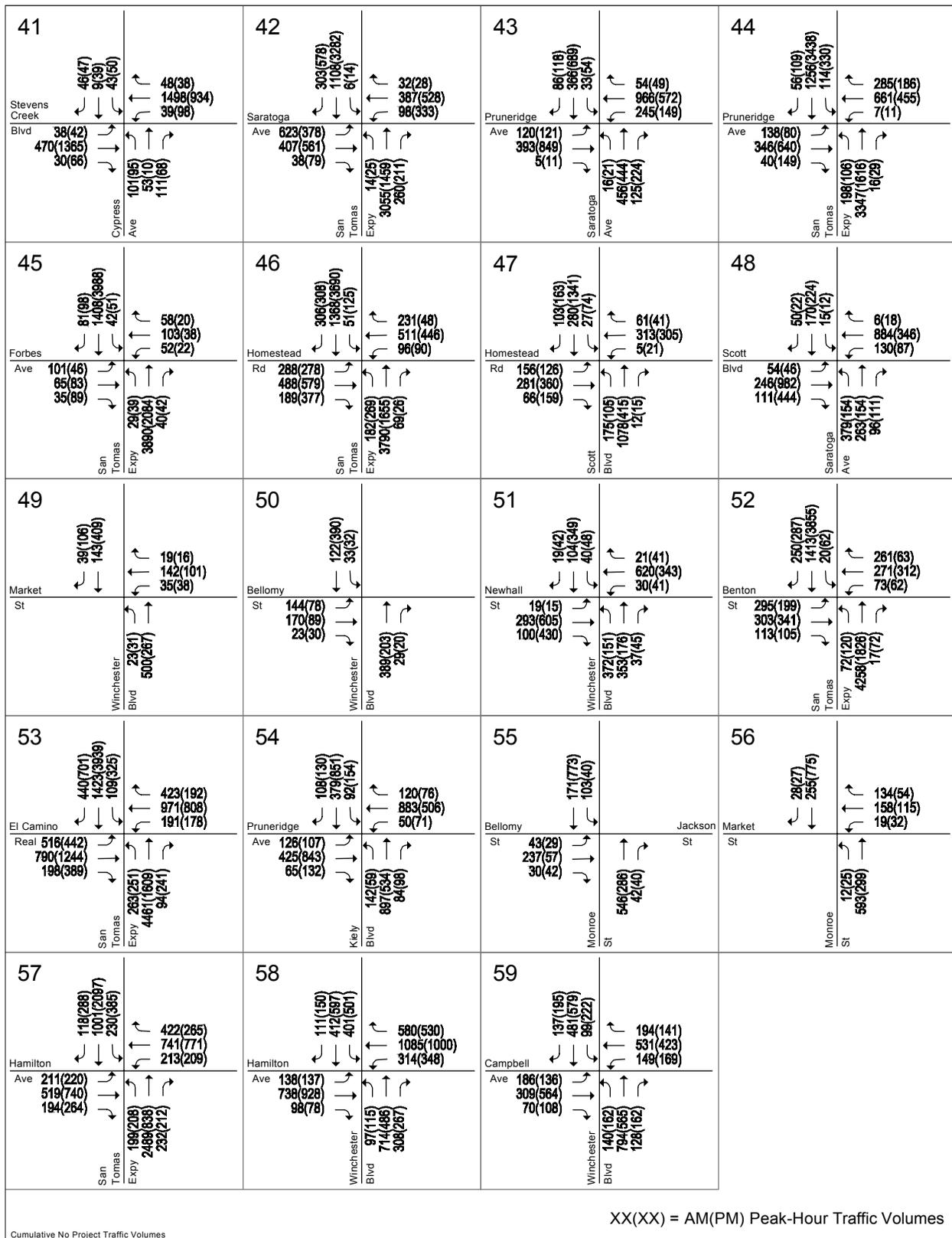


Figure 11 (Continued)
Cumulative No Project Conditions Traffic Volumes

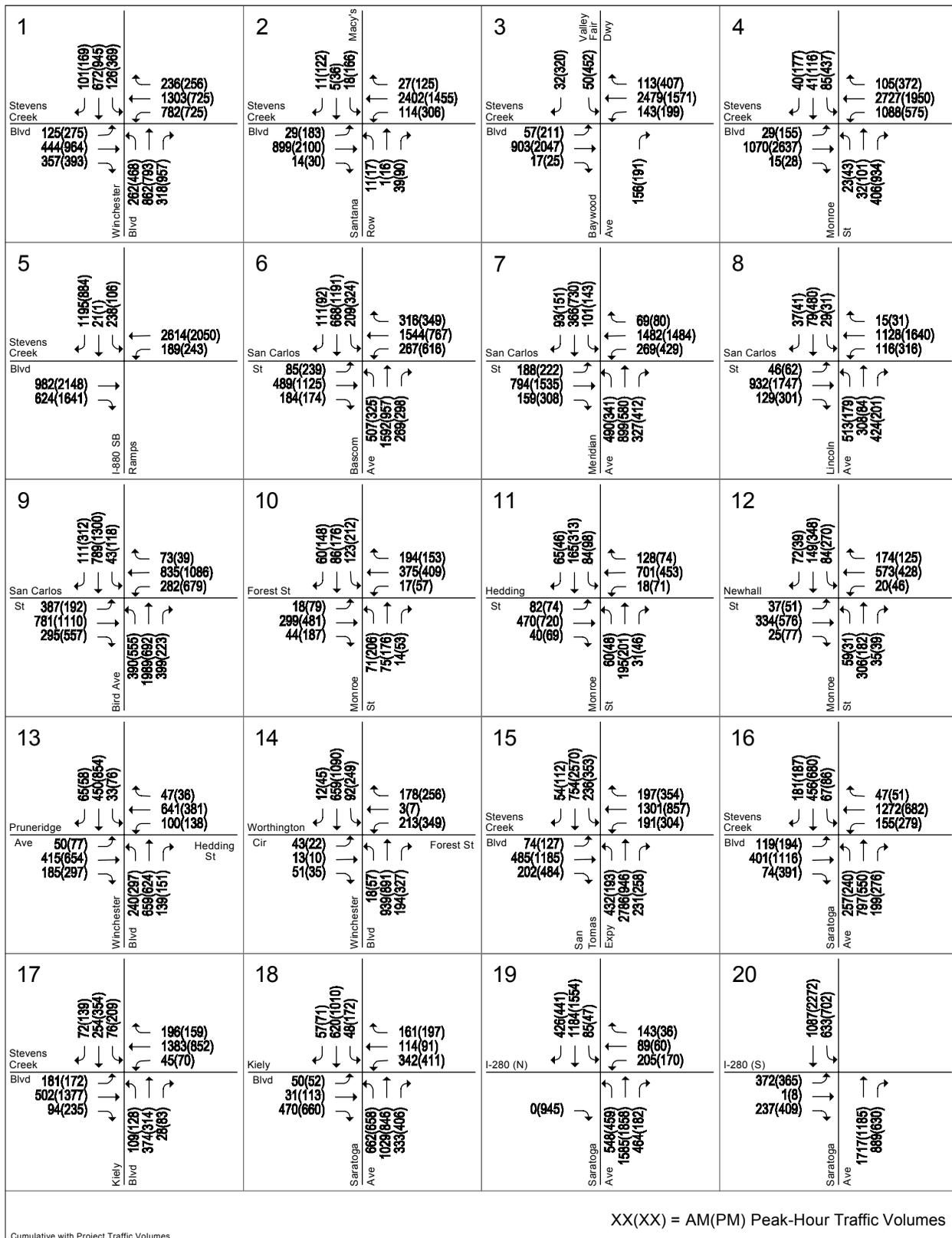


Figure 12
Cumulative with Project Conditions Traffic Volumes

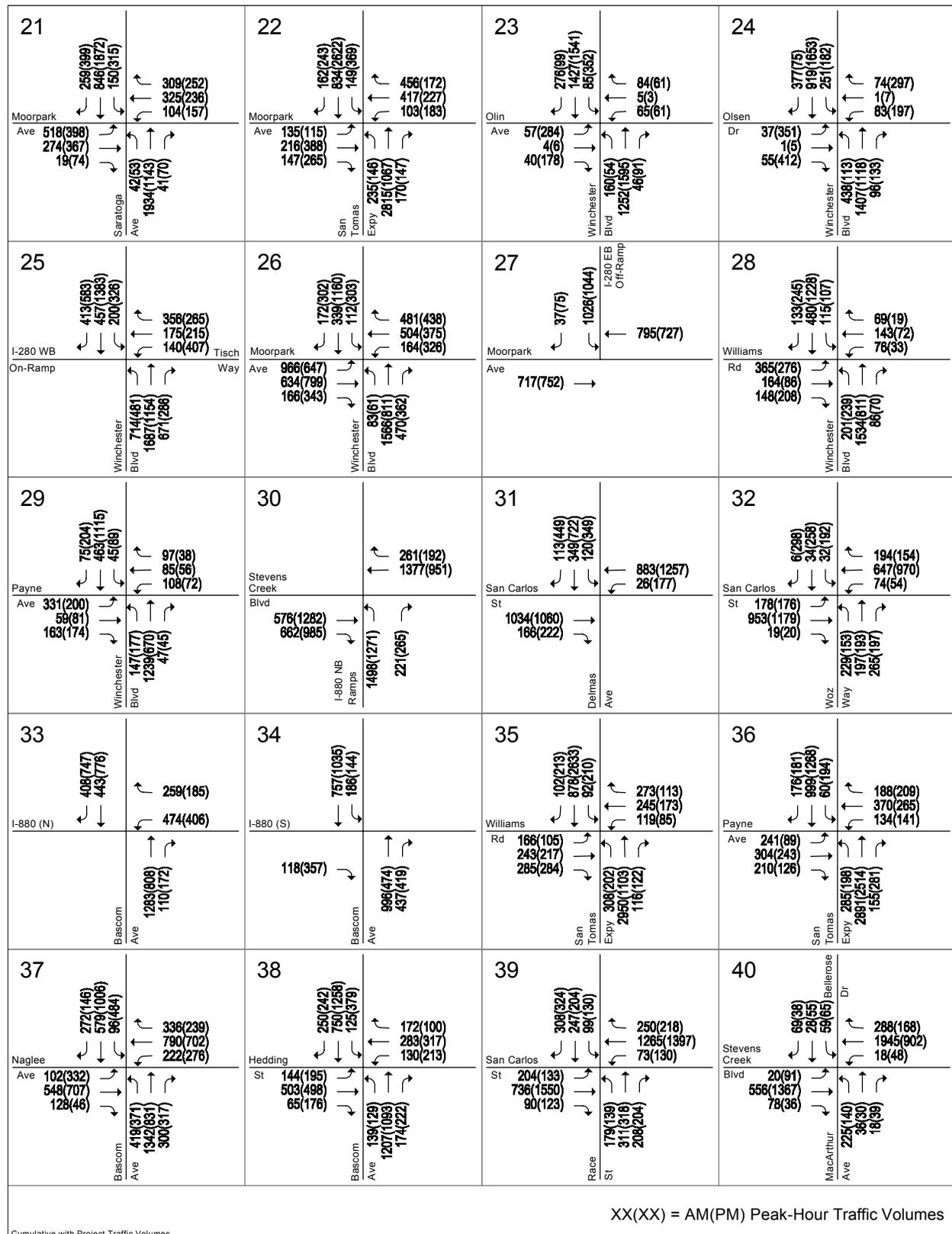


Figure 12 (Continued)
Cumulative with Project Conditions Traffic Volumes

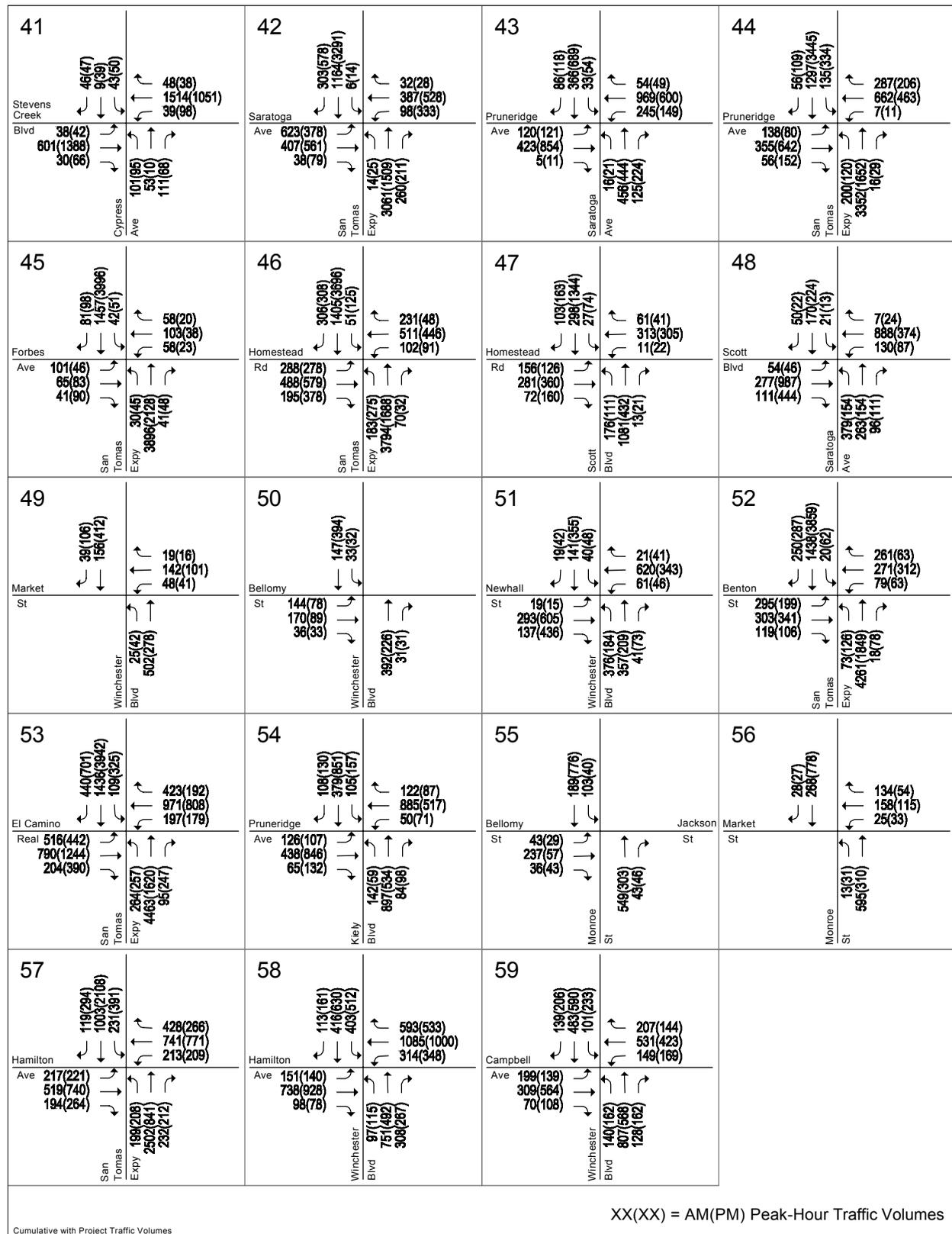


Figure 12 (Continued)
Cumulative with Project Conditions Traffic Volumes

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

Study Number	Intersection	Location	Peak Hour	Background		Cumulative No Project		Cumulative with Project				
				Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.4	D	37.3	D	40.7	D	14.2	0.232	
			PM	52.7	D	59.1	E	90.0	F	99.3	0.334	68%
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	12.9	B	12.7	B	12.9	B	0.8	0.096	
			PM	30.8	C	30.0	C	28.8	C	-1.9	0.089	
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	19.6	B	19.9	B	19.2	B	-0.4	0.094	
			PM	48.0	D	49.1	D	52.2	D	11.9	0.104	
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	36.0	D	36.7	D	42.3	D	6.9	0.121	
			PM	88.3	F	95.1	F	157.0	F	99.6	0.240	70%
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	25.5	C	26.4	C	28.2	C	4.4	0.164	
			PM	25.4	C	27.3	C	27.4	C	2.0	0.111	
6	Bascom Avenue and San Carlos Street	San Jose	AM	42.6	D	72.2	E	79.3	E	60.4	0.348	8%
			PM	50.7	D	104.6	F	112.6	F	101.6	0.483	8%
7	Meridian Avenue and San Carlos Street	San Jose	AM	39.0	D	57.7	E	62.2	E	33.4	0.360	6%
			PM	53.6	D	98.5	F	102.8	F	60.9	0.269	4%
8	Lincoln Avenue and San Carlos Street	San Jose	AM	37.2	D	40.9	D	41.3	D	5.8	0.193	
			PM	36.9	D	96.5	F	99.3	F	100.7	0.515	3%
9	Bird Avenue and San Carlos Street *	San Jose	AM	35.8	D	61.6	E	63.4	E	41.5	0.387	3%
			PM	43.8	D	174.4	F	177.4	F	213.8	0.648	2%
10	Monroe Street and Forest Street	San Jose	AM	17.6	B	17.7	B	17.7	B	0.1	0.010	
			PM	19.9	B	20.0	B	20.0	B	0.1	0.011	
11	Monroe Street and Hedding Street	San Jose	AM	32.3	C	32.5	C	32.6	C	0.2	0.014	
			PM	33.2	C	33.3	C	33.3	C	0.5	0.020	
12	Monroe Street and Newhall Street	San Jose	AM	27.4	C	27.5	C	27.6	C	0.2	0.019	
			PM	29.5	C	29.7	C	29.9	C	0.4	0.024	
13	Winchester Boulevard and Hedding Street/Pruneridge Avenue	San Jose	AM	30.6	C	32.2	C	32.7	C	7.2	0.081	
			PM	38.6	D	39.0	D	39.8	D	2.6	0.037	
14	Winchester Boulevard and Forest Street/Worthington Circle	San Jose	AM	26.6	C	26.4	C	25.8	C	-0.2	0.014	
			PM	31.1	C	31.3	C	31.7	C	1.0	0.054	
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	88.4	F	97.2	F	99.4	F	16.1	0.063	34%
			PM	67.5	E	70.3	E	71.5	E	2.7	0.023	
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.7	D	38.1	D	38.0	D	5.9	0.055	
			PM	39.7	D	40.6	D	41.3	D	3.6	0.057	
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.5	D	37.1	D	37.0	D	0.1	0.032	
			PM	37.6	D	37.7	D	37.6	D	0.3	0.023	
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	35.1	D	38.2	D	38.1	D	9.2	0.065	
			PM	41.2	D	48.7	D	48.8	D	6.8	0.084	
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	29.5	C	27.8	C	27.7	C	-23.5	0.038	
			PM	23.7	C	23.0	C	22.9	C	-1.3	0.035	
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	34.6	C	39.9	D	40.2	D	9.2	0.055	
			PM	33.2	C	35.7	D	35.7	D	4.3	0.051	
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	46.8	D	47.2	D	47.7	D	1.1	0.037	
			PM	46.3	D	46.7	D	46.8	D	1.0	0.031	
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	87.6	F	92.5	F	92.2	F	8.2	0.023	35%
			PM	48.7	D	49.5	D	51.6	D	5.6	0.030	
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.9	B	18.4	B	21.2	C	7.4	0.207	
			PM	19.5	B	22.5	C	33.8	C	25.2	0.291	
24	Winchester Boulevard and Olsen Drive	San Jose	AM	22.9	C	22.5	C	26.6	C	5.3	0.073	
			PM	32.5	C	32.2	C	47.0	D	18.3	0.283	
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	32.7	C	34.2	C	56.3	E	43.0	0.197	85%
			PM	52.5	D	56.7	E	75.1	E	29.1	0.103	81%
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	42.4	D	43.1	D	49.6	D	11.8	0.103	
			PM	43.5	D	43.8	D	43.9	D	1.0	0.007	
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.8	B	11.8	B	12.3	B	0.2	0.037	
			PM	13.5	B	13.6	B	13.7	B	0.1	0.019	
28	Winchester Boulevard and Williams Road	San Jose	AM	35.5	D	35.5	D	35.8	D	0.5	0.032	
			PM	36.2	D	36.1	D	35.9	D	-0.6	0.016	
29	Winchester Boulevard and Payne Avenue	San Jose	AM	38.6	D	38.5	D	38.5	D	0.1	0.023	
			PM	38.5	D	38.5	D	38.2	D	-0.6	0.016	
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	22.4	C	22.6	C	24.1	C	1.7	0.110	
			PM	24.9	C	25.3	C	25.9	C	1.3	0.059	
31	Delmas Avenue and San Carlos Street	San Jose	AM	15.0	B	14.7	B	14.8	B	1.2	0.218	
			PM	22.0	C	37.0	D	38.2	D	22.1	0.309	
32	Woz Way and San Carlos Street	San Jose	AM	32.9	C	46.6	D	46.8	D	17.7	0.382	
			PM	35.0	D	151.1	F	151.6	F	140.8	0.678	1%
33	Bascom Avenue and I-880 (N) *	San Jose	AM	11.2	B	11.5	B	11.4	B	0.3	0.010	
			PM	10.3	B	10.8	B	10.8	B	0.4	0.020	
34	Bascom Avenue and I-880 (S) *	San Jose	AM	9.2	A	9.3	A	9.2	A	0.2	0.009	
			PM	6.6	A	6.6	A	6.6	A	0.2	0.006	
35	San Tomas Expressway and Williams Road	San Jose	AM	64.6	E	68.4	E	71.0	E	11.1	0.025	32%
			PM	61.6	E	63.3	E	64.4	E	0.3	0.006	
36	San Tomas Expressway and Payne Avenue	San Jose	AM	84.7	F	88.9	F	91.2	F	11.2	0.020	34%
			PM	41.0	D	41.0	D	41.0	D	0.2	0.003	
37	Bascom Avenue and Naglee Avenue	San Jose	AM	35.2	D	50.4	D	51.1	D	21.2	0.213	
			PM	43.8	D	81.3	F	83.0	F	53.6	0.415	2%
38	Bascom Avenue and Hedding Street	San Jose	AM	40.3	D	45.1	D	45.3	D	5.1	0.083	
			PM	48.3	D	65.0	E	66.6	E	33.4	0.246	3%

Table 11 (Continued)
Cumulative Conditions Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background		Cumulative No Project		Cumulative with Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
39	Race Street and San Carlos Street	San Jose	AM	35.6	D	41.0	D	41.3	D	11.1	0.233
			PM	35.6	D	41.5	D	41.7	D	12.5	0.292
40	Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard	San Jose	AM	30.7	C	41.2	D	47.9	D	23.6	0.329
			PM	33.3	C	32.8	C	31.9	C	-0.7	0.145
41	Cypress Avenue and Stevens Creek Boulevard	San Jose	AM	11.2	B	11.1	B	11.3	B	0.1	0.023
			PM	12.2	B	12.1	B	11.9	B	-0.1	0.018
42	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	112.3	F	119.5	F	119.2	F	0.9	0.002
			PM	83.5	F	91.5	F	91.6	F	0.8	0.002
43	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.1	C	29.2	C	29.3	C	0.0	0.001
			PM	29.9	C	30.2	C	30.2	C	0.0	0.002
44	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	128.8	F	140.7	F	140.1	F	0.5	0.009
			PM	94.4	F	104.0	F	105.8	F	1.3	0.018
45	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	88.9	F	96.6	F	96.2	F	0.7	0.005
			PM	36.2	D	44.0	D	44.3	D	1.0	0.005
46	San Tomas Expressway and Homestead Road *	Santa Clara	AM	136.2	F	144.4	F	144.1	F	0.6	0.001
			PM	130.4	F	135.7	F	135.7	F	0.9	0.003
47	Scott Boulevard and Homestead Road	Santa Clara	AM	23.7	C	24.0	C	24.0	C	0.0	0.001
			PM	27.3	C	28.8	C	28.9	C	0.4	0.005
48	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	26.4	C	26.4	C	26.5	C	0.0	0.002
			PM	23.9	C	24.1	C	24.1	C	0.0	0.002
49	Winchester Boulevard and Market Street	Santa Clara	AM	7.0	A	7.0	A	7.2	A	0.3	0.004
			PM	5.7	A	5.7	A	5.7	A	0.1	0.002
50	Winchester Boulevard and Bellomy Street	Santa Clara	AM	9.5	A	9.5	A	9.5	A	0.0	0.002
			PM	7.4	A	7.4	A	7.3	A	0.0	0.001
51	Winchester Boulevard and Newhall Street	Santa Clara	AM	24.7	C	24.7	C	25.1	C	0.3	0.015
			PM	20.4	C	20.4	C	21.6	C	1.5	0.031
52	San Tomas Expressway and Benton Street	Santa Clara	AM	175.5	F	187.6	F	187.2	F	0.5	0.001
			PM	140.1	F	146.7	F	146.8	F	0.8	0.004
53	San Tomas Expressway and El Camino Real *	Santa Clara	AM	173.1	F	182.2	F	182.0	F	0.2	0.000
			PM	126.5	F	132.8	F	133.3	F	1.1	0.002
54	Kiely Boulevard and Pruneridge Avenue	Santa Clara	AM	32.5	C	32.9	C	33.3	C	0.6	0.009
			PM	31.5	C	31.8	C	31.8	C	0.0	0.001
55	Monroe Street and Bellomy Street/Jackson Street	Santa Clara	AM	8.2	A	8.2	A	8.2	A	0.0	0.002
			PM	5.9	A	5.9	A	5.9	A	0.0	0.002
56	Monroe Street and Market Street	Santa Clara	AM	8.3	A	8.3	A	8.3	A	0.0	0.002
			PM	6.8	A	6.8	A	6.8	A	0.0	0.002
57	San Tomas Expressway and Hamilton Avenue *	Campbell	AM	77.4	E	77.5	E	78.4	E	1.6	0.003
			PM	60.1	E	60.2	E	60.4	E	0.1	0.003
58	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	39.8	D	39.9	D	40.2	D	0.9	0.023
			PM	46.5	D	46.6	D	46.7	D	0.2	0.005
59	Winchester Boulevard and Campbell Avenue	Campbell	AM	34.3	C	34.4	C	34.6	C	0.5	0.013
			PM	34.7	C	34.7	C	34.7	C	0.0	0.003

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate significant impact.

35. San Tomas Expressway and Williams Road (AM & PM Peak Hours)
 36. San Tomas Expressway and Payne Avenue (AM Peak Hour)

* Denotes CMP Intersection

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

City of Santa Clara and Campbell Intersections

The intersection level of service results for intersections located within the Cities of Santa Clara and Campbell under cumulative conditions are summarized in Table 11. The results show that, measured against applicable municipal and CMP level of service level of service standards, the following intersections would operate at unacceptable levels under cumulative conditions.

42. San Tomas Expressway and Saratoga Avenue * (AM & PM Peak Hours)
 44. San Tomas Expressway and Pruneridge Avenue (AM & PM Peak Hours)

45. San Tomas Expressway and Forbes Avenue (AM Peak Hour)
 46. San Tomas Expressway and Homestead Road * (AM & PM Peak Hours)
 52. San Tomas Expressway and Benton Street (AM & PM Peak Hours)
 53. San Tomas Expressway and El Camino Real * (AM & PM Peak Hours)
- * Denotes CMP Intersection

Based on the applicable municipal and CMP cumulative significance criteria, none of the above intersections would be significantly impacted by the project traffic.

Cumulative Impacts and Mitigation Measures

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

(1) Winchester Boulevard and Stevens Creek Boulevard

Impact: This CMP intersection would operate at LOS D during the PM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's level of service to degrade to LOS F. Based on City of San Jose level of service impact criteria, this constitutes a significant impact. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the PM peak hour.

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

(4) Monroe Street and Stevens Creek Boulevard

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by two or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.005 or more during the PM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the PM peak hour.

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

(15) San Tomas Expressway and Stevens Creek Boulevard

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

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

(22) San Tomas Expressway and Moorpark Avenue

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

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

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

Impact: This intersection would operate at LOS D or better during both the AM and PM peak hours under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's level of service to degrade to LOS E during both peak hours. Based on City of San Jose level of service impact criteria, this constitutes a significant impact. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during both peak hours.

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined based on a nexus study.

The results of the intersection level of service analysis under cumulative plus project conditions at the study intersections that will be most affected by the new westbound I-280 off-ramp to Winchester Boulevard are summarized in Table 12.

(35) San Tomas Expressway and Williams Road

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour.

Based on City of San Jose level of service impact criteria, this constitutes a significant impact. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the AM peak hour.

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

(36) San Tomas Expressway and Payne Avenue

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

Mitigation Measure. There are no feasible physical improvements at this intersection. The projected poor levels of service are primarily due to the delay experienced on the minor street (Payne Avenue). The large delay along Payne Avenue is due to allocated green times on San Tomas Expressway. Therefore, this impact would be considered significant and unavoidable.

Table 12
Cumulative Conditions Intersection Levels of Service (With I-280/Winchester TDP Off-Ramp)

Study Number	Intersection	Location	Peak Hour	Without I-280/Winchester TDP Off-Ramp							With I-280/Winchester TDP Off-Ramp						
				Background		Cumulative Plus Project					Background		Cumulative Plus Project				
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.4	D	40.7	D	14.2	0.232		39.4	D	59.6	E	54.6	0.324	70%
			PM	52.7	D	90.0	F	99.3	0.334	68%	77.7	E	178.1	F	199.8	0.482	75%
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	12.9	B	12.9	B	0.8	0.096		12.4	B	12.4	B	0.9	0.110	
			PM	30.8	C	28.8	C	-1.9	0.089		29.4	C	28.2	C	-0.8	0.134	
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	19.6	B	19.2	B	-0.4	0.094		12.9	B	13.9	B	0.6	0.108	
			PM	48.0	D	52.2	D	11.9	0.104		43.3	D	53.3	D	22.7	0.149	
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	36.0	D	42.3	D	6.9	0.121		27.7	C	27.0	C	0.4	0.118	
			PM	88.3	F	157.0	F	99.6	0.240	70%	58.2	E	72.6	E	23.1	0.108	71%
5	I-880 SB Ramps and Stevens Creek Boulevard *	San Jose	AM	25.5	C	28.2	C	4.4	0.164		26.8	C	28.5	C	2.9	0.127	
			PM	25.4	C	27.4	C	2.0	0.111		26.4	C	28.5	C	2.0	0.111	
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.9	B	21.2	C	7.4	0.207		15.5	B	19.6	B	8.6	0.105	
			PM	19.5	B	33.8	C	25.2	0.291		19.4	B	38.3	D	21.1	0.341	
24	Winchester Boulevard and Olsen Drive	San Jose	AM	22.9	C	26.6	C	5.3	0.073		23.3	C	25.7	C	0.4	0.050	
			PM	32.5	C	47.0	D	18.3	0.283		35.8	D	45.5	D	11.6	0.166	
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	32.7	C	56.3	E	43.0	0.197	85%	25.3	C	35.1	D	30.0	0.146	
			PM	52.5	D	75.1	E	29.1	0.103	81%	30.1	C	35.2	D	15.0	0.154	
30	I-880 NB Ramps and Stevens Creek Boulevard	San Jose	AM	22.4	C	24.1	C	1.7	0.110		19.0	B	20.0	B	1.2	0.065	
			PM	24.9	C	25.9	C	1.3	0.059		20.9	C	21.1	C	0.4	0.047	

* Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate significant impact.

7. Other Transportation Issues

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

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

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

Intersection Operations Analysis

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

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

Where:

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

n = number of vehicles in the queue per lane

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would

be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length”. The vehicle queue estimates and a tabulated summary of the findings are provided in Table 13. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

Winchester Boulevard and Stevens Creek Boulevard

Northbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pockets at the Winchester Boulevard and Stevens Creek Boulevard intersection would exceed the existing vehicle storage capacity under background and project conditions during the PM peak hour.

The northbound left-turn pockets currently provide approximately 275 feet of vehicle storage per lane, which can accommodate approximately 11 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 13 vehicles per lane during the PM peak hour under project conditions. The existing northbound left-turn pockets along Winchester Boulevard can be extended the necessary 50 feet per lane to provide the additional queue storage needed with the partial removal of the center median and trees along Winchester Boulevard.

Recommendation: It is projected that traffic volumes through the Stevens Creek Boulevard and Winchester Boulevard intersection will increase with the construction of the I-280 westbound off-ramp to Winchester Boulevard described in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to be approximately 14 vehicles per lane with the I-280 westbound off-ramp. Therefore, the northbound left-turn pockets would need to be extended 75 feet per lane with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Westbound Left-Turn

The queuing analysis also indicates that the maximum vehicle queues for the westbound left-turn pockets at the Stevens Creek Boulevard and Winchester Boulevard intersection are projected to exceed the existing vehicle storage capacity under background and project conditions during the PM peak hour.

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

While it is not feasible to extend the turn-pockets at the Stevens Creek Boulevard and Winchester Boulevard intersection, there are improvements planned along Stevens Creek Boulevard between Winchester Boulevard and Monroe Street as part of the Valley Fair expansion. The planned roadway improvements include the following:

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

The planned roadway improvements will increase storage capacities for the left-turn movements along Stevens Creek Boulevard between Monroe Street and Winchester Boulevard and implement a coordinated signal system on Stevens Creek Boulevard between I-880 and Winchester Boulevard. With the implementation of signal coordination along Stevens Creek Boulevard and Winchester Boulevard

Table 13
Vehicle Queue and Left-turn Storage Capacity

Measurement	Winchester/ Stevens Creek NBL AM	Winchester/ Stevens Creek NBL PM	Winchester/ Stevens Creek WBL AM	Winchester/ Stevens Creek WBL PM	Monroe/ Stevens Creek WBL AM	Monroe/ Stevens Creek WBL PM	Winchester/ Tisch SBL AM
	Existing Conditions						
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126
Lanes	2	2	2	2	2	2	1
Volume (vph)	166	237	265	385	328	291	42
Volume (vphpl)	83	119	133	193	164	146	42
Avg. Queue (veh./ln.)	2.9	4.6	4.6	7.5	5.7	5.7	1.5
Avg. Queue ² (ft./ln)	73	115	116	187	144	141	37
95th % . Queue (veh./ln.)	6	8	8	12	10	10	4
95th % . Queue (ft./ln)	150	200	200	300	250	250	100
Storage (ft./ ln.)	275	275	350	350	325	325	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES
Background Conditions							
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126
Lanes	2	2	2	2	2	2	1
Volume (vph)	205	372	362	574	810	498	169
Volume (vphpl)	103	186	181	287	405	249	169
Avg. Queue (veh./ln.)	3.6	7.2	6.3	11.2	14.2	9.7	5.9
Avg. Queue ² (ft./ln)	90	181	158	279	354	242	148
95th % . Queue (veh./ln.)	7	12	11	17	21	15	10
95th % . Queue (ft./ln)	175	300	275	425	525	375	250
Storage (ft./ ln.)	275	275	350	350	325	325	150
Adequate (Y/N)	YES	NO	YES	NO	NO	NO	NO
Background Plus Project Conditions							
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126
Lanes	2	2	2	2	2	2	1
Volume (vph)	213	430	753	640	1067	542	200
Volume (vphpl)	107	215	377	320	534	271	200
Avg. Queue (veh./ln.)	3.7	8.4	13.2	12.4	18.7	10.5	7.0
Avg. Queue ² (ft./ln)	93	209	329	311	467	263	175
95th % . Queue (veh./ln.)	7	13	19	19	26	16	12
95th % . Queue (ft./ln)	175	325	475	475	650	400	300
Storage (ft./ ln.)	275	275	350	350	325	325	150
Adequate (Y/N)	YES	NO	NO	NO	NO	NO	NO
Background Plus Project Conditions (with I-280/Winchester TDP Off-Ramp)							
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	-- ³
Lanes	2	2	2	2	2	2	-- ³
Volume (vph)	267	441	880	868	555	248	-- ³
Volume (vphpl)	134	221	440	434	278	124	-- ³
Avg. Queue (veh./ln.)	4.7	8.6	15.4	16.9	9.7	4.8	-- ³
Avg. Queue ² (ft./ln)	117	214	385	422	243	121	-- ³
95th % . Queue (veh./ln.)	8	14	22	24	15	9	-- ³
95th % . Queue (ft./ln)	200	350	550	600	375	225	-- ³
Storage (ft./ ln.)	275	275	350	350	325	325	-- ³
Adequate (Y/N)	YES	NO	NO	NO	NO	YES	-- ³

¹ Vehicle queue calculations based on cycle length for signalized intersections.
² Assumes 25 feet per vehicle queued.
³ x

Table 13 (Continued)
Vehicle Queue and Left-turn Storage Capacity

Measurement	Winchester/ Tisch	Winchester/ Moorpark	Winchester/ Moorpark	Moorpark/ I- 280 Off- Ramp	Moorpark/ I- 280 Off- Ramp	I-880 NB Off Ramp/ Stevens Creek	I-880 NB Off Ramp/ Stevens Creek
	SBL	EBL	EBL	SBL	SBL	NBL	NBL
	PM	AM	PM	AM	PM	AM	PM
Existing Conditions							
Cycle/Delay ¹ (sec)	140	126	140	63	70	125	140
Lanes	1	2	2	3	3	3	3
Volume (vph)	43	558	389	762	886	794	865
Volume (vphpl)	43	279	195	254	295	265	288
Avg. Queue (veh./ln.)	1.7	9.8	7.6	4.4	5.7	9.2	11.2
Avg. Queue ² (ft./ln.)	42	244	189	111	144	230	280
95th % . Queue (veh./ln.)	4	15	12	8	10	14	17
95th % . Queue (ft./ln.)	100	375	300	200	250	350	425
Storage (ft./ ln.)	150	250	250	550	550	550	550
Adequate (Y/N)	YES	NO	NO	YES	YES	YES	YES
Background Conditions							
Cycle/Delay ¹ (sec)	140	126	140	63	70	125	140
Lanes	1	2	2	3	3	3	3
Volume (vph)	94	767	574	917	1055	1157	1171
Volume (vphpl)	94	384	287	306	352	386	390
Avg. Queue (veh./ln.)	3.7	13.4	11.2	5.3	6.8	13.4	15.2
Avg. Queue ² (ft./ln.)	91	336	279	134	171	335	379
95th % . Queue (veh./ln.)	7	20	17	9	11	20	22
95th % . Queue (ft./ln.)	175	500	425	225	275	500	550
Storage (ft./ ln.)	150	250	250	550	550	550	550
Adequate (Y/N)	NO	NO	NO	YES	YES	YES	YES
Background Plus Project Conditions							
Cycle/Delay ¹ (sec)	140	126	140	63	70	125	140
Lanes	1	2	2	3	3	3	3
Volume (vph)	326	940	603	1041	1076	1467	1223
Volume (vphpl)	326	470	302	347	359	489	408
Avg. Queue (veh./ln.)	12.7	16.5	11.7	6.1	7.0	17.0	15.9
Avg. Queue ² (ft./ln.)	317	411	293	152	174	424	396
95th % . Queue (veh./ln.)	19	23	18	10	12	24	23
95th % . Queue (ft./ln.)	475	575	450	250	300	600	575
Storage (ft./ ln.)	150	250	250	550	550	550	550
Adequate (Y/N)	NO	NO	NO	YES	YES	NO	NO
Background Plus Project Conditions (with I-280/Winchester TDP Off-Ramp)							
Cycle/Delay ¹ (sec)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	125	140
Lanes	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	3	3
Volume (vph)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	782	739
Volume (vphpl)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	261	246
Avg. Queue (veh./ln.)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	9.1	9.6
Avg. Queue ² (ft./ln.)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	226	239
95th % . Queue (veh./ln.)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	14	15
95th % . Queue (ft./ln.)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	350	375
Storage (ft./ ln.)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	550	550
Adequate (Y/N)	-- ³	-- ⁴	-- ⁴	-- ⁴	-- ⁴	YES	YES
¹ Vehicle queue calculations based on cycle length for signalized intersections. ² Assumes 25 feet per vehicle queued. ³ Movement is removed under this scenario. ⁴ No change compared to background plus project conditions.							

between Forest Avenue and Stevens Creek Boulevard, traffic flow along the streets will improve. The coordination will require that extra green time be provided to the through traffic along Stevens Creek Boulevard and Winchester Boulevard, which may result in longer delays at the minor street approaches.

Monroe Street and Stevens Creek Boulevard

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pockets at the Monroe Street and Stevens Creek Boulevard intersection would exceed the existing vehicle storage capacity under background and project conditions during the AM and PM peak hours.

The westbound left-turn pockets currently provide approximately 325 feet of vehicle storage per lane, which can accommodate about 13 vehicles per lane. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 26 vehicles per lane during the AM peak hour under project conditions. The existing westbound left-turn pockets along Stevens Creek Boulevard cannot be extended due to the inadequate spacing between the Monroe Street and upstream I-880 southbound ramps intersections.

Recommendation: It is projected that the westbound left-turn movement volume at the Monroe Street and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard as discussed in Chapter 5. The estimated 95th percentile queue for the westbound left-turn movement is projected to decrease to 15 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing westbound left-turn pockets would be adequate during the PM peak hour and inadequate by only 50 feet during the AM peak hour with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Winchester Boulevard and Tisch Way

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

The southbound left-turn pocket currently provides approximately 150 feet of vehicle storage, which can accommodate approximately six vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is approximately 10 vehicles during the AM peak hour under background conditions. With the project, the southbound left-turn queue is projected to increase to 12 vehicles during the AM peak hour and approximately 19 vehicles during the PM peak hour. The existing southbound left-turn pocket along Winchester Boulevard cannot be extended due to inadequate spacing between the planned extension of the northbound left-turn pockets at the Olsen Drive intersection with Winchester Boulevard and Tisch Way as discussed in Chapter 5.

Recommendation: It is anticipated that the southbound left-turn movement at the Tisch Way and Winchester Boulevard intersection will be removed with the construction of the I-280 westbound off-ramp to Winchester Boulevard.

Winchester Boulevard and Moorpark Avenue

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

The eastbound left-turn pockets currently provide approximately 250 feet of vehicle storage per lane, which can accommodate approximately 10 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is approximately 20 vehicles per lane during the AM peak hour under background conditions. With the project, the eastbound left-turn queue is projected to increase to 23 vehicles per lane during the AM peak hour. The existing eastbound left-turn pockets along Moorpark Avenue cannot be extended due to inadequate spacing between Winchester Boulevard and upstream I-280 southbound off-ramp intersection. It should be noted that the majority of the eastbound left-turn

volume at the Winchester Boulevard and Moorpark Avenue intersection originates from the eastbound I-280 off-ramp to Moorpark Avenue.

I-880 Northbound Off-Ramp and Stevens Creek Boulevard

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pockets at the I-880 northbound off-ramp and Stevens Creek Boulevard intersection would exceed the existing vehicle storage capacity under project conditions during the AM and PM peak hours.

The northbound left-turn pockets currently provide approximately 550 feet of vehicle storage per lane, which can accommodate about 22 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 24 vehicles per lane during the AM peak hour under project conditions. The existing northbound left-turn pockets along the I-880 northbound off-ramp cannot be extended due to the inadequate spacing between the Stevens Creek off-ramp and the upstream off-ramps from I-280 and I-880.

Recommendation: It is projected that the northbound left-turn movement volume at the I-880 northbound off-ramp and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard discussed in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to decrease to 14 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing northbound left-turn pockets would be adequate with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Site Access

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the illustrative site plan prepared by BKF dated September 18, 2015 and shown in Figure 2. The site plan is illustrative only. Therefore, the evaluation of site access and circulation and recommendations discussed below may require adjustment based on a final site plan. However, it is not anticipated that there would be significant changes to the primary access points from Winchester Boulevard and Olin Avenue, on-site roadway layout, and location of on-site intersections.

The project site is bound by Olin Avenue to the north, Winchester Boulevard to the east, and Olsen Drive to the south. The Olsen Drive and Winchester Boulevard intersection will provide primary access to the project site via a vacated and realigned Olsen Drive west of Winchester Boulevard. Access also will be provided from Olin Avenue via its intersection with three new north-south private on-site roadways. Each of the new on-site roadways are described below:

Olsen Drive is proposed to be vacated and realigned within the project site as part of the project. The realignment includes straightening the roadway west of Winchester Boulevard and termination at its western end at a new T-intersection with an on-site private road (South Hanson Avenue). The realigned roadway will generally provide four travel lanes within the project site with intersections at each of the new on-site roadways.

South Prune Way will extend south from Olin Avenue and terminate at the existing Prune Way cul-de-sac that provides access to the Winchester Ranch Mobile Home Park. South Prune Way will provide exclusive access to the mobile home park and will not provide access to the proposed office buildings or on-site parking. South Prune Way will provide two 12-foot travel lanes with no parking on either side of the street.

South Hanson Avenue will extend south from Olin Avenue and terminate at a cul-de-sac located south of Olsen Drive. South Hanson Avenue will provide two 11-foot travel lanes with access to parking for buildings C, D, E, and F, as well as the Winchester Mystery House parking lot. Olsen Drive will terminate at Hanson Avenue via a new T-intersection. On-street parking will be provided along the west side of

South Hanson Avenue. Parking along the east side of South Hanson Avenue will only be provided north of Olsen Drive.

South Spar Avenue will provide two 13-foot travel lanes with no on-street parking. Spar Avenue will provide access to parking for building A and B as well as the loading/delivery dock for the retail space in building B.

Current access to the Winchester Ranch Mobile Home Park from Olsen Drive will be re-routed to Olin Avenue and the use of a new private roadway (South Prune Way) along the western boundary of the project site. Access to the Winchester Mystery House will continue to be provided from Olsen Drive.

Site Access Intersection Analyses

Traffic operations analyses at the Olsen Drive and Olin Avenue intersections with Winchester Boulevard as well as each of the primary on-site project access intersections along Olsen Drive and Olin Avenue was completed. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the on-site intersections based on signal warrant checks and queuing analysis.

It is projected that the majority of traffic bound for the project site will utilize the Olsen Drive (63%) and Olin Avenue (31%) access points. Although project traffic would not be restricted to the above access points, Winchester Boulevard will provide the most direct access to the project site from regional freeways and major arterials. Figure 13 shows the gross project trips at each of the roadways that provide access to the project site driveways. Figure 14 shows the projected trips at each of the on-site intersections and access points from Olin Avenue and Olsen Drive. Table 14 and Table 15 summarize the results of the site access analysis. The recommended intersection control and lane configurations are presented in Figure 15.

Queue Analysis

Winchester Boulevard and Olin Avenue

The queuing analysis indicates that the maximum vehicle queue for the eastbound through and left-turn movement at the Winchester Boulevard and Olin Avenue intersection would exceed the existing vehicle storage capacity and extend back and through the Spar Avenue project driveway under project conditions during the PM peak hour.

The eastbound through and left-turn lane currently provides approximately 275 feet of vehicle storage, which can accommodate approximately 11 vehicles. The estimated 95th percentile vehicle queue for the eastbound through and left-turn movement is projected to be approximately 17 vehicles during the PM peak hour under project conditions.

The queuing analysis also indicates that the maximum vehicle queues for the northbound left-turn pocket at the Winchester Boulevard and Olin Avenue intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak hour.

The northbound left-turn pocket currently provides approximately 125 feet of vehicle storage, which can accommodate approximately five vehicles. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 10 vehicles during the AM peak hour under project conditions. The existing northbound left-turn pocket along Winchester Boulevard cannot be extended due to the back-to-back left-turn pocket with the upstream intersection at Olsen Drive. Therefore, a second 125-foot northbound left-turn lane would be required to provide the additional queue storage needed.

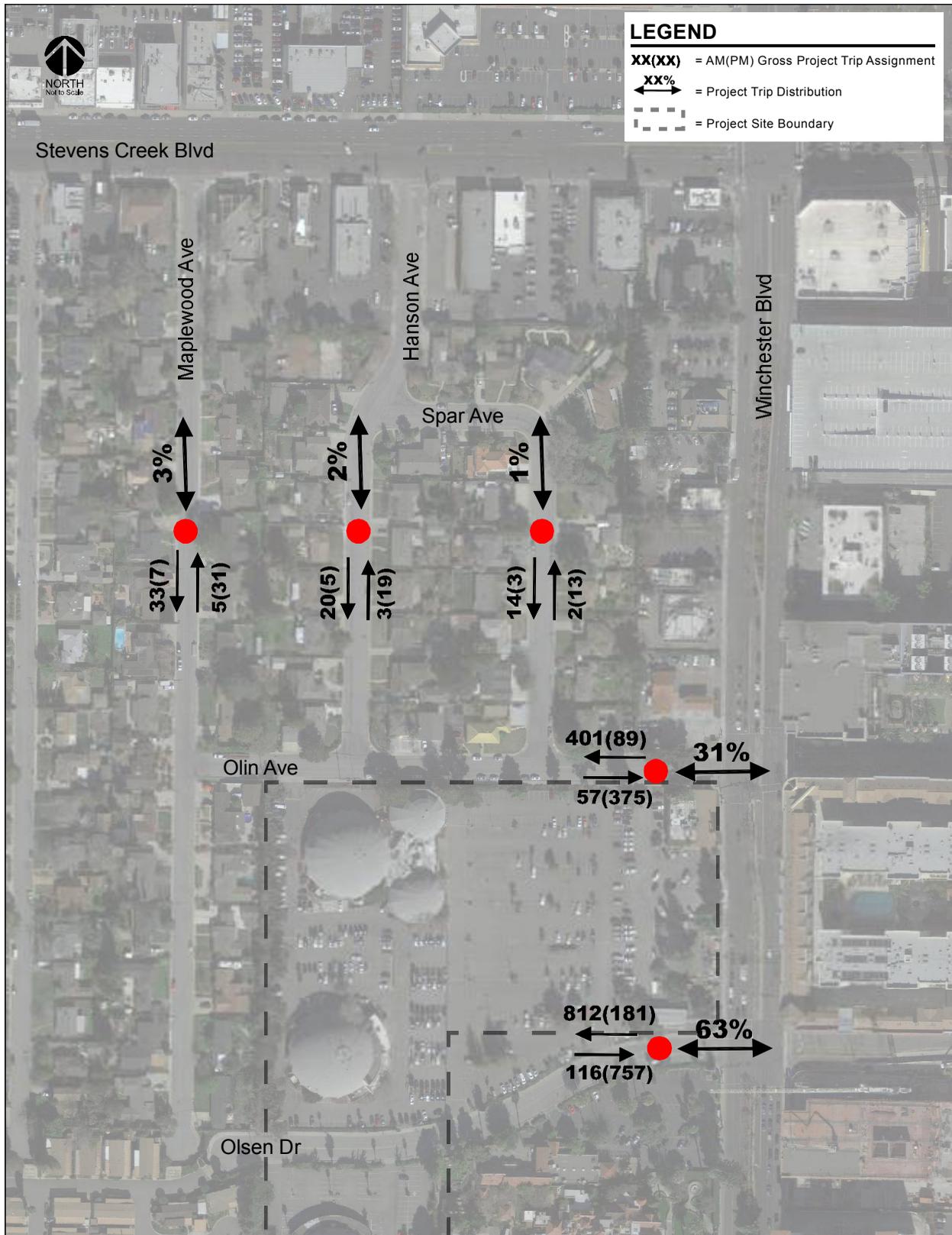


Figure 13
Project Trip Distribution and Gross Project Trips at Primary Project Access Points

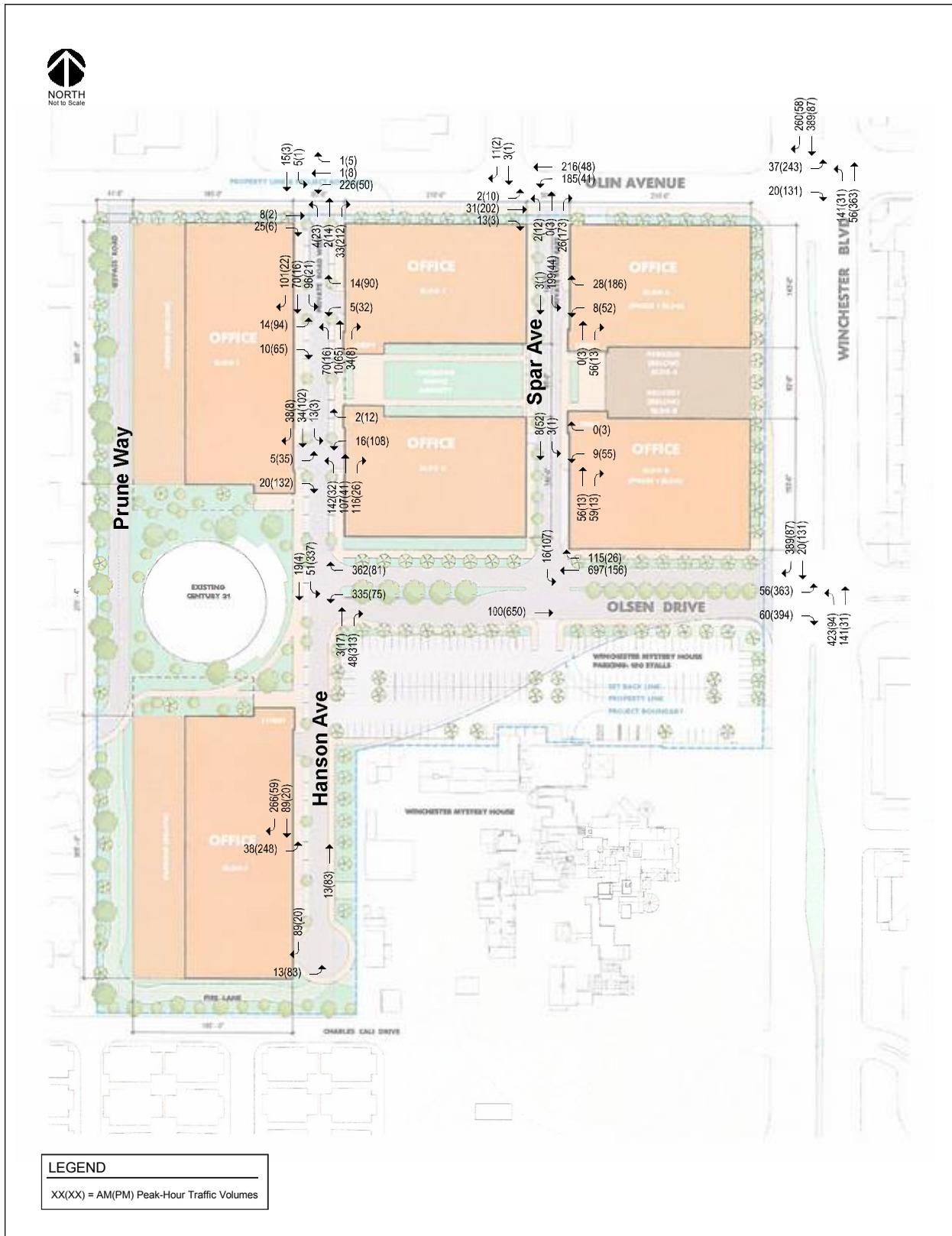


Table 14
Vehicle Queue and Left-turn Storage Capacity at Primary Project Access Points

Measurement	Winchester/ Olin	Winchester/ Olin	Winchester/ Olin	Winchester/ Olin	Winchester/ Olsen	Winchester/ Olsen	Winchester/ Olsen	Winchester/ Olsen
	EBL AM	EBL PM	NBL AM	NBL PM	NBL AM	NBL PM	EBL AM	EBL PM
Existing Conditions								
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126	140
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	17	30	21	22	30	39	4	21
Volume (vphpl)	17	30	21	22	30	39	4	21
Avg. Queue (veh/ln.)	0.6	1.2	0.7	0.9	1.1	1.5	0.1	0.8
Avg. Queue ² (ft./ln)	15	29	18	21	26	38	4	20
95th % . Queue (veh/ln.)	2	3	2	3	3	4	1	2
95th % . Queue (ft./ln)	50	75	50	75	75	100	25	50
Storage (ft./ ln.)	275	275	125	125	150	150	200	200
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions								
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126	140
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	17	42	21	26	31	52	4	38
Volume (vphpl)	17	42	21	26	31	52	4	38
Avg. Queue (veh/ln.)	0.6	1.6	0.7	1.0	1.1	2.0	0.1	1.5
Avg. Queue ² (ft./ln)	15	41	18	25	27	51	3	36
95th % . Queue (veh/ln.)	2	4	2	3	3	5	1	4
95th % . Queue (ft./ln)	50	100	50	75	75	125	25	100
Storage (ft./ ln.)	275	275	125	125	150	150	200	200
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions								
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126	140
Lanes	1	1	1	1	2	2	2	2
Volume (vph)	59	287	160	54	437	113	38	356
Volume (vphpl)	59	287	160	54	219	57	19	178
Avg. Queue (veh/ln.)	2.1	11.2	5.6	2.1	7.6	2.2	0.7	6.9
Avg. Queue ² (ft./ln)	52	279	140	53	191	55	17	173
95th % . Queue (veh/ln.)	5	17	10	5	12	5	2	11
95th % . Queue (ft./ln)	125	425	250	125	300	125	50	275
Storage (ft./ ln.)	275	275	125	125	300	300	Future	Future
Adequate (Y/N)	YES	NO	NO	YES	YES	YES	YES	YES
Background Plus Project Conditions (without Spar/Olin Project Access)								
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126	140
Lanes	1	1	1	1	2	2	2	2
Volume (vph)	45	169	106	43	492	124	53	474
Volume (vphpl)	45	169	106	43	246	62	27	237
Avg. Queue (veh/ln.)	1.6	6.6	3.7	1.7	8.6	2.4	0.9	9.2
Avg. Queue ² (ft./ln)	39	164	93	42	215	60	23	230
95th % . Queue (veh/ln.)	4	11	7	4	14	5	3	14
95th % . Queue (ft./ln)	100	275	175	100	350	125	75	350
Storage (ft./ ln.)	275	275	125	125	300	300	Future	Future
Adequate (Y/N)	YES	YES	NO	YES	NO	YES	YES	YES
Background Plus Project Conditions (with I-280/Winchester TDP Off-Ramp)								
Cycle/Delay ¹ (sec)	126	140	126	140	126	140	126	140
Lanes	1	1	1	1	2	2	2	2
Volume (vph)	89	401	142	51	381	102	62	508
Volume (vphpl)	89	401	142	51	191	51	31	254
Avg. Queue (veh/ln.)	3.1	15.6	5.0	2.0	6.7	2.0	1.1	9.9
Avg. Queue ² (ft./ln)	78	390	124	50	167	50	27	247
95th % . Queue (veh/ln.)	6	22	9	5	11	5	3	15
95th % . Queue (ft./ln)	150	550	225	125	275	125	75	375
Storage (ft./ ln.)	275	275	125	125	300	300	Future	Future
Adequate (Y/N)	YES	NO	NO	YES	YES	YES	YES	YES

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

² Assumes 25 feet per vehicle queued

Table 15
Site Access Intersection Analyses Summary

Study Number	Intersection	Peak Hour	Background Plus Project (with Spar-Olin Project Access)			Background Plus Project (without Spar-Olin Project Access)				
			Warrant Met?	Queue (feet)			Warrant Met?	Queue (feet)		
				NB ¹	SB ¹	WB ¹		NB ¹	SB ¹	WB ¹
60	Spar Avenue and Olin Avenue	AM	No	50	--	75	No	--	--	--
		PM	No	75	--	50	No	--	--	--
61	Hanson Avenue and Olin Avenue	AM	No	50	--	75	No	50	--	75
		PM	No	75	--	25	No	75	--	25
62	Hanson Avenue and Olsen Drive	AM	No	0	25	150	No	0	50	125
		PM	No	50	100	100	No	50	100	100
63	Spar Avenue and Olsen Drive	AM	No	--	50	--	No	--	50	--
		PM	No	--	50	--	No	--	75	--

¹Reported 95th percentile queues, rounded up to to the nearest multiple of 25 feet, were obtained from SimTraffic.

Recommendation: It is recommended that the South Spar Avenue project access to Olin Avenue be removed. Removing the access to Olin Avenue from Spar Avenue will reduce the projected eastbound and northbound left-turn movement demand at the Olin Avenue and Winchester Boulevard intersection.

In addition, it is anticipated that left-turns to and from Spar Avenue will be inhibited due to the eastbound left-turn queue at the Olin Avenue and Winchester Boulevard intersection extending back past the South Spar Avenue access point. The reduction in left-turn demand at the intersection will result in a reduction of the projected eastbound left-turn queue by 150 feet and the northbound queue by 75 feet and a storage inadequacy of only two vehicles for the northbound left-turn movement.

It also is recommended that the eastbound approach at the intersection be reconfigured to provide one shared left and through lane and one right-turn lane.

Winchester Boulevard and Olsen Drive

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

The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 12 vehicles per lane during the AM peak hour under project conditions. The planned northbound left-turn pockets will need to provide approximately 300 feet of vehicle storage per lane. The addition of a second northbound left-turn lane and extension of the existing northbound left-turn pocket along Winchester Boulevard will be necessary to provide the projected storage needs. The addition of a second left-turn lane and extension of the existing lane can be implemented with the removal of the center median and trees along Winchester Boulevard.

The queuing analysis indicates that the projected queue lengths at each of the on-site intersections along Olin Avenue and Olsen Drive that provide access to the proposed parking garages would be no more than 150 feet in length.

Signal Warrants

Unsignalized intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the *California Manual on Uniform Traffic Control Devices (MUTCD)*, 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an



Figure 15
Recommended On-Site Intersection Control and Lane Configurations

indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The results of the peak hour signal warrant checks indicate that neither of the on-site intersections along Olsen Drive and Olin Avenue that provide access to the proposed parking garages are projected to have traffic volumes that would warrant signalization. The peak-hour signal warrant sheets are contained in Appendix F.

Sight Distance at Project Driveways

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the project driveways on Olin Avenue, which has a speed limit of 30 mph, the Caltrans stopping sight distance is 225 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 225 feet down Olin Avenue in order to stop in time to avoid a collision.

Recommendation: The project driveways along Olin Avenue should be free and clear of obstructions and red curbs should be implemented adjacent to each driveway ensuring a minimum of 225 feet of clear sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Olin Avenue.

Adequate sight distance (sight distance triangles) in accordance with Caltrans standards should be provided at each of the on-site driveways serving the parking garages. Sight distance triangles should be measured approximately 10 feet back from the traveled way. In addition, appropriate visible and/or audible warning signals should be provided at each of the parking garage driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

According to the City of San Jose municipal code, driveway widths should be a minimum of 26 feet wide.

Recommendation: The driveway widths to each of the parking garages should be designed to meet the City's standard 26 feet wide requirement.

Truck Access and Circulation

Trash staging areas are not shown on the conceptual site plan. It is presumed that trash bins will be wheeled out to the on-site streets for garbage truck pickup. All curb returns along the on-site roadways are shown to be 30-feet which is adequate for service and emergency (such as a garbage truck or fire truck) vehicle circulation.

Recommendation: Standard loading zones along the on-site streets should be located near each of the garage entrances for general deliveries, such as FedEx or UPS trucks. The use of project access points along Olin Avenue by large trucks should be prohibited to prevent the addition of truck traffic to surrounding neighborhood streets. Truck access to the project site should be provided exclusively via the Olsen Drive and Winchester Boulevard intersection. The truck access restriction will require that the angled grocery store loading dock, along Spar Avenue, as shown in the conceptual plans be straightened to be perpendicular to Spar Avenue. In addition, the street width at the truck dock entrance should provide adequate space to allow truck to back into the docks. Truck deliveries should be restricted to times outside of the standard morning and evening peak hours of the proposed office space.

Recommended Improvements

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

- It is recommended that the South Spar Avenue project access to Olin Avenue be removed. Removing the access to Olin Avenue from Spar Avenue will reduce the projected eastbound and

northbound left-turn movement demand at the Olin Avenue and Winchester Boulevard intersection.

- It is recommended that the eastbound approach at the Olin Avenue and Winchester Boulevard intersection be reconfigured to provide one shared left and through lane and one right-turn lane.
- The planned northbound left-turn pockets at the Olsen Drive and Winchester Boulevard intersection will need to provide approximately 300 feet of vehicle storage per lane.
- The project driveways along Olin Avenue should be free and clear of obstructions ensuring a minimum of 225 feet of clear sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Olin Avenue.
- The driveway widths to each of the parking garages should be designed to meet the City's standard 26 feet wide requirement.
- Standard loading zones along the on-site streets should be located near each of the garage entrances for general deliveries, such as FedEx or UPS trucks. The use of project access points along Olin Avenue by large trucks should be prohibited to prevent the addition of truck traffic to surrounding neighborhood streets. Truck access to the project site should be provided exclusively via the Olsen Drive and Winchester Boulevard intersection. The truck access restriction will require that the angled grocery store loading dock, along Spar Avenue, as shown in the conceptual plans be straightened to be perpendicular to Spar Avenue. In addition, the street width at the truck dock entrance should provide adequate space to allow truck to back into the docks. Truck deliveries should be restricted to times outside of the standard morning and evening peak hours of the proposed office space.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to I-280 and I-880 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway ramps will occur during the PM peak hour. The two freeway on-ramps that are metered in the project study area during the PM peak hour are:

- I-280 westbound diagonal on-ramp from Winchester Boulevard
- I-880 southbound on-ramp from Stevens Creek Boulevard

The existing vehicle queue lengths at both metered ramps were measured in the field during the PM peak hour of traffic. A qualitative assessment of project traffic on the I-880 southbound on-ramp from Stevens Creek Boulevard was completed since the field observations revealed only a minimal queue. A quantitative evaluation of the I-280 westbound on-ramp to Winchester was completed since it currently experiences lengthy vehicle queues.

I-880 southbound on-ramp from Stevens Creek Boulevard

Based on field observations, the longest vehicle queue that developed on the I-880 southbound on-ramp was five vehicles in length. The maximum vehicle queues that were measured in the field occurred only once during the observation period and never backed up past the I-880/southbound I-280 eastbound split. In fact, vehicle queues of between zero and three vehicles occurred much more frequently on the metered on-ramp. This inherent variability is characteristic of vehicle queues that occur at metered ramps

during the PM peak hour, and is in contrast to the standing vehicle queues that typically develop at metered ramps during the AM peak hour of traffic.

The proposed project would add 111 PM peak hour trips to the I-880 southbound on-ramp. This equates to approximately two vehicle trips added to the ramp every 2.0 minutes. Based on the variability of the vehicle queues, the project could potentially add two vehicles to the maximum queue if the vehicles were to arrive at just the right moment when the queue is at its maximum. Thus, it can be concluded that the addition of PM project trips to the metered I-880 southbound on-ramp would have very little effect on vehicle queues at the ramp.

I-280 westbound diagonal on-ramp from Winchester Boulevard

The freeway ramp analysis for I-280 westbound diagonal on-ramp from Winchester Boulevard is shown in Table 16. The existing queue lengths and service rate of the meter at the I-280 westbound on-ramp were measured in the field during the PM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at the metered ramp were derived from the collected data.

A ratio between the existing volumes using the freeway on-ramp and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to the I-280 westbound on-ramp from Winchester Boulevard will equate to an approximately 10% increase in volume during the PM peak hour and would extend the wait times at the ramp by no more than five seconds.

Based on the on-ramp meter analysis, existing vehicle storage on the I-880 and I-280 on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Trip Reduction (TDM Program)

The projects close proximity to the major thoroughfares of Winchester Boulevard and Stevens Creek Boulevard that provide access to regional freeways and existing traffic operations along these corridors will result in lengthy vehicle queues, as described previously, and increased travel delay in the project area. Due to the physical constraints of closely spaced intersections along the Winchester Boulevard and Stevens Creek Boulevard corridors, it is not feasible to provide storage capacity for the entirety of the projected vehicular queues associated with the planned and project development.

Therefore, the project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this chapter. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in work-related vehicle trips that result in a significant reduction of the projected operational issues. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues.

The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)

**Table 16
Freeway Ramp Analysis**

Freeway Ramp	Peak Hour	Existing ¹			Approved Trips	Background ²			Project Trips	Project Volume	Project Conditions ²			
		Volume	Queue Length (total veh.)	Wait Time ³ (min:sec)		Volumes	Queue Length (total veh.)	Wait Time ³ (min:sec)			% Increase ⁴	Queue Length (total veh.)	Wait Time ³ (min:sec)	
I-280 WB On-Ramp @ Winchester Blvd	PM	916	12	00:27.0	218	1,134	15	00:33.8	110	1,244	9.70%	17	00:38.2	

Notes:
¹ Existing queue length represents the total vehicles in the queue observed during the peak-hour period. Existing wait times were estimated based on surveyed times at the ramps conducted in May 5, 2016.
² Background and project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp, respectively.
³ Future wait times were estimated based on the queue length and the measured meter's service rate.
⁴ Percent increase was calculated from background to project conditions.

- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free “Last Mile” Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

Effects on Surrounding Streets

As proposed, the existing intersections of Olsen Drive and Olin Avenue with Winchester Boulevard will provide direct access to the project site. Therefore, the majority of project traffic is expected to utilize the major Winchester Boulevard thoroughfare for travel. However, some project traffic may utilize residential streets north of the project site for travel between the project site and Stevens Creek Boulevard. An evaluation of the effects of project traffic along four surrounding roadways was completed. The study roadway segments include:

1. Maplewood Avenue, north of Olin Avenue
2. Hanson Avenue, north of Olin Avenue
3. Spar Avenue, north of Olin Avenue
4. Olin Avenue, between Winchester Boulevard and Spar Avenue

The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant.

Unlike the intersection level of service analysis methodology, which has established impact thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect impacts of traffic on residential neighborhoods. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions

(which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include socio-economic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

Existing Surrounding Roadway Characteristics

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

- *Maplewood Avenue* – Is a two-lane roadway that runs south from Stevens Creek Boulevard to a southerly cul-de-sac termination. The roadway is lined by residential as well as commercial/office land uses near Stevens Creek Boulevard. The street is wider than typical neighborhood streets with rolled curbs. Parking is permitted along both sides of Maplewood Avenue adjacent to the commercial land uses. However, beginning approximately 250 feet south of Stevens Creek Boulevard and adjacent to homes, parking is prohibited except by permit. The posted speed limit on Maplewood Avenue is 25 miles per hour (mph). Maplewood Avenue provides access to the project site via its connection to Olin Avenue.
- *Hanson Avenue* – Is a two-lane roadway that runs between Stevens Creek Boulevard and Olin Avenue. The roadway is lined by residential as well as commercial/office land uses near Stevens Creek Boulevard. The street is wider than typical neighborhood streets with rolled curbs. Parking is permitted along both sides of Hanson Avenue adjacent to the commercial land uses. However, beginning approximately 250 feet south of Stevens Creek Boulevard and adjacent to homes, parking is prohibited except by permit. The posted speed limit on Hanson Avenue is 25 miles per hour (mph). Hanson Avenue provides access to the project site via its connection to Olin Avenue.
- *Spar Avenue* – Is a two-lane roadway that runs between Hanson Avenue and Olsen Drive. The roadway is lined by residential land uses. The street is wider than typical neighborhood streets with rolled curbs. Spar Avenue provides an alternative north-south connection between Stevens Creek Boulevard and Olin Avenue. Parking is prohibited except by permit along Spar Avenue. The posted speed limit on Spar Avenue is 25 miles per hour (mph).
- *Olin Avenue* is a two-lane east-west roadway that along with Olsen Drive provides direct access to the project site via several driveways. Parking is prohibited along Olin Avenue between Winchester Boulevard and Spar Avenue. On-street parking is allowed on both sides of Olin Avenue, west of Spar Avenue.

Estimated Project Traffic on Surrounding Roadways

The effects of project traffic on the each of the surrounding streets was evaluated based on field observations, the collection of traffic volume and speed data collected in October 2015, and projections of the additional project generated traffic. It is important to note that the roadway volumes do not include the project site traffic which would have been higher when the theaters were open. Table 17 presents a summary of existing and projected traffic volumes along each of the studied streets. The speed surveys are summarized in Table 18 below.

Maplewood, Hanson, and Spar Avenues

Maplewood, Hanson, and Spar Avenues could be classified as residential streets given that they serve residential land uses and are narrow. General guidelines regarding threshold volumes pertaining to residential streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, residential streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for residential streets. A residential (or local) street is defined by the City of San Jose as being less than 60 feet wide

Table 17
Average Daily Traffic Volumes along Surrounding Streets

Segment Name	Dir	Count Date	AM Peak Hour			PM Peak Hour			Average Daily Traffic (ADT)		
			Existing	Net	Existing	Existing	Net	Existing	Existing	Net	Existing
				Project	Plus		Project	Plus		Project	Plus
Maplewood Avenue, North of Olin Avenue	NB	10/20/15	9	4	13	11	29	40	209	124	333
	SB	10/20/15	8	33	41	18	5	23	197	124	321
	Total		17	37	54	29	34	63	406	248	654
Hanson Avenue, North of Olin Avenue	NB	10/20/15	5	2	7	6	17	23	84	74	158
	SB	10/20/15	5	20	25	28	3	31	268	74	342
	Total		10	22	32	34	20	54	352	148	500
Spar Avenue, North of Olin Avenue	NB	10/20/15	23	2	25	7	12	19	130	50	180
	SB	10/20/15	13	13	26	16	2	18	115	50	165
	Total		36	15	51	23	14	37	245	100	345
Olin Avenue, West of Winchester Boulevard	EB	10/20/15	39	63	102	74	375	449	550	1,840	2,390
	WB	10/20/15	39	402	441	52	92	144	387	1,795	2,182
	Total		78	465	543	126	467	593	937	3,635	4,572

Table 18
Speed Survey Results along Surrounding Streets

	Speed Limit	85th Percentile Speed		
		NB/EB	SB/WB	Average Both Directions
Maplewood Avenue, North of Olin Avenue	25 mph	36.0	33.0	34.5
Hanson Avenue, North of Olin Avenue	25 mph	28.0	31.0	29.5
Spar Avenue, North of Olin Avenue	25 mph	21.0	28.0	24.5
Olin Avenue, West of Winchester Boulevard	30 mph	27.0	29.0	28.0

Source: 24-hour tube counts conducted on October 20, 2015.

(48 and 56 ft. right-of-way) and average daily traffic (ADT) volumes typically ranging from 50 to 2,000 vehicles.

The 24-hour tube counts conducted in October 2015 revealed that the existing traffic volumes along each of the streets range between 240-410 daily vehicles. It is projected that the project would result in the addition of approximately 100-300 daily trips to each of the streets. Although the projected average daily trips are within an acceptable range for this type of street, the added project trips constitute a measurable increase from the existing volumes.

Speed surveys also were conducted along Maplewood, Hanson, and Spar Avenues in October 2015. The posted speed limit along all three of the study residential streets is 25 mph. Based on the collected data, the 85th percentile speed along Maplewood Avenue was found to be approximately 34.5 mph which exceeds the posted speed limit by 9.5 mph. The measured 85th percentile speeds along the remaining residential streets surveyed are within 5 mph of the posted speed limits. Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys it can be concluded that there is not a speeding problem along Hanson and Spar Avenues.

Olin Avenue between Winchester Boulevard and Spar Avenue

Olin Avenue is classified as a local connector street. The City of San Jose 2040 General Plan describes local connectors as roadways that have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City and prioritize automobiles, bicycles, pedestrians, and trucks equally.

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

Twenty-four-hour tube counts revealed that Olin Avenue between Spar Avenue and Winchester Boulevard currently carries approximately 1,000 daily vehicles. It is estimated that the proposed project will result in the addition of 4,000 daily trips on Olin Avenue between Spar Avenue and Winchester Boulevard.

Speed surveys conducted along Olin Avenue between Spar Avenue and Winchester Boulevard revealed the 85th percentile speed along the roadway to be approximately 28 miles per hour (mph). There is not a posted speed limit along the surveyed segment. However, it is presumed that the speed limit along the studied segment is 30 mph. Based on the collected data, the measured 85th percentile speeds along the roadway segment is within 5 mph of the eastbound speed limit. Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys, it can be concluded that there is not a speeding problem along Olin Avenue between Spar Avenue and Winchester Boulevard.

Recommendations for Surrounding Roadways

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

- Traffic volumes on each of the surrounding roadways are and would continue to be within the volume range characteristic of each of the streets with the exception of Olin Avenue.
- Speeds along Maplewood Avenue, exceed the posted speed limit by more than 5 mph.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.
- As congestion and delay increase along Winchester Boulevard, further traffic may intrude into the neighborhood.

In order to address potential project traffic on the neighboring streets and reduce the identified speeding issues, there are options that could be considered to minimize impacts to the neighborhood.

- The surrounding roadways, Spar, Maplewood, Hanson, and Olin Avenues were originally constructed to County standards. These streets are wider than typical neighborhood streets with rolled curbs and narrow or no sidewalks. To address potential traffic increases, installation of wider sidewalks, speed bumps, and street trees could be considered. These improvements would narrow the roadway, potentially reducing speed and volume of traffic, and improve the pedestrian facilities.
- Another option could be construction of cul-de-sac bulbs along Olin Avenue, east of Hanson Avenue, and at the terminus of Spar Avenue at Olin Avenue. This improvement would ensure that project traffic would not intrude into the neighborhood. However, the neighborhood streets would not have direct vehicular access to Olin Avenue.

Possible Traffic Calming Measures

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, the existing and future traffic conditions along these streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each street, several measures as described below can be considered for implementation. The measures should be evaluated as part of a traffic calming study for the area.

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

The identified measures listed below are possible improvements that could be implemented as part of a traffic-calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel

speeds through the intersections. However, traffic circles would result in a loss of parking spaces and limit the access for large vehicles, including fire trucks. The Fire Department would need review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.

- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.
- **Traffic Control Devices.** Directional traffic control devices such as diverters and/or signage can be implemented at access points to residential streets to reduce their use by through traffic.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Olin Avenue more visible to motorists by utilizing enhanced crosswalk striping.

Potential locations and types of traffic calming measures are shown in Figure 16.

Transit Services

Local bus line 60 operates along Winchester Boulevard adjacent to the project site. Bus stops for this line in the northbound and southbound directions are located near the Winchester Boulevard/Olin Avenue and Winchester Boulevard/Olsen Drive intersections, respectively. Due to the convenient location of the bus stops, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 44 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged with line 60 providing service with 15-20-minute headways during the peak commute periods at bus stops along Winchester Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately 15 riders per bus during the peak hours. VTA operations reports indicate that the 60 bus line as well as several other bus lines in the project area serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Bicycle and Pedestrian Facilities

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. However, it is important to note California Vehicle Code CVC21200 states that a person riding a bicycle has all the rights and is subject to all the provisions applicable to motor vehicles. Therefore, bicyclists are permitted on virtually all public streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian traffic primarily would consist of employees of the proposed office development walking to and from the parking areas and other retail establishments located within Santana Row, as well as bus stops on Winchester Boulevard. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street.

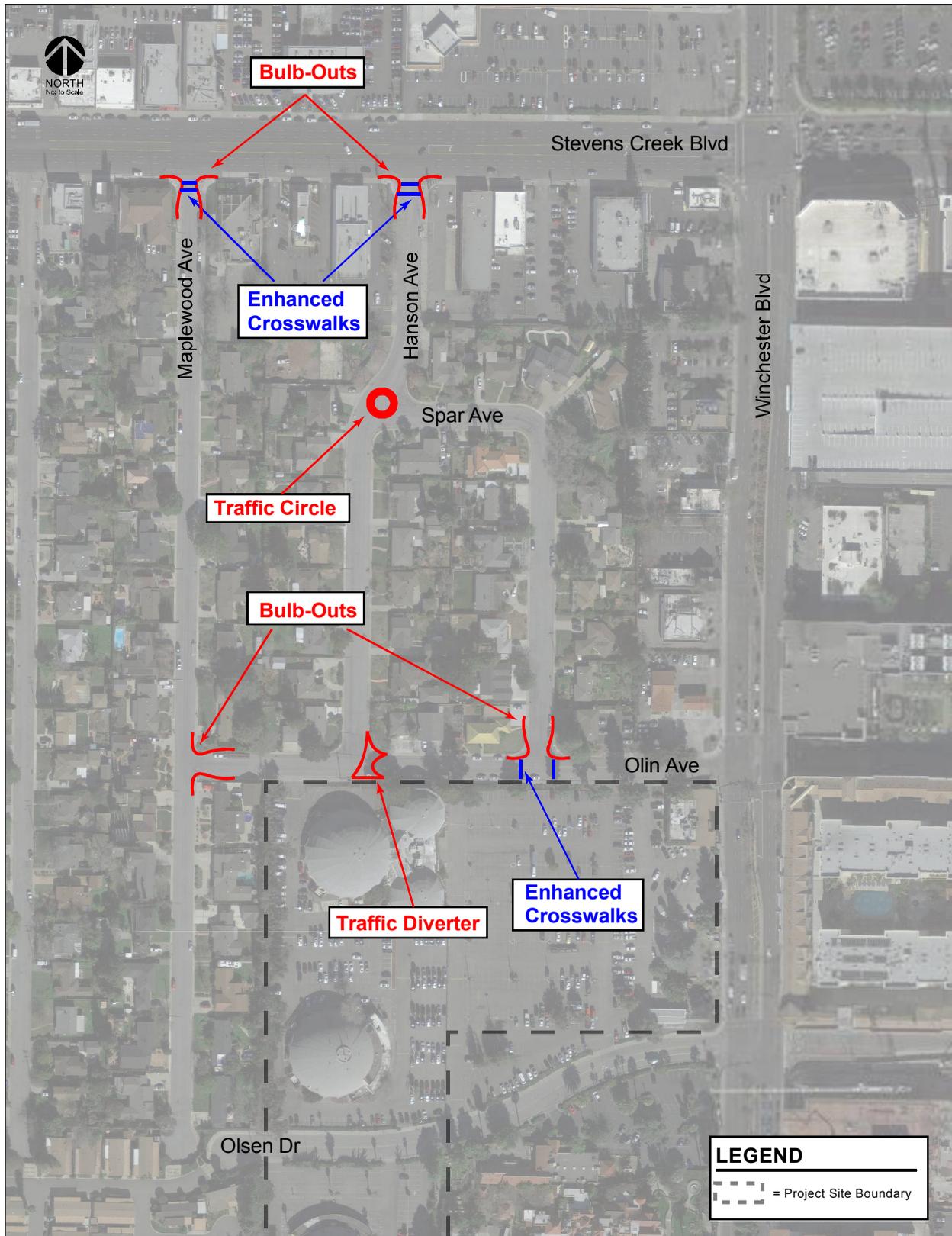


Figure 16
Potential Traffic Calming Measure Locations

Public Transit/Pedestrian/Bike Improvements

The proposed project site is located within the Valley Fair/Santana Row Urban Village Boundary and fronts Winchester Boulevard, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

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

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

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

Bicycle and Pedestrian Facility Improvements

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

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

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

Class II Bike lanes are planned for:

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

Transit Facility Improvements

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

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

Winchester Boulevard has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Winchester Boulevard, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Winchester Boulevard
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

In addition, as a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester. There is a BRT line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane, transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

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

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

Parking

According to the City of San Jose Municipal Code (Chapter 20.90.060, Number of Off-Street Parking Required), office land uses are required to provide one space per 300 s.f. of floor area. Additionally, for retail space, the City of San Jose requires a minimum of one space per 200 s.f. of retail space. Based on these parking ratios, the project is required to provide 3,231 off street spaces for the proposed office space and 145 spaces for the proposed retail spaces. Thus, a total of 3,376 off-street parking spaces are required per standard City parking requirements. The City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within the Valley Fair/Santana Row Urban Village. The Urban Village Overlay allows for a reduction in the required on-site parking by 20%. The application of the reduction would result in the requirement of 2,700 on-site parking spaces for the project.

According to the site plan, the project proposes 2,545 parking spaces. Based on the standard City of San Jose parking requirements, the proposed on-site parking would be inadequate by 156 parking spaces. As discussed previously, the project will establish a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area and one bicycle parking space per 3,000 s.f. of retail floor area. The proposed project is required to provide 253 bicycle parking spaces to meet the city standards. The project should provide

bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for 59 intersections and 46 directional freeway segments. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Background Plus Project Intersection Level of Service Analysis

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

Based on the applicable municipal significance criteria, none of the study intersections located within the Cities of Santa Clara and Campbell would be significantly impacted by the project traffic

(1) Winchester Boulevard and Stevens Creek Boulevard (Protected Intersection)

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

(4) Monroe Street and Stevens Creek Boulevard (Protected Intersection)

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

City of San Jose Protected Intersection Policy

Winchester Boulevard & Stevens Creek Boulevard and Monroe Street & Stevens Creek Boulevard will be significantly impacted by the project and are identified as City of San Jose Protected Intersections.

Protected Intersections consist of locations (there are a total of 29) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 29 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will preliminarily identify a list of specific offsetting improvements. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined based on a nexus study. The I-280/Winchester Boulevard TDP is described in more detail below.

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 and I-280/Winchester 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 and I-280/Winchester 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 impact 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 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.

For the purposes of this study, one alignment scenario of the I-280 off-ramp was selected which included the closure of Tisch Way as the east approach to the Winchester Boulevard and Tisch Way intersection. The new ramp will result in the closure of Tisch Way between Winchester Boulevard and Dudley Avenue, via a cul-de-sac, so as to accommodate the new ramp. It is expected that the use of the I-880 and Stevens Creek Boulevard interchange by I-280 westbound traffic bound for Winchester Boulevard will be reduced with the new I-280 westbound off-ramp. Therefore, projected traffic volumes at the new ramp were developed via a manual reassignment of background traffic volumes at the I-880 and Stevens Creek Boulevard interchange. The amount of reassigned trips was based on the traffic forecasts prepared for the TDP analysis. The reassignment of traffic volumes was applied at each of the intersections along the Stevens Creek Boulevard corridor between Winchester Boulevard and I-880 and Winchester Boulevard between Stevens Creek Boulevard and I-280. In addition, background traffic that utilizes Monroe Street/Tisch Way to access Winchester Boulevard also was reassigned to reflect the closure of Tisch Way and access to and from Winchester Boulevard. The amount of trips reassigned due to the Tisch Way closure was determined based on the turn-movements at the Winchester Boulevard and Tisch Way intersection.

Freeway Segment Analysis

The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on 21 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour.

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

Cumulative Intersection Level of Service Analysis

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

(1) Winchester Boulevard and Stevens Creek Boulevard

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

(4) Monroe Street and Stevens Creek Boulevard

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

(15) San Tomas Expressway and Stevens Creek Boulevard

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

(22) San Tomas Expressway and Moorpark Avenue

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

(25) Winchester Boulevard and I-280 WB on-ramp/Tisch Way

Mitigation Measure. A new westbound I-280 off-ramp to Winchester Boulevard has been proposed as part of the Transportation Development Policy (TDP) to alleviate traffic along Stevens Creek and Winchester Boulevards. The new ramp would connect directly to the intersection of Winchester Boulevard and I-280 WB on-ramp/Tisch Way, thus providing more capacity to serve the demand at this intersection. Therefore, the project will be required to pay the TDP Traffic fees. The fees will be determined based on a nexus study.

(35) San Tomas Expressway and Williams Road

Mitigation Measure. This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay to better than background conditions during

the AM peak hour. Therefore, mitigation of the identified cumulative impact at the intersection will consist of a fair-share contribution towards the identified improvements. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

(36) San Tomas Expressway and Payne Avenue

Mitigation Measure. There are no feasible physical improvements at this intersection. The projected poor levels of service are primarily due to the delay experienced on the minor street (Payne Avenue). The large delay along Payne Avenue is due to allocated green times on San Tomas Expressway. Therefore, this impact would be considered significant and unavoidable.

Other Transportation Issues

Intersection Operations

Winchester Boulevard and Stevens Creek Boulevard

Recommendation: It is projected that traffic volumes through the Stevens Creek Boulevard and Winchester Boulevard intersection will increase with the construction of the I-280 westbound off-ramp to Winchester Boulevard described in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to be approximately 14 vehicles per lane with the I-280 westbound off-ramp. Therefore, the northbound left-turn pockets would need to be extended 75 feet per lane with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Monroe Street and Stevens Creek Boulevard

Recommendation: It is projected that the westbound left-turn movement volume at the Monroe Street and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard as discussed in Chapter 5. The estimated 95th percentile queue for the westbound left-turn movement is projected to decrease to 15 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing westbound left-turn pockets would be adequate during the PM peak hour and inadequate by only 50 feet during the AM peak hour with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Winchester Boulevard and Tisch Way

Recommendation: It is anticipated that the southbound left-turn movement at the Tisch Way and Winchester Boulevard intersection will be removed with the construction of the I-280 westbound off-ramp to Winchester Boulevard.

I-880 Northbound Off-Ramp and Stevens Creek Boulevard

Recommendation: It is projected that the northbound left-turn movement volume at the I-880 northbound off-ramp and Stevens Creek Boulevard intersection will decrease with the construction of the I-280 westbound off-ramp to Winchester Boulevard discussed in Chapter 5. The estimated 95th percentile queue for the northbound left-turn movement is projected to decrease to 14 vehicles per lane during the AM peak hour under project conditions with the I-280 westbound off-ramp. Therefore, the existing northbound left-turn pockets would be adequate with the planned construction of the I-280 westbound off-ramp to Winchester Boulevard.

Site Access

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

- It is recommended that the South Spar Avenue project access to Olin Avenue be removed. Removing the access to Olin Avenue from Spar Avenue will reduce the projected eastbound and northbound left-turn movement demand at the Olin Avenue and Winchester Boulevard intersection.
- It is recommended that the eastbound approach at the Olin Avenue and Winchester Boulevard intersection be reconfigured to provide one shared left and through lane and one right-turn lane.
- The planned northbound left-turn pockets at the Olsen Drive and Winchester Boulevard intersection will need to provide approximately 300 feet of vehicle storage per lane.
- The project driveways along Olin Avenue should be free and clear of obstructions and red curbs should be implemented adjacent to each driveway ensuring a minimum of 225 feet of clear sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Olin Avenue.
- The driveway widths to each of the parking garages should be designed to meet the City's standard 26 feet wide requirement.
- Standard loading zones along the on-site streets should be located near each of the garage entrances for general deliveries, such as FedEx or UPS trucks. The use of project access points along Olin Avenue by large trucks should be prohibited to prevent the addition of truck traffic to surrounding neighborhood streets. Truck access to the project site should be provided exclusively via the Olsen Drive and Winchester Boulevard intersection. The truck access restriction will require that the angled grocery store loading dock, along Spar Avenue, as shown in the conceptual plans be straightened to be perpendicular to Spar Avenue. In addition, the street width at the truck dock entrance should provide adequate space to allow truck to back into the docks. Truck deliveries should be restricted to times outside of the standard morning and evening peak hours of the proposed office space.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to I-280 and I-880 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway ramps will occur during the PM peak hour. The two freeway on-ramps that are metered in the project study area during the PM peak hour are:

- I-280 westbound diagonal on-ramp from Winchester Boulevard
- I-880 southbound on-ramp from Stevens Creek Boulevard

The existing vehicle queue lengths at both metered ramps were measured in the field during the PM peak hour of traffic. A qualitative assessment of project traffic on the I-880 southbound on-ramp from Stevens Creek Boulevard was completed since the field observations revealed only a minimal queue. A quantitative evaluation of the I-280 westbound on-ramp to Winchester was completed since it currently experiences lengthy vehicle queues.

Based on the on-ramp meter analysis, existing vehicle storage on the I-880 and I-280 on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Trip Reduction (TDM Program)

The projects close proximity to the major thoroughfares of Winchester Boulevard and Stevens Creek Boulevard that provide access to regional freeways and existing traffic operations along these corridors will result in lengthy vehicle queues, as described previously, and increased travel delay in the project area. Due to the physical constraints of closely spaced intersections along the Winchester Boulevard and Stevens Creek Boulevard corridors, it is not feasible to provide storage capacity for the entirety of the projected vehicular queues associated with the planned and project development.

Therefore, the project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this chapter. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures can easily achieve a 25% percent reduction in work-related vehicle trips that result in a significant reduction of the projected operational issues. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues.

Estimated Project Traffic on Surrounding Roadways

An evaluation of indirect traffic related issues on four surrounding roadways was completed. Unlike the intersection level of service analysis methodology, which has established impact thresholds, the evaluation of roadways is based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. The roadway analysis is beyond the purview of CEQA and are provided here for informational purposes only.

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

- Traffic volumes on each of the surrounding roadways are and would continue to be within the volume range characteristic of each of the streets with the exception of Olin Avenue.
- Speeds along Maplewood Avenue, exceed the posted speed limit by more than 5 mph.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.
- As congestion and delay increase along Winchester Boulevard, further traffic may intrude into the neighborhood.

In order to address potential project traffic on the neighboring streets and reduce the identified speeding issues, there are options that could be considered to minimize impacts to the neighborhood.

- The surrounding roadways, Spar, Maplewood, Hanson, and Olin Avenues were originally constructed to County standards. These streets are wider than typical neighborhood streets with rolled curbs and narrow or no sidewalks. To address potential traffic increases, installation of wider sidewalks, speed bumps, and street trees could be considered. These improvements would narrow the roadway, potentially reducing speed and volume of traffic, and improve the pedestrian

facilities.

- Another option could be construction of cul-de-sac bulbs along Olin Avenue, east of Hanson Avenue, and at the terminus of Spar Avenue at Olin Avenue. This improvement would ensure that project traffic would not intrude into the neighborhood. However, the neighborhood streets would not have direct vehicular access to Olin Avenue.

Possible Traffic Calming Measures

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, the existing and future traffic conditions along these streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each street, several measures as described below can be considered for implementation. The measures should be evaluated as part of a traffic calming study for the area.

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

The identified measures listed below are possible improvements that could be implemented as part of a traffic-calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel speeds through the intersections. However, traffic circles would result in a loss of parking spaces and limit the access for large vehicles, including fire trucks. The Fire Department would need review and approve the installation of traffic circles at intersections because these measures could result in an increase in emergency response times.
- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs result in a loss of on-street parking and also impede emergency response vehicles and other trucks.
- **Traffic Control Devices.** Directional traffic control devices such as diverters and/or signage can be implemented at access points to residential streets to reduce their use by through traffic.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Olin Avenue more visible to motorists by utilizing enhanced crosswalk striping.

Transit Services

Local bus line 60 operates along Winchester Boulevard adjacent to the project site. Bus stops for this line in the northbound and southbound directions are located near the Winchester Boulevard/Olin Avenue and Winchester Boulevard/Olsen Drive intersections, respectively. Due to the convenient location of the bus stops, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 44 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged with line 60 providing service with 15-20-minute headways during the peak commute periods at bus stops along Winchester Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately 15 riders per bus during the peak hours. VTA operations reports indicate that the 60 bus

line as well as several other bus lines in the project area serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Bicycle and Pedestrian Facilities

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. However, it is important to note California Vehicle Code CVC21200 states that a person riding a bicycle has all the rights and is subject to all the provisions applicable to motor vehicles. Therefore, bicyclists are permitted on virtually all public streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian traffic primarily would consist of employees of the proposed office development walking to and from the parking areas and other retail establishments located within Santana Row, as well as bus stops on Winchester Boulevard. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street.

Public Transit/Pedestrian/Bike Improvements

The proposed project site is located within the Valley Fair/Santana Row Urban Village Boundary and fronts Winchester Boulevard, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

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

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

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

Bicycle and Pedestrian Facility Improvements

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

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

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

Class II Bike lanes are planned for:

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

Transit Facility Improvements

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

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

Winchester Boulevard has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Winchester Boulevard, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Winchester Boulevard
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

In addition, as a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester. There is a BRT line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane, transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

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

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

Parking

According to the City of San Jose Municipal Code (Chapter 20.90.060, Number of Off-Street Parking Required), office land uses are required to provide one space per 300 s.f. of floor area. Additionally, for retail space, the City of San Jose requires a minimum of one space per 200 s.f. of retail space. Based on these parking ratios, the project is required to provide 3,231 off street spaces for the proposed office space and 145 spaces for the proposed retail spaces. Thus, a total of 3,376 off-street parking spaces are required per standard City parking requirements. The City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within the Valley Fair/Santana Row Urban Village. The Urban Village Overlay allows for a reduction in the required on-site parking by 20%. The application of the reduction would result in the requirement of 2,700 on-site parking spaces for the project.

According to the site plan, the project proposes 2,545 parking spaces. Based on the standard City of San Jose parking requirements, the proposed on-site parking would be inadequate by 156 parking spaces. As discussed previously, the project will establish a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area and one bicycle parking space per 3,000 s.f. of retail floor area. The proposed project is required to provide 253 bicycle parking spaces to meet the city standards. The project should provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Santana Row West Development
Technical Appendices

June 14, 2016

Appendix A

Traffic Counts

Santana Row West Study Intersection Summary

Study Number	Traffix Node #	North/South Street	East/West Street	Jurisdiction	AM		PM	
					Date	Source	Date	Source
1	3118	Winchester Boulevard	Stevens Creek Boulevard *	San Jose	10/21/15	TMC	10/21/15	TMC
2	3816	Santana Row	Stevens Creek Boulevard	San Jose	10/21/15	TMC	10/21/15	TMC
3	3749	Redwood Avenue	Stevens Creek Boulevard	San Jose	10/21/15	TMC	10/21/15	TMC
4	3702	Monroe Street	Stevens Creek Boulevard	San Jose	10/21/15	TMC	10/21/15	TMC
5	3056	I-880 SB Ramps	Stevens Creek Boulevard *	San Jose	10/21/15	TMC	10/20/15	TMC
6	3279	Bascom Avenue	San Carlos Street	San Jose	10/21/15	TMC	10/21/15	TMC
7	3693	Meridian Avenue	San Carlos Street	San Jose	03/12/15	TMC	03/12/15	TMC
8	3653	Lincoln Avenue	San Carlos Street	San Jose	05/12/15	TMC	05/12/15	TMC
9	3077	Bird Avenue	San Carlos Street *	San Jose	10/14/14	CSJ	09/18/14	CMP
10	3527	Monroe Street	Forest Street	San Jose	10/21/15	TMC	10/20/15	TMC
11	3575	Monroe Street	Hedding Street	San Jose	10/20/15	TMC	10/20/15	TMC
12	3701	Monroe Street	Newhall Street	San Jose	10/20/15	TMC	10/20/15	TMC
13	3582	Winchester Boulevard	Hedding Street/Pruneridge Avenue	San Jose	10/20/15	TMC	10/20/15	TMC
14	3530	Winchester Boulevard	Forest Street/Worthington Circle	San Jose	10/20/15	TMC	10/20/15	TMC
15	5405	San Tomas Expressway	Stevens Creek Boulevard *	San Jose	05/27/15	TMC	09/24/14	CMP
16	3116	Saratoga Avenue	Stevens Creek Boulevard *	San Jose	10/21/14	CSJ	09/17/14	CMP
17	3104	Kiely Boulevard	Stevens Creek Boulevard *	San Jose	10/21/14	CSJ	09/17/14	CMP
18	3103	Saratoga Avenue	Kiely Boulevard *	San Jose	10/21/14	CSJ	09/18/14	CMP
19	3038	Saratoga Avenue	I-280 (North) *	San Jose	10/21/15	TMC	09/24/14	CMP
20	3039	Saratoga Avenue	I-280 (South) *	San Jose	10/21/14	CSJ	09/24/14	CMP
21	3113	Saratoga Avenue	Moorpark Avenue *	San Jose	10/21/14	CSJ	09/18/14	CMP
22	5406	San Tomas Expressway	Moorpark Avenue *	San Jose	10/20/15	TMC	09/24/14	CMP
23	3726	Winchester Boulevard	Olin Avenue	San Jose	10/20/15	TMC	10/20/15	TMC
24	3727	Winchester Boulevard	Olsen Drive	San Jose	10/20/15	TMC	10/20/15	TMC
25	3829	Winchester Boulevard	I-280 WB on-ramp/Tisch Way	San Jose	10/20/15	TMC	10/20/15	TMC
26	3711	Winchester Boulevard	Moorpark Avenue	San Jose	10/20/15	TMC	10/20/15	TMC
27	3037	I-280 EB off-ramp	Moorpark Avenue *	San Jose	10/20/15	TMC	10/20/15	TMC
28	3836	Winchester Boulevard	Williams Road	San Jose	10/20/15	TMC	10/20/15	TMC
29	3737	Winchester Boulevard	Payne Avenue	San Jose	10/20/15	TMC	10/20/15	TMC
30	156	I-880 NB Ramps	Stevens Creek Boulevard	San Jose	10/21/15	TMC	10/20/15	TMC
31	3446	Delmas Avenue	San Carlos Street	San Jose	05/06/15	TMC	05/05/15	TMC
32	3763	Woz Way	San Carlos Street	San Jose	05/06/15	TMC	05/05/15	TMC
33	3048	Bascom Avenue	I-880 (N) *	San Jose	10/21/15	TMC	10/21/15	TMC
34	3049	Bascom Avenue	I-880 (S) *	San Jose	10/21/15	TMC	10/21/15	TMC
35	5427	San Tomas Expressway	Williams Road	San Jose	08/28/14	TMC	08/28/14	TMC
36	5428	San Tomas Expressway	Payne Avenue	San Jose	10/20/15	TMC	10/20/15	TMC
37	3284	Bascom Avenue	Naglee Avenue	San Jose	10/21/15	TMC	10/21/15	TMC
38	3283	Bascom Avenue	Hedding Street	San Jose	10/21/15	TMC	10/21/15	TMC
39	3748	Race Street	San Carlos Street	San Jose	03/31/15	TMC	03/31/15	TMC
40	3290	Bellerose Drive/MacArthur Avenue	Stevens Creek Boulevard	San Jose	10/21/15	TMC	10/21/15	TMC
41	3442	Cypress Avenue	Stevens Creek Boulevard	San Jose	10/20/15	TMC	10/20/15	TMC
42	5422	San Tomas Expressway	Saratoga Avenue *	Santa Clara	01/08/15	TMC	09/24/14	CMP
43	404	Saratoga Avenue	Pruneridge Avenue	Santa Clara	10/20/15	TMC	10/20/15	TMC
44	405	San Tomas Expressway	Pruneridge Avenue	Santa Clara	01/06/15	TMC	01/07/15	TMC
45	810	San Tomas Expressway	Forbes Avenue	Santa Clara	01/20/15	TMC	01/20/15	TMC
46	5419	San Tomas Expressway	Homestead Road *	Santa Clara	01/21/15	TMC	09/24/14	CMP
47	609	Scott Boulevard	Homestead Road	Santa Clara	10/20/15	TMC	10/20/15	TMC
48	403	Saratoga Avenue	Scott Boulevard	Santa Clara	10/20/15	TMC	10/20/15	TMC
49	606	Winchester Boulevard	Market Street	Santa Clara	10/20/15	TMC	10/20/15	TMC
50	621	Winchester Boulevard	Bellomy Street	Santa Clara	10/20/15	TMC	10/20/15	TMC
51	400	Winchester Boulevard	Newhall Street	Santa Clara	10/20/15	TMC	10/20/15	TMC
52	313	San Tomas Expressway	Benton Street	Santa Clara	02/05/15	TMC	02/05/15	TMC
53	5416	San Tomas Expressway	El Camino Real *	Santa Clara	02/05/15	TMC	09/24/14	CMP
54	213	Kiely Boulevard	Pruneridge Avenue	Santa Clara	10/20/15	TMC	10/20/15	TMC
55	622	Monroe Street	Bellomy Street/Jackson Street	Santa Clara	10/20/15	TMC	10/20/15	TMC
56	607	Monroe Street	Market Street	Santa Clara	10/20/15	TMC	10/20/15	TMC
57	5429	San Tomas Expressway	Hamilton Avenue *	Campbell	10/20/15	TMC	10/20/14	CMP
58	102	Winchester Boulevard	Hamilton Avenue *	Campbell	10/20/15	TMC	09/24/14	CMP
59	1033	Winchester Boulevard	Campbell Avenue	Campbell	10/20/15	TMC	10/20/15	TMC

* Denotes CMP Intersection

TMC = turning-movement count, CSJ = City of San Jose Traffix database (August 13, 2015), CMP = 2014 VTA CMP



(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & STEVENS CREEK BLVD AM

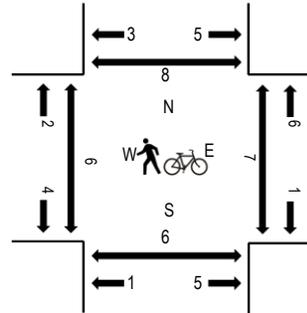
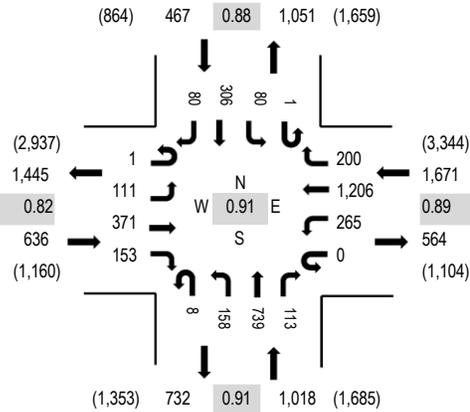
Date and Start Time: Wednesday, October 21, 2015

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	16	51	18	2	61	293	18	1	20	44	31	0	16	55	16	642	3,442	0	1	0	1
7:15:00 AM	0	14	84	22	0	64	374	23	1	33	80	37	1	24	61	18	836	3,676	1	4	0	0
7:30:00 AM	0	15	87	48	0	59	388	30	1	30	105	51	1	26	64	18	923	3,736	1	0	2	0
7:45:00 AM	0	31	98	65	0	81	347	44	2	34	167	39	0	25	90	18	1,041	3,792	2	2	4	0
8:00:00 AM	0	23	91	36	0	54	292	54	2	46	144	31	0	16	74	13	876	3,611	2	1	0	6
8:15:00 AM	0	30	84	25	0	56	253	54	2	36	207	28	1	24	76	20	896		1	1	0	0
8:30:00 AM	1	27	98	27	0	74	314	48	2	42	221	15	0	15	66	29	979		0	1	2	1
8:45:00 AM	0	44	86	39	0	63	254	44	5	32	172	24	1	21	59	16	860		2	5	3	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	2	2	0	0	1	0	1	0	0	0	0	7
Lights	1	102	356	152	0	258	1,173	198	8	154	731	107	1	77	301	73	3,692
Mediums	0	9	14	1	0	5	31	2	0	3	8	5	0	3	5	7	93
Total	1	111	371	153	0	265	1,206	200	8	158	739	113	1	80	306	80	3,792



(303) 216-2439
www.alltrafficdata.net

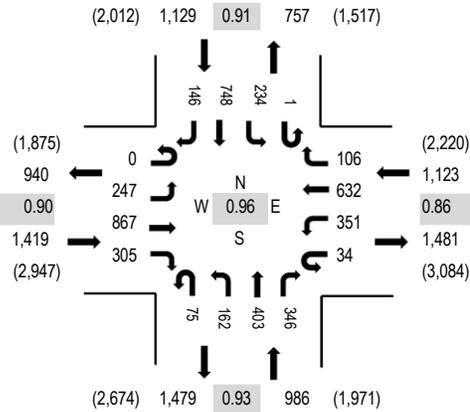
Location: 1 WINCHESTER BLVD & STEVENS CREEK BLVD PM

Date and Start Time: Wednesday, October 21, 2015

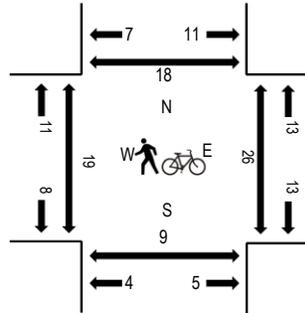
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	3	56	229	60	9	78	186	37	17	39	94	115	0	52	92	28	1,095	4,493	2	15	1	3
4:15:00 PM	2	70	256	67	4	68	148	24	14	31	110	75	0	54	145	37	1,105	4,549	4	6	4	5
4:30:00 PM	3	67	251	86	5	102	165	27	21	30	77	93	0	56	129	29	1,141	4,545	4	8	7	6
4:45:00 PM	3	59	237	79	15	63	144	22	16	48	117	88	0	64	158	39	1,152	4,611	6	6	10	2
5:00:00 PM	0	69	245	65	6	97	154	24	21	37	98	83	0	48	167	37	1,151	4,657	6	2	0	5
5:15:00 PM	0	55	182	69	6	71	157	18	18	38	113	95	0	55	193	31	1,101		3	6	1	4
5:30:00 PM	0	72	236	84	10	79	145	31	17	45	100	79	1	63	210	35	1,207		6	4	1	3
5:45:00 PM	0	51	204	87	12	104	176	33	19	42	92	89	0	68	178	43	1,198		2	9	7	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	245	862	305	34	351	630	105	75	162	396	341	1	234	746	144	4,631
Mediums	0	2	5	0	0	0	2	1	0	0	7	5	0	0	2	2	26
Total	0	247	867	305	34	351	632	106	75	162	403	346	1	234	748	146	4,657



(303) 216-2439
www.alltrafficdata.net

Location: 2 SANTANA ROW & STEVENS CREEK BLVD AM

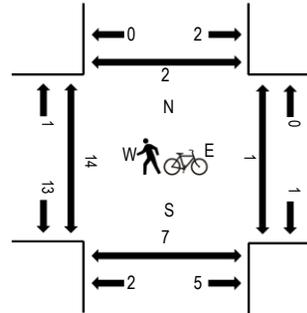
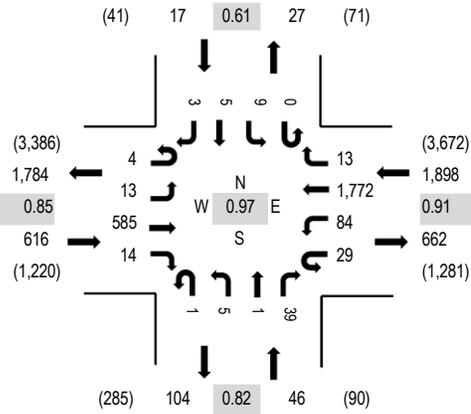
Date and Start Time: Wednesday, October 21, 2015

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				SANTANA ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	1	1	89	1	7	19	366	3	0	0	0	12	0	4	2	0	505	2,475	3	0	1	0
7:15:00 AM	0	3	121	4	10	24	485	1	0	2	1	5	0	4	0	0	660	2,577	2	1	1	0
7:30:00 AM	3	4	153	2	6	19	459	2	0	1	0	12	0	1	1	1	664	2,538	2	0	1	0
7:45:00 AM	0	3	173	5	7	16	419	9	0	0	0	11	0	2	1	0	646	2,553	1	0	2	0
8:00:00 AM	1	3	138	3	6	25	409	1	1	2	0	11	0	2	3	2	607	2,548	7	0	3	1
8:15:00 AM	0	7	152	10	5	33	395	1	2	0	1	7	0	5	3	0	621		8	0	4	3
8:30:00 AM	2	6	160	6	4	33	450	4	2	3	0	5	0	1	3	0	679		7	0	1	1
8:45:00 AM	1	12	148	8	8	57	381	8	0	3	1	8	0	4	2	0	641		6	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	8	0	0	0	0	0	0	0	1	0	13
Lights	4	13	563	12	29	77	1,713	11	1	5	0	37	0	9	4	3	2,481
Mediums	0	0	18	2	0	7	51	2	0	0	1	2	0	0	0	0	83
Total	4	13	585	14	29	84	1,772	13	1	5	1	39	0	9	5	3	2,577



(303) 216-2439
www.alltrafficdata.net

Location: 2 SANTANA ROW & STEVENS CREEK BLVD PM

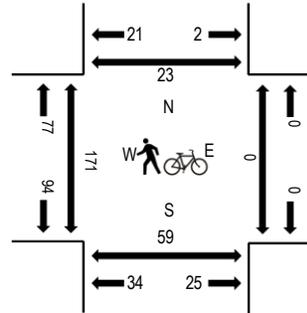
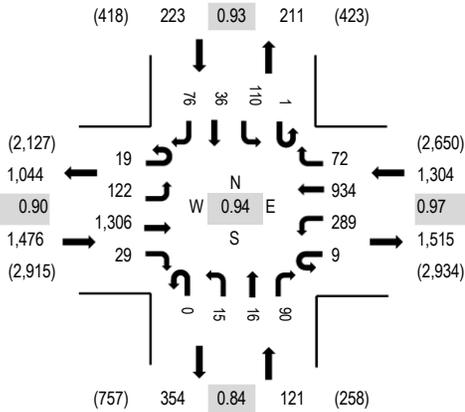
Date and Start Time: Wednesday, October 21, 2015

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				SANTANA ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	2	31	371	6	0	47	269	16	0	3	3	25	1	31	5	23	833	3,124	37	0	10	2
4:15:00 PM	6	25	326	12	5	70	208	19	0	5	3	21	0	33	7	18	758	2,991	38	0	25	4
4:30:00 PM	4	40	303	6	2	83	226	22	0	3	6	27	0	18	13	19	772	3,058	53	0	16	3
4:45:00 PM	7	26	306	5	2	89	231	15	0	4	4	17	0	28	11	16	761	3,030	43	0	8	14
5:00:00 PM	5	39	281	8	4	63	212	16	0	5	6	22	0	21	9	9	700	3,117	19	0	9	3
5:15:00 PM	5	26	325	13	4	81	271	11	0	5	7	31	0	26	6	14	825		37	0	13	6
5:30:00 PM	6	28	272	26	1	72	225	13	0	6	5	24	0	39	10	17	744		45	0	14	6
5:45:00 PM	8	38	331	28	1	79	275	18	0	5	5	16	0	21	8	15	848		52	0	23	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	19	121	1,293	29	9	289	921	72	0	15	16	88	1	110	36	76	3,095
Mediums	0	1	12	0	0	0	12	0	0	0	2	0	0	0	0	0	27
Total	19	122	1,306	29	9	289	934	72	0	15	16	90	1	110	36	76	3,124



(303) 216-2439
www.alltrafficdata.net

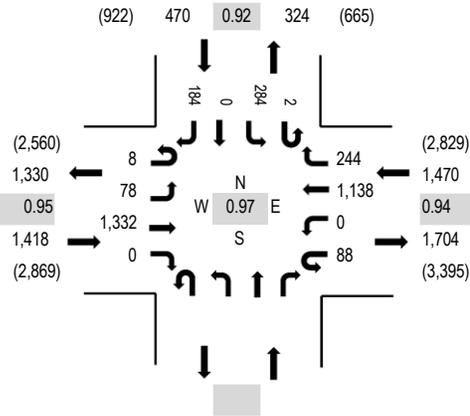
Location: 3 VALLEY FAIR DWY & STEVENS CREEK BLVD PM

Date and Start Time: Wednesday, October 21, 2015

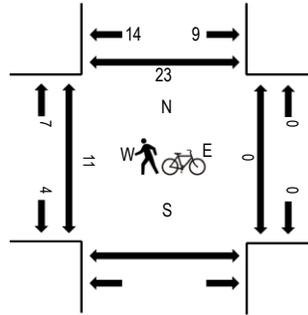
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				VALLEY FAIR DWY Northbound				VALLEY FAIR DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00:00 PM	3	22	378	0	10	0	252	52	0	72	0	38	827	3,262	4			0	3	3	
4:15:00 PM	0	30	356	0	13	0	250	66	0	68	0	47	830	3,250	3	0	3	3				
4:30:00 PM	4	20	300	0	21	0	271	54	0	78	0	47	795	3,287	1	0	2	2				
4:45:00 PM	2	20	316	0	17	0	276	77	0	62	0	40	810	3,332	4	0	2	2				
5:00:00 PM	0	17	325	0	21	0	264	64	1	76	0	47	815	3,358	0	0	3	3				
5:15:00 PM	0	22	343	0	24	0	300	68	0	68	0	42	867		4	0	8	8				
5:30:00 PM	6	16	353	0	12	0	273	52	1	78	0	49	840		0	0	2	2				
5:45:00 PM	2	23	311	0	31	0	301	60	0	62	0	46	836		7	0	9	9				

Peak Rolling Hour Flow Rates

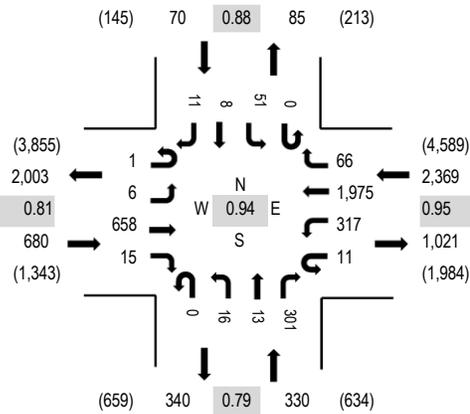
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Lights	8	78	1,322	0	88	0	1,130	243	2	284	0	184	3,339				
Mediums	0	0	10	0	0	0	7	0	0	0	0	0	17				
Total	8	78	1,332	0	88	0	1,138	244	2	284	0	184	3,358				



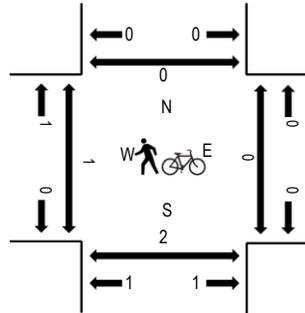
(303) 216-2439
www.alltrafficdata.net

Location: 4 MONROE ST & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MONROE ST Northbound			MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
7:00:00 AM	1	2	106	0	10	54	394	12	0	3	1	48	0	8	1	4	644	3,298	0	0	1	1
7:15:00 AM	0	1	119	4	5	82	529	8	0	7	2	62	0	13	0	6	838	3,449	0	0	0	0
7:30:00 AM	0	2	178	2	4	89	518	12	0	5	0	74	0	8	4	2	898	3,419	0	0	0	0
7:45:00 AM	0	3	201	5	1	74	486	23	0	3	9	93	0	16	1	3	918	3,394	0	0	0	0
8:00:00 AM	1	0	160	4	1	72	442	23	0	1	2	72	0	14	3	0	795	3,413	1	0	0	0
8:15:00 AM	1	1	164	8	0	83	425	22	0	5	4	77	0	11	3	4	808		1	0	0	0
8:30:00 AM	2	1	178	4	1	64	492	27	0	7	2	74	0	12	5	4	873		1	0	1	0
8:45:00 AM	4	4	186	1	2	91	495	48	0	8	4	71	0	15	5	3	937		0	0	0	1

Peak Rolling Hour Flow Rates

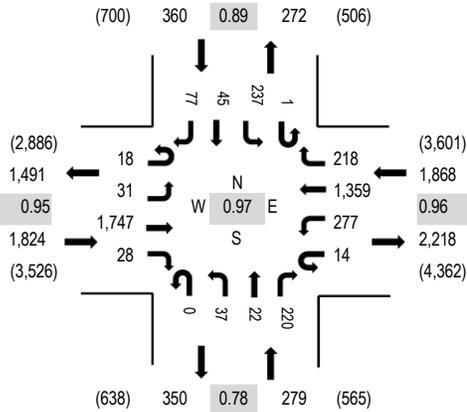
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	4	0	0	0	8	0	0	0	1	0	0	0	0	0	14
Lights	1	5	633	15	11	316	1,922	65	0	16	12	300	0	51	8	11	3,366
Mediums	0	0	21	0	0	1	45	1	0	0	0	1	0	0	0	0	69
Total	1	6	658	15	11	317	1,975	66	0	16	13	301	0	51	8	11	3,449



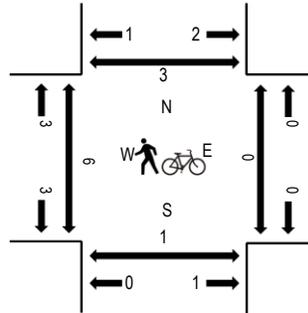
(303) 216-2439
www.alltrafficdata.net

Location: 4 MONROE ST & STEVENS CREEK BLVD PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MONROE ST Northbound			MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
4:00:00 PM	6	6	459	6	4	66	283	47	0	8	4	55	0	61	3	18	1,026	4,061	0	0	3	1
4:15:00 PM	5	5	409	4	2	60	325	47	0	9	6	62	1	72	7	16	1,030	4,142	0	0	1	2
4:30:00 PM	2	4	438	6	1	59	347	41	0	6	5	64	0	54	7	23	1,057	4,201	1	0	2	0
4:45:00 PM	2	7	336	7	7	59	326	59	0	5	2	60	0	60	4	14	948	4,259	1	0	0	0
5:00:00 PM	5	2	454	8	8	55	362	56	0	6	6	49	0	62	12	22	1,107	4,331	0	0	1	0
5:15:00 PM	6	13	460	3	1	67	321	49	0	5	8	76	0	60	7	13	1,089		1	0	0	0
5:30:00 PM	2	5	436	12	4	81	340	60	0	14	5	55	0	65	13	23	1,115		0	0	0	0
5:45:00 PM	5	11	397	5	1	74	336	53	0	12	3	40	1	50	13	19	1,020		3	0	0	1

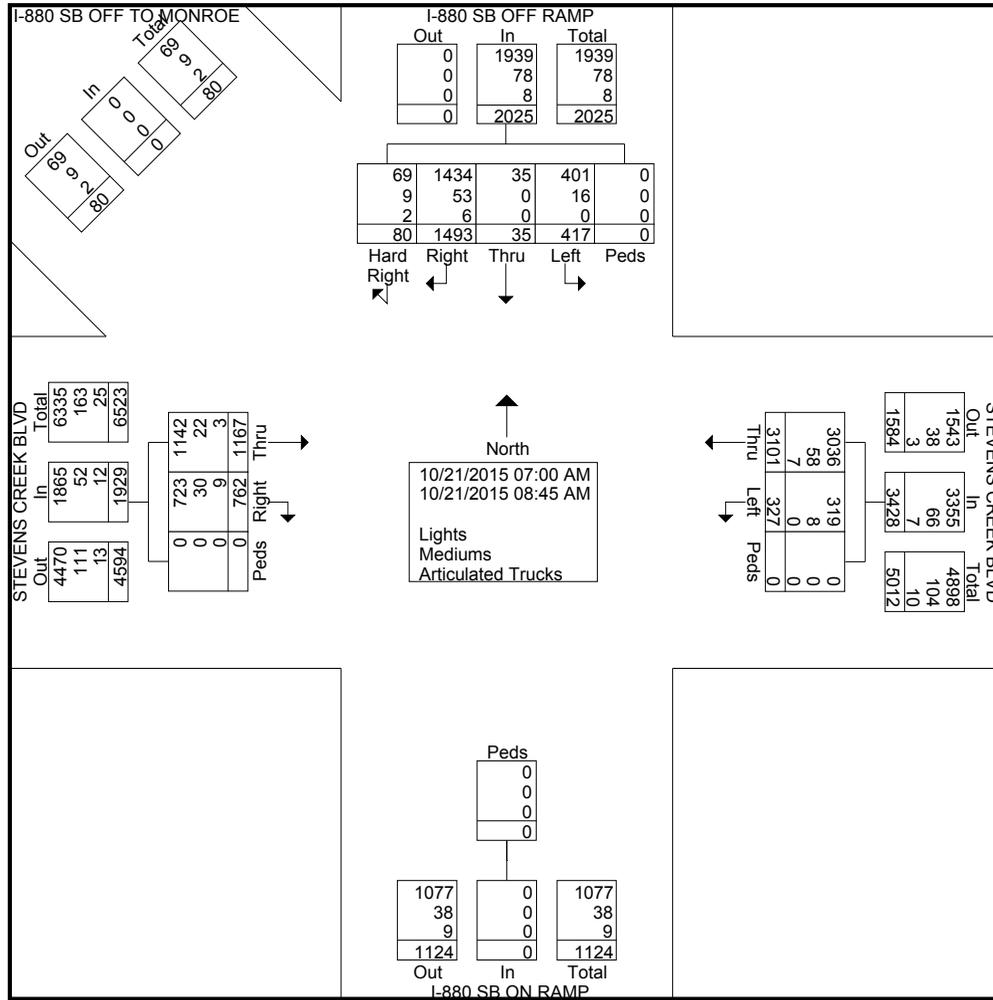
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	18	31	1,735	28	14	277	1,351	217	0	36	22	220	1	237	45	77	4,309
Mediums	0	0	12	0	0	0	8	1	0	1	0	0	0	0	0	0	22
Total	18	31	1,747	28	14	277	1,359	218	0	37	22	220	1	237	45	77	4,331

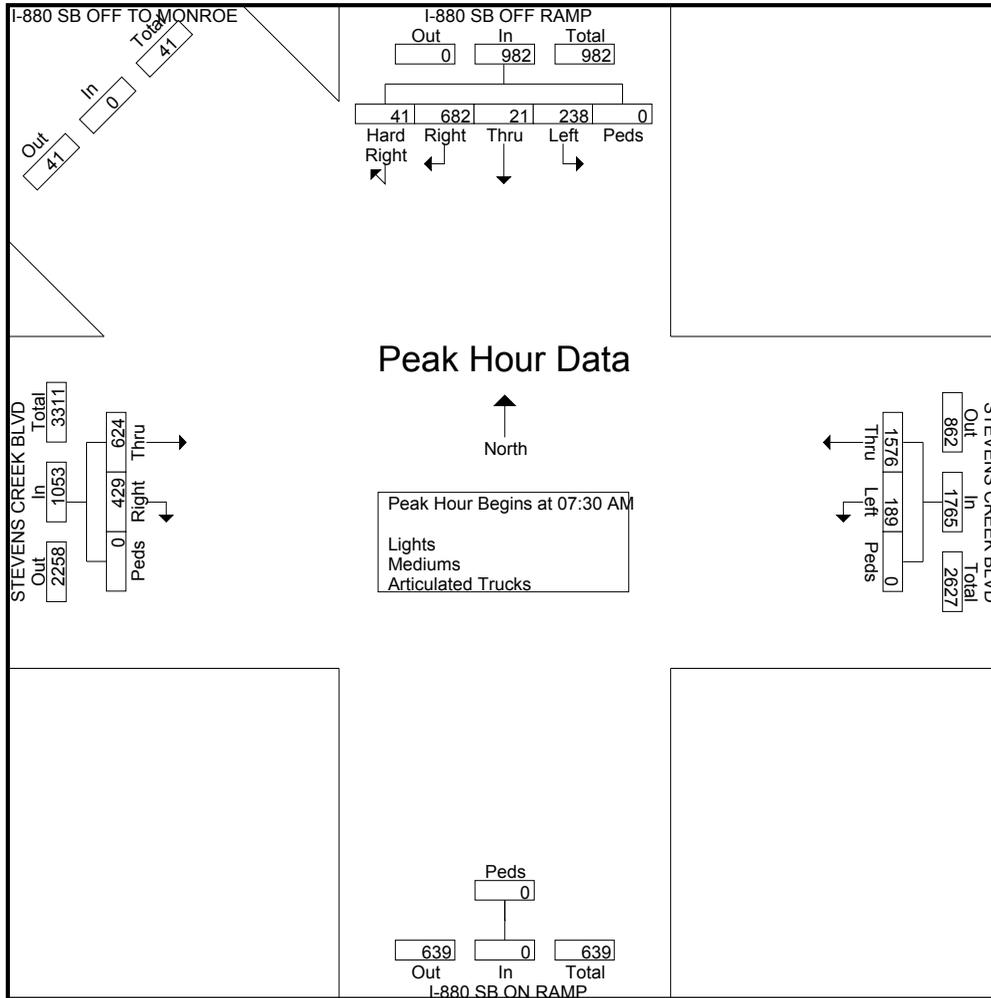
File Name : #5 I880SB RAMPS&STEVENSAM
 Site Code : 5
 Start Date : 10/21/2015
 Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	STEVENS CREEK BLVD Eastbound			STEVENS CREEK BLVD Westbound			I-880 SB ON RAMP Northbound	I-880 SB OFF RAMP Southbound					Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Peds	Left	Thru	Right	Hard Right	Peds	
07:00 AM	78	74	0	36	312	0	0	52	5	199	6	0	762
07:15 AM	111	70	0	28	353	0	0	51	5	258	11	0	887
07:30 AM	161	100	0	41	406	0	0	62	8	209	7	0	994
07:45 AM	170	127	0	55	383	0	0	72	3	149	14	0	973
Total	520	371	0	160	1454	0	0	237	21	815	38	0	3616
08:00 AM	146	101	0	54	411	0	0	54	6	145	10	0	927
08:15 AM	147	101	0	39	376	0	0	50	4	179	10	0	906
08:30 AM	172	87	0	46	422	0	0	45	3	178	10	0	963
08:45 AM	182	102	0	28	438	0	0	31	1	176	12	0	970
Total	647	391	0	167	1647	0	0	180	14	678	42	0	3766
Grand Total	1167	762	0	327	3101	0	0	417	35	1493	80	0	7382
Apprch %	60.5	39.5	0	9.5	90.5	0	0	20.6	1.7	73.7	4	0	
Total %	15.8	10.3	0	4.4	42	0	0	5.6	0.5	20.2	1.1	0	
Lights	1142	723	0	319	3036	0	0	401	35	1434	69	0	7159
% Lights	97.9	94.9	0	97.6	97.9	0	0	96.2	100	96	86.2	0	97
Mediums	22	30	0	8	58	0	0	16	0	53	9	0	196
% Mediums	1.9	3.9	0	2.4	1.9	0	0	3.8	0	3.5	11.2	0	2.7
Articulated Trucks	3	9	0	0	7	0	0	0	0	6	2	0	27
% Articulated Trucks	0.3	1.2	0	0	0.2	0	0	0	0	0.4	2.5	0	0.4



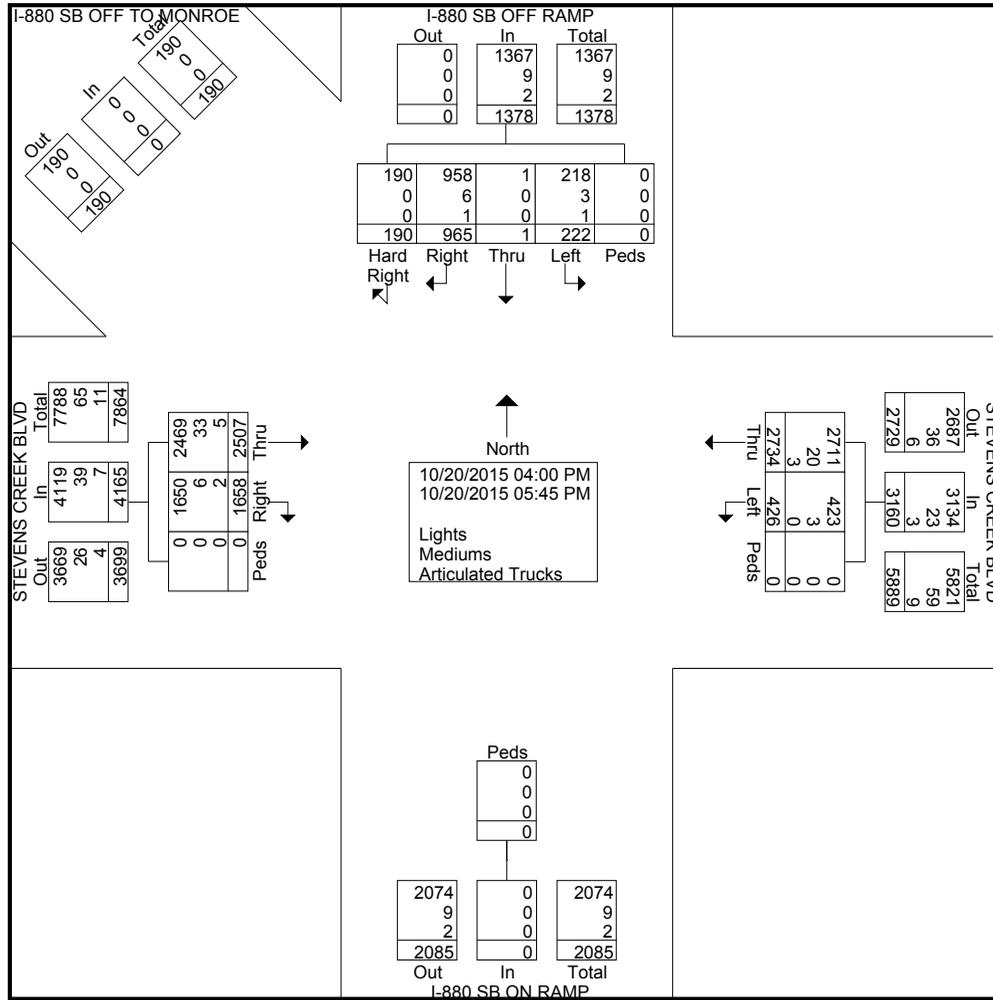
Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I-880 SB ON RAMP Northbound		I-880 SB OFF RAMP Southbound						Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	161	100	0	261	41	406	0	447	0	0	62	8	209	7	0	286	994
07:45 AM	170	127	0	297	55	383	0	438	0	0	72	3	149	14	0	238	973
08:00 AM	146	101	0	247	54	411	0	465	0	0	54	6	145	10	0	215	927
08:15 AM	147	101	0	248	39	376	0	415	0	0	50	4	179	10	0	243	906
Total Volume	624	429	0	1053	189	1576	0	1765	0	0	238	21	682	41	0	982	3800
% App. Total	59.3	40.7	0		10.7	89.3	0		0		24.2	2.1	69.5	4.2	0		
PHF	.918	.844	.000	.886	.859	.959	.000	.949	.000	.000	.826	.656	.816	.732	.000	.858	.956



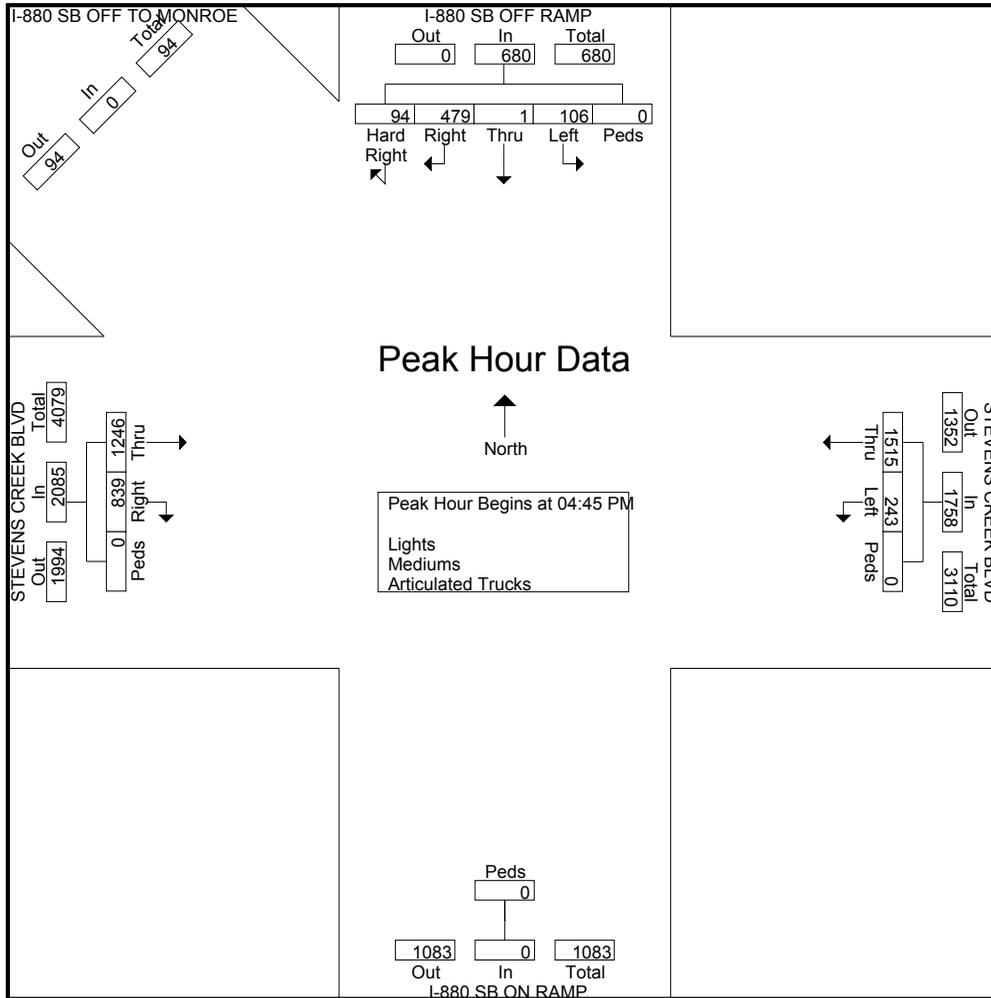
File Name : #5 I880SBRAMPS&STEVENSPM
 Site Code : 5
 Start Date : 10/20/2015
 Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	STEVEN'S CREEK BLVD Eastbound			STEVEN'S CREEK BLVD Westbound			I-880 SB ON RAMP Northbound	I-880 SB OFF RAMP Southbound					Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Peds	Left	Thru	Right	Hard Right	Peds	
04:00 PM	308	229	0	57	314	0	0	41	0	113	15	0	1077
04:15 PM	345	203	0	41	299	0	0	23	0	140	36	0	1087
04:30 PM	317	198	0	41	296	0	0	29	0	111	26	0	1018
04:45 PM	301	200	0	73	376	0	0	29	1	130	39	0	1149
Total	1271	830	0	212	1285	0	0	122	1	494	116	0	4331
05:00 PM	340	212	0	52	374	0	0	36	0	119	22	0	1155
05:15 PM	293	211	0	67	382	0	0	28	0	124	18	0	1123
05:30 PM	312	216	0	51	383	0	0	13	0	106	15	0	1096
05:45 PM	291	189	0	44	310	0	0	23	0	122	19	0	998
Total	1236	828	0	214	1449	0	0	100	0	471	74	0	4372
Grand Total	2507	1658	0	426	2734	0	0	222	1	965	190	0	8703
Apprch %	60.2	39.8	0	13.5	86.5	0	0	16.1	0.1	70	13.8	0	
Total %	28.8	19.1	0	4.9	31.4	0	0	2.6	0	11.1	2.2	0	
Lights	2469	1650	0	423	2711	0	0	218	1	958	190	0	8620
% Lights	98.5	99.5	0	99.3	99.2	0	0	98.2	100	99.3	100	0	99
Mediums	33	6	0	3	20	0	0	3	0	6	0	0	71
% Mediums	1.3	0.4	0	0.7	0.7	0	0	1.4	0	0.6	0	0	0.8
Articulated Trucks	5	2	0	0	3	0	0	1	0	1	0	0	12
% Articulated Trucks	0.2	0.1	0	0	0.1	0	0	0.5	0	0.1	0	0	0.1



Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I-880 SB ON RAMP Northbound		I-880 SB OFF RAMP Southbound						Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	301	200	0	501	73	376	0	449	0	0	29	1	130	39	0	199	1149
05:00 PM	340	212	0	552	52	374	0	426	0	0	36	0	119	22	0	177	1155
05:15 PM	293	211	0	504	67	382	0	449	0	0	28	0	124	18	0	170	1123
05:30 PM	312	216	0	528	51	383	0	434	0	0	13	0	106	15	0	134	1096
Total Volume	1246	839	0	2085	243	1515	0	1758	0	0	106	1	479	94	0	680	4523
% App. Total	59.8	40.2	0		13.8	86.2	0		0	0	15.6	0.1	70.4	13.8	0		
PHF	.916	.971	.000	.944	.832	.989	.000	.979	.000	.000	.736	.250	.921	.603	.000	.854	.979

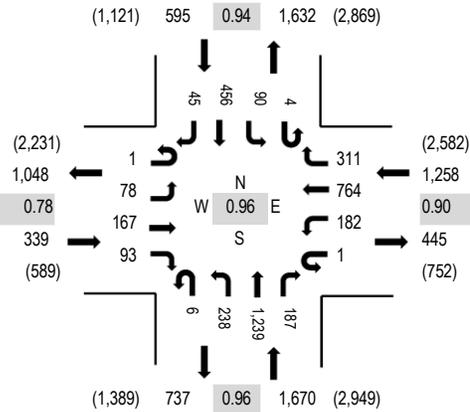




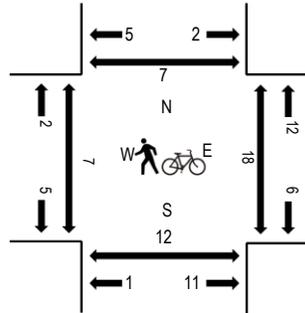
(303) 216-2439
www.alltrafficdata.net

Location: 6 BASCOM AVE & SAN CARLOS ST AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	1	23	15	1	22	201	43	2	47	135	11	0	17	76	6	600	3,400	1	0	5	0
7:15:00 AM	2	6	23	19	0	37	275	58	2	59	235	14	0	15	117	10	872	3,744	4	2	2	1
7:30:00 AM	1	12	31	34	2	44	240	72	0	69	264	24	1	12	108	7	921	3,815	6	0	3	4
7:45:00 AM	1	20	37	29	0	48	212	69	1	88	332	16	2	21	117	14	1,007	3,862	1	2	3	1
8:00:00 AM	0	18	37	14	1	46	205	99	1	60	292	36	1	17	104	13	944	3,841	1	6	5	0
8:15:00 AM	0	13	41	20	0	41	188	72	4	56	297	52	0	31	119	9	943		0	2	2	0
8:30:00 AM	0	27	52	30	0	47	159	71	0	34	318	83	1	21	116	9	968		4	7	2	5
8:45:00 AM	0	14	50	19	0	35	197	97	1	60	297	59	2	25	121	9	986		1	3	3	9

Peak Rolling Hour Flow Rates

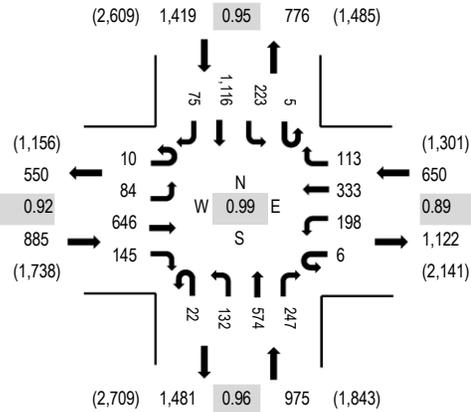
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	2	1	0	0	1	1	7
Lights	1	77	153	91	1	182	735	306	6	236	1,217	182	4	87	445	43	3,766
Mediums	0	1	14	2	0	0	27	5	0	2	20	4	0	3	10	1	89
Total	1	78	167	93	1	182	764	311	6	238	1,239	187	4	90	456	45	3,862



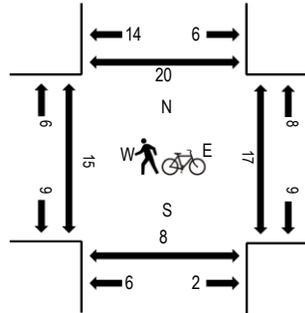
(303) 216-2439
www.alltrafficdata.net

Location: 6 BASCOM AVE & SAN CARLOS ST PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



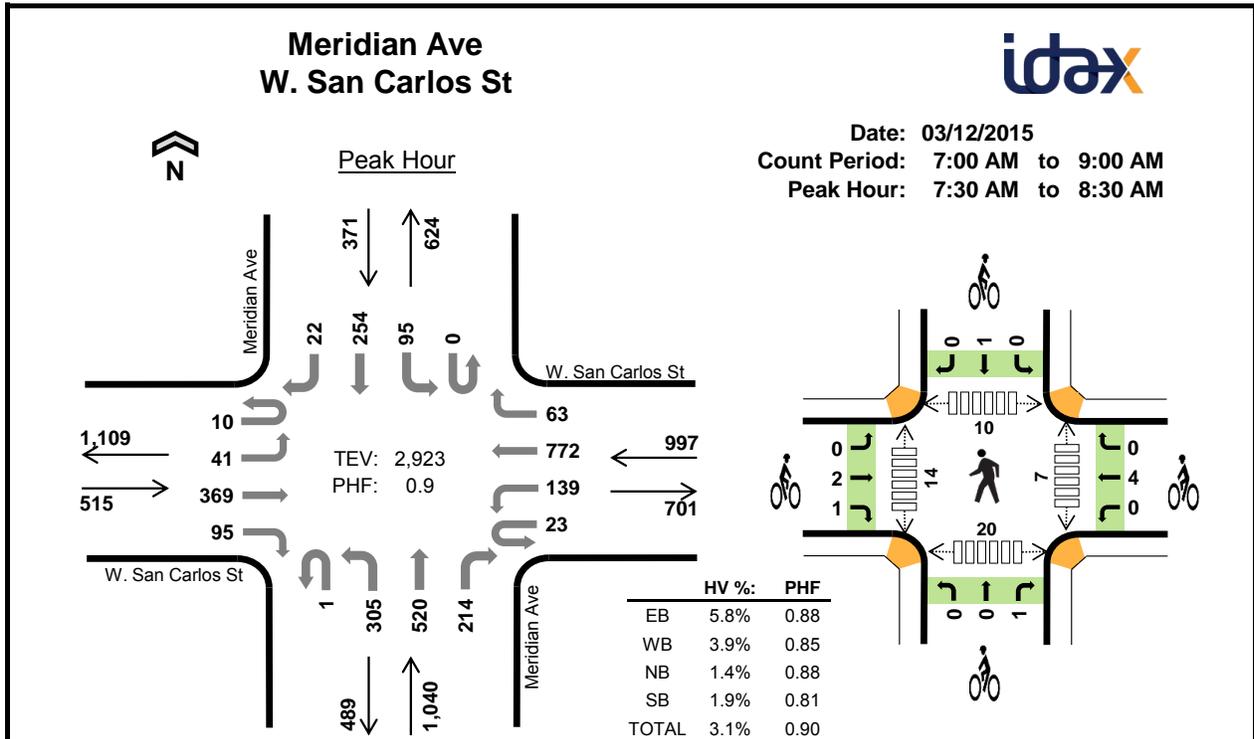
Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	2	20	142	28	5	50	89	32	6	39	138	44	3	47	187	27	859	3,562	6	1	7	11
4:15:00 PM	7	15	168	36	4	45	84	34	9	35	98	45	4	46	209	21	860	3,689	5	4	8	5
4:30:00 PM	5	24	164	43	1	45	73	34	4	37	139	35	1	56	223	32	916	3,821	2	3	5	5
4:45:00 PM	2	14	143	40	2	40	94	19	8	41	134	56	0	61	255	18	927	3,877	3	10	0	8
5:00:00 PM	3	20	160	32	2	45	82	34	7	35	128	63	3	62	284	26	986	3,929	2	6	3	8
5:15:00 PM	1	26	168	45	0	49	80	27	0	29	167	57	0	53	274	16	992		4	3	0	5
5:30:00 PM	3	14	154	42	1	52	73	22	10	35	152	56	0	60	282	16	972		0	4	1	1
5:45:00 PM	3	24	164	26	3	52	98	30	5	33	127	71	2	48	276	17	979		4	4	4	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	10	82	633	144	6	197	323	113	22	132	569	247	5	221	1,110	74	3,888
Mediums	0	2	11	0	0	1	10	0	0	0	5	0	0	2	6	1	38
Total	10	84	646	145	6	198	333	113	22	132	574	247	5	223	1,116	75	3,929

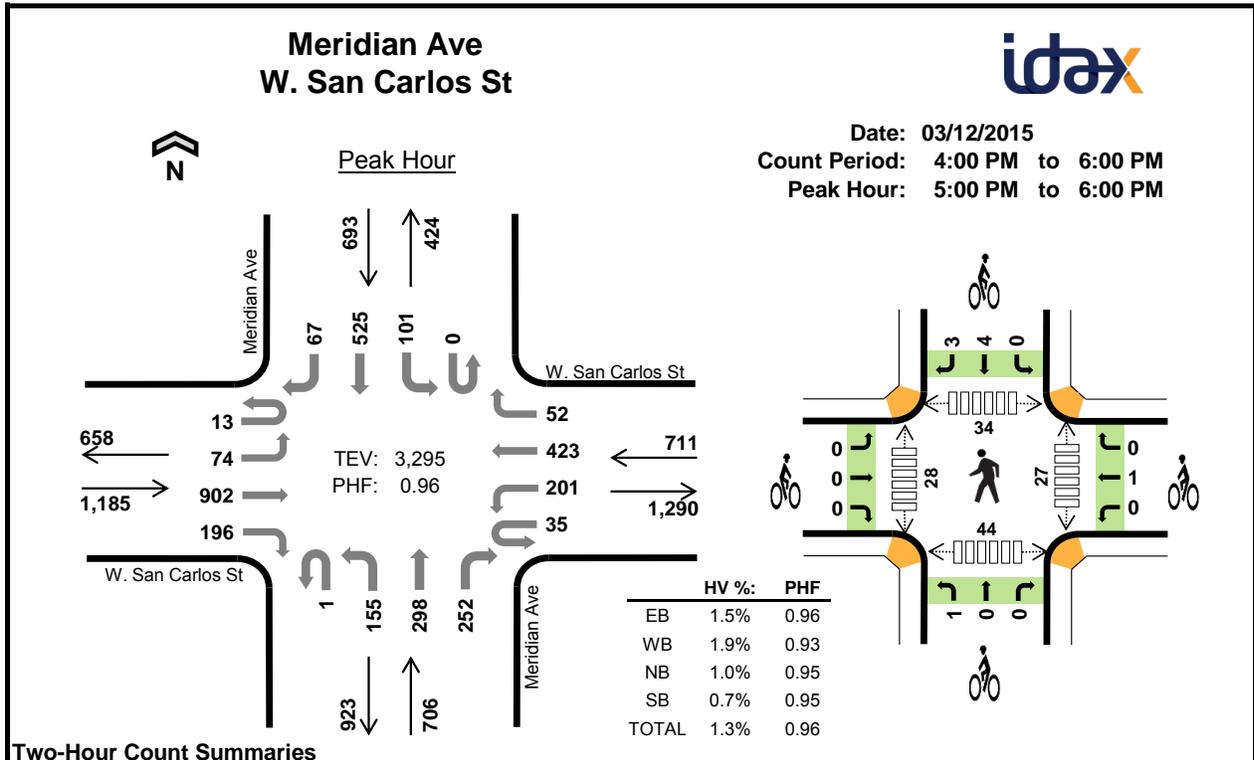


Two-Hour Count Summaries

Interval Start	W. San Carlos St Eastbound				W. San Carlos St Westbound				Meridian Ave Northbound				Meridian Ave 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	2	8	44	9	2	34	118	8	0	66	80	27	0	7	39	4	448	0	
7:15 AM	1	3	63	22	3	22	207	22	0	96	110	26	0	13	68	5	661	0	
7:30 AM	4	8	84	26	5	37	238	14	0	74	114	66	0	25	65	4	764	0	
7:45 AM	2	10	109	25	5	39	198	19	1	73	153	68	0	37	69	8	816	2,689	
8:00 AM	4	11	103	21	7	40	169	17	0	82	119	39	0	16	49	4	681	2,922	
8:15 AM	0	12	73	23	6	23	167	13	0	76	134	41	0	17	71	6	662	2,923	
8:30 AM	3	10	92	23	4	30	134	13	0	65	143	39	0	20	47	6	629	2,788	
8:45 AM	3	12	93	22	8	30	123	17	0	61	160	44	0	13	38	8	632	2,604	
Count Total	19	74	661	171	40	255	1,354	123	1	593	1,013	350	0	148	446	45	5,293	0	
Peak Hour	All	10	41	369	95	23	139	772	63	1	305	520	214	0	95	254	22	2,923	0
	HV	0	0	23	7	0	7	27	4	0	5	3	7	0	2	4	1	90	0
	HV%	0%	0%	6%	7%	0%	5%	3%	6%	0%	2%	1%	3%	-	2%	2%	5%	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	2	12	2	2	18	1	0	0	0	1	2	3	2	0	7
7:15 AM	5	8	1	3	17	0	0	1	3	4	3	3	4	2	12
7:30 AM	10	8	4	3	25	1	0	0	0	1	4	1	3	7	15
7:45 AM	4	6	3	1	14	1	1	0	0	2	3	1	1	4	9
8:00 AM	8	14	5	3	30	1	1	1	1	4	0	4	3	4	11
8:15 AM	8	10	3	0	21	0	2	0	0	2	0	8	3	5	16
8:30 AM	4	5	1	2	12	0	0	2	0	2	0	2	1	3	6
8:45 AM	7	8	3	1	19	1	0	2	0	3	2	5	5	4	16
Count Total	48	71	22	15	156	5	4	6	4	19	14	27	22	29	92
Peak Hour	30	38	15	7	90	3	4	1	1	9	7	14	10	20	51



Two-Hour Count Summaries

Interval Start	W. San Carlos St Eastbound				W. San Carlos St Westbound				Meridian Ave Northbound				Meridian Ave 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	3	21	167	41	10	61	104	8	0	28	71	41	0	31	96	8	690	0	
4:15 PM	5	25	210	42	8	55	91	17	0	32	72	60	0	34	125	10	786	0	
4:30 PM	2	23	181	42	6	62	114	12	0	36	90	51	0	20	104	7	750	0	
4:45 PM	1	26	229	47	7	66	111	7	0	26	63	46	0	41	113	8	791	3,017	
5:00 PM	5	23	222	45	9	47	94	14	1	44	76	60	0	24	145	14	823	3,150	
5:15 PM	3	13	247	44	9	52	111	16	0	41	76	68	0	29	130	19	858	3,222	
5:30 PM	2	23	222	62	12	53	93	10	0	36	74	59	0	20	129	19	814	3,286	
5:45 PM	3	15	211	45	5	49	125	12	0	34	72	65	0	28	121	15	800	3,295	
Count Total	24	169	1,689	368	66	445	843	96	1	277	594	450	0	227	963	100	6,312	0	
Peak Hour	All	13	74	902	196	35	201	423	52	1	155	298	252	0	101	525	67	3,295	0
	HV	0	0	18	0	0	1	11	1	0	0	2	5	0	3	2	0	43	0
	HV%	0%	0%	2%	0%	0%	0%	3%	2%	0%	0%	1%	2%	-	3%	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	3	5	2	0	10	4	1	0	2	7	9	3	7	6	25
4:15 PM	4	4	1	2	11	1	0	0	0	1	3	4	3	21	31
4:30 PM	4	3	3	0	10	0	0	0	2	2	6	5	5	6	22
4:45 PM	6	6	0	1	13	1	0	0	0	1	2	11	6	9	28
5:00 PM	5	2	4	1	12	0	0	0	1	1	14	9	10	7	40
5:15 PM	4	3	1	1	9	0	0	1	0	1	10	6	10	19	45
5:30 PM	3	5	2	1	11	0	1	0	4	5	3	6	9	8	26
5:45 PM	6	3	0	2	11	0	0	0	2	2	0	7	5	10	22
Count Total	35	31	13	8	87	6	2	1	11	20	47	51	55	86	239
Peak Hour	18	13	7	5	43	0	1	1	7	9	27	28	34	44	133

All Traffic Data Services, Inc

1650 Hope Dr
 Santa Clara, CA 95054
 www.alltrafficdata.net

File Name : #37 LINCOLN&SANCARLOSAM

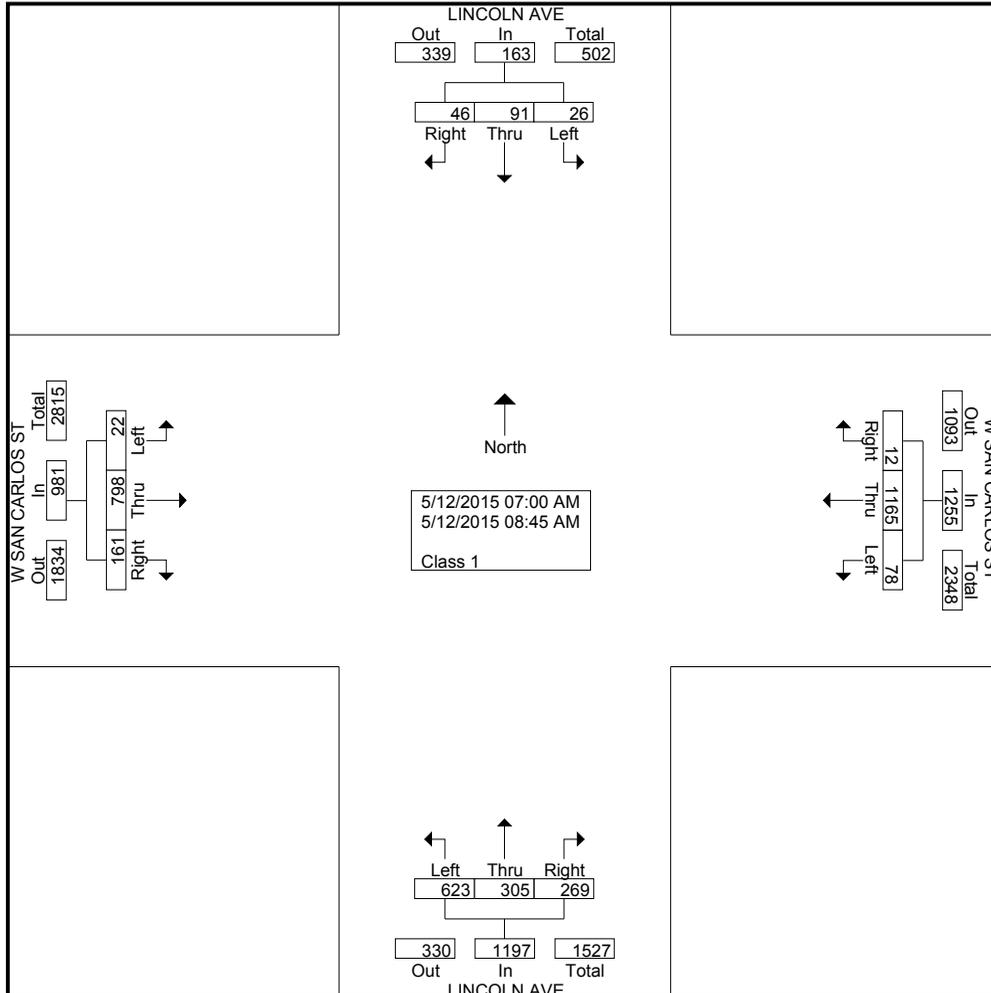
Site Code :

Start Date : 5/12/2015

Page No : 1

Groups Printed- Class 1

Start Time	LINCOLN AVE Southbound			W SAN CARLOS ST Westbound			LINCOLN AVE Northbound			W SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	4	3	4	5	139	12	14	29	68	13	65	1	357
07:15 AM	4	7	4	0	177	10	41	36	107	20	81	2	489
07:30 AM	7	13	5	1	181	16	32	45	71	23	99	2	495
07:45 AM	11	14	3	4	154	14	47	42	82	25	109	0	505
Total	26	37	16	10	651	52	134	152	328	81	354	5	1846
08:00 AM	7	11	1	0	148	8	47	36	88	14	93	2	455
08:15 AM	4	16	5	0	116	4	32	40	78	20	98	5	418
08:30 AM	2	13	1	1	142	4	27	44	76	23	125	3	461
08:45 AM	7	14	3	1	108	10	29	33	53	23	128	7	416
Total	20	54	10	2	514	26	135	153	295	80	444	17	1750
Grand Total	46	91	26	12	1165	78	269	305	623	161	798	22	3596
Apprch %	28.2	55.8	16	1	92.8	6.2	22.5	25.5	52	16.4	81.3	2.2	
Total %	1.3	2.5	0.7	0.3	32.4	2.2	7.5	8.5	17.3	4.5	22.2	0.6	



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

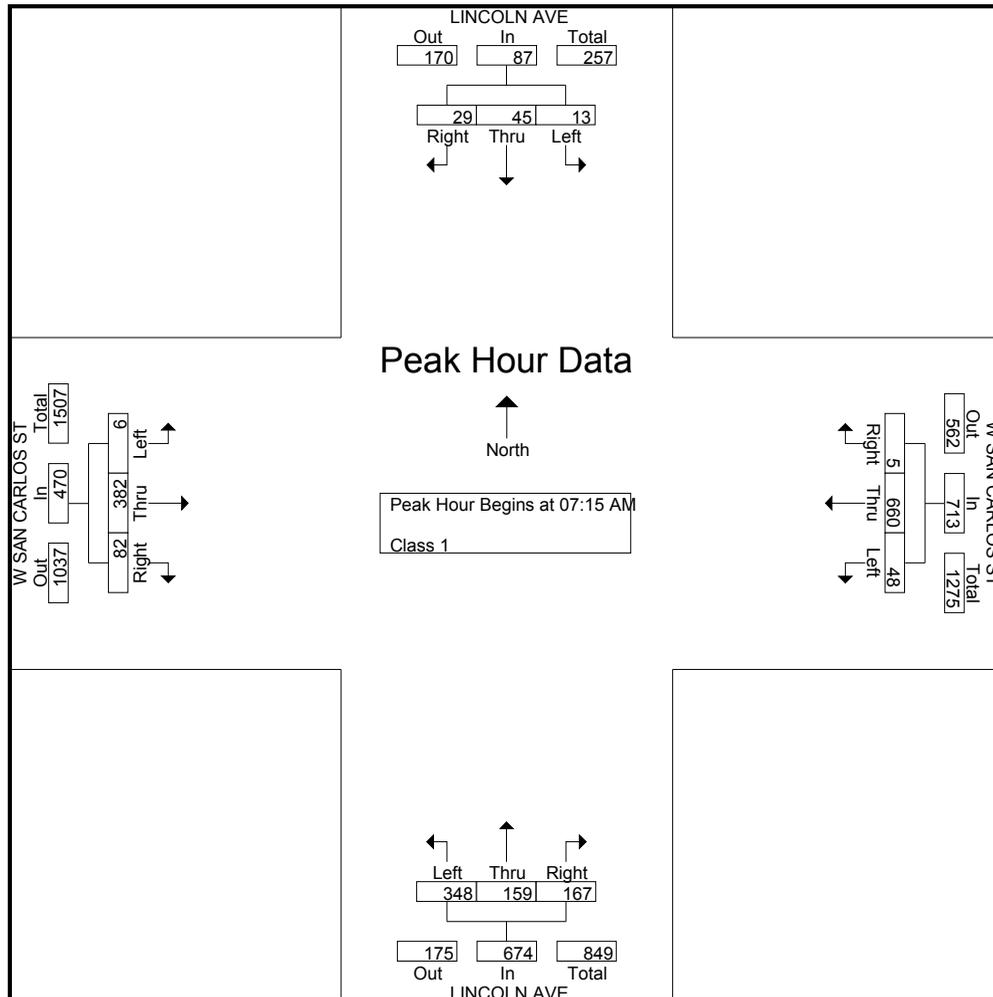
File Name : #37 LINCOLN&SANCARLOSAM

Site Code :

Start Date : 5/12/2015

Page No : 2

Start Time	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	7	4	15	0	177	10	187	41	36	107	184	20	81	2	103	489
07:30 AM	7	13	5	25	1	181	16	198	32	45	71	148	23	99	2	124	495
07:45 AM	11	14	3	28	4	154	14	172	47	42	82	171	25	109	0	134	505
08:00 AM	7	11	1	19	0	148	8	156	47	36	88	171	14	93	2	109	455
Total Volume	29	45	13	87	5	660	48	713	167	159	348	674	82	382	6	470	1944
% App. Total	33.3	51.7	14.9		0.7	92.6	6.7		24.8	23.6	51.6		17.4	81.3	1.3		
PHF	.659	.804	.650	.777	.313	.912	.750	.900	.888	.883	.813	.916	.820	.876	.750	.877	.962



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #37 LINCOLN&SAN CARLOSPM

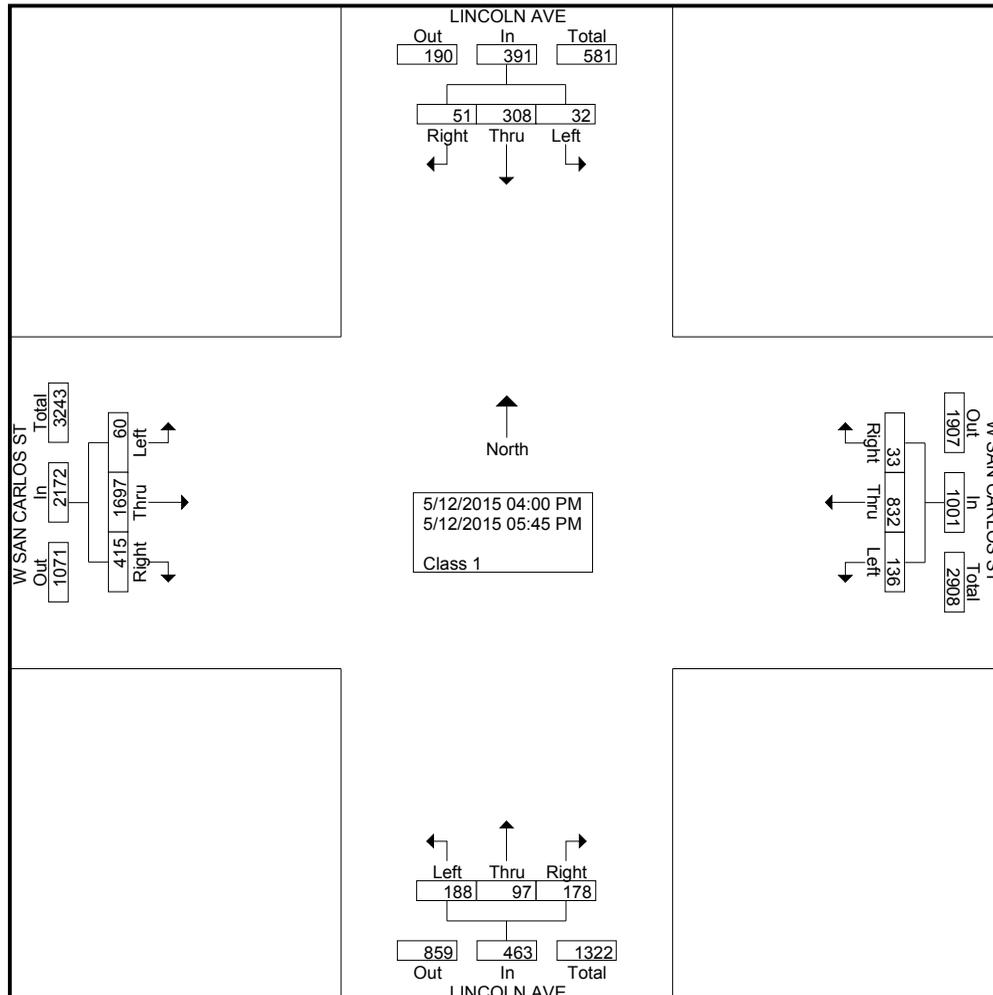
Site Code :

Start Date : 5/12/2015

Page No : 1

Groups Printed- Class 1

Start Time	LINCOLN AVE Southbound			W SAN CARLOS ST Westbound			LINCOLN AVE Northbound			W SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	5	28	5	4	78	13	19	18	22	48	186	4	430
04:15 PM	10	32	1	6	97	15	11	11	19	36	203	7	448
04:30 PM	11	38	5	8	94	12	31	13	21	54	192	12	491
04:45 PM	5	39	4	1	112	8	18	8	22	50	205	4	476
Total	31	137	15	19	381	48	79	50	84	188	786	27	1845
05:00 PM	7	36	3	4	102	19	33	8	30	61	217	1	521
05:15 PM	4	43	1	4	134	23	15	17	17	52	243	11	564
05:30 PM	6	51	3	5	94	23	27	9	35	55	244	10	562
05:45 PM	3	41	10	1	121	23	24	13	22	59	207	11	535
Total	20	171	17	14	451	88	99	47	104	227	911	33	2182
Grand Total	51	308	32	33	832	136	178	97	188	415	1697	60	4027
Apprch %	13	78.8	8.2	3.3	83.1	13.6	38.4	21	40.6	19.1	78.1	2.8	
Total %	1.3	7.6	0.8	0.8	20.7	3.4	4.4	2.4	4.7	10.3	42.1	1.5	



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

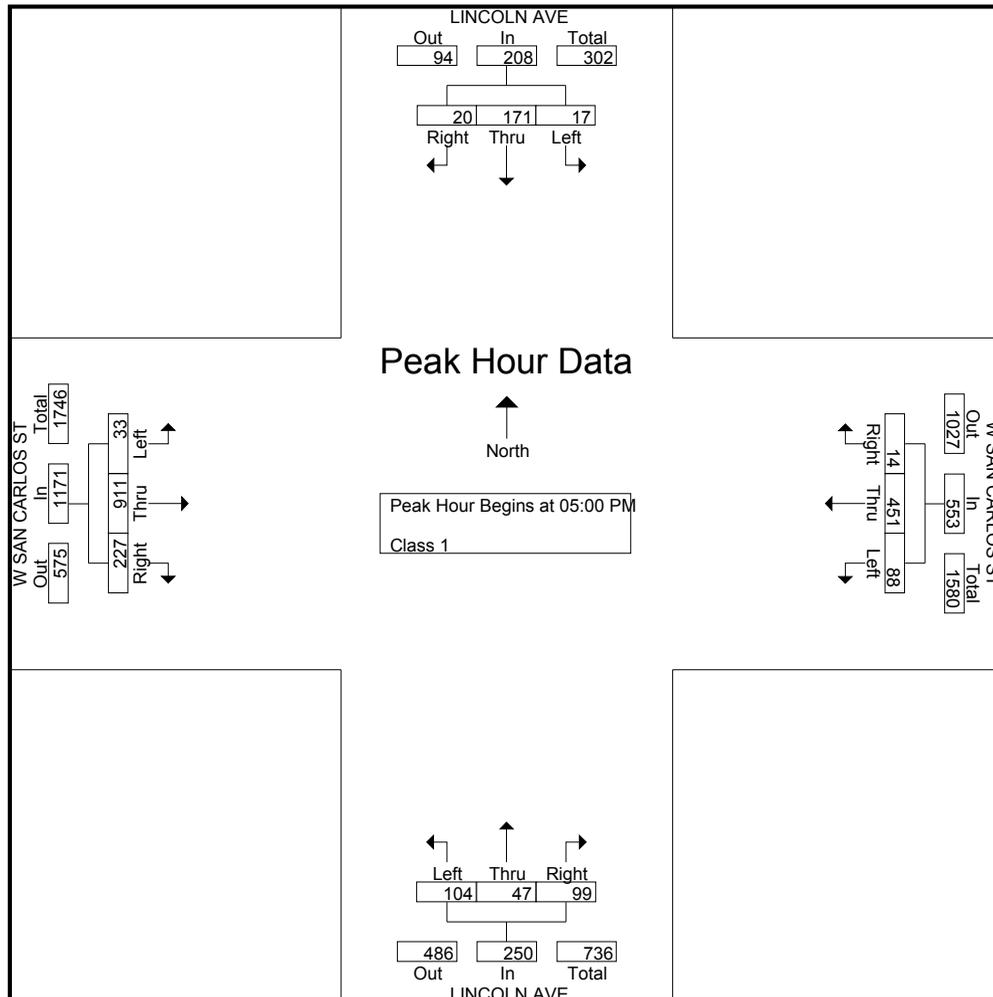
File Name : #37 LINCOLN&SANCARLOSPM

Site Code :

Start Date : 5/12/2015

Page No : 2

Start Time	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	36	3	46	4	102	19	125	33	8	30	71	61	217	1	279	521
05:15 PM	4	43	1	48	4	134	23	161	15	17	17	49	52	243	11	306	564
05:30 PM	6	51	3	60	5	94	23	122	27	9	35	71	55	244	10	309	562
05:45 PM	3	41	10	54	1	121	23	145	24	13	22	59	59	207	11	277	535
Total Volume	20	171	17	208	14	451	88	553	99	47	104	250	227	911	33	1171	2182
% App. Total	9.6	82.2	8.2		2.5	81.6	15.9		39.6	18.8	41.6		19.4	77.8	2.8		
PHF	.714	.838	.425	.867	.700	.841	.957	.859	.750	.691	.743	.880	.930	.933	.750	.947	.967

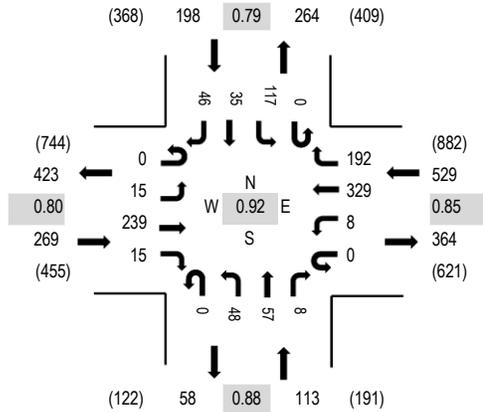




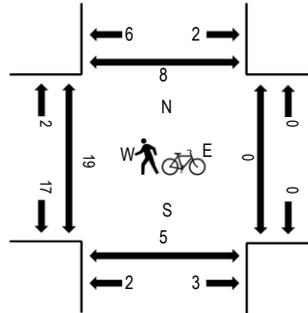
(303) 216-2439
www.alltrafficdata.net

Location: 10 MONROE ST & FOREST AVE AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOREST AVE Eastbound				FOREST AVE Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
7:00:00 AM	0	3	23	2	0	0	49	17	0	10	1	0	0	12	8	6	131	795	1	1	0	0
7:15:00 AM	0	2	38	4	0	2	66	22	0	8	0	2	0	14	9	4	171	928	0	0	0	2
7:30:00 AM	0	2	34	2	0	1	58	27	0	11	5	1	0	44	7	7	199	1,008	1	0	0	1
7:45:00 AM	0	4	59	5	0	4	92	35	0	11	17	4	0	40	11	12	294	1,109	2	0	0	1
8:00:00 AM	0	4	48	1	0	3	65	66	0	13	14	1	0	26	8	15	264	1,101	6	0	2	1
8:15:00 AM	0	4	57	3	0	1	72	36	0	14	13	1	0	31	8	11	251		3	0	2	2
8:30:00 AM	0	3	75	6	0	0	100	55	0	10	13	2	0	20	8	8	300		8	0	0	3
8:45:00 AM	0	3	65	8	0	2	66	43	0	19	20	1	0	23	19	17	286		12	0	3	2

Peak Rolling Hour Flow Rates

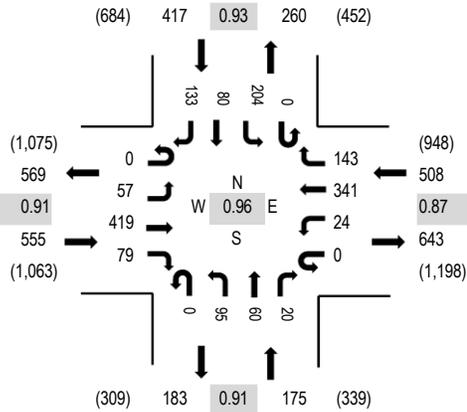
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	15	231	14	0	8	322	188	0	40	56	8	0	116	35	45	1,078
Mediums	0	0	7	1	0	0	7	4	0	8	1	0	0	1	0	1	30
Total	0	15	239	15	0	8	329	192	0	48	57	8	0	117	35	46	1,109



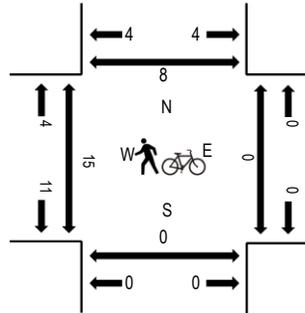
(303) 216-2439
www.alltrafficdata.net

Location: 10 MONROE ST & FOREST AVE PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOREST AVE Eastbound				FOREST AVE Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
4:00:00 PM	0	12	114	16	0	2	81	30	0	27	7	5	0	37	12	23	366	1,379	0	0	1	2
4:15:00 PM	0	12	75	19	1	3	71	24	0	33	6	6	0	35	10	14	309	1,416	5	0	0	1
4:30:00 PM	0	12	102	14	0	6	76	26	0	22	7	6	0	28	5	24	328	1,540	1	0	0	4
4:45:00 PM	0	16	98	18	0	10	78	32	0	31	8	6	0	42	11	26	376	1,614	5	0	0	1
5:00:00 PM	0	14	91	22	0	5	92	35	0	30	11	7	0	55	10	31	403	1,655	4	0	0	4
5:15:00 PM	0	16	99	17	0	5	97	44	0	30	13	5	0	55	19	33	433		4	0	0	2
5:30:00 PM	0	12	120	20	0	4	72	26	0	16	15	5	0	52	21	39	402		1	0	0	1
5:45:00 PM	0	15	109	20	0	10	80	38	0	19	21	3	0	42	30	30	417		6	0	0	0

Peak Rolling Hour Flow Rates

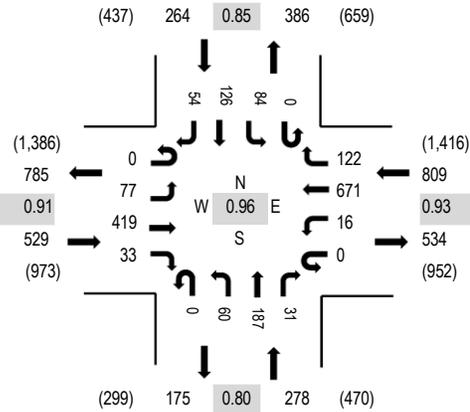
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	57	413	79	0	24	336	142	0	95	60	20	0	204	80	133	1,643
Mediums	0	0	5	0	0	0	5	1	0	0	0	0	0	0	0	0	11
Total	0	57	419	79	0	24	341	143	0	95	60	20	0	204	80	133	1,655



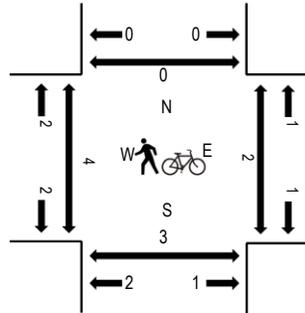
(303) 216-2439
www.alltrafficdata.net

Location: 11 MONROE ST & HEDDING ST AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
7:00:00 AM	0	7	50	4	0	7	123	10	0	7	11	7	0	8	18	14	266	1,499	0	1	1	0
7:15:00 AM	0	8	80	9	0	2	143	8	0	3	14	7	0	11	17	13	315	1,725	1	2	0	0
7:30:00 AM	0	11	96	12	0	3	188	19	0	8	27	4	0	34	33	11	446	1,880	1	1	2	0
7:45:00 AM	0	11	112	9	0	7	164	27	0	14	54	4	0	21	30	19	472	1,869	2	0	0	0
8:00:00 AM	0	21	104	7	0	2	182	34	0	22	53	12	0	15	26	14	492	1,797	1	0	0	0
8:15:00 AM	0	34	107	5	0	4	137	42	0	16	53	11	0	14	37	10	470		0	1	1	0
8:30:00 AM	0	26	105	5	0	4	136	34	0	10	63	7	0	13	18	14	435		1	0	0	0
8:45:00 AM	0	23	118	9	0	5	112	23	0	12	46	5	0	7	26	14	400		8	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	76	418	33	0	16	667	117	0	59	186	31	0	81	123	54	1,861
Mediums	0	1	1	0	0	0	4	5	0	1	1	0	0	3	3	0	19
Total	0	77	419	33	0	16	671	122	0	60	187	31	0	84	126	54	1,880

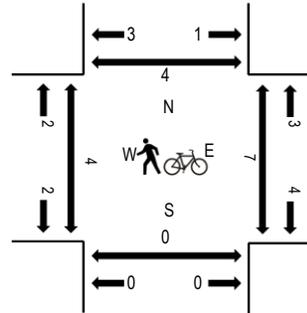
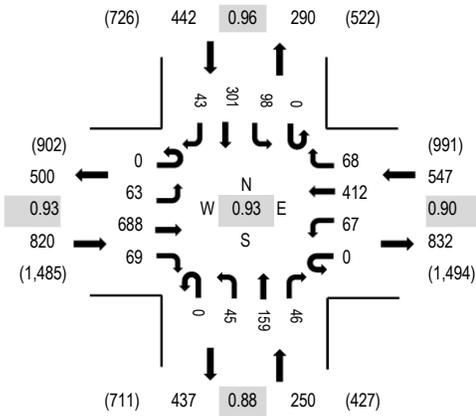


(303) 216-2439
www.alltrafficdata.net

Location: 11 MONROE ST & HEDDING ST PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
4:00:00 PM	0	15	112	11	0	15	78	17	0	8	26	12	0	16	45	6	361	1,570	0	0	2	0
4:15:00 PM	0	13	160	11	0	7	67	21	0	10	18	6	0	15	38	6	372	1,718	2	0	0	0
4:30:00 PM	0	20	128	12	0	14	82	16	0	14	25	7	0	16	38	6	378	1,834	0	1	2	1
4:45:00 PM	0	12	159	12	0	11	99	17	0	8	32	11	0	20	60	18	459	1,965	0	0	2	0
5:00:00 PM	0	14	181	23	0	16	83	18	0	8	37	14	0	32	72	11	509	2,059	1	2	0	0
5:15:00 PM	0	20	140	18	0	16	108	15	0	17	38	14	0	19	72	11	488		0	2	0	1
5:30:00 PM	0	15	174	15	0	16	110	13	0	10	34	7	0	25	77	13	509		1	2	0	1
5:45:00 PM	0	14	193	13	0	19	111	22	0	10	50	11	0	22	80	8	553		2	0	0	1

Peak Rolling Hour Flow Rates

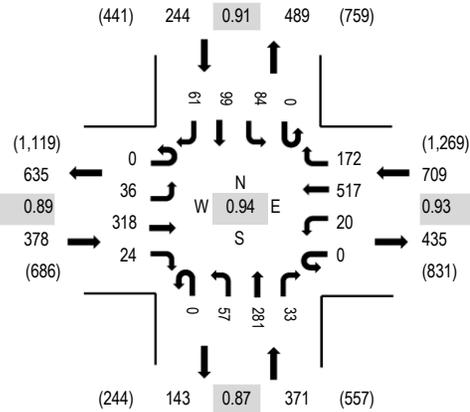
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	63	684	69	0	67	410	68	0	45	158	46	0	98	301	43	2,052
Mediums	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	0	7
Total	0	63	688	69	0	67	412	68	0	45	159	46	0	98	301	43	2,059



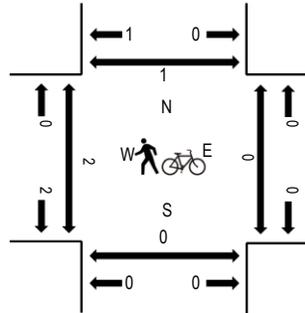
(303) 216-2439
www.alltrafficdata.net

Location: 12 MONROE ST & NEWHALL ST AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NEWHALL ST Eastbound				NEWHALL ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
7:00:00 AM	0	3	57	4	0	6	83	21	0	6	24	4	0	26	11	11	256	1,282	0	1	0	0
7:15:00 AM	0	3	68	4	0	2	105	24	0	6	29	5	0	32	17	7	302	1,478	1	1	0	0
7:30:00 AM	0	5	80	10	0	5	116	24	0	5	32	8	0	23	16	5	329	1,601	3	1	0	1
7:45:00 AM	0	2	73	6	0	6	117	42	0	16	66	6	0	23	20	18	395	1,702	0	0	0	0
8:00:00 AM	0	11	77	7	0	6	137	40	0	15	80	12	0	22	21	24	452	1,671	0	0	0	0
8:15:00 AM	0	11	76	9	0	7	138	46	0	15	56	8	0	19	29	11	425		1	0	0	1
8:30:00 AM	0	12	92	2	0	1	125	44	0	11	79	7	0	20	29	8	430		1	0	0	0
8:45:00 AM	0	8	65	1	0	4	121	49	0	13	48	6	0	22	21	6	364		0	0	0	0

Peak Rolling Hour Flow Rates

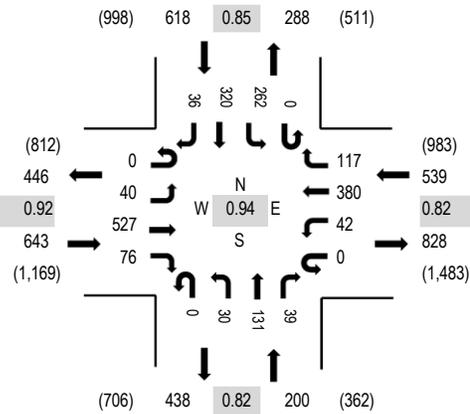
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	0	36	313	24	0	18	513	164	0	57	279	31	0	81	97	60	1,673
Mediums	0	0	5	0	0	2	2	8	0	0	2	2	0	3	2	1	27
Total	0	36	318	24	0	20	517	172	0	57	281	33	0	84	99	61	1,702



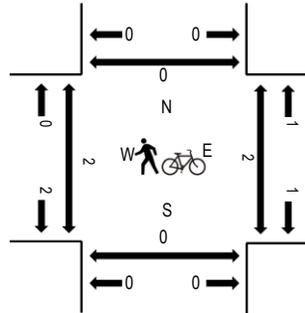
(303) 216-2439
www.alltrafficdata.net

Location: 12 MONROE ST & NEWHALL ST PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NEWHALL ST Eastbound				NEWHALL ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
4:00:00 PM	0	7	97	10	0	9	74	16	0	5	27	9	0	35	44	4	337	1,512	2	0	0	3
4:15:00 PM	0	8	93	13	0	5	85	27	0	6	19	11	0	37	40	6	350	1,628	0	1	2	0
4:30:00 PM	0	5	117	18	0	6	75	30	0	4	27	16	0	36	41	6	381	1,788	0	2	0	1
4:45:00 PM	0	7	141	10	0	9	84	24	0	6	26	6	0	57	63	11	444	1,938	0	0	0	1
5:00:00 PM	0	12	118	21	0	12	84	28	0	8	22	8	0	58	69	13	453	2,000	1	0	0	0
5:15:00 PM	0	8	132	17	0	13	113	38	0	8	38	6	0	48	80	9	510		0	1	0	0
5:30:00 PM	0	8	155	12	0	6	91	28	0	7	32	10	0	84	89	9	531		0	0	0	0
5:45:00 PM	0	12	122	26	0	11	92	23	0	7	39	15	0	72	82	5	506		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	40	524	76	0	42	377	114	0	29	131	39	0	259	320	36	1,987
Mediums	0	0	3	0	0	0	3	3	0	1	0	0	0	3	0	0	13
Total	0	40	527	76	0	42	380	117	0	30	131	39	0	262	320	36	2,000



(303) 216-2439
www.alltrafficdata.net

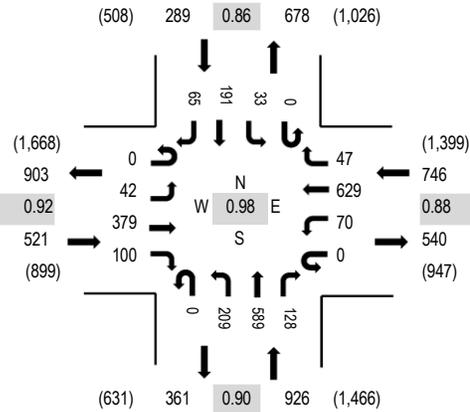
Location: 13 WINCHESTER BLVD & HEDDING ST AM

Date and Start Time: Tuesday, October 20, 2015

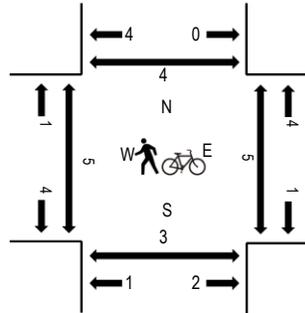
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				HEDDING ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	2	33	13	0	5	106	7	0	32	43	14	0	5	33	8	301	1,839	0	2	0	0
7:15:00 AM	0	6	73	12	0	18	147	7	0	35	48	9	0	5	32	16	408	2,160	0	2	3	0
7:30:00 AM	0	5	82	12	0	15	180	11	0	60	75	27	0	9	40	8	524	2,372	1	3	0	0
7:45:00 AM	0	9	98	27	0	23	164	9	0	48	136	22	0	6	49	15	606	2,482	1	0	0	1
8:00:00 AM	0	9	87	22	0	17	185	11	0	44	149	29	0	4	48	17	622	2,433	1	3	1	2
8:15:00 AM	0	12	88	28	0	18	149	17	0	59	143	40	0	11	39	16	620		2	1	0	0
8:30:00 AM	0	12	106	23	0	12	131	10	0	58	161	37	0	12	55	17	634		1	0	0	0
8:45:00 AM	0	9	106	25	0	16	127	14	0	40	121	36	0	8	49	6	557		1	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	42	378	99	0	70	624	46	0	205	577	126	0	33	186	63	2,449
Mediums	0	0	1	1	0	0	5	1	0	4	12	1	0	0	5	2	32
Total	0	42	379	100	0	70	629	47	0	209	589	128	0	33	191	65	2,482



(303) 216-2439
www.alltrafficdata.net

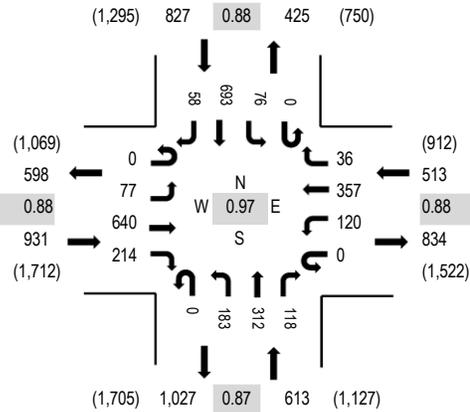
Location: 13 WINCHESTER BLVD & HEDDING ST PM

Date and Start Time: Tuesday, October 20, 2015

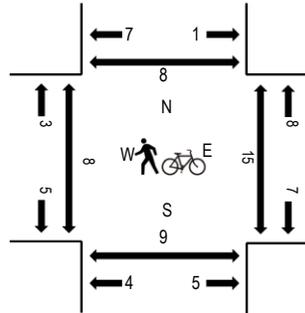
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				HEDDING ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	9	117	53	0	27	64	8	0	44	62	23	0	6	72	6	491	2,162	2	1	5	0
4:15:00 PM	0	17	135	48	0	26	54	11	0	31	64	32	0	6	91	14	529	2,357	1	2	0	0
4:30:00 PM	0	14	140	55	0	21	71	6	1	41	57	34	0	11	97	15	563	2,567	2	2	0	2
4:45:00 PM	0	12	141	40	0	32	71	8	0	42	57	26	0	17	115	18	579	2,747	3	0	1	1
5:00:00 PM	0	11	162	55	0	30	76	9	0	46	71	39	0	19	155	13	686	2,884	1	6	1	2
5:15:00 PM	0	19	131	56	0	25	86	10	0	53	93	31	0	19	199	17	739		1	4	2	2
5:30:00 PM	0	27	153	51	0	33	92	7	0	38	81	31	0	19	198	13	743		2	1	3	0
5:45:00 PM	0	20	194	52	0	32	103	10	0	46	67	17	0	19	141	15	716		2	3	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	76	639	214	0	120	355	36	0	180	305	117	0	74	686	58	2,860
Mediums	0	1	1	0	0	0	2	0	0	3	7	1	0	2	7	0	24
Total	0	77	640	214	0	120	357	36	0	183	312	118	0	76	693	58	2,884



(303) 216-2439
www.alltrafficdata.net

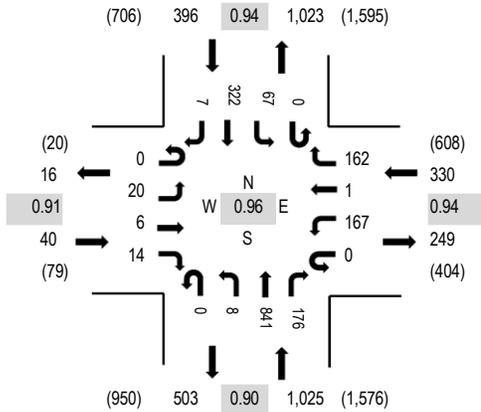
Location: 14 WINCHESTER BLVD & FOREST AVE AM

Date and Start Time: Tuesday, October 20, 2015

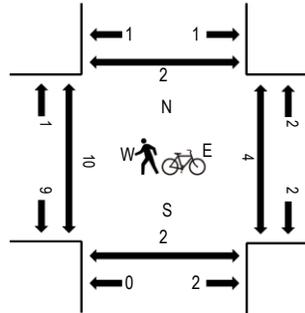
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOREST AVE Eastbound			FOREST AVE Westbound			WINCHESTER BLVD Northbound			WINCHESTER BLVD Southbound			Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North				
7:00:00 AM	0	0	1	2	0	43	0	23	0	0	60	9	0	7	52	0	197	1,237	0	0	0	0
7:15:00 AM	0	2	1	6	0	53	0	35	0	1	71	22	0	13	55	1	260	1,454	2	0	0	1
7:30:00 AM	0	5	1	9	0	31	1	28	0	0	129	28	0	9	79	0	320	1,647	2	0	0	0
7:45:00 AM	0	6	2	2	0	43	0	45	0	3	203	51	0	19	84	2	460	1,791	1	0	0	0
8:00:00 AM	0	5	0	4	0	44	0	39	0	1	184	36	0	14	85	2	414	1,732	3	1	0	2
8:15:00 AM	0	6	2	2	0	49	1	38	0	4	214	45	0	18	73	1	453		4	2	1	0
8:30:00 AM	0	3	2	6	0	31	0	40	0	0	240	44	0	16	80	2	464		1	1	1	0
8:45:00 AM	0	5	1	6	0	36	0	28	0	1	186	44	0	19	75	0	401		1	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	6	14	0	158	1	155	0	8	832	164	0	64	318	7	1,747	
Mediums	0	0	0	0	0	9	0	7	0	0	9	12	0	3	4	0	44	
Total	0	20	6	14	0	167	1	162	0	8	841	176	0	67	322	7	1,791	



(303) 216-2439
www.alltrafficdata.net

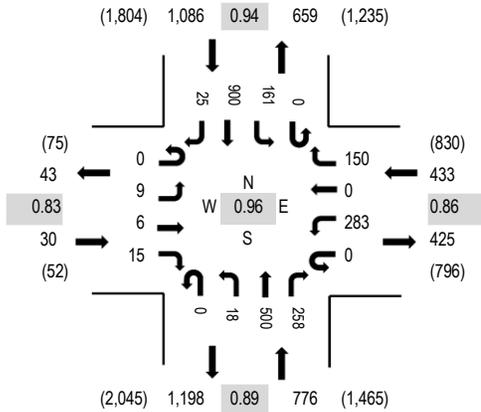
Location: 14 WINCHESTER BLVD & FOREST AVE PM

Date and Start Time: Tuesday, October 20, 2015

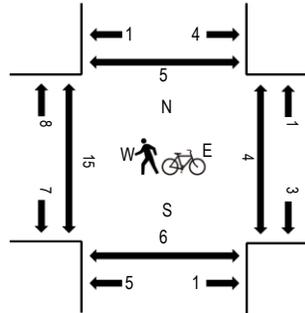
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOREST AVE Eastbound				FOREST AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	3	0	1	1	69	3	40	0	4	99	67	0	33	138	0	458	1,826	0	5	0	1
4:15:00 PM	0	3	3	2	0	61	0	32	0	4	118	44	0	34	133	4	438	1,963	6	3	2	3
4:30:00 PM	0	2	1	5	1	62	1	27	0	3	114	60	0	28	145	3	452	2,129	0	0	4	1
4:45:00 PM	0	0	0	2	0	59	3	38	0	2	100	74	0	25	170	5	478	2,249	2	3	1	4
5:00:00 PM	0	2	1	3	0	71	0	33	0	5	146	67	0	33	226	8	595	2,325	5	2	4	0
5:15:00 PM	0	0	1	5	0	74	0	52	0	3	125	62	0	31	246	5	604		2	0	0	1
5:30:00 PM	0	4	2	3	0	62	0	31	0	4	122	56	0	51	232	5	572		5	1	1	1
5:45:00 PM	0	3	2	4	0	76	0	34	0	6	107	73	0	46	196	7	554		3	0	0	1

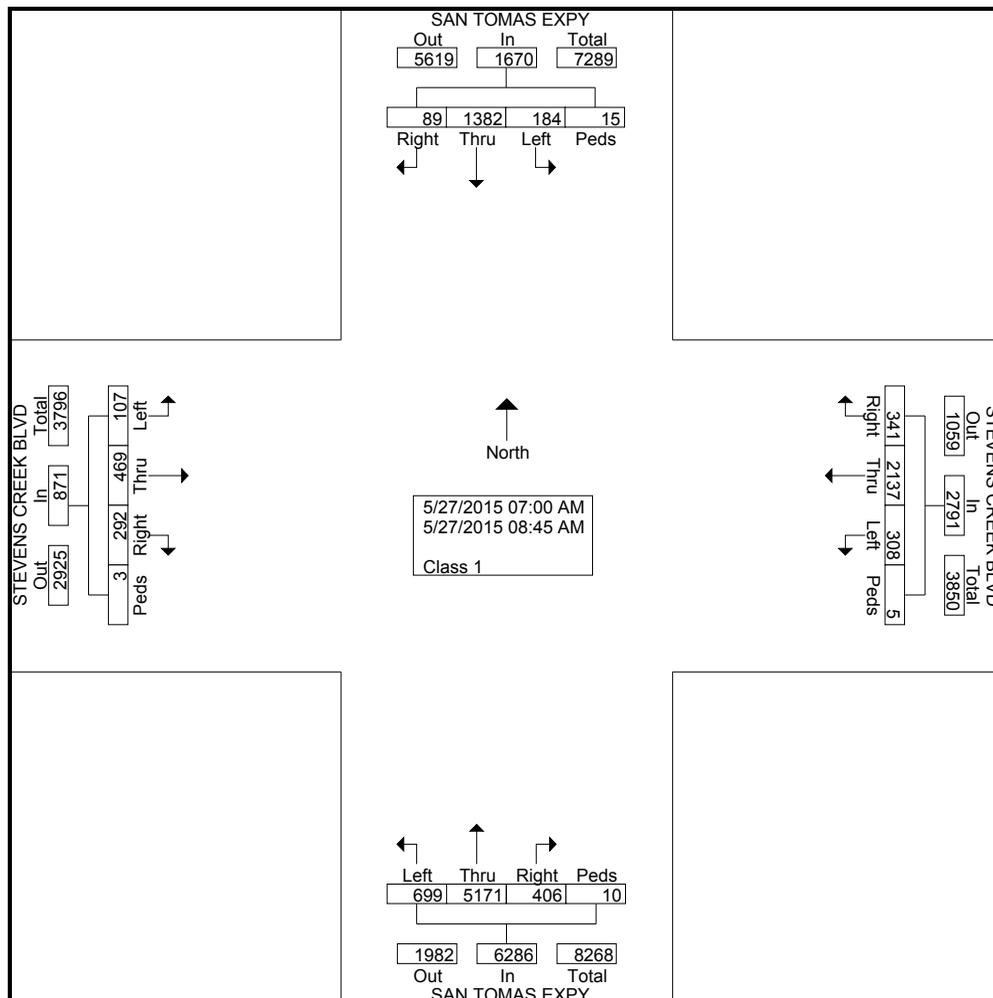
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	6	14	0	273	0	145	0	17	495	248	0	157	896	24	2,284	
Mediums	0	0	0	1	0	10	0	5	0	1	5	10	0	4	4	1	41	
Total	0	9	6	15	0	283	0	150	0	18	500	258	0	161	900	25	2,325	

File Name : #13 SANTOMAS&STEVENSCREEKAM
 Site Code :
 Start Date : 5/27/2015
 Page No : 1

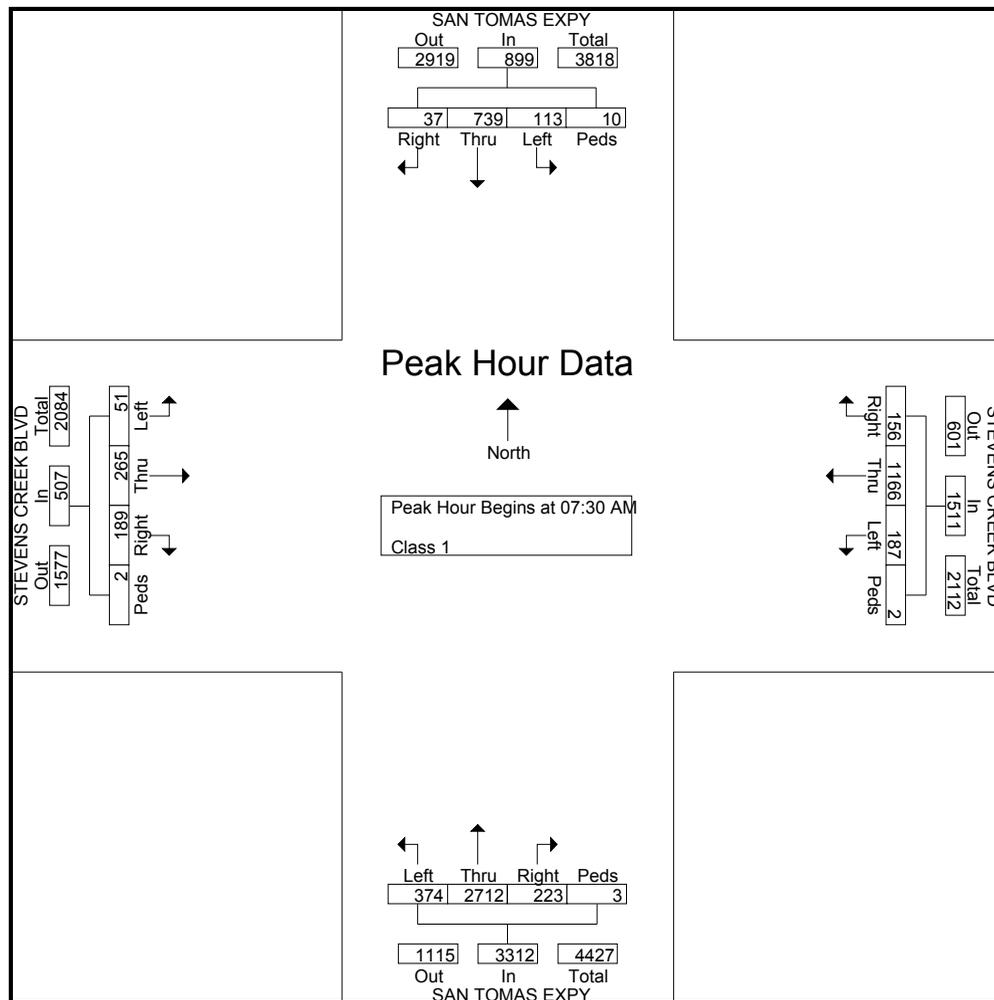
Groups Printed- Class 1

Start Time	SAN TOMAS EXPY Southbound				STEVENS CREEK BLVD Westbound				SAN TOMAS EXPY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	4	88	4	0	40	217	17	2	16	550	80	1	21	31	7	0	1078
07:15 AM	7	157	14	1	52	301	36	0	31	624	51	1	29	40	9	0	1353
07:30 AM	9	171	20	6	36	308	47	1	42	695	81	1	48	56	16	0	1537
07:45 AM	6	190	24	1	37	255	60	0	50	737	96	1	81	74	13	1	1626
Total	26	606	62	8	165	1081	160	3	139	2606	308	4	179	201	45	1	5594
08:00 AM	13	183	28	0	31	310	36	0	71	676	113	1	26	65	11	1	1565
08:15 AM	9	195	41	3	52	293	44	1	60	604	84	0	34	70	11	0	1501
08:30 AM	18	201	18	3	44	235	37	1	74	664	87	2	27	56	22	0	1489
08:45 AM	23	197	35	1	49	218	31	0	62	621	107	3	26	77	18	1	1469
Total	63	776	122	7	176	1056	148	2	267	2565	391	6	113	268	62	2	6024
Grand Total	89	1382	184	15	341	2137	308	5	406	5171	699	10	292	469	107	3	11618
Apprch %	5.3	82.8	11	0.9	12.2	76.6	11	0.2	6.5	82.3	11.1	0.2	33.5	53.8	12.3	0.3	
Total %	0.8	11.9	1.6	0.1	2.9	18.4	2.7	0	3.5	44.5	6	0.1	2.5	4	0.9	0	



File Name : #13 SANTOMAS&STEVENSCREEKAM
 Site Code :
 Start Date : 5/27/2015
 Page No : 2

Start Time	SAN TOMAS EXPY Southbound					STEVENSCREEK BLVD Westbound					SAN TOMAS EXPY Northbound					STEVENSCREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	171	20	6	206	36	308	47	1	392	42	695	81	1	819	48	56	16	0	120	1537
07:45 AM	6	190	24	1	221	37	255	60	0	352	50	737	96	1	884	81	74	13	1	169	1626
08:00 AM	13	183	28	0	224	31	310	36	0	377	71	676	113	1	861	26	65	11	1	103	1565
08:15 AM	9	195	41	3	248	52	293	44	1	390	60	604	84	0	748	34	70	11	0	115	1501
Total Volume	37	739	113	10	899	156	1166	187	2	1511	223	2712	374	3	3312	189	265	51	2	507	6229
% App. Total	4.1	82.2	12.6	1.1		10.3	77.2	12.4	0.1		6.7	81.9	11.3	0.1		37.3	52.3	10.1	0.4		
PHF	.712	.947	.689	.417	.906	.750	.940	.779	.500	.964	.785	.920	.827	.750	.937	.583	.895	.797	.500	.750	.958

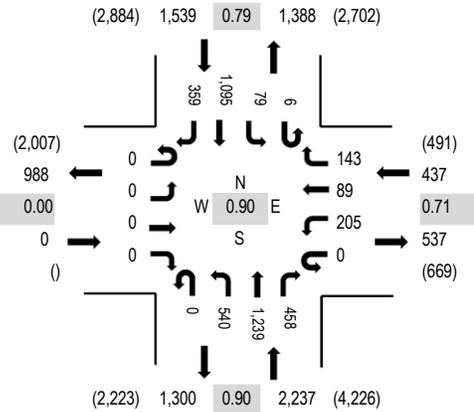




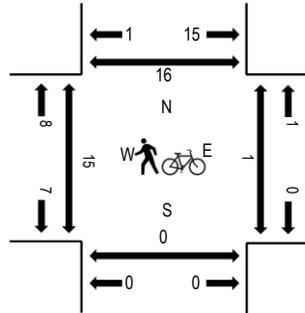
(303) 216-2439
www.alltrafficdata.net

Location: 19 SARATOGA AVE & DWY AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-280 NORTH RAMP Eastbound				DWY Westbound			SARATOGA AVE Northbound			SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
7:00:00 AM	0	0	0	0	0	8	2	6	0	165	163	27	0	0	137	119	627	3,577	1	0	0	0
7:15:00 AM	0	0	0	0	0	13	5	10	0	142	184	77	0	0	228	115	774	4,017	2	1	0	2
7:30:00 AM	0	0	0	0	0	70	25	49	0	147	177	185	1	25	236	86	1,001	4,213	1	1	0	1
7:45:00 AM	0	0	0	0	0	81	21	51	0	109	215	213	1	50	346	88	1,175	4,172	7	0	0	9
8:00:00 AM	0	0	0	0	0	50	41	41	0	124	403	46	0	3	264	95	1,067	4,024	4	0	0	4
8:15:00 AM	0	0	0	0	0	4	2	2	0	160	444	14	4	1	249	90	970		3	0	0	1
8:30:00 AM	0	0	0	0	0	0	1	1	0	130	465	13	3	2	264	81	960		10	1	0	1
8:45:00 AM	0	0	0	0	0	5	0	3	0	136	477	10	2	3	268	123	1,027		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	11
Lights	0	0	0	0	0	204	89	143	0	531	1,208	457	6	78	1,065	352	4,133
Mediums	0	0	0	0	0	1	0	0	0	8	26	1	0	1	25	7	69
Total	0	0	0	0	0	205	89	143	0	540	1,239	458	6	79	1,095	359	4,213



(303) 216-2439
www.alltrafficdata.net

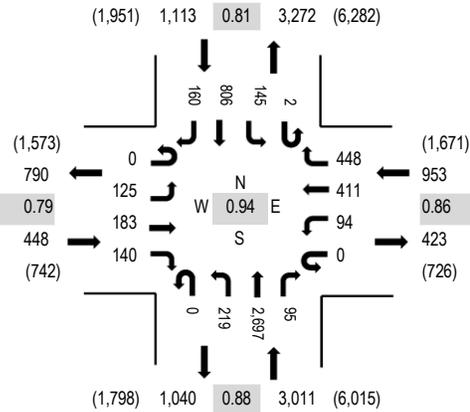
Location: 22 SAN TOMAS EXPY & MOORPARK AVE AM

Date and Start Time: Tuesday, October 20, 2015

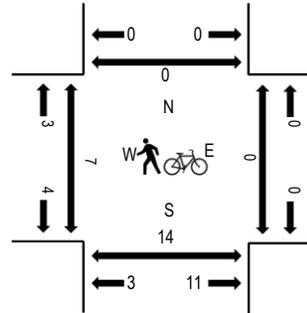
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00:00 AM	0	10	13	10	0	11	63	75	0	87	618	8	0	1	20	88	25	1,029	5,158	0	0	1	0
7:15:00 AM	0	27	27	18	0	26	84	80	0	78	673	18	0	27	131	47	47	1,236	5,458	0	0	0	0
7:30:00 AM	0	30	36	37	0	20	100	102	0	62	779	10	0	38	176	35	35	1,425	5,525	0	0	3	0
7:45:00 AM	0	32	65	45	0	22	114	104	0	37	674	32	0	50	233	60	60	1,468	5,376	2	0	6	0
8:00:00 AM	0	25	46	35	0	30	94	152	0	48	591	27	2	35	207	37	37	1,329	5,221	1	0	2	0
8:15:00 AM	0	38	36	23	0	22	103	90	0	72	653	26	0	22	190	28	28	1,303		1	0	1	0
8:30:00 AM	0	26	33	28	0	27	87	75	0	76	643	30	0	27	196	28	28	1,276		1	0	1	0
8:45:00 AM	0	36	34	32	0	14	95	81	0	72	665	36	0	30	177	41	41	1,313		0	0	1	0

Peak Rolling Hour Flow Rates

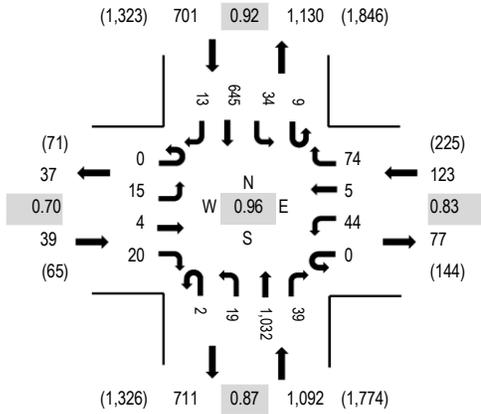
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	125	181	138	0	93	407	445	0	218	2,677	94	2	145	796	159	5,480
Mediums	0	0	2	2	0	1	4	3	0	1	19	1	0	0	8	1	42
Total	0	125	183	140	0	94	411	448	0	219	2,697	95	2	145	806	160	5,525



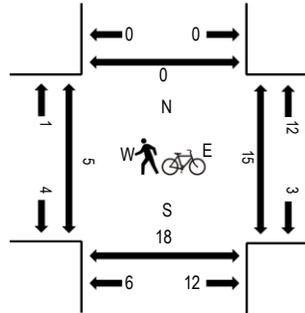
(303) 216-2439
www.alltrafficdata.net

Location: 23 WINCHESTER BLVD & OLIN AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	2	0	9	3	12	2	1	101	3	3	5	125	1	267	1,482	1	2	0	0
7:15:00 AM	0	1	0	1	0	3	0	16	0	3	124	4	0	6	136	4	298	1,699	0	1	0	0
7:30:00 AM	0	3	0	5	0	5	1	21	0	4	171	9	4	9	179	5	416	1,863	2	0	0	0
7:45:00 AM	0	5	1	8	0	12	1	15	1	3	254	10	3	1	185	2	501	1,955	0	5	3	0
8:00:00 AM	0	2	2	4	0	11	1	19	0	6	254	8	4	12	156	5	484	1,905	0	2	3	0
8:15:00 AM	0	5	0	1	0	17	1	19	0	2	230	11	2	14	155	5	462		1	1	8	0
8:30:00 AM	0	3	1	7	0	4	2	21	1	8	294	10	0	7	149	1	508		3	6	3	0
8:45:00 AM	0	3	3	8	0	13	0	19	0	7	235	18	3	10	127	5	451		1	15	5	0

Peak Rolling Hour Flow Rates

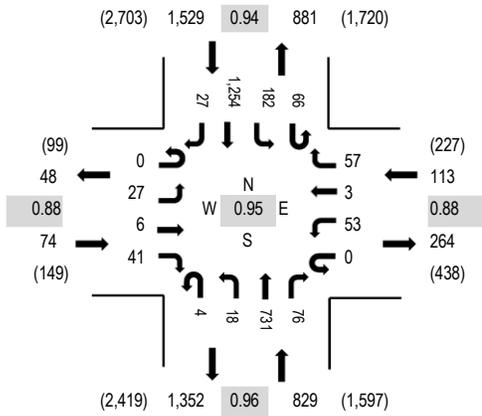
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3
Lights	0	15	4	20	0	43	4	72	1	19	1,018	37	7	33	633	13	1,919
Mediums	0	0	0	0	0	1	1	2	0	0	13	2	1	1	12	0	33
Total	0	15	4	20	0	44	5	74	2	19	1,032	39	9	34	645	13	1,955



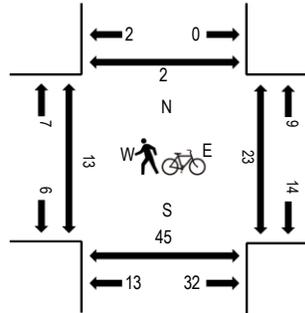
(303) 216-2439
www.alltrafficdata.net

Location: 23 WINCHESTER BLVD & OLIN AVE PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00:00 PM	0	9	1	6	0	10	0	17	0	5	171	10	0	13	22	228	7	499	2,131	2	7	13	0
4:15:00 PM	0	5	1	8	0	9	1	7	0	2	166	15	10	23	218	6	471	2,247	3	5	9	0	
4:30:00 PM	0	14	1	13	0	12	3	25	0	6	171	13	12	26	241	6	543	2,447	1	7	12	0	
4:45:00 PM	0	7	1	9	0	15	3	12	1	6	188	14	12	47	297	6	618	2,542	0	7	14	0	
5:00:00 PM	0	9	1	10	0	18	0	10	0	3	193	15	13	38	295	10	615	2,545	4	5	5	1	
5:15:00 PM	0	7	2	12	0	13	3	9	1	7	187	22	16	47	338	7	671		1	8	9	0	
5:30:00 PM	0	7	0	9	0	11	0	17	2	2	183	18	18	49	316	6	638		3	5	14	1	
5:45:00 PM	0	4	3	10	0	11	0	21	1	6	168	21	19	48	305	4	621		3	5	15	0	

Peak Rolling Hour Flow Rates

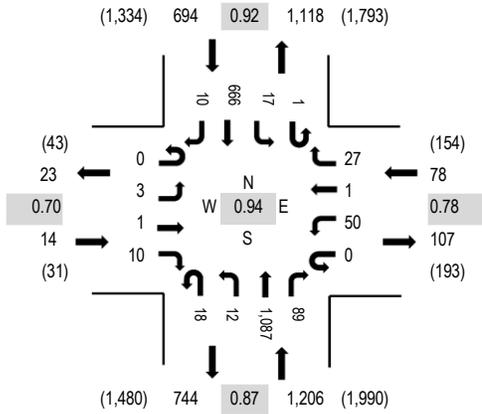
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	26	6	41	0	53	3	56	4	18	716	75	66	181	1,247	27	2,519
Mediums	0	1	0	0	0	0	0	1	0	0	14	1	0	1	6	0	24
Total	0	27	6	41	0	53	3	57	4	18	731	76	66	182	1,254	27	2,545



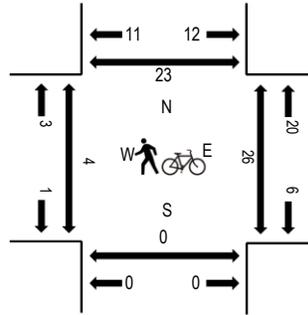
(303) 216-2439
www.alltrafficdata.net

Location: 24 WINCHESTER BLVD & OLSEN AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLSEN AVE Eastbound				OLSEN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	5	0	11	0	7	38	4	103	13	0	1	141	2	325	1,615	2	26	0	39
7:15:00 AM	0	0	1	3	0	14	0	6	19	0	132	7	0	4	152	2	340	1,767	2	11	0	13
7:30:00 AM	0	1	1	1	1	6	0	9	10	1	180	18	0	7	186	2	423	1,891	2	2	0	8
7:45:00 AM	0	1	0	1	0	19	0	6	6	3	281	21	0	3	185	1	527	1,992	1	5	0	8
8:00:00 AM	0	0	1	2	0	12	1	5	2	5	251	22	0	6	166	4	477	1,894	1	5	0	7
8:15:00 AM	0	1	0	4	0	9	0	8	6	1	238	24	1	2	169	1	464		0	5	0	3
8:30:00 AM	0	1	0	3	0	10	0	8	4	3	317	22	0	6	146	4	524		1	3	0	4
8:45:00 AM	0	1	0	4	0	9	0	13	3	6	223	27	0	6	134	3	429		0	4	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6
Lights	0	3	1	10	0	50	1	23	16	12	1,067	88	1	16	655	10	1,953
Mediums	0	0	0	0	0	0	0	4	1	0	15	1	0	1	11	0	33
Total	0	3	1	10	0	50	1	27	18	12	1,087	89	1	17	666	10	1,992



(303) 216-2439
www.alltrafficdata.net

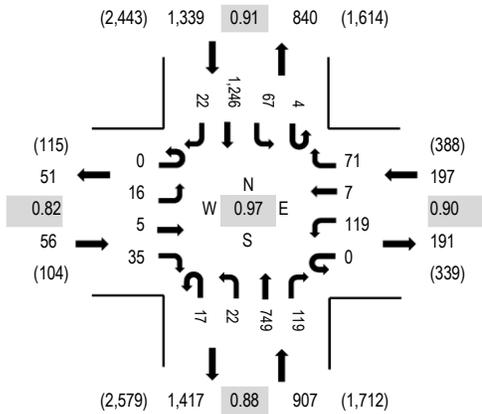
Location: 24 WINCHESTER BLVD & OLSEN AVE PM

Date and Start Time: Tuesday, October 20, 2015

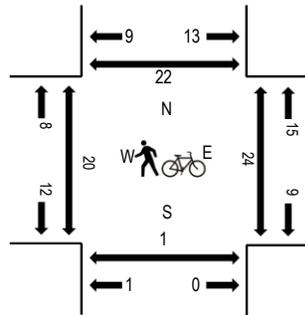
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLSEN AVE Eastbound				OLSEN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	5	0	5	0	30	1	28	3	5	131	21	1	8	240	8	486	2,148	5	9	0	11
4:15:00 PM	0	6	1	7	0	16	0	20	4	7	180	26	0	10	233	4	514	2,300	1	18	1	27
4:30:00 PM	0	5	3	7	0	25	2	14	6	2	198	29	1	11	251	12	566	2,419	4	9	0	5
4:45:00 PM	0	4	0	5	0	28	3	24	5	5	157	26	0	13	297	15	582	2,495	6	5	0	6
5:00:00 PM	0	2	1	12	0	37	3	15	9	5	220	24	1	13	288	8	638	2,499	5	2	0	8
5:15:00 PM	0	7	2	8	0	24	2	14	2	5	165	35	1	21	342	5	633		4	6	1	1
5:30:00 PM	0	4	2	5	0	33	1	21	3	5	184	26	1	17	335	5	642		1	8	0	3
5:45:00 PM	0	3	0	10	0	25	1	21	3	7	180	34	1	16	281	4	586		4	7	0	10

Peak Rolling Hour Flow Rates

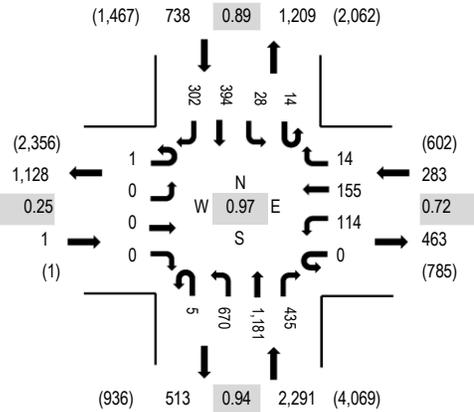
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	16	5	35	0	119	7	71	17	22	733	117	4	66	1,236	21	2,469
Mediums	0	0	0	0	0	0	0	0	0	0	16	2	0	0	10	1	29
Total	0	16	5	35	0	119	7	71	17	22	749	119	4	67	1,246	22	2,499



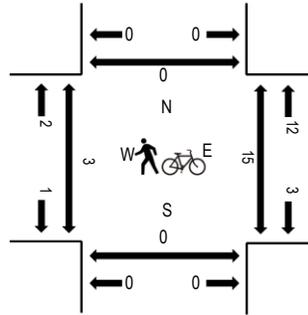
(303) 216-2439
www.alltrafficdata.net

Location: 25 WINCHESTER BLVD & TISCH WAY AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-280 WB RAMP Eastbound				TISCH WAY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	0	0	12	45	1	1	176	158	59	0	2	44	122	620	2,924	2	2	0	0
7:15:00 AM	0	0	0	0	0	35	75	3	0	135	170	76	0	1	71	103	669	3,119	5	1	0	0
7:30:00 AM	0	0	0	0	0	34	66	3	0	159	215	71	0	3	125	107	783	3,249	0	4	0	0
7:45:00 AM	0	0	0	0	0	39	56	3	0	162	279	105	5	9	124	70	852	3,313	1	4	0	0
8:00:00 AM	0	0	0	0	0	31	22	3	1	164	293	113	2	7	103	76	815	3,215	1	2	0	0
8:15:00 AM	1	0	0	0	0	20	33	3	2	167	282	112	5	6	95	73	799		0	3	0	0
8:30:00 AM	0	0	0	0	0	24	44	5	2	177	327	105	2	6	72	83	847		0	5	0	0
8:45:00 AM	0	0	0	0	0	20	21	4	1	155	298	104	1	6	80	64	754		0	4	0	0

Peak Rolling Hour Flow Rates

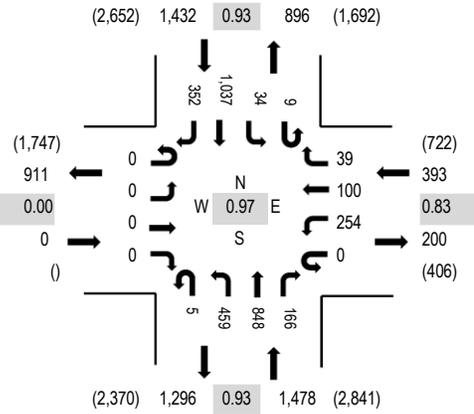
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4
Lights	1	0	0	0	0	114	153	14	4	664	1,162	433	14	28	388	296	3,271
Mediums	0	0	0	0	0	0	2	0	1	5	17	2	0	0	5	6	38
Total	1	0	0	0	0	114	155	14	5	670	1,181	435	14	28	394	302	3,313



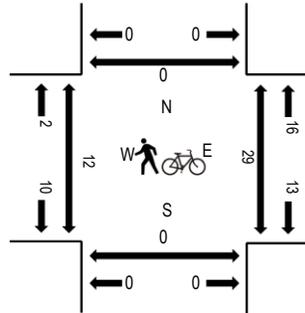
(303) 216-2439
www.alltrafficdata.net

Location: 25 WINCHESTER BLVD & TISCH WAY PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-280 WB RAMP Eastbound				TISCH WAY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	0	0	0	66	27	7	2	92	159	41	4	7	221	94	720	2,912	1	5	0	0
4:15:00 PM	0	0	0	0	0	54	21	2	2	84	195	48	1	6	190	77	680	3,039	1	5	0	0
4:30:00 PM	0	0	0	0	0	37	26	3	1	101	222	42	0	6	229	75	742	3,194	2	8	0	0
4:45:00 PM	0	0	0	0	0	50	29	7	0	135	193	46	3	10	222	75	770	3,278	2	8	0	0
5:00:00 PM	0	0	0	0	0	73	29	16	1	134	226	36	3	14	220	95	847	3,303	2	4	0	0
5:15:00 PM	0	0	0	0	0	60	24	7	1	124	198	35	0	4	284	98	835		3	5	0	0
5:30:00 PM	0	0	0	0	0	64	25	9	1	103	206	43	3	7	279	86	826		2	4	0	0
5:45:00 PM	0	0	0	0	0	57	22	7	2	98	218	52	3	9	254	73	795		0	7	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	252	99	39	5	456	834	165	9	34	1,032	351	3,276	
Mediums	0	0	0	0	0	2	1	0	0	3	14	1	0	0	5	1	27	
Total	0	0	0	0	0	254	100	39	5	459	848	166	9	34	1,037	352	3,303	



(303) 216-2439
www.alltrafficdata.net

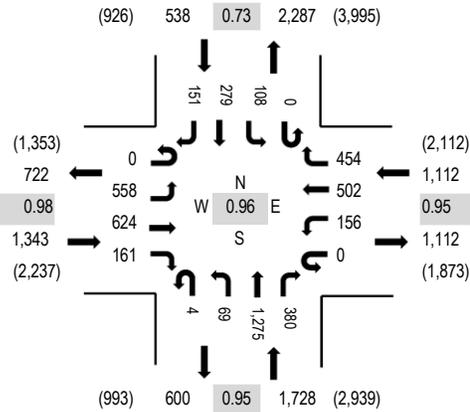
Location: 26 WINCHESTER BLVD & MOORPARK AVE AM

Date and Start Time: Tuesday, October 20, 2015

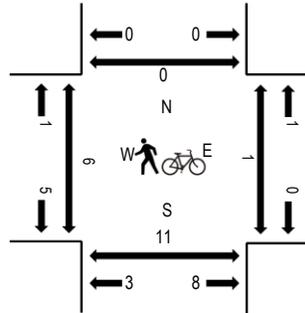
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	78	79	16	0	24	119	105	0	5	172	46	0	3	37	14	698	3,725	1	0	3	0
7:15:00 AM	0	85	118	31	0	14	119	76	0	7	212	49	1	13	53	39	817	4,251	4	1	1	0
7:30:00 AM	0	80	141	33	0	26	133	101	1	14	239	83	0	36	60	39	986	4,585	0	3	6	0
7:45:00 AM	0	138	166	40	0	43	139	104	2	14	303	92	0	30	81	72	1,224	4,721	0	1	2	0
8:00:00 AM	0	136	160	46	0	42	141	110	0	24	325	105	0	23	80	32	1,224	4,489	1	0	3	0
8:15:00 AM	0	132	157	39	0	51	109	117	1	14	314	100	0	33	53	31	1,151		0	0	2	0
8:30:00 AM	0	152	141	36	0	20	113	123	1	17	333	83	0	22	65	16	1,122		4	0	0	0
8:45:00 AM	0	143	76	14	0	38	110	135	0	13	281	89	0	28	46	19	992		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	6
Lights	0	551	613	157	0	145	497	448	4	68	1,260	374	0	108	269	150	4,644
Mediums	0	7	11	4	0	10	5	6	0	1	11	6	0	0	9	1	71
Total	0	558	624	161	0	156	502	454	4	69	1,275	380	0	108	279	151	4,721



(303) 216-2439
www.alltrafficdata.net

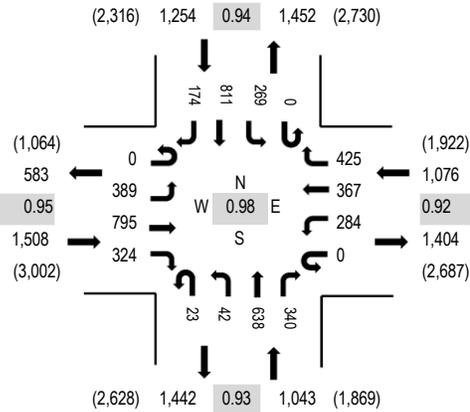
Location: 26 WINCHESTER BLVD & MOORPARK AVE PM

Date and Start Time: Tuesday, October 20, 2015

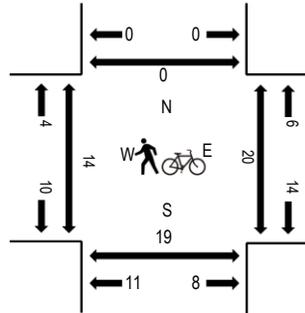
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	101	221	73	1	36	68	81	1	7	108	59	0	55	143	62	1,016	4,228	6	5	4	0
4:15:00 PM	1	99	174	65	1	60	61	81	1	10	126	56	0	60	134	58	987	4,453	2	6	9	0
4:30:00 PM	0	109	180	82	0	63	50	97	3	12	128	77	0	70	155	37	1,063	4,703	2	6	7	0
4:45:00 PM	0	95	194	100	0	80	67	100	4	8	153	73	0	62	186	40	1,162	4,813	2	5	4	0
5:00:00 PM	0	112	209	76	0	79	91	122	7	12	136	91	0	59	202	45	1,241	4,881	2	2	1	0
5:15:00 PM	0	90	190	89	0	60	100	112	6	9	170	76	0	67	228	40	1,237		4	3	5	0
5:30:00 PM	0	84	190	83	0	63	92	97	3	12	165	75	0	67	203	39	1,173		1	4	4	0
5:45:00 PM	0	103	206	76	0	82	84	94	7	9	167	98	0	76	178	50	1,230		0	8	2	0

Peak Rolling Hour Flow Rates

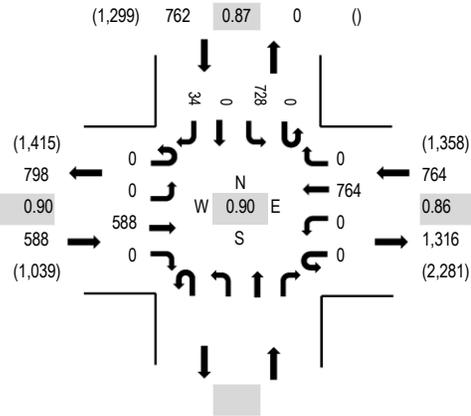
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	385	792	321	0	282	365	419	23	41	631	336	0	269	802	173	4,839
Mediums	0	4	3	3	0	2	2	5	0	1	7	4	0	0	9	1	41
Total	0	389	795	324	0	284	367	425	23	42	638	340	0	269	811	174	4,881



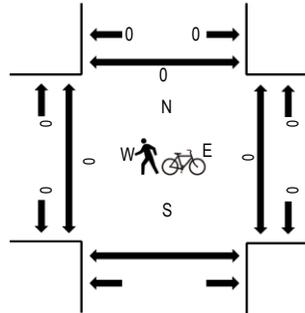
(303) 216-2439
www.alltrafficdata.net

Location: 27 I-280 EB OFF RAMP & MOORPARK AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				I-280 EB OFF RAMP Northbound				I-280 EB OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South
7:00:00 AM	0	0	100	0	0	0	139	0	0	0	0	0	0	66	0	2	307	1,786	0	0	0
7:15:00 AM	0	0	132	0	0	0	160	0	0	0	0	0	0	118	0	6	416	2,032	0	0	1
7:30:00 AM	0	0	146	0	0	0	187	0	0	0	0	0	0	136	0	8	477	2,114	0	0	0
7:45:00 AM	0	0	164	0	0	0	223	0	0	0	0	0	0	189	0	10	586	2,107	0	0	0
8:00:00 AM	0	0	153	0	0	0	200	0	0	0	0	0	0	191	0	9	553	1,910	0	0	0
8:15:00 AM	0	0	125	0	0	0	154	0	0	0	0	0	0	212	0	7	498		0	0	0
8:30:00 AM	0	0	145	0	0	0	151	0	0	0	0	0	0	168	0	6	470		0	0	0
8:45:00 AM	0	0	74	0	0	0	144	0	0	0	0	0	0	162	0	9	389		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	0	580	0	0	0	754	0	0	0	0	0	0	716	0	33	2,083
Mediums	0	0	8	0	0	0	10	0	0	0	0	0	0	11	0	1	30
Total	0	0	588	0	0	0	764	0	0	0	0	0	0	728	0	34	2,114



(303) 216-2439
www.alltrafficdata.net

Location: 28 WINCHESTER BLVD & WILLIAMS RD AM

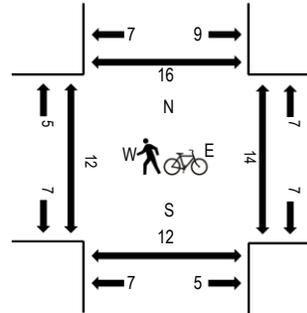
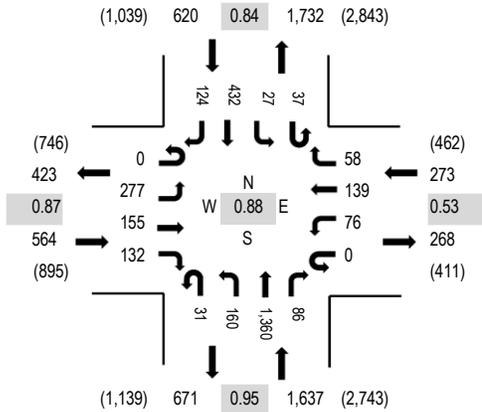
Date and Start Time: Tuesday, October 20, 2015

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WILLIAMS RD Eastbound				WILLIAMS RD Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	31	5	13	0	12	11	3	8	23	182	7	6	3	61	9	374	2,382	2	0	0	0
7:15:00 AM	0	22	12	20	0	14	24	8	5	41	213	10	10	7	70	14	470	2,801	6	4	4	4
7:30:00 AM	0	50	47	29	0	21	61	12	6	43	242	17	6	10	84	32	660	3,038	0	2	4	6
7:45:00 AM	0	65	57	41	0	35	77	17	8	51	301	42	13	14	115	42	878	3,094	6	3	4	5
8:00:00 AM	0	72	28	40	0	28	47	19	6	46	320	12	7	8	134	26	793	2,757	2	3	1	4
8:15:00 AM	0	64	32	28	0	6	9	4	9	33	358	19	10	4	96	35	707		2	0	1	0
8:30:00 AM	0	76	38	23	0	7	6	18	8	30	381	13	7	1	87	21	716		0	4	2	2
8:45:00 AM	0	60	11	31	0	10	10	3	6	32	259	12	4	2	78	23	541		5	5	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	4	0	0	0	2	2	10
Lights	0	272	152	125	0	76	138	58	31	152	1,330	83	37	27	419	118	3,018
Mediums	0	5	3	7	0	0	1	0	0	6	26	3	0	0	11	4	66
Total	0	277	155	132	0	76	139	58	31	160	1,360	86	37	27	432	124	3,094



(303) 216-2439
www.alltrafficdata.net

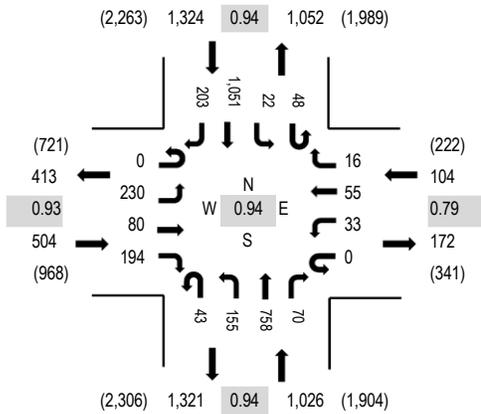
Location: 28 WINCHESTER BLVD & WILLIAMS RD PM

Date and Start Time: Tuesday, October 20, 2015

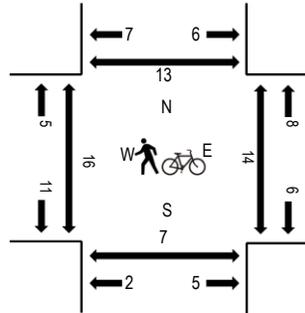
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WILLIAMS RD Eastbound				WILLIAMS RD Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	51	29	33	0	9	9	5	3	29	147	10	7	7	165	26	530	2,454	1	2	6	10
4:15:00 PM	0	41	20	36	0	7	22	4	10	27	146	12	6	4	179	26	540	2,621	6	3	1	6
4:30:00 PM	0	35	17	49	0	11	10	6	12	25	215	9	8	6	169	47	619	2,792	2	1	4	0
4:45:00 PM	0	59	17	56	0	2	14	4	9	47	190	14	15	5	284	49	765	2,958	2	2	4	0
5:00:00 PM	0	50	18	46	0	11	10	2	11	30	195	13	7	2	253	49	697	2,903	4	1	0	0
5:15:00 PM	0	57	18	47	0	11	18	4	12	46	171	16	12	8	241	50	711		5	3	2	4
5:30:00 PM	0	64	27	45	0	9	13	6	11	32	202	27	14	7	273	55	785		3	3	1	2
5:45:00 PM	0	79	29	45	0	16	12	7	11	29	170	23	10	3	230	46	710		5	3	6	2

Peak Rolling Hour Flow Rates

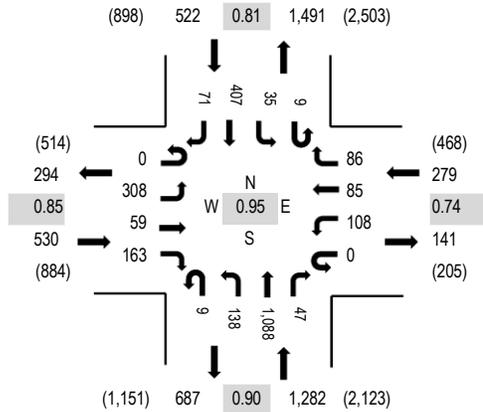
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	227	80	191	0	33	55	16	43	154	743	68	46	22	1,039	199	2,916
Mediums	0	3	0	3	0	0	0	0	0	1	15	2	2	0	12	4	42
Total	0	230	80	194	0	33	55	16	43	155	758	70	48	22	1,051	203	2,958



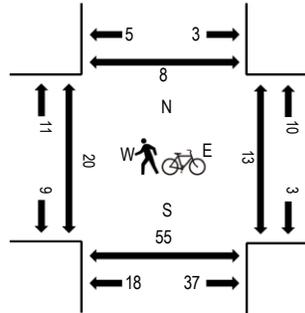
(303) 216-2439
www.alltrafficdata.net

Location: 29 WINCHESTER BLVD & PAYNE AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PAYNE AVE Eastbound				PAYNE AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	36	3	22	0	11	14	19	0	18	114	7	6	1	47	13	311	1,951	4	0	0	3
7:15:00 AM	0	38	7	27	0	16	17	15	2	25	160	3	3	0	67	11	391	2,327	1	1	0	3
7:30:00 AM	0	77	9	37	0	21	24	14	3	30	220	9	6	5	97	21	573	2,589	6	2	2	2
7:45:00 AM	0	101	15	39	0	24	25	18	0	31	249	13	3	8	124	26	676	2,613	4	0	1	1
8:00:00 AM	0	74	29	53	0	30	25	27	3	25	244	16	1	16	124	20	687	2,422	5	2	29	2
8:15:00 AM	0	75	11	28	0	40	24	30	2	43	287	12	3	6	75	17	653		1	4	22	3
8:30:00 AM	0	58	4	43	0	14	11	11	4	39	308	6	2	5	84	8	597		4	4	2	1
8:45:00 AM	0	58	15	25	0	12	10	16	0	22	226	2	4	3	77	15	485		2	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Lights	0	301	59	160	0	107	83	85	9	134	1,063	45	9	34	398	70	2,557
Mediums	0	7	0	3	0	1	2	1	0	4	21	2	0	1	9	1	52
Total	0	308	59	163	0	108	85	86	9	138	1,088	47	9	35	407	71	2,613



(303) 216-2439
www.alltrafficdata.net

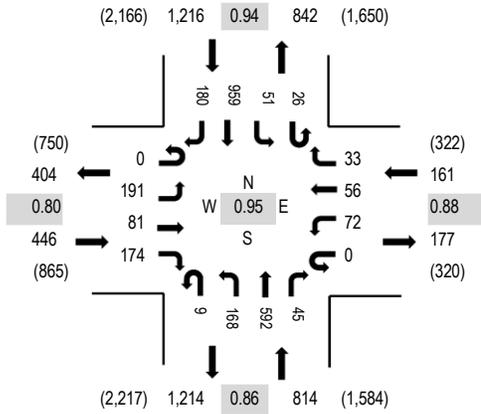
Location: 29 WINCHESTER BLVD & PAYNE AVE PM

Date and Start Time: Tuesday, October 20, 2015

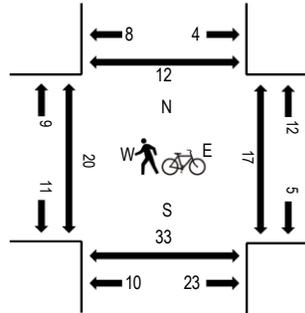
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PAYNE AVE Eastbound				PAYNE AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	35	15	46	0	17	13	12	4	43	136	8	6	7	176	26	544	2,331	8	2	9	8
4:15:00 PM	0	43	20	43	0	15	14	8	1	28	123	7	4	12	168	26	512	2,380	11	1	4	3
4:30:00 PM	0	50	17	47	0	15	16	8	1	36	163	8	10	9	178	43	601	2,564	7	1	1	2
4:45:00 PM	0	42	18	50	0	21	16	7	2	41	160	10	7	14	237	49	674	2,637	4	1	7	4
5:00:00 PM	0	45	18	37	0	14	9	10	2	45	105	6	8	13	245	36	593	2,606	1	1	3	3
5:15:00 PM	0	46	16	35	0	16	14	8	3	41	179	13	7	11	258	49	696		5	7	16	2
5:30:00 PM	0	58	29	52	0	21	17	8	2	41	148	16	4	13	219	46	674		4	5	5	0
5:45:00 PM	0	43	15	45	0	17	19	7	2	39	153	18	7	7	228	43	643		11	7	10	4

Peak Rolling Hour Flow Rates

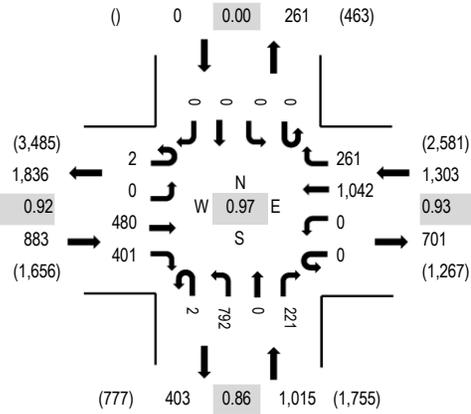
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	186	81	174	0	72	56	33	9	166	585	44	26	51	947	178	2,608
Mediums	0	5	0	0	0	0	0	0	0	2	7	1	0	0	12	2	29
Total	0	191	81	174	0	72	56	33	9	168	592	45	26	51	959	180	2,637



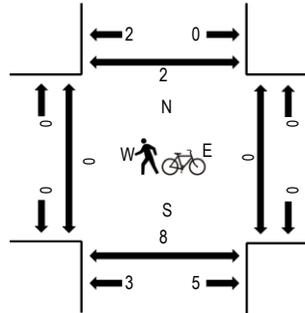
(303) 216-2439
www.alltrafficdata.net

Location: 42 I-880 NB RAMP & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I-880 NB RAMP Northbound				I-880 NB ON RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	71	77	0	0	244	48	0	105	0	20	0	0	0	0	565	2,811	0	0	1	0
7:15:00 AM	0	0	93	92	0	0	325	42	0	96	0	25	0	0	0	0	673	3,027	0	0	0	0
7:30:00 AM	0	0	130	103	0	0	282	65	0	142	0	30	0	0	0	0	752	3,140	0	0	0	0
7:45:00 AM	0	0	136	105	0	0	306	44	2	171	0	57	0	0	0	0	821	3,201	0	0	2	0
8:00:00 AM	2	0	111	92	0	0	257	90	0	186	0	43	0	0	0	0	781	3,181	0	0	1	1
8:15:00 AM	0	0	119	95	0	0	231	81	0	201	0	59	0	0	0	0	786		0	0	1	0
8:30:00 AM	0	0	114	109	0	0	248	46	0	234	0	62	0	0	0	0	813		0	0	3	0
8:45:00 AM	0	0	106	101	0	0	225	47	1	230	0	91	0	0	0	0	801		0	0	0	0

Peak Rolling Hour Flow Rates

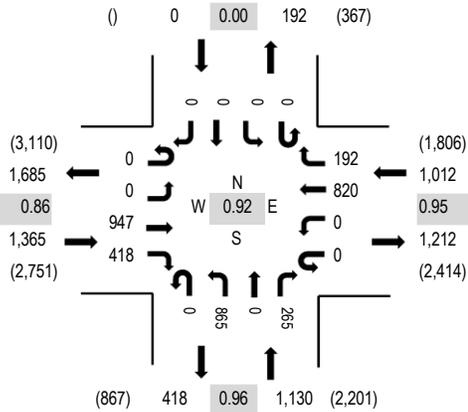
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	5
Lights	2	0	466	397	0	0	1,021	258	2	780	0	220	0	0	0	0	3,146
Mediums	0	0	14	4	0	0	19	2	0	10	0	1	0	0	0	0	50
Total	2	0	480	401	0	0	1,042	261	2	792	0	221	0	0	0	0	3,201



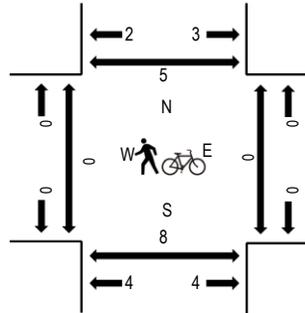
(303) 216-2439
www.alltrafficdata.net

Location: 42 I-880 NB RAMP & STEVENS CREEK BLVD PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I-880 NB RAMP Northbound				I-880 NB ON RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	222	123	0	0	181	59	0	191	0	70	0	0	0	0	846	3,354	0	0	1	0
4:15:00 PM	0	0	246	127	0	0	129	52	0	186	0	60	0	0	0	0	800	3,464	0	0	0	0
4:30:00 PM	0	0	216	119	0	0	188	58	0	211	0	66	0	0	0	0	858	3,507	0	0	4	3
4:45:00 PM	0	0	226	100	0	0	212	40	0	212	0	60	0	0	0	0	850	3,479	0	0	0	0
5:00:00 PM	0	0	285	112	0	0	205	60	0	235	0	59	0	0	0	0	956	3,404	0	0	3	1
5:15:00 PM	0	0	220	87	0	0	215	34	0	207	0	80	0	0	0	0	843		0	0	1	1
5:30:00 PM	0	0	240	104	0	0	179	32	0	215	0	60	0	0	0	0	830		0	0	0	2
5:45:00 PM	0	0	229	95	0	0	130	32	0	214	0	75	0	0	0	0	775		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
Lights	0	0	931	411	0	0	811	188	0	863	0	263	0	0	0	0	3,467
Mediums	0	0	16	5	0	0	9	3	0	1	0	2	0	0	0	0	36
Total	0	0	947	418	0	0	820	192	0	865	0	265	0	0	0	0	3,507

All Traffic Data Services, Inc

1650 Hope Dr
 Santa Clara, CA 95054
 www.alltrafficdata.net

File Name : #8 DELMAS&SANCARLOSAM

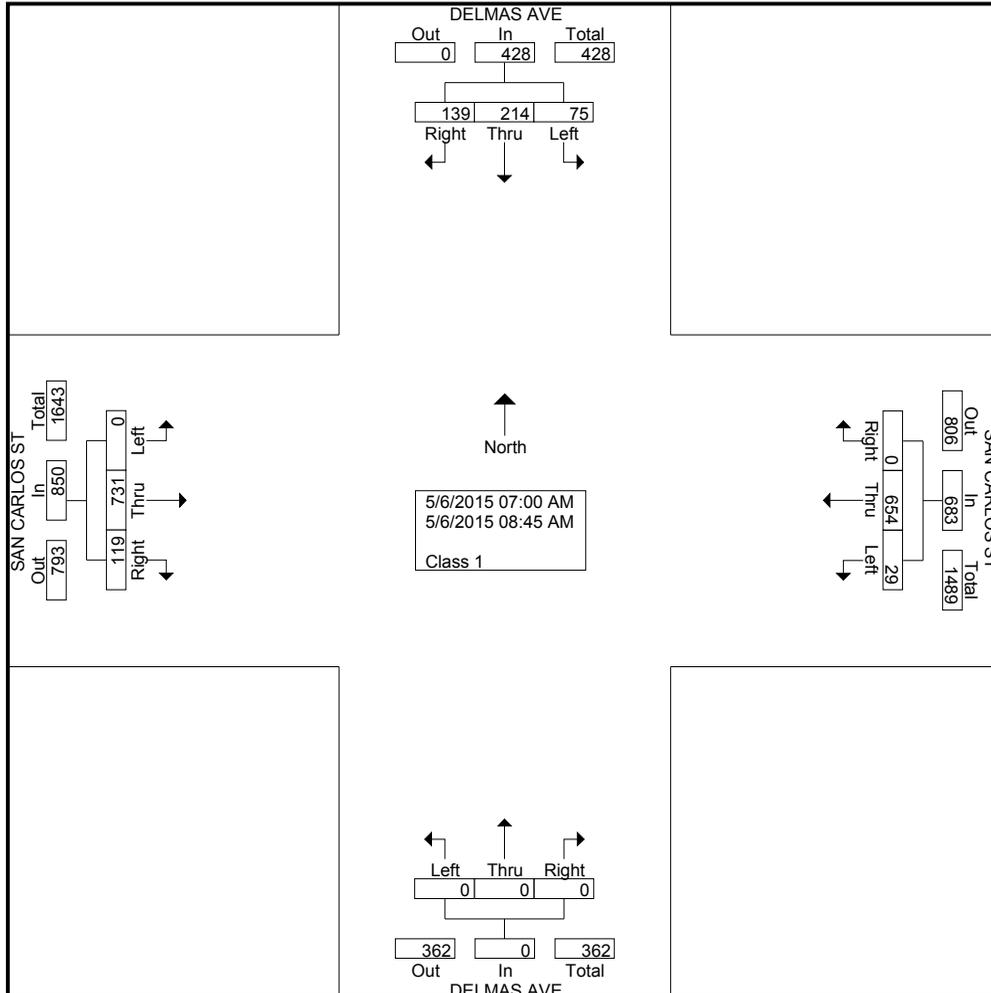
Site Code : 8

Start Date : 5/6/2015

Page No : 1

Groups Printed- Class 1

Start Time	DELMAS AVE Southbound			SAN CARLOS ST Westbound			DELMAS AVE Northbound			SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	17	21	5	0	69	4	0	0	0	7	46	0	169
07:15 AM	17	20	6	0	88	3	0	0	0	11	55	0	200
07:30 AM	18	26	14	0	89	2	0	0	0	16	56	0	221
07:45 AM	16	34	4	0	104	6	0	0	0	18	92	0	274
Total	68	101	29	0	350	15	0	0	0	52	249	0	864
08:00 AM	19	36	11	0	84	4	0	0	0	18	114	0	286
08:15 AM	18	25	8	0	70	4	0	0	0	15	106	0	246
08:30 AM	17	25	15	0	73	4	0	0	0	16	141	0	291
08:45 AM	17	27	12	0	77	2	0	0	0	18	121	0	274
Total	71	113	46	0	304	14	0	0	0	67	482	0	1097
Grand Total	139	214	75	0	654	29	0	0	0	119	731	0	1961
Apprch %	32.5	50	17.5	0	95.8	4.2	0	0	0	14	86	0	
Total %	7.1	10.9	3.8	0	33.4	1.5	0	0	0	6.1	37.3	0	



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

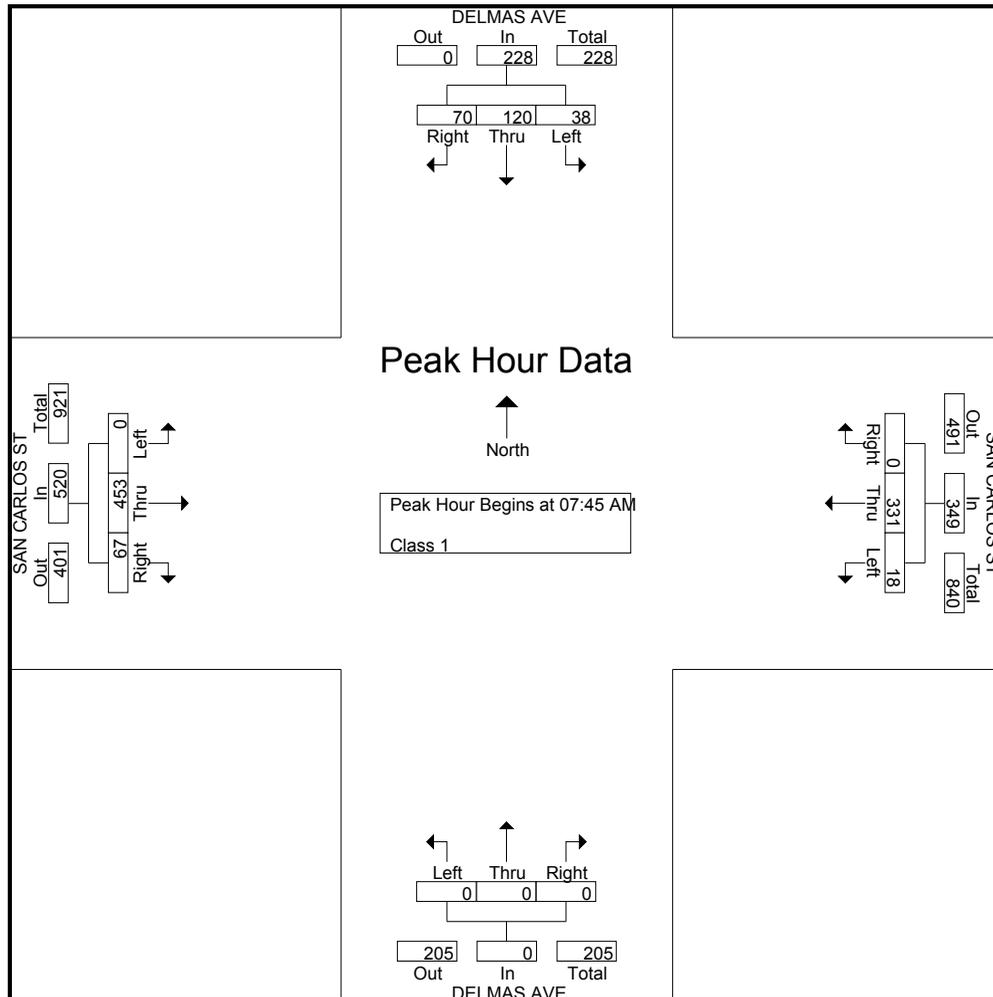
File Name : #8 DELMAS&SANCARLOSAM

Site Code : 8

Start Date : 5/6/2015

Page No : 2

Start Time	DELMAS AVE Southbound				SAN CARLOS ST Westbound				DELMAS AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	16	34	4	54	0	104	6	110	0	0	0	0	18	92	0	110	274
08:00 AM	19	36	11	66	0	84	4	88	0	0	0	0	18	114	0	132	286
08:15 AM	18	25	8	51	0	70	4	74	0	0	0	0	15	106	0	121	246
08:30 AM	17	25	15	57	0	73	4	77	0	0	0	0	16	141	0	157	291
Total Volume	70	120	38	228	0	331	18	349	0	0	0	0	67	453	0	520	1097
% App. Total	30.7	52.6	16.7		0	94.8	5.2		0	0	0		12.9	87.1	0		
PHF	.921	.833	.633	.864	.000	.796	.750	.793	.000	.000	.000	.000	.931	.803	.000	.828	.942



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #8 DELMAS&SANCARLOSPM

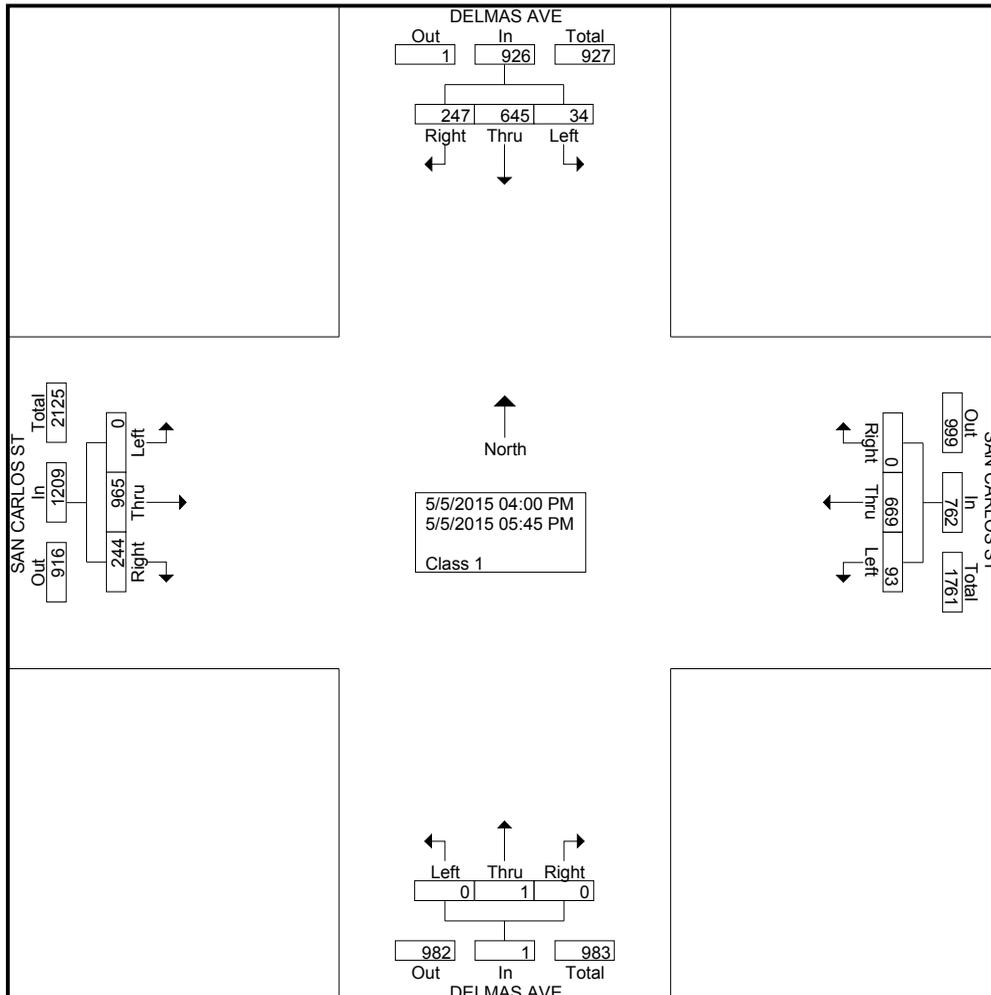
Site Code : 8

Start Date : 5/5/2015

Page No : 1

Groups Printed- Class 1

Start Time	DELMAS AVE Southbound			SAN CARLOS ST Westbound			DELMAS AVE Northbound			SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	22	71	3	0	82	10	0	0	0	34	94	0	316
04:15 PM	28	67	2	0	59	6	0	0	0	22	117	0	301
04:30 PM	27	72	3	0	69	12	0	0	0	24	114	0	321
04:45 PM	38	82	3	0	80	11	0	1	0	34	112	0	361
Total	115	292	11	0	290	39	0	1	0	114	437	0	1299
05:00 PM	34	90	5	0	92	17	0	0	0	34	131	0	403
05:15 PM	29	104	11	0	115	18	0	0	0	29	130	0	436
05:30 PM	41	85	7	0	87	9	0	0	0	32	160	0	421
05:45 PM	28	74	0	0	85	10	0	0	0	35	107	0	339
Total	132	353	23	0	379	54	0	0	0	130	528	0	1599
Grand Total	247	645	34	0	669	93	0	1	0	244	965	0	2898
Apprch %	26.7	69.7	3.7	0	87.8	12.2	0	100	0	20.2	79.8	0	
Total %	8.5	22.3	1.2	0	23.1	3.2	0	0	0	8.4	33.3	0	



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

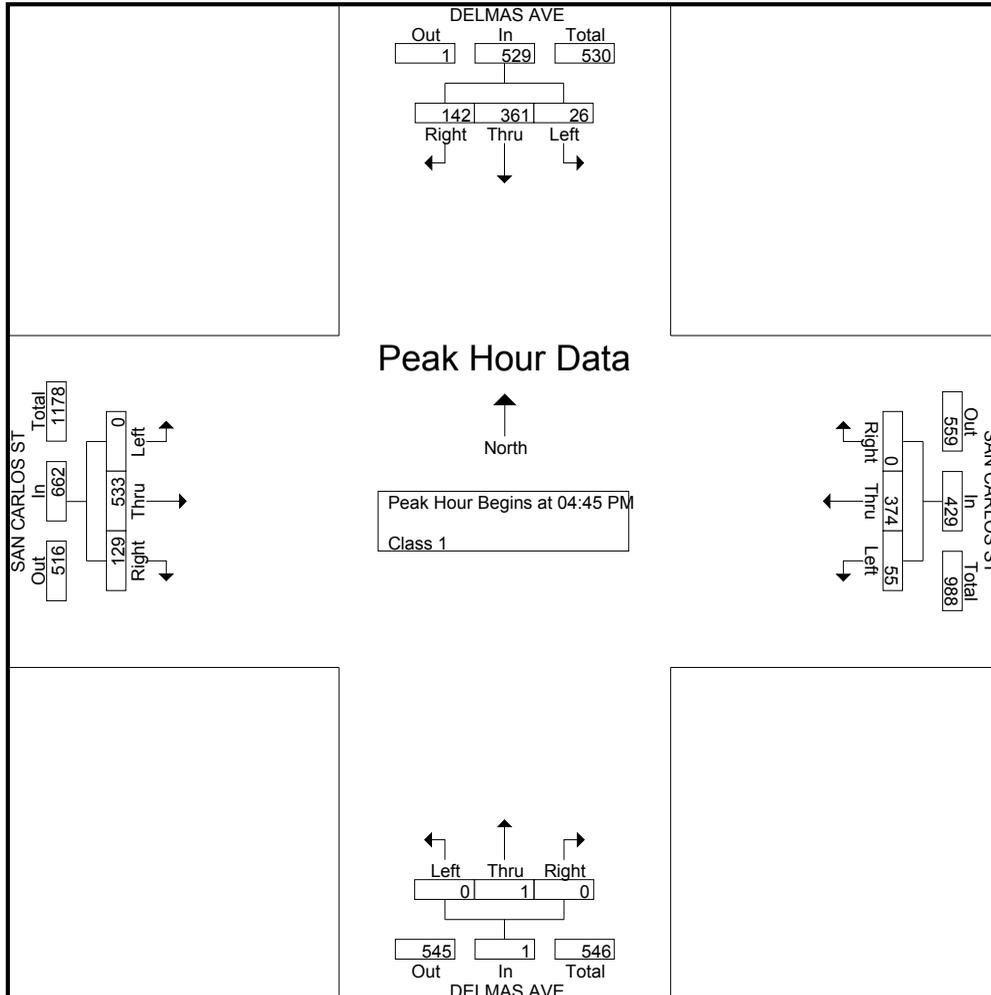
File Name : #8 DELMAS&SANCARLOSPM

Site Code : 8

Start Date : 5/5/2015

Page No : 2

Start Time	DELMAS AVE Southbound				SAN CARLOS ST Westbound				DELMAS AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	38	82	3	123	0	80	11	91	0	1	0	1	34	112	0	146	361
05:00 PM	34	90	5	129	0	92	17	109	0	0	0	0	34	131	0	165	403
05:15 PM	29	104	11	144	0	115	18	133	0	0	0	0	29	130	0	159	436
05:30 PM	41	85	7	133	0	87	9	96	0	0	0	0	32	160	0	192	421
Total Volume	142	361	26	529	0	374	55	429	0	1	0	1	129	533	0	662	1621
% App. Total	26.8	68.2	4.9		0	87.2	12.8		0	100	0		19.5	80.5	0		
PHF	.866	.868	.591	.918	.000	.813	.764	.806	.000	.250	.000	.250	.949	.833	.000	.862	.929



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #11 WOZ&SAN CARLOS AM

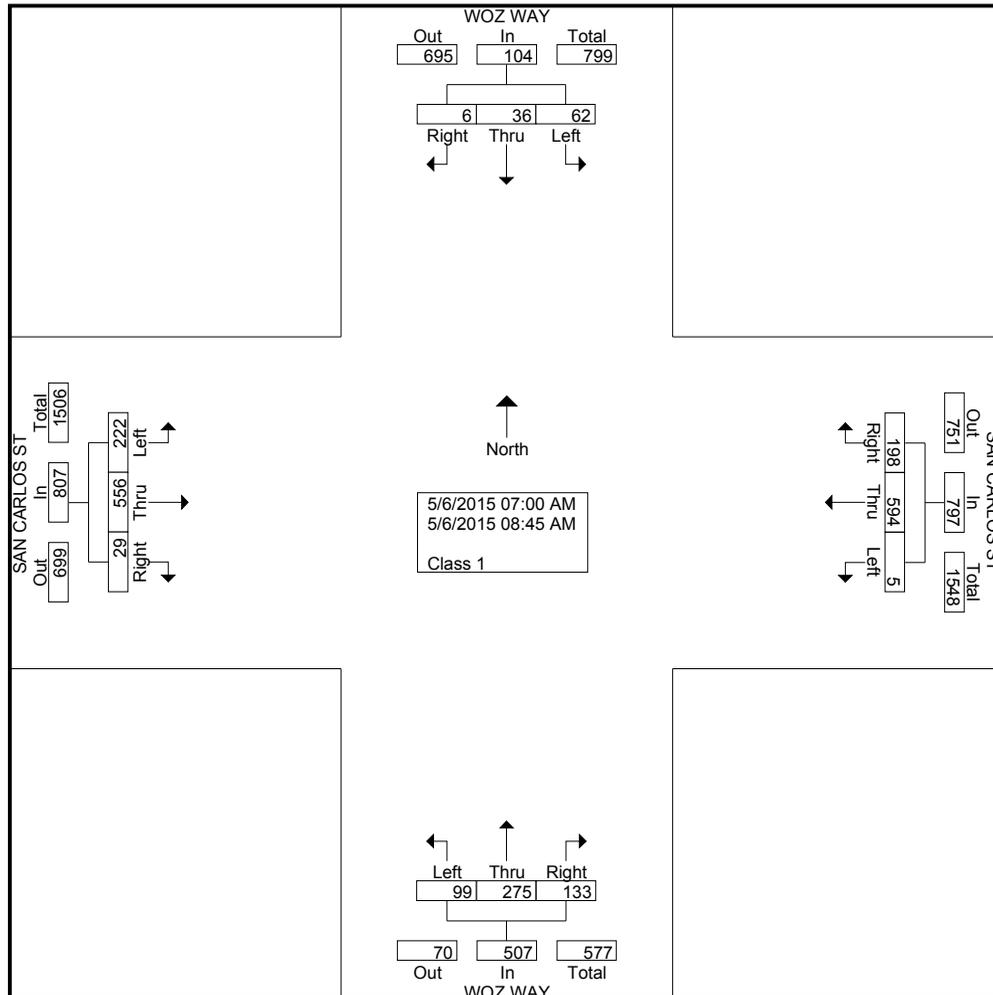
Site Code : 11

Start Date : 5/6/2015

Page No : 1

Groups Printed- Class 1

Start Time	WOZ WAY Southbound			SAN CARLOS ST Westbound			WOZ WAY Northbound			SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	1	6	20	60	1	15	16	10	2	38	15	184
07:15 AM	1	4	5	19	81	0	15	21	12	3	36	15	212
07:30 AM	0	1	8	24	71	1	14	34	20	1	51	18	243
07:45 AM	3	8	11	19	89	1	12	49	16	4	67	24	303
Total	4	14	30	82	301	3	56	120	58	10	192	72	942
08:00 AM	2	3	12	35	91	0	20	30	14	2	77	35	321
08:15 AM	0	5	6	28	61	2	19	46	10	5	81	44	307
08:30 AM	0	7	3	25	72	0	22	29	6	7	111	32	314
08:45 AM	0	7	11	28	69	0	16	50	11	5	95	39	331
Total	2	22	32	116	293	2	77	155	41	19	364	150	1273
Grand Total	6	36	62	198	594	5	133	275	99	29	556	222	2215
Apprch %	5.8	34.6	59.6	24.8	74.5	0.6	26.2	54.2	19.5	3.6	68.9	27.5	
Total %	0.3	1.6	2.8	8.9	26.8	0.2	6	12.4	4.5	1.3	25.1	10	



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

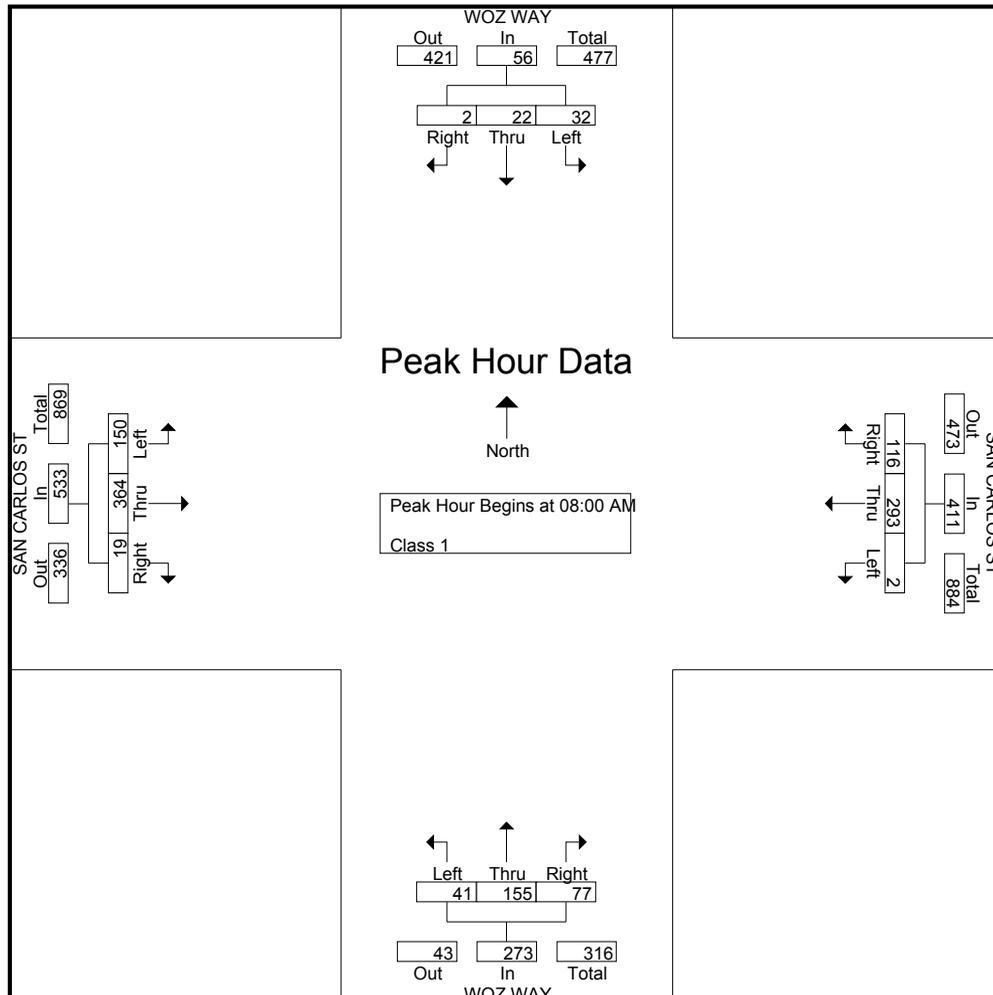
File Name : #11 WOZ&SAN CARLOS AM

Site Code : 11

Start Date : 5/6/2015

Page No : 2

Start Time	WOZ WAY Southbound				SAN CARLOS ST Westbound				WOZ WAY Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	3	12	17	35	91	0	126	20	30	14	64	2	77	35	114	321
08:15 AM	0	5	6	11	28	61	2	91	19	46	10	75	5	81	44	130	307
08:30 AM	0	7	3	10	25	72	0	97	22	29	6	57	7	111	32	150	314
08:45 AM	0	7	11	18	28	69	0	97	16	50	11	77	5	95	39	139	331
Total Volume	2	22	32	56	116	293	2	411	77	155	41	273	19	364	150	533	1273
% App. Total	3.6	39.3	57.1		28.2	71.3	0.5		28.2	56.8	15		3.6	68.3	28.1		
PHF	.250	.786	.667	.778	.829	.805	.250	.815	.875	.775	.732	.886	.679	.820	.852	.888	.961



All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #11 WOZ&SANCARLOSPM

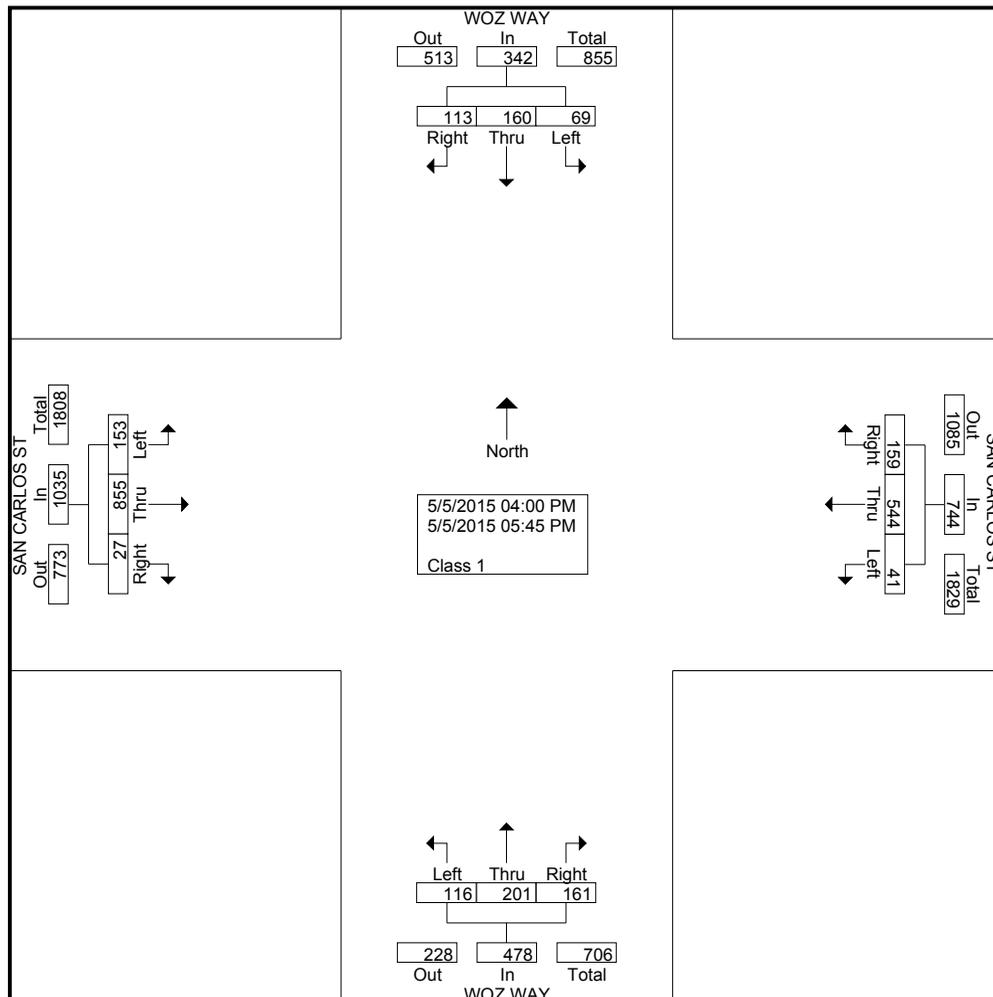
Site Code : 11

Start Date : 5/5/2015

Page No : 1

Groups Printed- Class 1

Start Time	WOZ WAY Southbound			SAN CARLOS ST Westbound			WOZ WAY Northbound			SAN CARLOS ST Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	11	7	4	13	59	3	18	11	13	0	95	14	248
04:15 PM	5	11	6	21	59	5	21	25	12	2	97	23	287
04:30 PM	14	11	9	16	56	4	14	20	13	2	102	18	279
04:45 PM	10	18	6	15	62	8	24	23	13	3	93	14	289
Total	40	47	25	65	236	20	77	79	51	7	387	69	1103
05:00 PM	23	24	12	18	76	10	16	18	14	6	109	24	350
05:15 PM	23	34	16	23	87	3	23	49	26	4	118	26	432
05:30 PM	15	28	7	26	73	6	28	25	14	9	126	18	375
05:45 PM	12	27	9	27	72	2	17	30	11	1	115	16	339
Total	73	113	44	94	308	21	84	122	65	20	468	84	1496
Grand Total	113	160	69	159	544	41	161	201	116	27	855	153	2599
Apprch %	33	46.8	20.2	21.4	73.1	5.5	33.7	42.1	24.3	2.6	82.6	14.8	
Total %	4.3	6.2	2.7	6.1	20.9	1.6	6.2	7.7	4.5	1	32.9	5.9	



All Traffic Data Services, Inc

1650 Hope Dr
 Santa Clara, CA 95054
 www.alltrafficdata.net

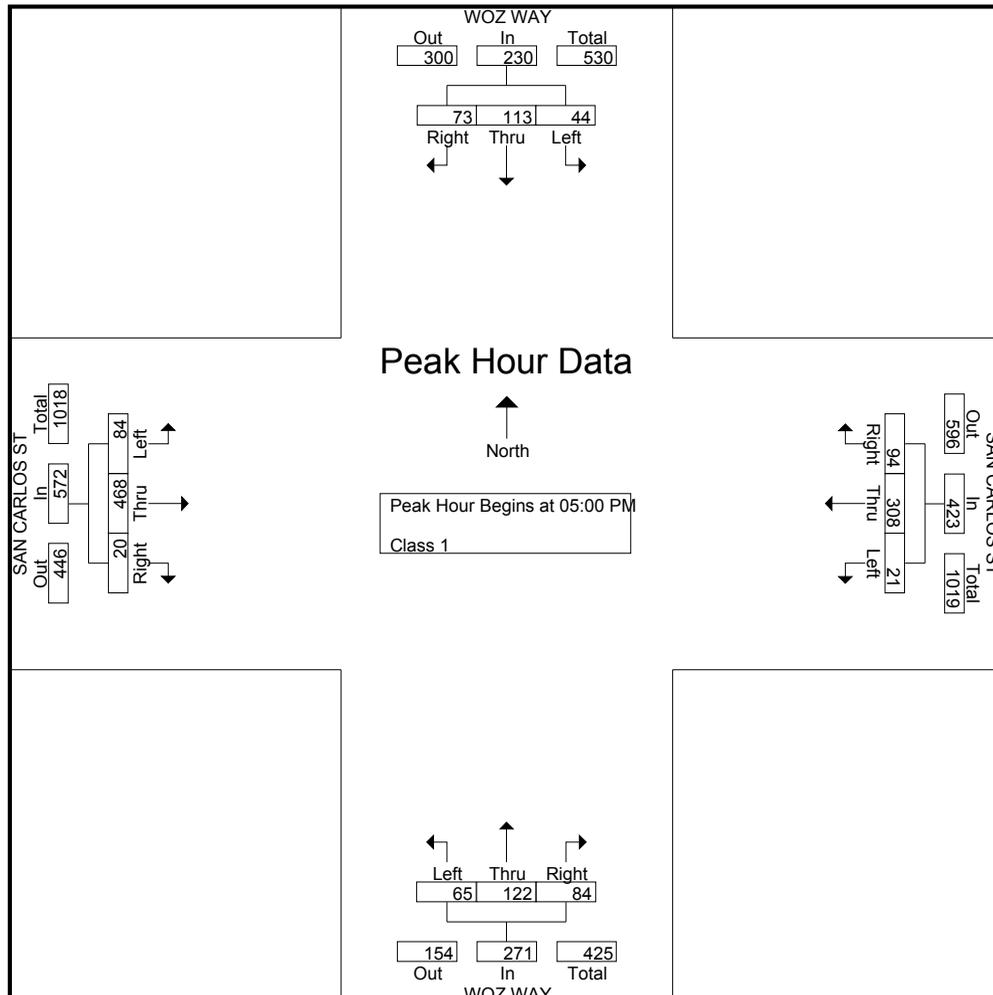
File Name : #11 WOZ&SANCARLOSPM

Site Code : 11

Start Date : 5/5/2015

Page No : 2

Start Time	WOZ WAY Southbound				SAN CARLOS ST Westbound				WOZ WAY Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	24	12	59	18	76	10	104	16	18	14	48	6	109	24	139	350
05:15 PM	23	34	16	73	23	87	3	113	23	49	26	98	4	118	26	148	432
05:30 PM	15	28	7	50	26	73	6	105	28	25	14	67	9	126	18	153	375
05:45 PM	12	27	9	48	27	72	2	101	17	30	11	58	1	115	16	132	339
Total Volume	73	113	44	230	94	308	21	423	84	122	65	271	20	468	84	572	1496
% App. Total	31.7	49.1	19.1		22.2	72.8	5		31	45	24		3.5	81.8	14.7		
PHF	.793	.831	.688	.788	.870	.885	.525	.936	.750	.622	.625	.691	.556	.929	.808	.935	.866

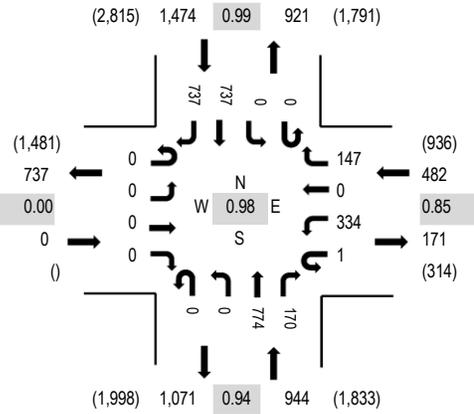




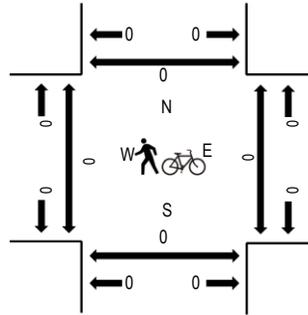
(303) 216-2439
www.alltrafficdata.net

Location: 45 BASCOM AVE & I-880(N) PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-880(N) Eastbound				I-880(N) Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	0	0	0	94	0	37	0	0	180	36	0	0	130	136	613	2,746	1	0	0	0
4:15:00 PM	0	0	0	0	0	84	0	56	0	0	187	37	0	0	156	166	686	2,876	0	0	0	0
4:30:00 PM	0	0	0	0	0	93	0	48	0	0	167	40	0	0	200	169	717	2,900	0	0	0	0
4:45:00 PM	0	0	0	0	0	84	0	34	0	0	203	44	0	0	202	163	730	2,897	0	0	0	0
5:00:00 PM	0	0	0	0	0	89	0	34	0	0	204	48	0	0	161	207	743	2,838	0	0	0	0
5:15:00 PM	0	0	0	0	1	68	0	31	0	0	200	38	0	0	174	198	710		0	0	0	0
5:30:00 PM	0	0	0	0	0	81	0	15	0	0	209	39	0	0	146	224	714		1	0	0	0
5:45:00 PM	0	0	0	0	0	71	0	16	0	0	170	31	0	0	165	218	671		1	0	0	0

Peak Rolling Hour Flow Rates

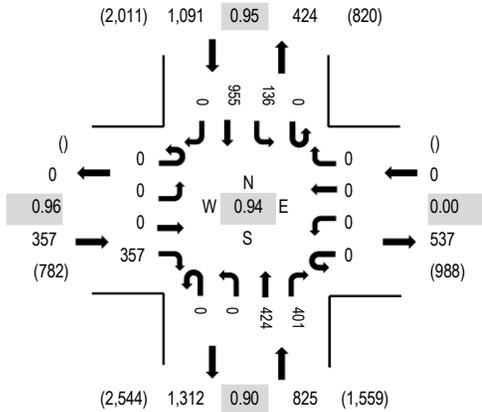
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	4
Lights	0	0	0	0	1	328	0	147	0	0	769	169	0	0	731	730	2,875
Mediums	0	0	0	0	0	5	0	0	0	0	5	0	0	0	5	6	21
Total	0	0	0	0	1	334	0	147	0	0	774	170	0	0	737	737	2,900



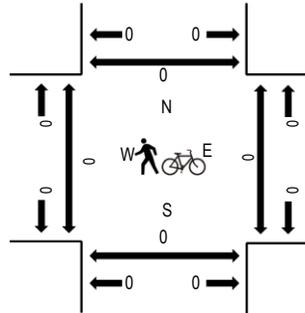
(303) 216-2439
www.alltrafficdata.net

Location: 46 BASCOM AVE & I-880(S) PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-880(S) Eastbound				I-880(S) Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	0	107	0	0	0	0	0	0	104	104	0	36	181	0	532	2,223	1	0	0	0
4:15:00 PM	0	0	0	89	0	0	0	0	0	0	92	97	0	31	211	0	520	2,255	0	0	0	0
4:30:00 PM	0	0	0	89	0	0	0	0	0	0	94	97	0	31	256	0	567	2,273	0	0	0	0
4:45:00 PM	0	0	0	87	0	0	0	0	0	0	106	123	0	42	246	0	604	2,249	0	0	0	0
5:00:00 PM	0	0	0	93	0	0	0	0	0	0	110	92	0	28	241	0	564	2,129	0	0	0	0
5:15:00 PM	0	0	0	88	0	0	0	0	0	0	114	89	0	35	212	0	538		0	0	0	0
5:30:00 PM	0	0	0	119	0	0	0	0	0	0	113	73	0	23	215	0	543		0	0	0	0
5:45:00 PM	0	0	0	110	0	0	0	0	0	0	87	64	0	23	200	0	484		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	0	0	355	0	0	0	0	0	0	423	394	0	134	947	0	2,253
Mediums	0	0	0	2	0	0	0	0	0	0	1	6	0	2	8	0	19
Total	0	0	0	357	0	0	0	0	0	0	424	401	0	136	955	0	2,273

Traffic Data Service

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

File Name : 20AM FINAL
 Site Code : 00000020
 Start Date : 8/28/2014
 Page No : 1

Groups Printed- Vehicles

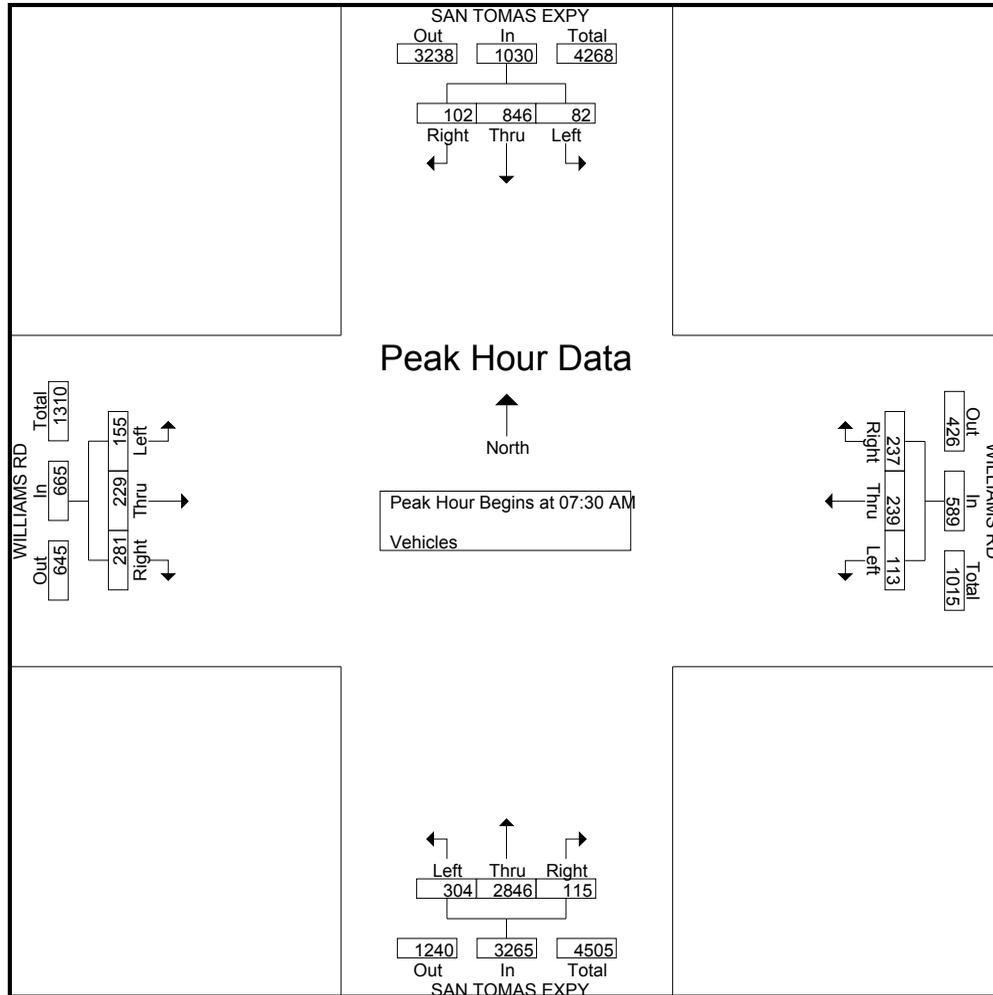
Start Time	SAN TOMAS EXPY Southbound					WILLIAMS RD Westbound					SAN TOMAS EXPY Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	104	3	1	118	17	28	14	0	59	7	583	53	0	643	25	14	26	0	65	885
07:15 AM	23	109	8	0	140	44	54	10	0	108	16	583	40	2	641	23	20	26	0	69	958
07:30 AM	21	207	13	0	241	57	41	24	0	122	24	789	71	0	884	39	22	32	0	93	1340
07:45 AM	35	198	34	0	267	55	67	38	0	160	33	692	86	0	811	96	64	41	0	201	1439
Total	89	618	58	1	766	173	190	86	0	449	80	2647	250	2	2979	183	120	125	0	428	4622
08:00 AM	23	232	15	3	273	75	69	26	0	170	33	703	81	3	820	70	77	43	1	191	1454
08:15 AM	23	209	20	1	253	50	62	25	1	138	25	662	66	0	753	76	66	39	0	181	1325
08:30 AM	19	172	10	2	203	46	49	20	0	115	21	662	57	0	740	37	37	36	0	110	1168
08:45 AM	11	194	7	0	212	35	51	15	0	101	34	593	70	1	698	44	27	31	0	102	1113
Total	76	807	52	6	941	206	231	86	1	524	113	2620	274	4	3011	227	207	149	1	584	5060
Grand Total	165	1425	110	7	1707	379	421	172	1	973	193	5267	524	6	5990	410	327	274	1	1012	9682
Apprch %	9.7	83.5	6.4	0.4		39	43.3	17.7	0.1		3.2	87.9	8.7	0.1		40.5	32.3	27.1	0.1		
Total %	1.7	14.7	1.1	0.1	17.6	3.9	4.3	1.8	0	10	2	54.4	5.4	0.1	61.9	4.2	3.4	2.8	0	10.5	

Start Time	SAN TOMAS EXPY Southbound					WILLIAMS RD Westbound					SAN TOMAS EXPY Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	21	207	13		241	57	41	24		122	24	789	71		884	39	22	32		93	1340
07:45 AM	35	198	34		267	55	67	38		160	33	692	86		811	96	64	41		201	1439
08:00 AM	23	232	15		270	75	69	26		170	33	703	81		817	70	77	43		190	1447
08:15 AM	23	209	20		252	50	62	25		137	25	662	66		753	76	66	39		181	1323
Total Volume	102	846	82		1030	237	239	113		589	115	2846	304		3265	281	229	155		665	5549
% App. Total	9.9	82.1	8			40.2	40.6	19.2			3.5	87.2	9.3			42.3	34.4	23.3			
PHF	.729	.912	.603		.954	.790	.866	.743		.866	.871	.902	.884		.923	.732	.744	.901		.827	.959

Traffic Data Service

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

File Name : 20AM FINAL
 Site Code : 00000020
 Start Date : 8/28/2014
 Page No : 2



Traffic Data Service

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

File Name : 20PM FINAL
 Site Code : 00000020
 Start Date : 8/28/2014
 Page No : 1

Groups Printed- Vehicles

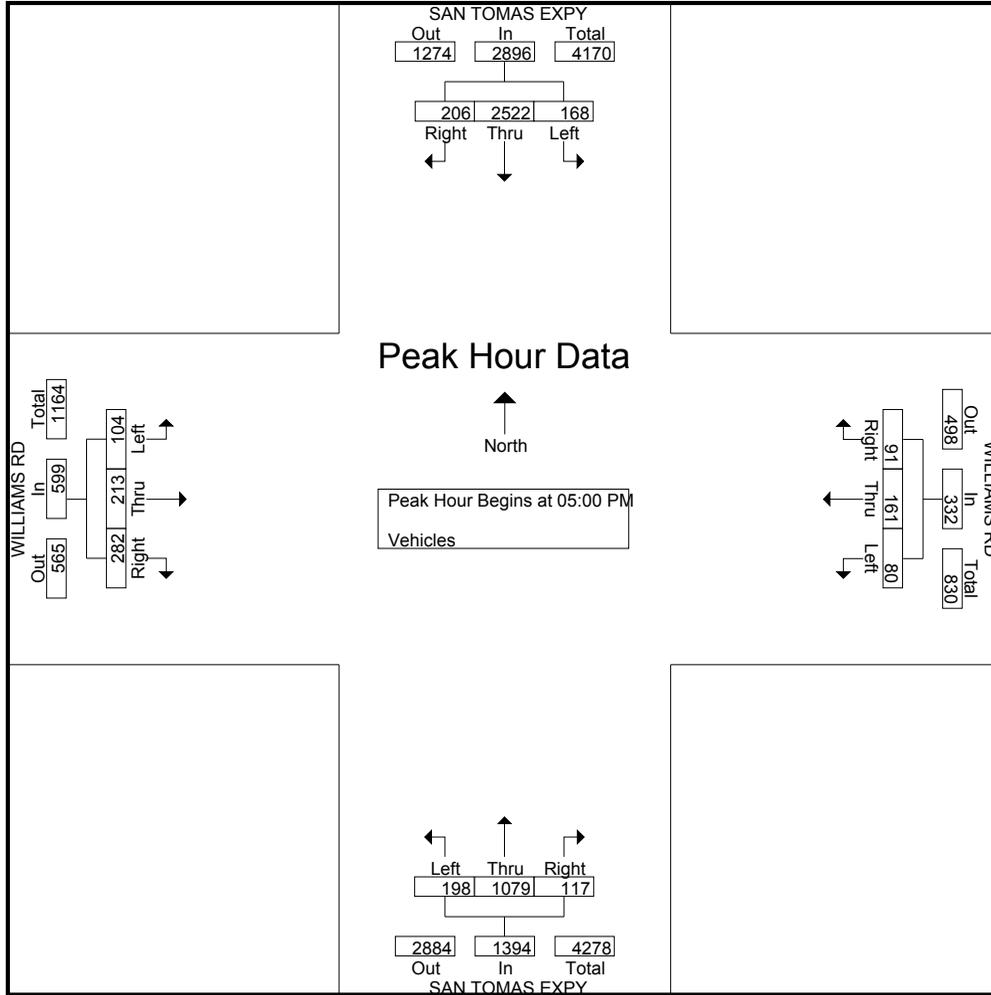
Start Time	SAN TOMAS EXPY Southbound					WILLIAMS RD Westbound					SAN TOMAS EXPY Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	37	530	28	0	595	15	25	12	0	52	32	216	32	1	281	69	27	28	0	124	1052
04:15 PM	27	598	31	2	658	15	32	11	0	58	23	281	50	2	356	69	55	17	0	141	1213
04:30 PM	34	665	24	1	724	27	35	13	0	75	24	264	38	0	326	55	41	22	0	118	1243
04:45 PM	31	567	38	0	636	19	29	18	1	67	19	283	50	0	352	78	42	30	0	150	1205
Total	129	2360	121	3	2613	76	121	54	1	252	98	1044	170	3	1315	271	165	97	0	533	4713
05:00 PM	50	641	41	1	733	22	40	24	0	86	26	253	49	3	331	74	52	30	1	157	1307
05:15 PM	52	677	38	0	767	19	39	17	0	75	27	258	39	0	324	82	56	26	0	164	1330
05:30 PM	52	601	43	0	696	20	41	21	0	82	29	284	48	0	361	65	52	22	0	139	1278
05:45 PM	52	603	46	0	701	30	41	18	0	89	35	284	62	1	382	61	53	26	0	140	1312
Total	206	2522	168	1	2897	91	161	80	0	332	117	1079	198	4	1398	282	213	104	1	600	5227
Grand Total	335	4882	289	4	5510	167	282	134	1	584	215	2123	368	7	2713	553	378	201	1	1133	9940
Apprch %	6.1	88.6	5.2	0.1		28.6	48.3	22.9	0.2		7.9	78.3	13.6	0.3		48.8	33.4	17.7	0.1		
Total %	3.4	49.1	2.9	0	55.4	1.7	2.8	1.3	0	5.9	2.2	21.4	3.7	0.1	27.3	5.6	3.8	2	0	11.4	

Start Time	SAN TOMAS EXPY Southbound					WILLIAMS RD Westbound					SAN TOMAS EXPY Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	50	641	41		732	22	40	24		86	26	253	49		328	74	52	30		156	1302
05:15 PM	52	677	38		767	19	39	17		75	27	258	39		324	82	56	26		164	1330
05:30 PM	52	601	43		696	20	41	21		82	29	284	48		361	65	52	22		139	1278
05:45 PM	52	603	46		701	30	41	18		89	35	284	62		381	61	53	26		140	1311
Total Volume	206	2522	168		2896	91	161	80		332	117	1079	198		1394	282	213	104		599	5221
% App. Total	7.1	87.1	5.8			27.4	48.5	24.1			8.4	77.4	14.2			47.1	35.6	17.4			
PHF	.990	.931	.913		.944	.758	.982	.833		.933	.836	.950	.798		.915	.860	.951	.867		.913	.981

Traffic Data Service

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

File Name : 20PM FINAL
 Site Code : 00000020
 Start Date : 8/28/2014
 Page No : 2

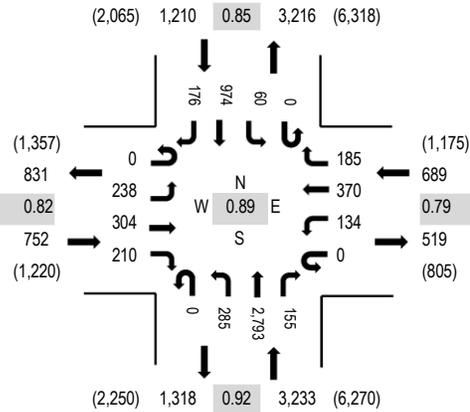




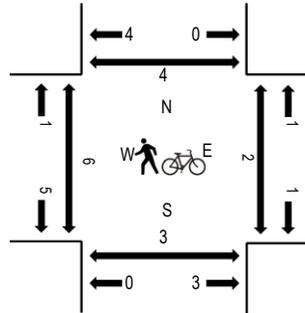
(303) 216-2439
www.alltrafficdata.net

Location: 48 SAN TOMAS EXPY & PAYNE AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PAYNE AVE Eastbound				PAYNE AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	29	20	18	0	24	26	54	0	41	701	14	0	4	109	24	1,064	5,404	0	0	0	0
7:15:00 AM	0	41	22	33	0	18	66	61	0	55	747	21	0	7	149	35	1,255	5,768	0	0	0	0
7:30:00 AM	0	52	40	47	0	40	111	57	0	72	741	20	0	12	203	40	1,435	5,884	0	0	0	0
7:45:00 AM	0	63	94	43	0	37	126	55	0	58	782	38	0	16	293	45	1,650	5,786	0	0	0	0
8:00:00 AM	0	65	103	62	0	31	55	45	0	59	651	48	0	16	250	43	1,428	5,326	0	1	1	1
8:15:00 AM	0	58	67	58	0	26	78	28	0	96	619	49	0	16	228	48	1,371		1	1	1	0
8:30:00 AM	0	55	61	66	0	24	49	56	0	67	647	31	0	21	214	46	1,337		1	0	0	0
8:45:00 AM	0	40	38	45	0	28	43	37	0	52	634	27	0	20	204	22	1,190		0	0	0	0

Peak Rolling Hour Flow Rates

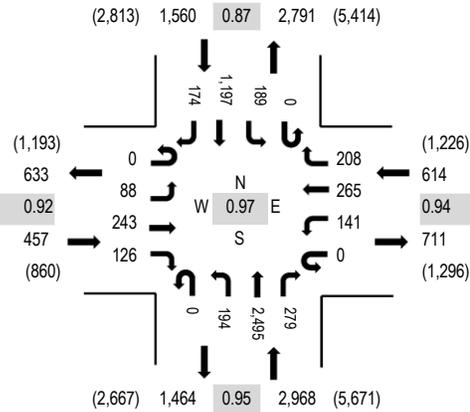
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	236	299	205	0	134	370	184	0	273	2,758	154	0	57	961	175	5,806
Mediums	0	2	5	5	0	0	0	1	0	12	34	1	0	3	11	1	75
Total	0	238	304	210	0	134	370	185	0	285	2,793	155	0	60	974	176	5,884



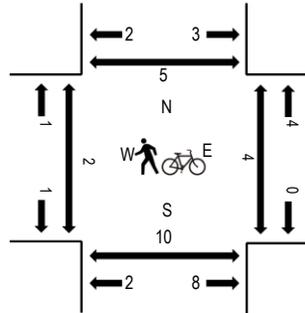
(303) 216-2439
www.alltrafficdata.net

Location: 48 SAN TOMAS EXPY & PAYNE AVE PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PAYNE AVE Eastbound				PAYNE AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	15	61	19	0	25	73	54	0	39	510	61	0	38	218	17	1,130	4,971	0	0	1	0
4:15:00 PM	0	17	38	32	0	27	60	51	0	51	622	56	0	38	249	33	1,274	5,223	0	0	0	0
4:30:00 PM	0	29	54	25	0	33	62	68	0	49	575	46	0	46	241	33	1,261	5,391	0	2	2	1
4:45:00 PM	0	21	66	26	0	35	68	56	0	46	605	43	0	38	273	29	1,306	5,503	0	0	0	1
5:00:00 PM	0	17	62	28	0	34	72	58	0	35	605	62	0	56	313	40	1,382	5,599	2	2	1	4
5:15:00 PM	0	18	63	26	0	33	60	62	0	42	608	82	0	46	345	57	1,442	5,671	0	2	2	1
5:30:00 PM	0	29	58	37	0	39	77	39	0	63	615	79	0	45	260	32	1,373	5,599	0	0	0	0
5:45:00 PM	0	24	60	35	0	35	56	49	0	54	667	56	0	42	279	45	1,402	5,599	0	0	2	0

Peak Rolling Hour Flow Rates

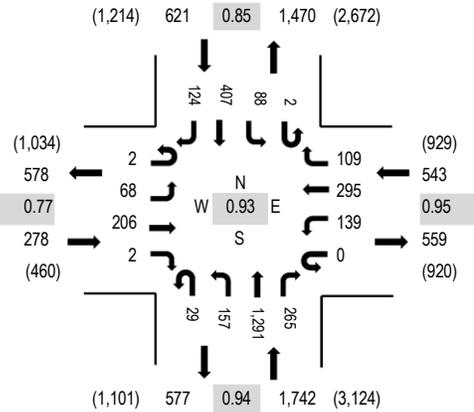
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	87	241	125	0	139	264	208	0	193	2,477	275	0	188	1,193	173	5,563	
Mediums	0	1	2	1	0	2	1	0	0	1	18	4	0	1	4	1	36	
Total	0	88	243	126	0	141	265	208	0	194	2,495	279	0	189	1,197	174	5,599	



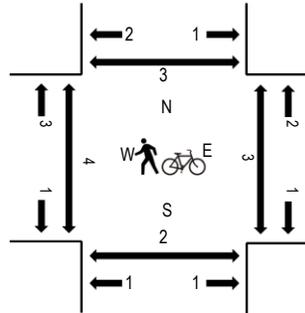
(303) 216-2439
www.alltrafficdata.net

Location: 49 BASCOM AVE & NAGLEE AVE AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NAGLEE AVE Eastbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	4	22	0	0	22	39	22	1	21	170	18	2	10	82	27	440	2,625	0	0	0	1
7:15:00 AM	1	9	26	0	0	30	51	22	5	21	236	30	1	23	97	35	587	2,985	1	0	2	1
7:30:00 AM	0	16	55	0	0	22	61	26	5	26	344	37	2	18	95	36	743	3,179	0	1	4	0
7:45:00 AM	0	26	43	0	0	32	83	27	12	48	341	60	2	30	104	47	855	3,184	0	1	0	0
8:00:00 AM	2	17	71	0	0	43	68	32	4	37	327	59	0	25	89	26	800	3,102	2	1	0	1
8:15:00 AM	0	11	43	0	0	35	59	29	7	40	319	79	0	22	110	27	781		1	0	0	0
8:30:00 AM	0	14	49	2	0	29	85	21	6	32	304	67	0	11	104	24	748		1	0	2	1
8:45:00 AM	3	19	24	3	0	30	45	16	10	57	313	88	0	10	122	33	773		0	0	1	1

Peak Rolling Hour Flow Rates

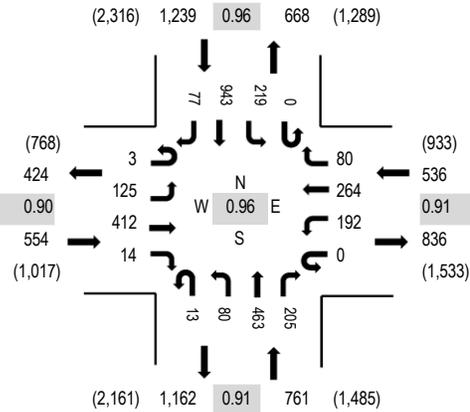
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	1	0	0	1	0	0	0	2	0	5
Lights	2	67	203	2	0	133	291	106	29	155	1,273	257	2	87	392	122	3,121
Mediums	0	0	3	0	0	6	4	2	0	2	17	8	0	1	13	2	58
Total	2	68	206	2	0	139	295	109	29	157	1,291	265	2	88	407	124	3,184



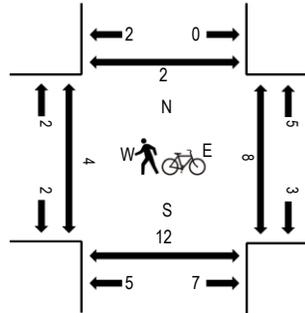
(303) 216-2439
www.alltrafficdata.net

Location: 49 BASCOM AVE & NAGLEE AVE PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NAGLEE AVE Eastbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	1	28	65	7	0	46	40	13	3	21	120	40	0	50	172	27	633	2,677	1	0	0	0
4:15:00 PM	2	35	81	5	0	32	33	19	6	18	97	43	1	48	189	19	628	2,807	3	1	0	2
4:30:00 PM	0	34	73	4	0	31	47	19	9	18	121	49	0	34	201	29	669	2,956	0	1	0	1
4:45:00 PM	1	34	76	4	0	44	61	25	7	14	106	51	0	67	234	23	747	3,090	0	3	0	1
5:00:00 PM	0	35	116	2	0	39	66	20	1	18	118	47	0	48	237	16	763	3,074	0	3	3	0
5:15:00 PM	1	25	104	2	0	50	63	20	4	28	129	48	0	58	232	13	777		0	0	4	1
5:30:00 PM	1	31	116	6	0	59	74	15	1	20	110	59	0	46	240	25	803		0	1	2	0
5:45:00 PM	1	15	109	3	0	53	44	20	3	23	99	54	0	51	235	21	731		1	1	3	0

Peak Rolling Hour Flow Rates

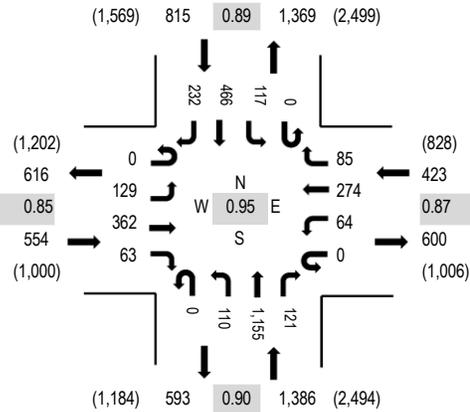
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	3	123	412	14	0	189	264	80	13	79	461	201	0	217	940	77	3,073
Mediums	0	1	0	0	0	3	0	0	0	0	2	4	0	2	3	0	15
Total	3	125	412	14	0	192	264	80	13	80	463	205	0	219	943	77	3,090



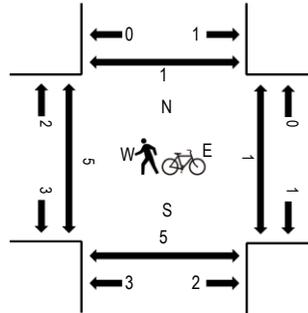
(303) 216-2439
www.alltrafficdata.net

Location: 50 BASCOM AVE & HEDDING ST AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	37	25	13	0	10	32	14	0	21	153	16	0	12	98	47	478	2,734	0	0	1	0
7:15:00 AM	0	47	44	7	0	16	70	14	0	35	217	15	0	11	124	66	666	3,040	1	1	1	1
7:30:00 AM	0	37	63	10	0	22	82	23	0	25	280	28	0	11	115	56	752	3,177	1	0	1	0
7:45:00 AM	0	29	76	20	0	24	74	23	0	22	338	24	0	33	123	52	838	3,178	0	1	0	1
8:00:00 AM	0	33	83	18	0	9	83	17	0	28	275	28	0	27	119	64	784	3,157	3	0	1	0
8:15:00 AM	0	28	91	14	0	11	49	23	0	23	299	36	0	37	131	61	803		1	0	1	0
8:30:00 AM	0	39	112	11	0	20	68	22	0	37	243	33	0	20	93	55	753		1	0	3	0
8:45:00 AM	0	42	109	12	0	32	67	23	0	30	243	45	0	27	132	55	817		1	0	0	0

Peak Rolling Hour Flow Rates

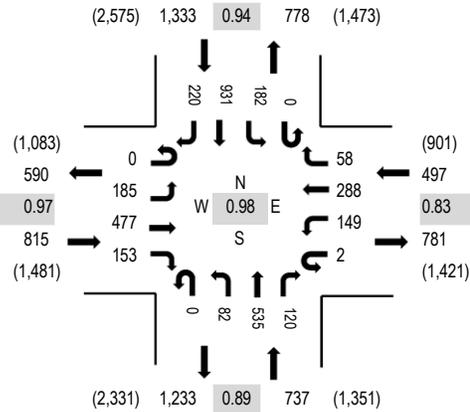
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	6
Lights	0	126	358	62	0	62	269	85	0	105	1,142	121	0	115	456	227	3,128
Mediums	0	3	4	1	0	2	4	0	0	5	10	0	0	2	8	5	44
Total	0	129	362	63	0	64	274	85	0	110	1,155	121	0	117	466	232	3,178



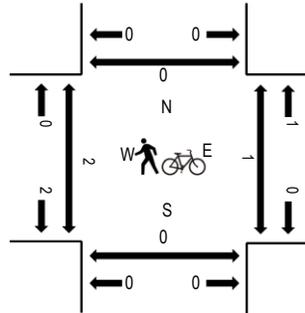
(303) 216-2439
www.alltrafficdata.net

Location: 50 BASCOM AVE & HEDDING ST PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

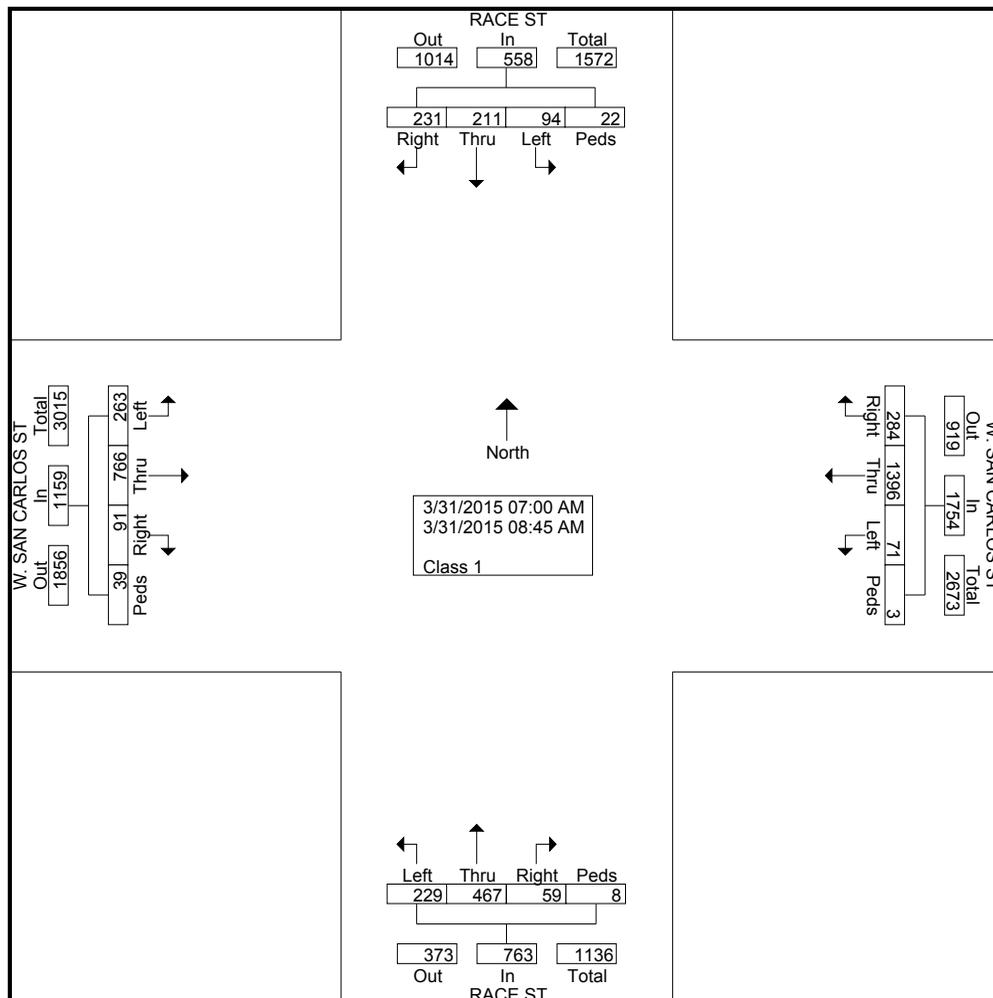
Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	53	67	29	0	29	55	15	0	14	133	28	0	46	200	62	731	2,996	0	0	0	0
4:15:00 PM	0	46	82	27	0	19	57	20	0	10	112	16	0	42	210	50	691	3,105	0	1	2	0
4:30:00 PM	0	49	86	25	0	33	48	13	0	16	112	25	0	38	208	59	712	3,261	0	0	0	0
4:45:00 PM	0	60	111	38	0	31	61	17	0	22	160	25	0	39	241	57	862	3,382	0	0	0	0
5:00:00 PM	0	53	120	36	0	25	65	12	0	20	123	33	0	43	245	65	840	3,312	0	0	0	0
5:15:00 PM	0	41	124	33	0	50	87	12	0	23	139	34	0	43	221	40	847		1	0	0	0
5:30:00 PM	0	31	122	46	2	43	75	17	0	17	113	28	0	57	224	58	833		0	0	0	0
5:45:00 PM	0	37	128	37	0	43	61	11	0	21	94	33	0	49	238	40	792		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	4
Lights	0	183	471	153	2	147	284	58	0	82	530	120	0	181	928	218	3,357
Mediums	0	1	4	0	0	2	4	0	0	0	4	0	0	1	3	2	21
Total	0	185	477	153	2	149	288	58	0	82	535	120	0	182	931	220	3,382

Groups Printed- Class 1

Start Time	RACE ST Southbound				W. SAN CARLOS ST Westbound				RACE ST Northbound				W. SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	26	16	12	4	22	185	6	1	3	44	39	1	3	50	20	5	437
07:15 AM	27	22	7	1	32	233	9	0	6	60	32	1	7	77	26	7	547
07:30 AM	26	27	14	6	48	213	10	1	5	57	37	4	19	109	46	6	628
07:45 AM	35	27	13	0	47	219	14	1	8	74	32	2	23	120	37	3	655
Total	114	92	46	11	149	850	39	3	22	235	140	8	52	356	129	21	2267
08:00 AM	44	41	13	1	34	172	11	0	9	57	24	0	12	105	33	7	563
08:15 AM	29	23	7	2	36	132	10	0	10	68	26	0	8	111	23	2	487
08:30 AM	27	19	13	7	25	122	4	0	9	46	25	0	12	103	30	5	447
08:45 AM	17	36	15	1	40	120	7	0	9	61	14	0	7	91	48	4	470
Total	117	119	48	11	135	546	32	0	37	232	89	0	39	410	134	18	1967
Grand Total	231	211	94	22	284	1396	71	3	59	467	229	8	91	766	263	39	4234
Apprch %	41.4	37.8	16.8	3.9	16.2	79.6	4	0.2	7.7	61.2	30	1	7.9	66.1	22.7	3.4	
Total %	5.5	5	2.2	0.5	6.7	33	1.7	0.1	1.4	11	5.4	0.2	2.1	18.1	6.2	0.9	



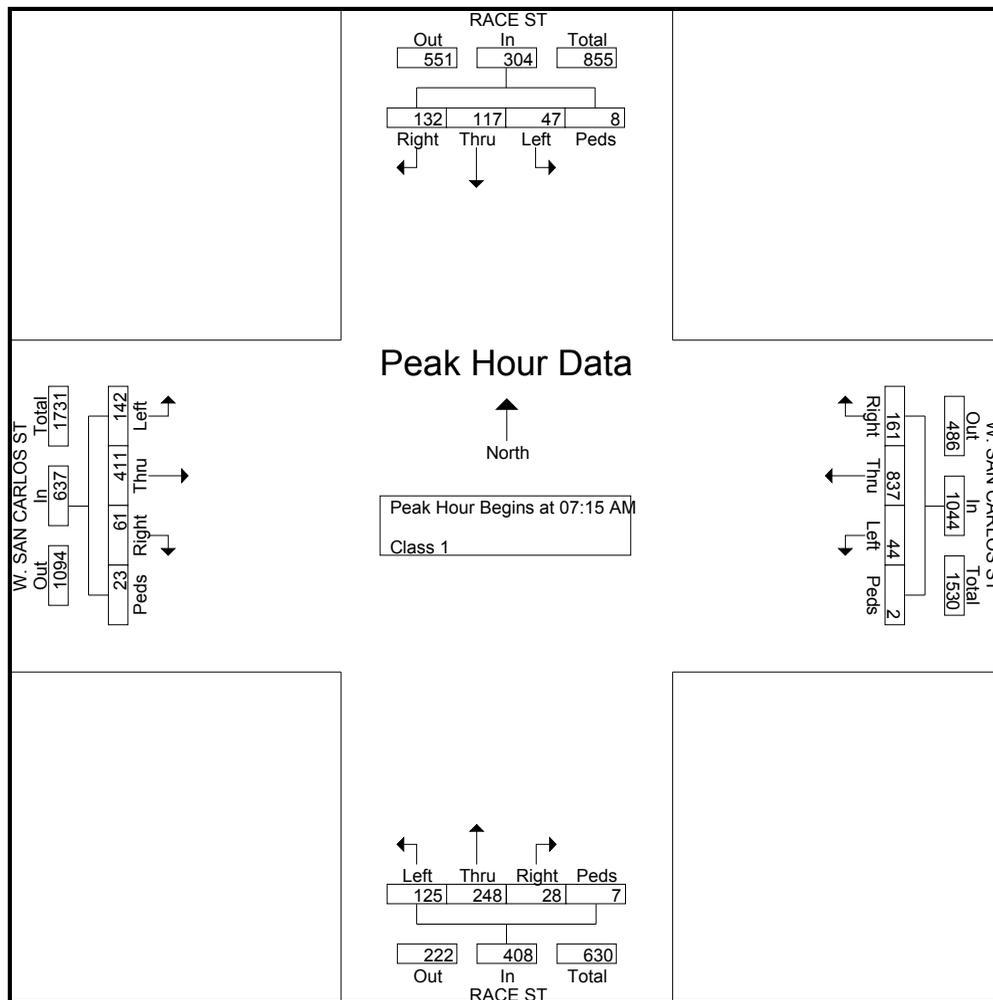
File Name : #4 SANCARLOS&RACEAM
 Site Code :
 Start Date : 3/31/2015
 Page No : 2

Start Time	RACE ST Southbound					W. SAN CARLOS ST Westbound					RACE ST Northbound					W. SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

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

Peak Hour for Entire Intersection Begins at 07:15 AM

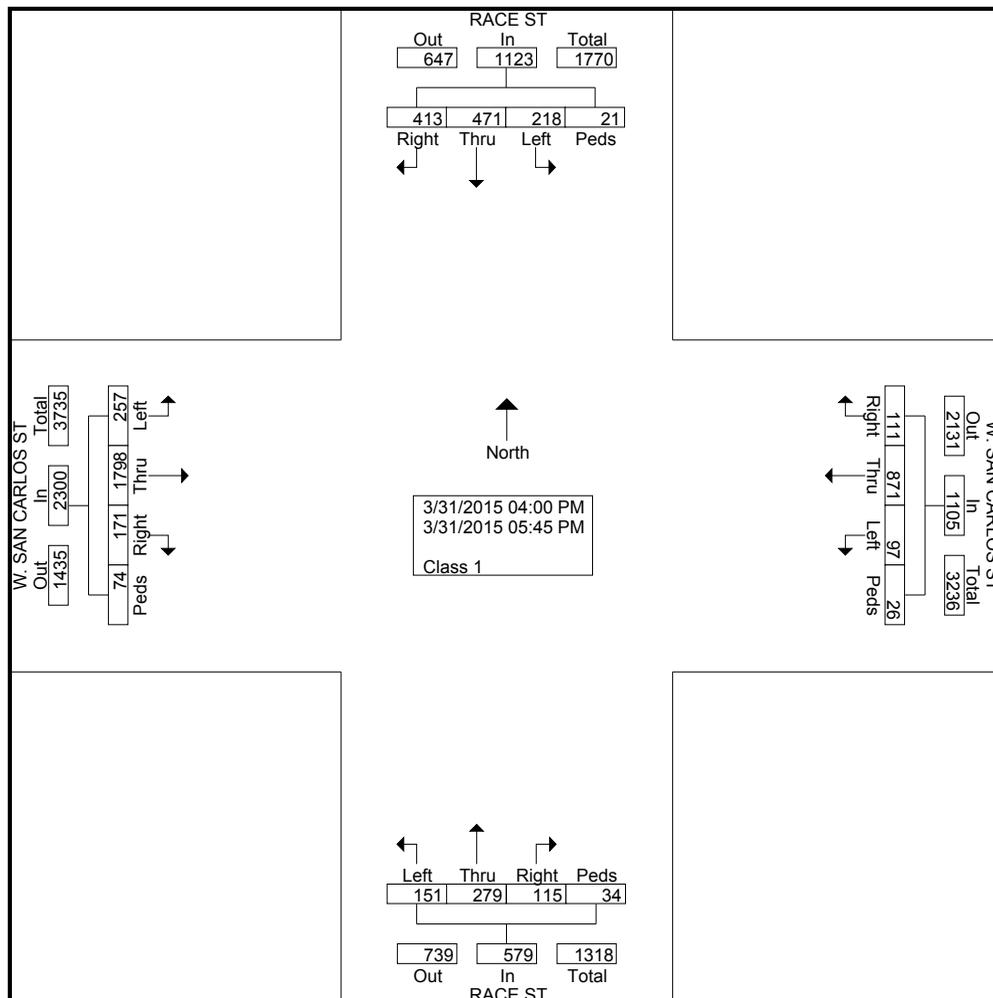
07:15 AM	27	22	7	1	57	32	233	9	0	274	6	60	32	1	99	7	77	26	7	117	547
07:30 AM	26	27	14	6	73	48	213	10	1	272	5	57	37	4	103	19	109	46	6	180	628
07:45 AM	35	27	13	0	75	47	219	14	1	281	8	74	32	2	116	23	120	37	3	183	655
08:00 AM	44	41	13	1	99	34	172	11	0	217	9	57	24	0	90	12	105	33	7	157	563
Total Volume	132	117	47	8	304	161	837	44	2	1044	28	248	125	7	408	61	411	142	23	637	2393
% App. Total	43.4	38.5	15.5	2.6		15.4	80.2	4.2	0.2		6.9	60.8	30.6	1.7		9.6	64.5	22.3	3.6		
PHF	.750	.713	.839	.333	.768	.839	.898	.786	.500	.929	.778	.838	.845	.438	.879	.663	.856	.772	.821	.870	.913



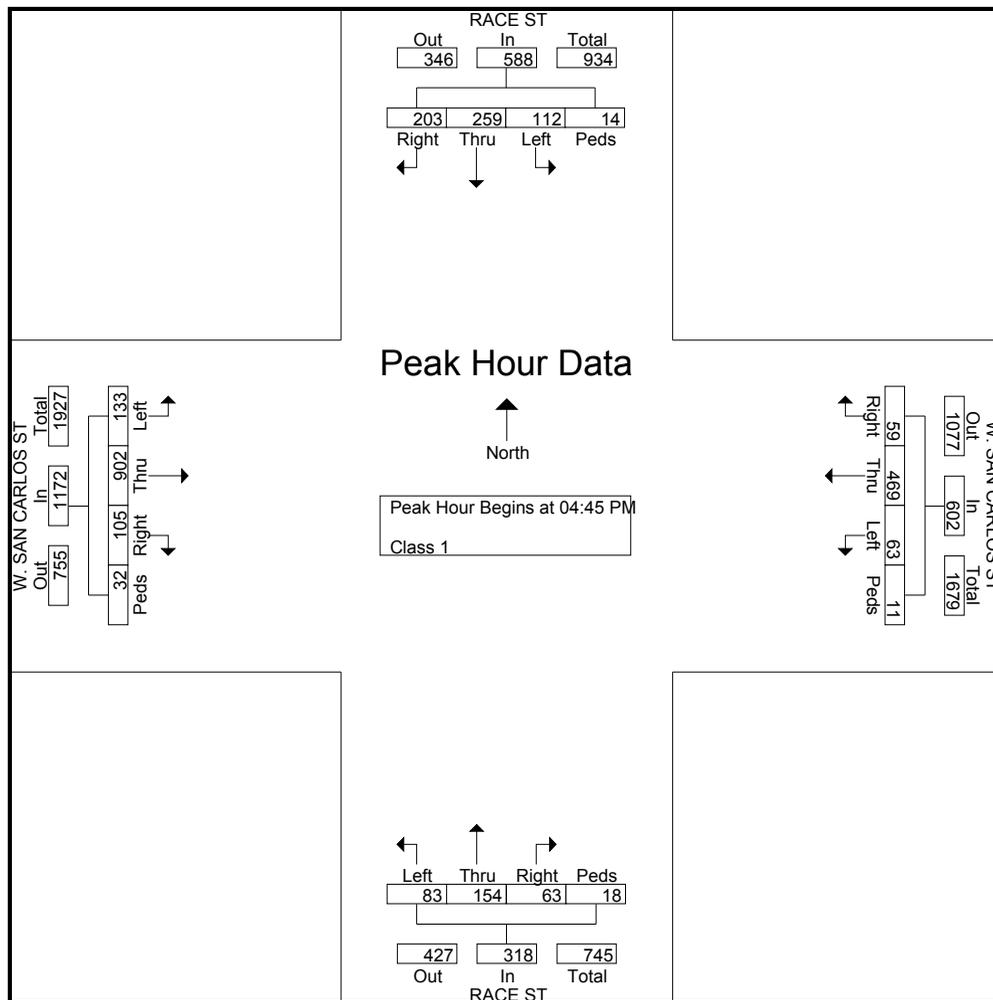
File Name : #4 SANCARLOS&RACEPM
 Site Code :
 Start Date : 3/31/2015
 Page No : 1

Groups Printed- Class 1

Start Time	RACE ST Southbound				W. SAN CARLOS ST Westbound				RACE ST Northbound				W. SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	56	45	42	1	13	100	3	2	12	29	16	4	20	215	26	15	599
04:15 PM	45	54	19	1	15	81	14	7	15	36	16	6	19	208	37	13	586
04:30 PM	63	56	23	2	13	113	10	2	15	35	20	2	8	241	29	7	639
04:45 PM	52	71	23	1	9	103	15	3	7	51	30	2	28	195	32	6	628
Total	216	226	107	5	50	397	42	14	49	151	82	14	75	859	124	41	2452
05:00 PM	49	53	21	2	19	127	15	6	17	38	23	6	20	217	30	11	654
05:15 PM	53	67	37	5	10	130	19	1	11	35	13	7	32	265	38	9	732
05:30 PM	49	68	31	6	21	109	14	1	28	30	17	3	25	225	33	6	666
05:45 PM	46	57	22	3	11	108	7	4	10	25	16	4	19	232	32	7	603
Total	197	245	111	16	61	474	55	12	66	128	69	20	96	939	133	33	2655
Grand Total	413	471	218	21	111	871	97	26	115	279	151	34	171	1798	257	74	5107
Apprch %	36.8	41.9	19.4	1.9	10	78.8	8.8	2.4	19.9	48.2	26.1	5.9	7.4	78.2	11.2	3.2	
Total %	8.1	9.2	4.3	0.4	2.2	17.1	1.9	0.5	2.3	5.5	3	0.7	3.3	35.2	5	1.4	



Start Time	RACE ST Southbound					W. SAN CARLOS ST Westbound					RACE ST Northbound					W. SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	52	71	23	1	147	9	103	15	3	130	7	51	30	2	90	28	195	32	6	261	628
05:00 PM	49	53	21	2	125	19	127	15	6	167	17	38	23	6	84	20	217	30	11	278	654
05:15 PM	53	67	37	5	162	10	130	19	1	160	11	35	13	7	66	32	265	38	9	344	732
05:30 PM	49	68	31	6	154	21	109	14	1	145	28	30	17	3	78	25	225	33	6	289	666
Total Volume	203	259	112	14	588	59	469	63	11	602	63	154	83	18	318	105	902	133	32	1172	2680
% App. Total	34.5	44	19	2.4		9.8	77.9	10.5	1.8		19.8	48.4	26.1	5.7		9	77	11.3	2.7		
PHF	.958	.912	.757	.583	.907	.702	.902	.829	.458	.901	.563	.755	.692	.643	.883	.820	.851	.875	.727	.852	.915





(303) 216-2439
www.alltrafficdata.net

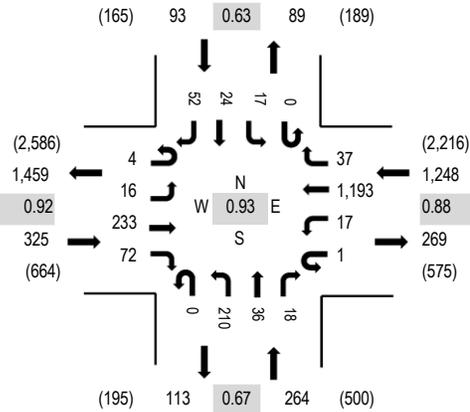
Location: 58 MACARTHUR AVE & STEVENS CREEK BLVD AM

Date and Start Time: Wednesday, October 21, 2015

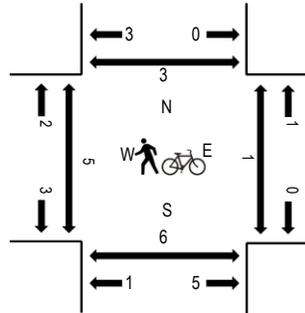
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MACARTHUR AVE Northbound				BELLEROSE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	1	0	38	16	0	3	250	5	0	37	5	0	0	4	4	15	378	1,864	1	0	1	0
7:15:00 AM	0	1	48	20	1	5	342	8	0	34	1	3	0	2	4	16	485	1,930	1	0	4	2
7:30:00 AM	1	2	62	22	0	4	302	9	0	47	9	5	0	4	2	14	483	1,870	0	0	0	0
7:45:00 AM	3	10	61	7	0	6	285	11	0	82	10	6	0	9	13	15	518	1,780	1	0	1	0
8:00:00 AM	0	3	62	23	0	2	264	9	0	47	16	4	0	2	5	7	444	1,681	1	0	1	0
8:15:00 AM	0	3	67	14	0	6	236	10	0	47	17	9	0	2	6	8	425		0	0	0	0
8:30:00 AM	2	3	94	11	2	2	194	5	0	43	15	4	0	4	5	9	393		0	0	2	1
8:45:00 AM	0	9	73	8	0	2	240	13	0	40	15	4	0	5	5	5	419		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	4	14	223	68	1	17	1,171	36	0	209	35	18	0	11	24	51	1,882
Mediums	0	1	10	4	0	0	21	1	0	1	1	0	0	6	0	1	46
Total	4	16	233	72	1	17	1,193	37	0	210	36	18	0	17	24	52	1,930



(303) 216-2439
www.alltrafficdata.net

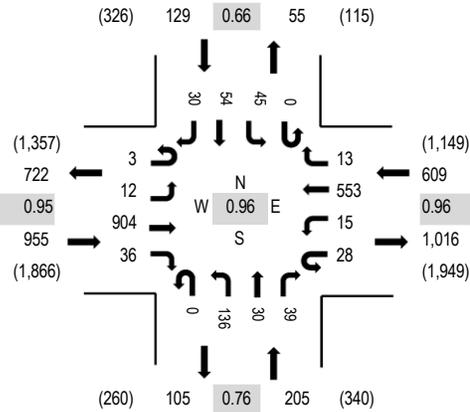
Location: 58 MACARTHUR AVE & STEVENS CREEK BLVD PM

Date and Start Time: Wednesday, October 21, 2015

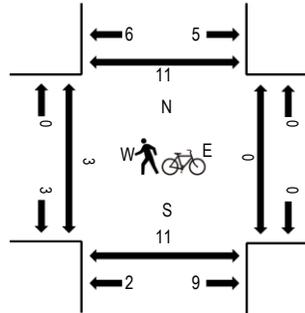
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MACARTHUR AVE Northbound				BELLEROSE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	2	4	237	9	10	1	145	2	0	39	6	9	0	11	11	6	492	1,898	3	0	2	4
4:15:00 PM	0	1	232	14	7	3	132	4	0	30	6	10	0	12	7	5	463	1,880	0	0	4	0
4:30:00 PM	1	3	194	7	7	5	134	3	0	44	11	12	0	10	13	5	449	1,864	0	0	2	3
4:45:00 PM	0	4	241	6	4	6	142	4	0	23	7	8	0	12	23	14	494	1,871	0	0	2	0
5:00:00 PM	2	7	203	16	5	3	125	1	0	36	6	7	0	27	20	16	474	1,783	2	0	0	1
5:15:00 PM	1	9	224	11	3	7	114	3	0	16	7	5	0	13	24	10	447		0	1	0	0
5:30:00 PM	2	7	220	14	2	3	124	3	0	12	7	7	0	16	26	13	456		1	0	0	0
5:45:00 PM	1	1	187	6	4	7	136	0	0	19	9	4	0	6	18	8	406		0	0	2	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Lights	3	12	893	36	28	15	541	13	0	136	30	39	0	37	54	29	1,866
Mediums	0	0	10	0	0	0	12	0	0	0	0	0	0	8	0	0	30
Total	3	12	904	36	28	15	553	13	0	136	30	39	0	45	54	30	1,898



(303) 216-2439
www.alltrafficdata.net

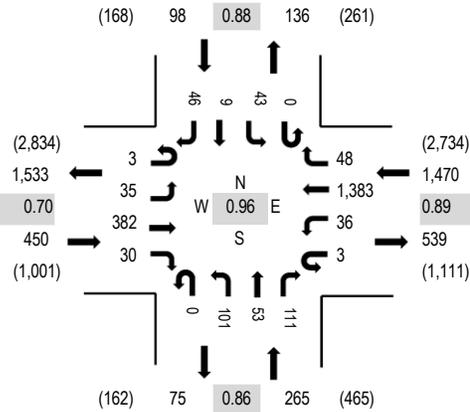
Location: 59 CYPRESS AVE & STEVENS CREEK BLVD AM

Date and Start Time: Tuesday, October 20, 2015

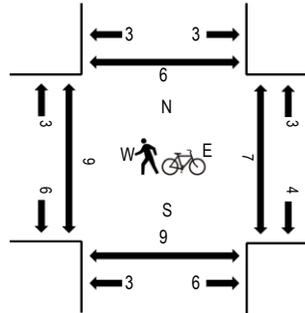
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CYPRESS AVE Northbound				CYPRESS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	3	50	3	0	5	339	8	0	20	5	13	0	3	0	7	456	2,176	1	0	1	2
7:15:00 AM	0	6	68	3	0	7	400	8	0	26	8	24	0	7	0	19	576	2,283	4	1	3	0
7:30:00 AM	0	6	83	4	0	6	384	13	0	24	18	35	0	12	1	10	596	2,246	2	2	1	1
7:45:00 AM	1	7	107	4	1	10	309	12	0	23	11	35	0	14	3	11	548	2,233	2	2	3	0
8:00:00 AM	2	16	124	19	2	13	290	15	0	28	16	17	0	10	5	6	563	2,192	1	2	2	4
8:15:00 AM	2	10	125	13	0	10	295	11	0	19	13	18	0	13	3	7	539		6	0	1	3
8:30:00 AM	3	21	140	12	0	7	302	14	0	29	10	26	0	11	5	3	583		1	1	3	0
8:45:00 AM	1	9	144	15	0	12	250	11	0	17	10	20	0	9	2	7	507		5	0	2	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Lights	3	35	367	29	3	34	1,341	48	0	97	52	111	0	41	9	46	2,216
Mediums	0	0	14	1	0	2	38	0	0	4	1	0	0	2	0	0	62
Total	3	35	382	30	3	36	1,383	48	0	101	53	111	0	43	9	46	2,283



(303) 216-2439
www.alltrafficdata.net

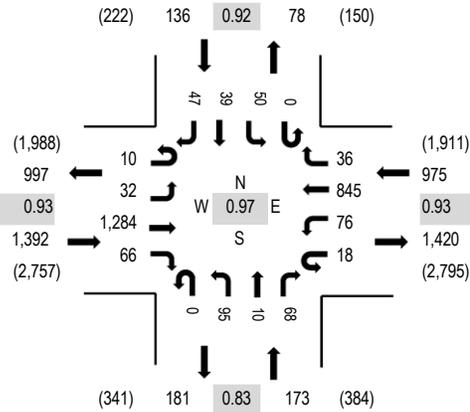
Location: 59 CYPRESS AVE & STEVENS CREEK BLVD PM

Date and Start Time: Tuesday, October 20, 2015

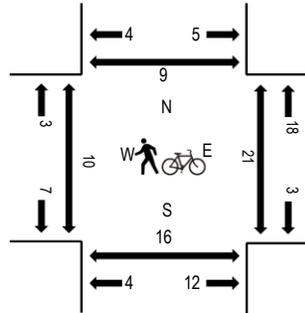
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CYPRESS AVE Northbound				CYPRESS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	5	6	335	18	1	18	234	11	0	27	4	29	0	8	7	6	709	2,598	0	2	5	0
4:15:00 PM	4	7	294	17	2	7	205	6	0	28	7	26	0	5	8	6	622	2,568	2	1	4	2
4:30:00 PM	1	2	306	20	0	15	215	9	0	21	6	25	0	5	7	9	641	2,602	2	3	5	0
4:45:00 PM	2	9	320	19	1	17	190	5	0	25	0	13	0	5	7	13	626	2,654	6	1	3	3
5:00:00 PM	1	6	327	16	3	17	239	2	0	17	5	13	0	15	11	7	679	2,676	4	0	2	1
5:15:00 PM	2	8	289	20	8	23	216	14	0	31	0	14	0	9	7	15	656		1	1	2	3
5:30:00 PM	4	11	349	11	6	14	204	7	0	26	2	24	0	11	11	13	693		2	3	0	5
5:45:00 PM	3	7	319	19	1	22	186	13	0	21	3	17	0	15	10	12	648		2	17	12	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Lights	10	32	1,268	65	18	76	832	35	0	95	10	68	0	50	39	46	2,644
Mediums	0	0	10	1	0	0	13	1	0	0	0	0	0	0	0	0	25
Total	10	32	1,284	66	18	76	845	36	0	95	10	68	0	50	39	47	2,676

Traffic Data Service

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

File Name : 83AM FINAL
Site Code : 00000083
Start Date : 1/8/2015
Page No : 1

Groups Printed- Vehicles

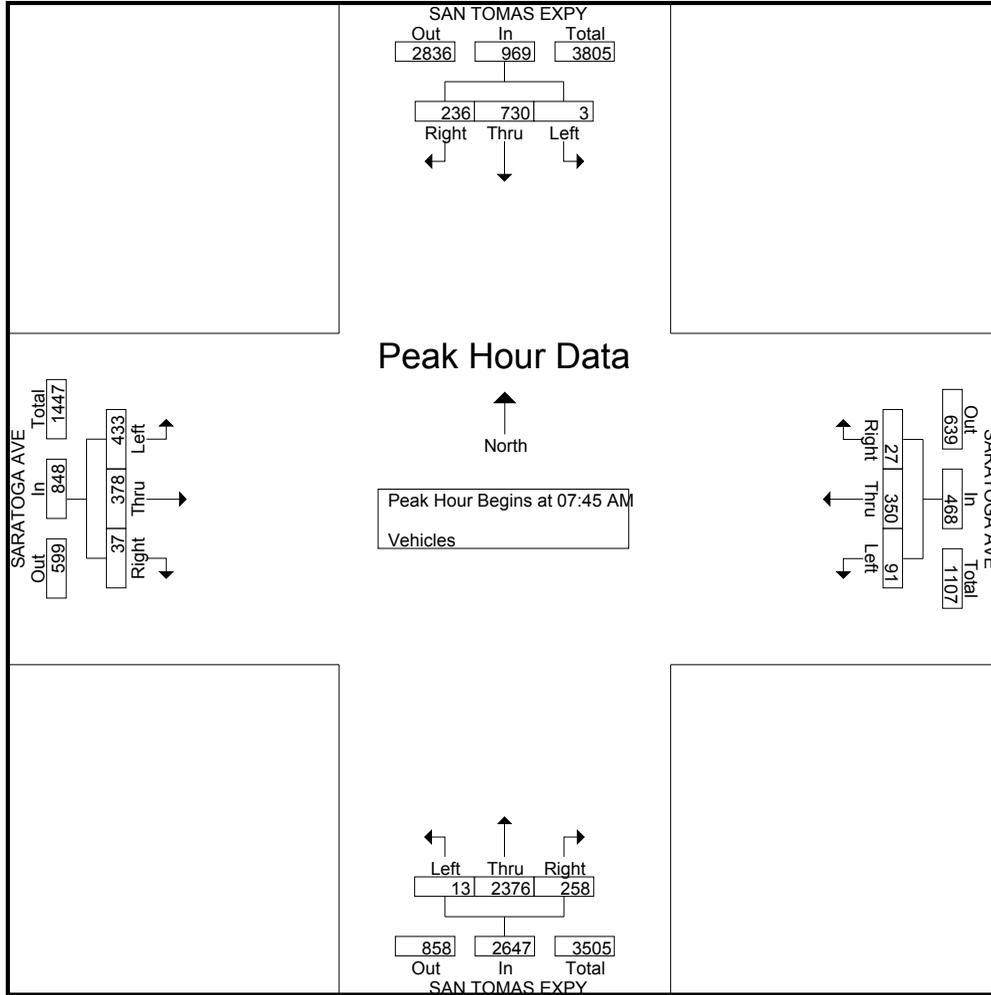
Start Time	SAN TOMAS EXPY Southbound					SARATOGA AVE Westbound					SAN TOMAS EXPY Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	30	76	1	1	108	4	69	17	1	91	24	447	2	0	473	4	32	32	0	68	740
07:15 AM	41	125	0	0	166	9	84	18	0	111	31	579	0	0	610	8	45	41	0	94	981
07:30 AM	60	168	0	0	228	3	90	26	0	119	34	633	4	0	671	9	53	64	0	126	1144
07:45 AM	72	189	1	1	263	5	75	32	0	112	71	686	2	1	760	13	68	79	0	160	1295
Total	203	558	2	2	765	21	318	93	1	433	160	2345	8	1	2514	34	198	216	0	448	4160
08:00 AM	64	199	1	1	265	9	90	15	0	114	73	645	5	0	723	8	81	102	0	191	1293
08:15 AM	56	176	1	1	234	9	100	21	0	130	46	568	2	0	616	6	112	96	1	215	1195
08:30 AM	44	166	0	1	211	4	85	23	1	113	68	477	4	1	550	10	117	156	0	283	1157
08:45 AM	51	197	1	0	249	6	84	27	0	117	45	528	3	1	577	5	111	103	1	220	1163
Total	215	738	3	3	959	28	359	86	1	474	232	2218	14	2	2466	29	421	457	2	909	4808
Grand Total	418	1296	5	5	1724	49	677	179	2	907	392	4563	22	3	4980	63	619	673	2	1357	8968
Apprch %	24.2	75.2	0.3	0.3		5.4	74.6	19.7	0.2		7.9	91.6	0.4	0.1		4.6	45.6	49.6	0.1		
Total %	4.7	14.5	0.1	0.1	19.2	0.5	7.5	2	0	10.1	4.4	50.9	0.2	0	55.5	0.7	6.9	7.5	0	15.1	

Start Time	SAN TOMAS EXPY Southbound					SARATOGA AVE Westbound					SAN TOMAS EXPY Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	72	189	1	1	263	5	75	32	0	112	71	686	2	1	760	13	68	79	0	160	1293
08:00 AM	64	199	1	1	264	9	90	15	0	114	73	645	5	0	723	8	81	102	0	191	1292
08:15 AM	56	176	1	1	233	9	100	21	0	130	46	568	2	0	616	6	112	96	1	214	1193
08:30 AM	44	166	0	1	210	4	85	23	1	113	68	477	4	1	549	10	117	156	0	283	1154
Total Volume	236	730	3	3	969	27	350	91	0	468	258	2376	13	0	2647	37	378	433	0	848	4932
% App. Total	24.4	75.3	0.3	0.3		5.8	74.8	19.4			9.7	89.8	0.5			4.4	44.6	51.1			
PHF	.819	.917	.750	.918		.750	.875	.711	.900		.884	.866	.650	.872		.712	.808	.694	.749		.954

Traffic Data Service

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

File Name : 83AM FINAL
 Site Code : 00000083
 Start Date : 1/8/2015
 Page No : 2





(303) 216-2439
www.alltrafficdata.net

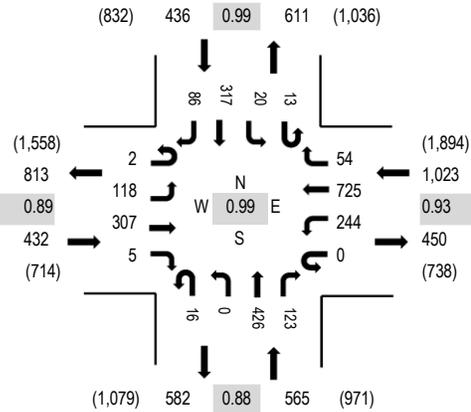
Location: 33 SARATOGA AVE & PRUNERIDGE AVE AM

Date and Start Time: Tuesday, October 20, 2015

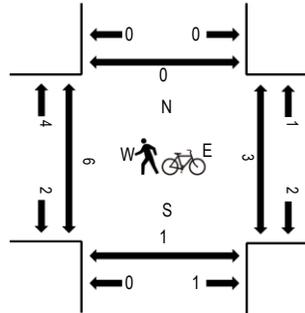
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	8	22	2	0	36	157	5	4	0	35	8	2	1	71	19	370	1,976	0	0	0	0
7:15:00 AM	0	21	41	0	0	41	171	6	4	0	46	12	3	2	80	21	448	2,205	0	0	0	0
7:30:00 AM	0	22	43	2	0	66	211	7	2	0	70	23	0	5	68	24	543	2,376	2	2	0	0
7:45:00 AM	0	32	85	4	0	66	191	18	7	0	77	28	3	6	81	17	615	2,456	2	2	1	0
8:00:00 AM	0	32	55	1	0	72	178	7	1	0	112	31	4	5	74	27	599	2,435	2	0	0	0
8:15:00 AM	1	31	85	0	0	48	184	13	4	0	112	32	2	5	86	16	619		1	0	0	0
8:30:00 AM	1	23	82	0	0	58	172	16	4	0	125	32	4	4	76	26	623		1	1	0	0
8:45:00 AM	0	28	91	2	0	40	124	7	3	0	165	34	0	6	76	18	594		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	117	304	4	0	239	718	50	16	0	416	122	13	20	313	84	2,418
Mediums	0	1	3	1	0	5	7	4	0	0	10	1	0	0	4	2	38
Total	2	118	307	5	0	244	725	54	16	0	426	123	13	20	317	86	2,456



(303) 216-2439
www.alltrafficdata.net

Location: 33 SARATOGA AVE & PRUNERIDGE AVE PM

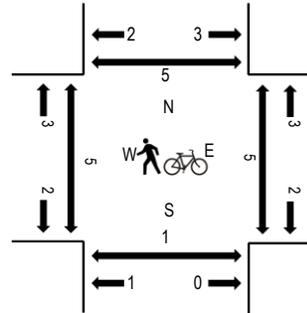
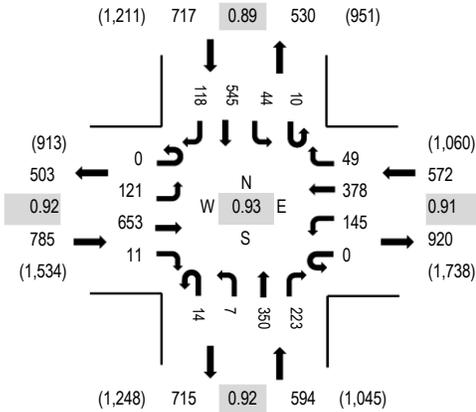
Date and Start Time: Tuesday, October 20, 2015

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	29	136	4	0	33	81	7	2	2	85	35	2	11	69	20	516	2,182	1	3	1	0
4:15:00 PM	0	23	153	0	0	36	72	3	5	5	59	43	3	13	108	18	541	2,308	1	1	1	0
4:30:00 PM	0	27	155	3	0	30	92	3	1	2	50	46	2	9	93	16	529	2,482	3	3	1	0
4:45:00 PM	0	42	176	1	0	40	86	5	3	1	75	37	6	4	105	15	596	2,605	2	0	1	0
5:00:00 PM	0	20	160	4	0	45	93	7	6	1	88	59	4	8	121	26	642	2,668	4	0	0	1
5:15:00 PM	0	27	181	5	0	35	103	19	4	2	101	36	5	13	155	29	715		1	2	0	2
5:30:00 PM	0	32	146	2	0	35	94	12	2	3	65	65	1	12	143	40	652		0	3	0	0
5:45:00 PM	0	42	166	0	0	30	88	11	2	1	96	63	0	11	126	23	659		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	121	649	11	0	144	372	49	14	7	349	221	10	44	542	118	2,651
Mediums	0	0	4	0	0	1	6	0	0	0	1	2	0	0	3	0	17
Total	0	121	653	11	0	145	378	49	14	7	350	223	10	44	545	118	2,668

Traffic Data Service

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

File Name : 82AM FINAL
 Site Code : 00000082
 Start Date : 1/6/2015
 Page No : 1

Groups Printed- Vehicles

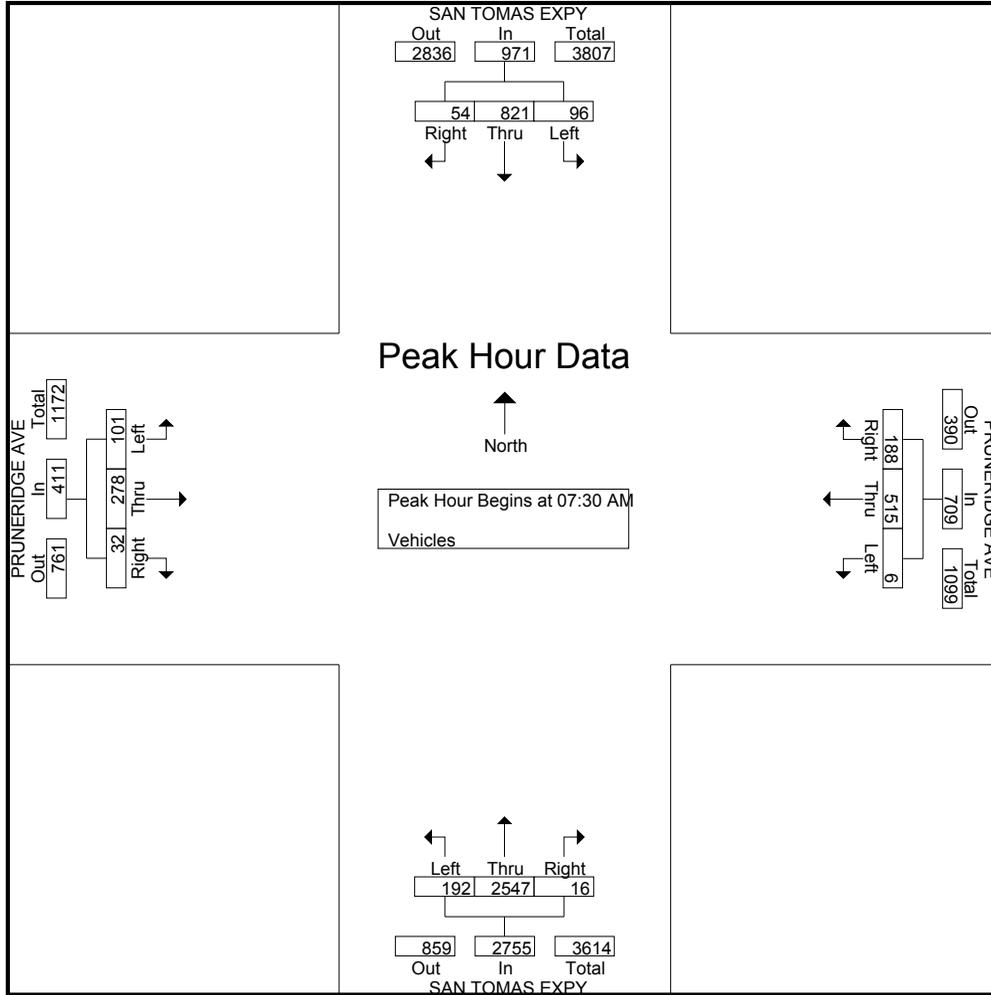
Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	120	15	0	142	45	64	1	0	110	2	449	39	0	490	5	27	8	0	40	782
07:15 AM	6	137	20	0	163	48	99	1	0	148	3	601	52	0	656	2	35	9	0	46	1013
07:30 AM	8	198	15	1	222	54	105	0	0	159	2	614	50	0	666	12	58	16	0	86	1133
07:45 AM	12	202	19	0	233	33	138	1	0	172	8	648	56	0	712	13	86	31	0	130	1247
Total	33	657	69	1	760	180	406	3	0	589	15	2312	197	0	2524	32	206	64	0	302	4175
08:00 AM	21	225	37	0	283	61	111	2	0	174	3	696	51	2	752	3	58	20	0	81	1290
08:15 AM	13	196	25	1	235	40	161	3	0	204	3	589	35	0	627	4	76	34	0	114	1180
08:30 AM	10	164	35	1	210	40	147	0	2	189	2	521	39	3	565	6	69	38	0	113	1077
08:45 AM	17	196	49	0	262	30	96	2	0	128	4	572	44	1	621	13	79	29	0	121	1132
Total	61	781	146	2	990	171	515	7	2	695	12	2378	169	6	2565	26	282	121	0	429	4679
Grand Total	94	1438	215	3	1750	351	921	10	2	1284	27	4690	366	6	5089	58	488	185	0	731	8854
Apprch %	5.4	82.2	12.3	0.2		27.3	71.7	0.8	0.2		0.5	92.2	7.2	0.1		7.9	66.8	25.3	0		
Total %	1.1	16.2	2.4	0	19.8	4	10.4	0.1	0	14.5	0.3	53	4.1	0.1	57.5	0.7	5.5	2.1	0	8.3	

Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	198	15		221	54	105	0		159	2	614	50		666	12	58	16		86	1132
07:45 AM	12	202	19		233	33	138	1		172	8	648	56		712	13	86	31		130	1247
08:00 AM	21	225	37		283	61	111	2		174	3	696	51	2	750	3	58	20		81	1288
08:15 AM	13	196	25		234	40	161	3		204	3	589	35		627	4	76	34		114	1179
Total Volume	54	821	96		971	188	515	6		709	16	2547	192		2755	32	278	101		411	4846
% App. Total	5.6	84.6	9.9			26.5	72.6	0.8			0.6	92.5	7			7.8	67.6	24.6			
PHF	.643	.912	.649		.858	.770	.800	.500		.869	.500	.915	.857		.918	.615	.808	.743		.790	.941

Traffic Data Service

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

File Name : 82AM FINAL
 Site Code : 00000082
 Start Date : 1/6/2015
 Page No : 2



Traffic Data Service

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

File Name : 82PM FINAL
 Site Code : 00000082
 Start Date : 1/7/2015
 Page No : 1

Groups Printed- Vehicles

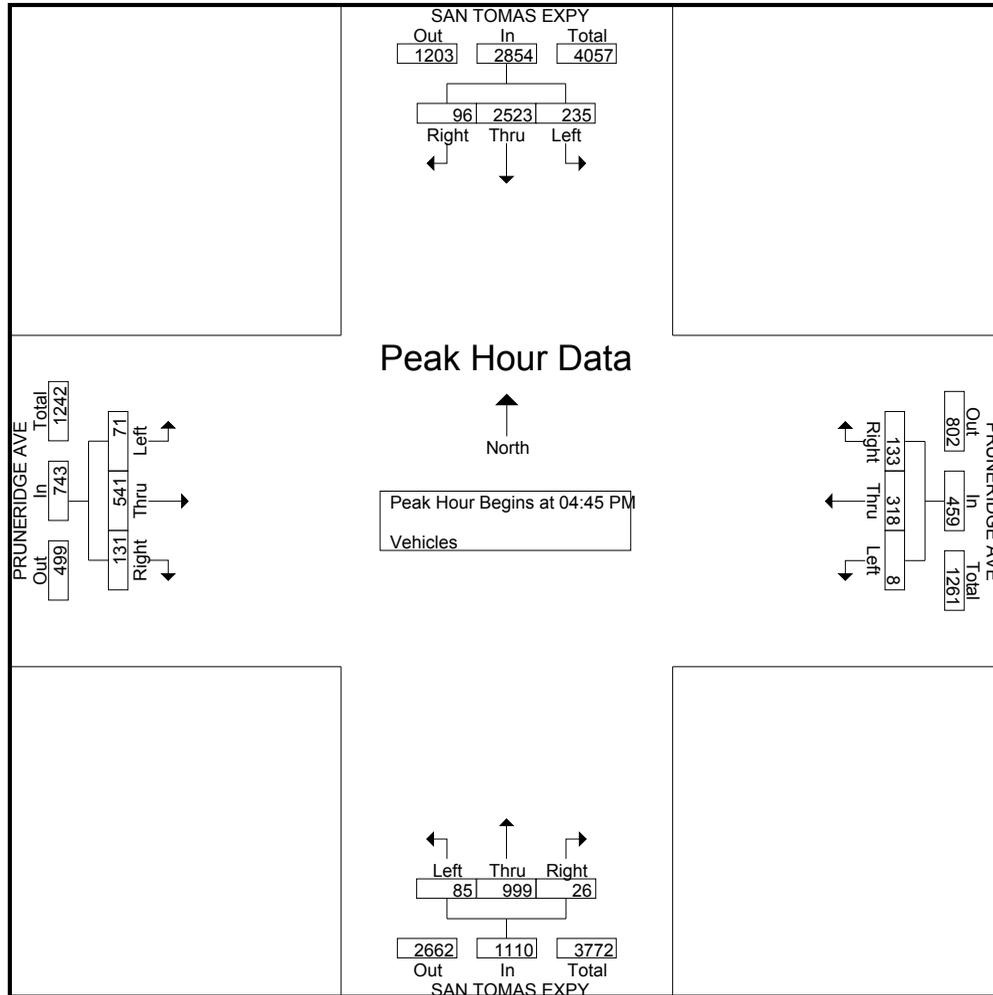
Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	19	518	52	0	589	40	69	1	0	110	6	223	18	2	249	41	106	16	0	163	1111
04:15 PM	21	685	48	0	754	32	53	0	0	85	5	232	29	1	267	36	88	15	0	139	1245
04:30 PM	21	660	45	0	726	27	75	4	0	106	7	207	23	5	242	34	126	9	0	169	1243
04:45 PM	25	636	65	6	732	27	79	2	1	109	7	254	25	2	288	29	144	21	0	194	1323
Total	86	2499	210	6	2801	126	276	7	1	410	25	916	95	10	1046	140	464	61	0	665	4922
05:00 PM	32	663	58	0	753	40	79	2	0	121	8	199	16	0	223	44	120	15	0	179	1276
05:15 PM	21	628	50	0	699	36	79	4	0	119	6	272	23	0	301	27	114	18	0	159	1278
05:30 PM	18	596	62	1	677	30	81	0	0	111	5	274	21	0	300	31	163	17	0	211	1299
05:45 PM	18	631	56	0	705	31	92	2	0	125	5	262	22	1	290	19	150	22	0	191	1311
Total	89	2518	226	1	2834	137	331	8	0	476	24	1007	82	1	1114	121	547	72	0	740	5164
Grand Total	175	5017	436	7	5635	263	607	15	1	886	49	1923	177	11	2160	261	1011	133	0	1405	10086
Apprch %	3.1	89	7.7	0.1		29.7	68.5	1.7	0.1		2.3	89	8.2	0.5		18.6	72	9.5	0		
Total %	1.7	49.7	4.3	0.1	55.9	2.6	6	0.1	0	8.8	0.5	19.1	1.8	0.1	21.4	2.6	10	1.3	0	13.9	

Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	25	636	65		726	27	79	2		108	7	254	25		286	29	144	21		194	1314
05:00 PM	32	663	58		753	40	79	2		121	8	199	16		223	44	120	15		179	1276
05:15 PM	21	628	50		699	36	79	4		119	6	272	23		301	27	114	18		159	1278
05:30 PM	18	596	62		676	30	81	0		111	5	274	21		300	31	163	17		211	1298
Total Volume	96	2523	235		2854	133	318	8		459	26	999	85		1110	131	541	71		743	5166
% App. Total	3.4	88.4	8.2			29	69.3	1.7			2.3	90	7.7			17.6	72.8	9.6			
PHF	.750	.951	.904		.948	.831	.981	.500		.948	.813	.911	.850		.922	.744	.830	.845		.880	.983

Traffic Data Service

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

File Name : 82PM FINAL
 Site Code : 00000082
 Start Date : 1/7/2015
 Page No : 2



Traffic Data Service

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

File Name : 81AM FINAL
 Site Code : 00000081
 Start Date : 1/20/2015
 Page No : 1

Groups Printed- Vehicles

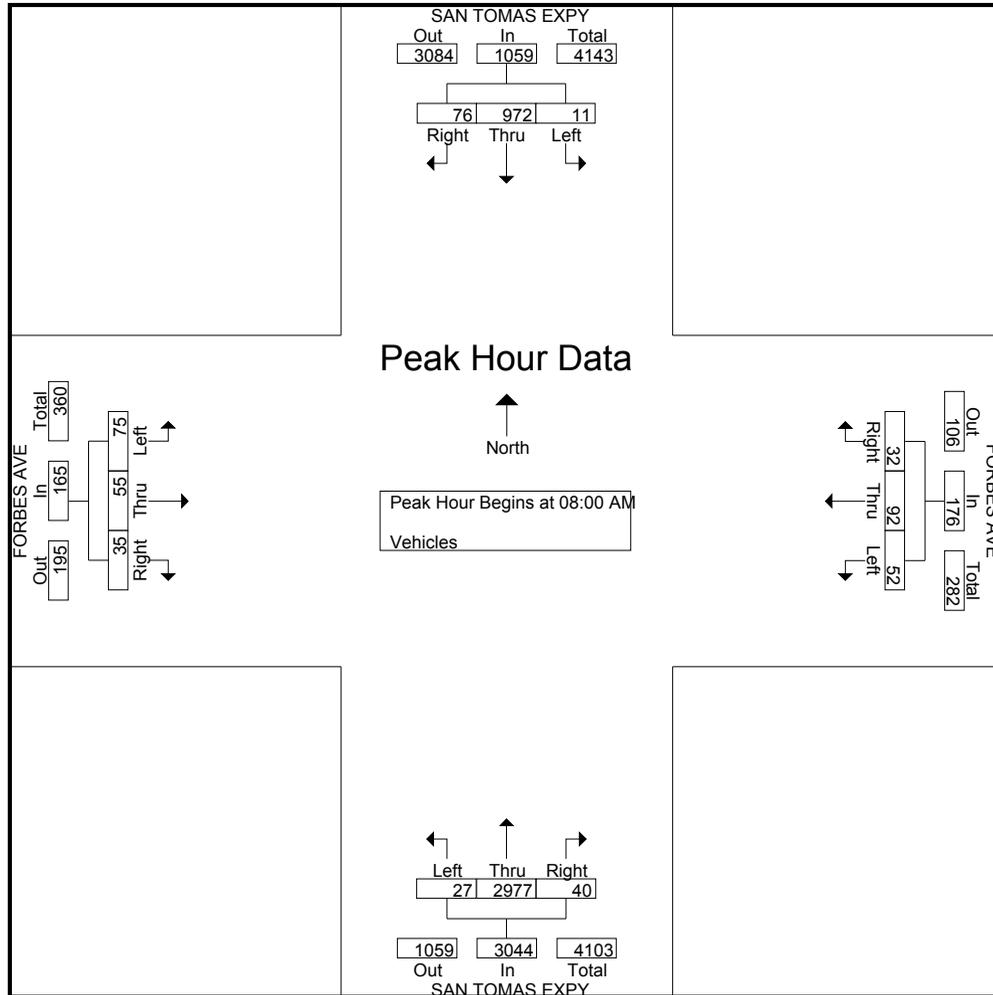
Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	143	1	0	147	8	15	8	0	31	3	553	7	0	563	7	5	1	0	13	754
07:15 AM	5	156	2	0	163	17	8	6	0	31	1	649	1	0	651	5	9	3	0	17	862
07:30 AM	3	233	6	0	242	17	12	12	0	41	7	694	5	0	706	11	11	7	0	29	1018
07:45 AM	4	256	2	0	262	9	15	8	0	32	3	785	4	0	792	16	11	16	0	43	1129
Total	15	788	11	0	814	51	50	34	0	135	14	2681	17	0	2712	39	36	27	0	102	3763
08:00 AM	16	276	6	0	298	10	33	13	0	56	10	660	8	0	678	8	19	12	1	40	1072
08:15 AM	46	272	3	0	321	6	31	13	0	50	10	714	6	0	730	9	12	18	0	39	1140
08:30 AM	11	255	1	0	267	8	6	15	0	29	8	735	7	2	752	12	16	26	0	54	1102
08:45 AM	3	169	1	0	173	8	22	11	0	41	12	868	6	0	886	6	8	19	0	33	1133
Total	76	972	11	0	1059	32	92	52	0	176	40	2977	27	2	3046	35	55	75	1	166	4447
Grand Total	91	1760	22	0	1873	83	142	86	0	311	54	5658	44	2	5758	74	91	102	1	268	8210
Apprch %	4.9	94	1.2	0		26.7	45.7	27.7	0		0.9	98.3	0.8	0		27.6	34	38.1	0.4		
Total %	1.1	21.4	0.3	0	22.8	1	1.7	1	0	3.8	0.7	68.9	0.5	0	70.1	0.9	1.1	1.2	0	3.3	

Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	16	276	6	0	298	10	33	13	0	56	10	660	8	0	678	8	19	12	1	39	1071
08:15 AM	46	272	3	0	321	6	31	13	0	50	10	714	6	0	730	9	12	18	0	39	1140
08:30 AM	11	255	1	0	267	8	6	15	0	29	8	735	7	2	750	12	16	26	0	54	1100
08:45 AM	3	169	1	0	173	8	22	11	0	41	12	868	6	0	886	6	8	19	0	33	1133
Total Volume	76	972	11	0	1059	32	92	52	0	176	40	2977	27	2	3044	35	55	75	1	165	4444
% App. Total	7.2	91.8	1	0		18.2	52.3	29.5	0		1.3	97.8	0.9	0		21.2	33.3	45.5	0		
PHF	.413	.880	.458	0	.825	.800	.697	.867	0	.786	.833	.857	.844	0	.859	.729	.724	.721	0	.764	.975

Traffic Data Service

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

File Name : 81AM FINAL
 Site Code : 00000081
 Start Date : 1/20/2015
 Page No : 2



Traffic Data Service

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

File Name : 81PM FINAL
 Site Code : 00000081
 Start Date : 1/20/2015
 Page No : 1

Groups Printed- Vehicles

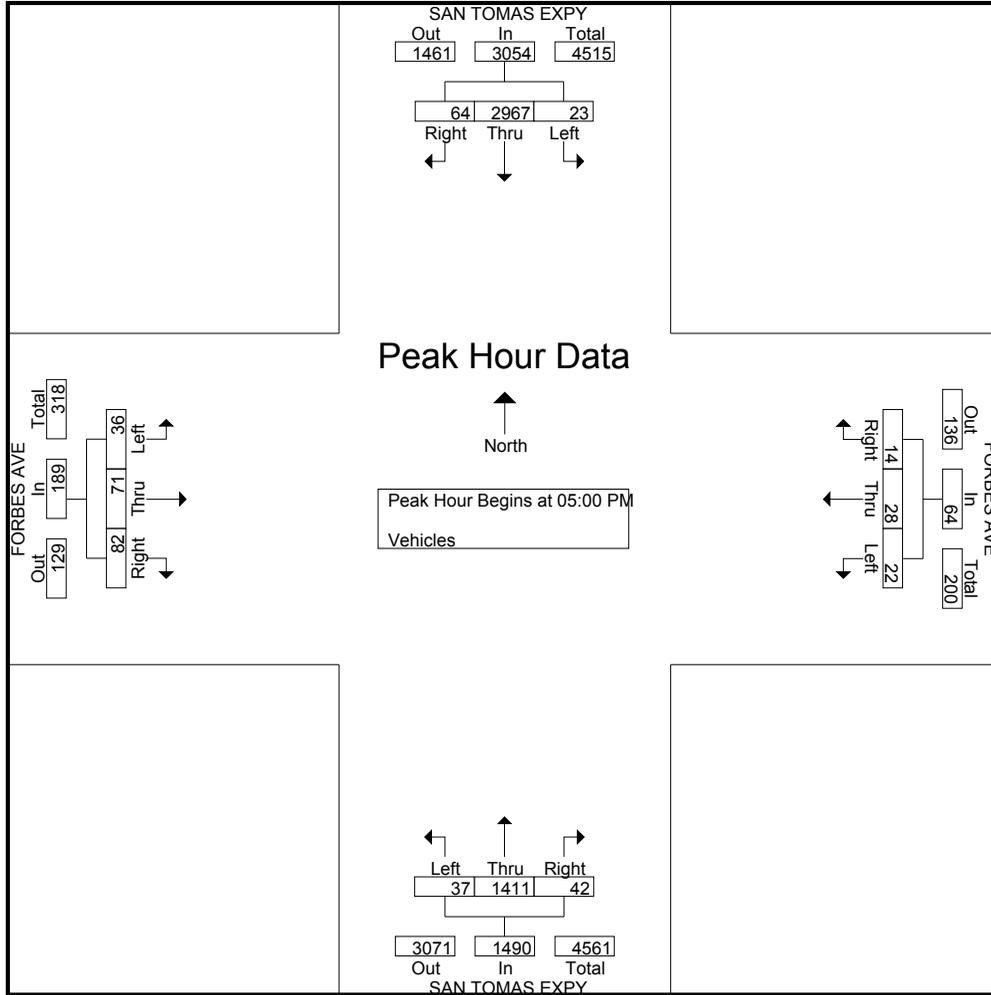
Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	652	4	0	662	4	10	7	0	21	15	264	7	0	286	8	15	6	0	29	998
04:15 PM	7	763	2	0	772	4	4	1	0	9	11	249	10	0	270	12	9	4	0	25	1076
04:30 PM	12	759	3	0	774	3	12	10	0	25	11	268	13	0	292	10	16	5	0	31	1122
04:45 PM	9	773	5	2	789	9	14	5	5	33	3	285	11	0	299	14	19	8	0	41	1162
Total	34	2947	14	2	2997	20	40	23	5	88	40	1066	41	0	1147	44	59	23	0	126	4358
05:00 PM	15	740	4	1	760	8	10	9	0	27	12	364	8	0	384	20	14	7	1	42	1213
05:15 PM	24	765	6	0	795	3	5	5	4	17	8	301	5	1	315	17	6	9	0	32	1159
05:30 PM	13	726	4	0	743	2	4	4	2	12	11	264	12	0	287	22	25	11	0	58	1100
05:45 PM	12	736	9	0	757	1	9	4	0	14	11	482	12	0	505	23	26	9	0	58	1334
Total	64	2967	23	1	3055	14	28	22	6	70	42	1411	37	1	1491	82	71	36	1	190	4806
Grand Total	98	5914	37	3	6052	34	68	45	11	158	82	2477	78	1	2638	126	130	59	1	316	9164
Apprch %	1.6	97.7	0.6	0		21.5	43	28.5	7		3.1	93.9	3	0		39.9	41.1	18.7	0.3		
Total %	1.1	64.5	0.4	0	66	0.4	0.7	0.5	0.1	1.7	0.9	27	0.9	0	28.8	1.4	1.4	0.6	0	3.4	

Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	740	4		759	8	10	9		27	12	364	8		384	20	14	7		41	1211
05:15 PM	24	765	6		795	3	5	5		13	8	301	5		314	17	6	9		32	1154
05:30 PM	13	726	4		743	2	4	4		10	11	264	12		287	22	25	11		58	1098
05:45 PM	12	736	9		757	1	9	4		14	11	482	12		505	23	26	9		58	1334
Total Volume	64	2967	23		3054	14	28	22		64	42	1411	37		1490	82	71	36		189	4797
% App. Total	2.1	97.2	0.8			21.9	43.8	34.4			2.8	94.7	2.5			43.4	37.6	19			
PHF	.667	.970	.639		.960	.438	.700	.611		.593	.875	.732	.771		.738	.891	.683	.818		.815	.899

Traffic Data Service

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

File Name : 81PM FINAL
 Site Code : 00000081
 Start Date : 1/20/2015
 Page No : 2



Traffic Data Service

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

File Name : 80AM FINAL
 Site Code : 00000080
 Start Date : 1/21/2015
 Page No : 1

Groups Printed- Vehicles

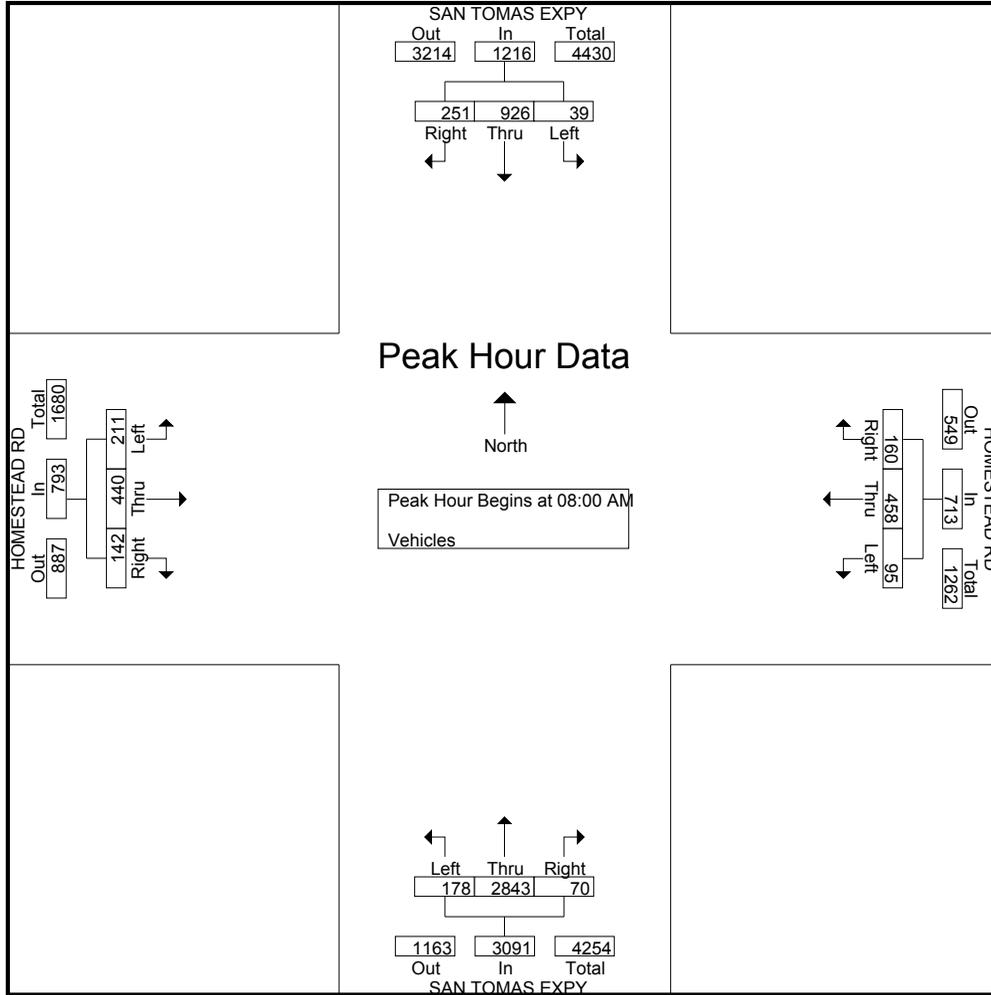
Start Time	SAN TOMAS EXPY Southbound					HOMESTEAD RD Westbound					SAN TOMAS EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	30	114	3	0	147	25	46	8	0	79	18	472	57	0	547	18	25	32	1	76	849
07:15 AM	35	139	20	0	194	50	86	17	0	153	35	530	114	0	679	19	52	32	0	103	1129
07:30 AM	48	157	10	0	215	44	114	28	0	186	17	581	102	1	701	22	55	47	1	125	1227
07:45 AM	66	232	8	1	307	31	100	17	0	148	10	476	40	1	527	21	83	53	0	157	1139
Total	179	642	41	1	863	150	346	70	0	566	80	2059	313	2	2454	80	215	164	2	461	4344
08:00 AM	76	252	19	4	351	28	148	21	2	199	16	718	72	0	806	35	96	54	0	185	1541
08:15 AM	68	251	18	1	338	38	126	31	0	195	19	698	46	1	764	33	131	67	1	232	1529
08:30 AM	63	168	2	0	233	48	108	28	0	184	19	687	25	0	731	41	138	47	1	227	1375
08:45 AM	44	255	0	3	302	46	76	15	2	139	16	740	35	0	791	33	75	43	0	151	1383
Total	251	926	39	8	1224	160	458	95	4	717	70	2843	178	1	3092	142	440	211	2	795	5828
Grand Total	430	1568	80	9	2087	310	804	165	4	1283	150	4902	491	3	5546	222	655	375	4	1256	10172
Apprch %	20.6	75.1	3.8	0.4		24.2	62.7	12.9	0.3		2.7	88.4	8.9	0.1		17.7	52.1	29.9	0.3		
Total %	4.2	15.4	0.8	0.1	20.5	3	7.9	1.6	0	12.6	1.5	48.2	4.8	0	54.5	2.2	6.4	3.7	0	12.3	

Start Time	SAN TOMAS EXPY Southbound				HOMESTEAD RD Westbound				SAN TOMAS EXPY Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	76	252	19	347	28	148	21	197	16	718	72	806	35	96	54	185	1535
08:15 AM	68	251	18	337	38	126	31	195	19	698	46	763	33	131	67	231	1526
08:30 AM	63	168	2	233	48	108	28	184	19	687	25	731	41	138	47	226	1374
08:45 AM	44	255	0	299	46	76	15	137	16	740	35	791	33	75	43	151	1378
Total Volume	251	926	39	1216	160	458	95	713	70	2843	178	3091	142	440	211	793	5813
% App. Total	20.6	76.2	3.2		22.4	64.2	13.3		2.3	92	5.8		17.9	55.5	26.6		
PHF	.826	.908	.513	.876	.833	.774	.766	.905	.921	.960	.618	.959	.866	.797	.787	.858	.947

Traffic Data Service

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

File Name : 80AM FINAL
 Site Code : 00000080
 Start Date : 1/21/2015
 Page No : 2



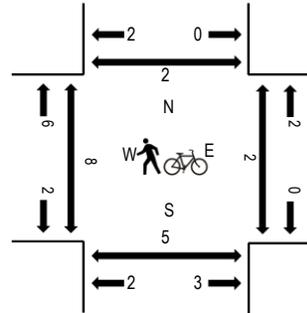
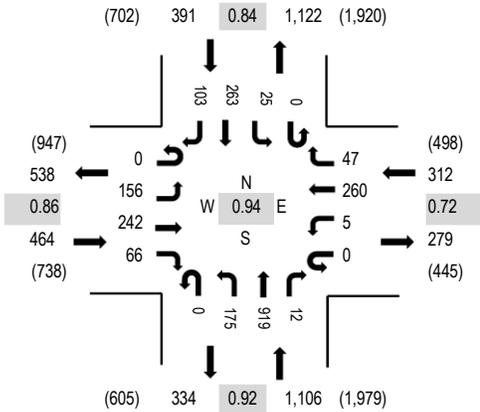


(303) 216-2439
www.alltrafficdata.net

Location: 37 SCOTT BLVD & HOMESTEAD RD AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	8	24	5	0	0	36	9	0	47	95	2	0	2	33	19	280	1,656	0	0	1	0
7:15:00 AM	0	24	34	16	0	2	39	8	0	45	127	4	0	4	61	18	382	1,978	0	1	0	0
7:30:00 AM	0	23	35	18	0	1	41	5	1	46	175	3	0	4	62	28	442	2,174	0	0	0	0
7:45:00 AM	0	30	79	19	0	2	74	10	0	55	175	3	0	4	75	26	552	2,273	1	0	1	0
8:00:00 AM	0	30	58	14	0	0	96	13	0	51	221	3	0	12	69	35	602	2,261	2	0	3	0
8:15:00 AM	0	51	63	21	0	2	47	13	0	39	256	4	0	5	56	21	578		2	2	0	2
8:30:00 AM	0	45	42	12	0	1	43	11	0	30	267	2	0	4	63	21	541		2	0	1	0
8:45:00 AM	0	39	37	11	0	0	34	11	0	42	274	12	0	5	61	14	540		2	0	1	0

Peak Rolling Hour Flow Rates

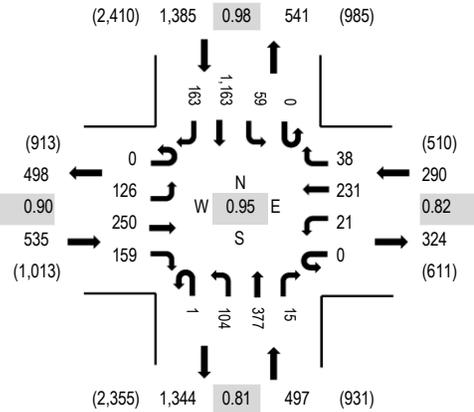
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4
Lights	0	152	242	62	0	5	259	47	0	171	911	12	0	24	255	103	2,243
Mediums	0	4	0	4	0	0	1	0	0	3	6	0	0	1	7	0	26
Total	0	156	242	66	0	5	260	47	0	175	919	12	0	25	263	103	2,273



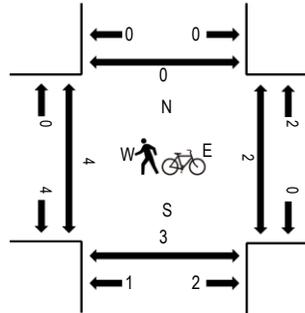
(303) 216-2439
www.alltrafficdata.net

Location: 37 SCOTT BLVD & HOMESTEAD RD PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	33	49	32	0	2	44	6	0	18	91	5	0	9	160	31	480	2,157	0	0	1	0
4:15:00 PM	0	25	63	31	0	9	33	6	0	24	77	2	0	11	211	34	526	2,344	2	1	2	0
4:30:00 PM	0	12	57	46	0	7	46	4	0	23	63	2	0	11	219	46	536	2,531	1	1	0	0
4:45:00 PM	0	28	62	40	0	6	51	6	0	32	93	4	0	12	248	33	615	2,683	0	2	0	0
5:00:00 PM	0	29	62	43	0	6	69	13	1	25	75	6	0	15	283	40	667	2,707	1	1	1	0
5:15:00 PM	0	34	70	45	0	5	48	10	0	20	129	4	0	15	298	35	713		1	0	0	0
5:30:00 PM	0	27	67	33	0	6	62	7	0	37	91	4	0	15	296	43	688		2	0	2	0
5:45:00 PM	0	36	51	38	0	4	52	8	0	22	82	1	0	14	286	45	639		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	125	248	159	0	21	230	38	1	102	376	15	0	59	1,163	161	2,698
Mediums	0	1	2	0	0	0	1	0	0	2	1	0	0	0	0	2	9
Total	0	126	250	159	0	21	231	38	1	104	377	15	0	59	1,163	163	2,707

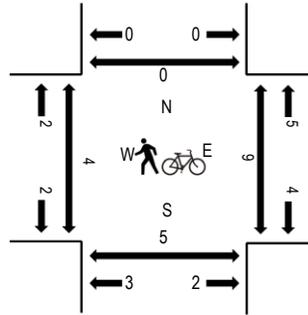
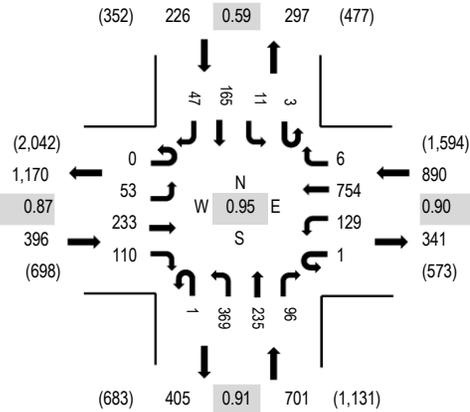


(303) 216-2439
www.alltrafficdata.net

Location: 38 SARATOGA AVE & SCOTT BLVD AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	3	32	17	0	30	108	0	2	26	21	9	1	4	21	7	281	1,601	0	0	0	1
7:15:00 AM	0	18	50	22	0	27	144	0	0	34	26	9	0	0	18	10	358	1,905	0	1	0	0
7:30:00 AM	0	9	54	21	0	22	160	0	0	53	34	16	0	2	28	9	408	2,120	0	2	1	0
7:45:00 AM	0	28	57	29	0	35	185	2	0	68	70	21	1	1	47	10	554	2,213	2	0	4	0
8:00:00 AM	0	18	65	30	0	39	163	2	0	93	60	19	1	1	75	19	585	2,174	1	2	0	0
8:15:00 AM	0	2	63	33	0	32	213	1	1	103	54	34	0	5	23	9	573		0	1	0	0
8:30:00 AM	0	5	48	18	1	23	193	1	0	105	51	22	1	4	20	9	501		0	3	1	0
8:45:00 AM	0	5	43	28	0	28	182	3	0	129	60	11	0	2	14	10	515		0	0	2	0

Peak Rolling Hour Flow Rates

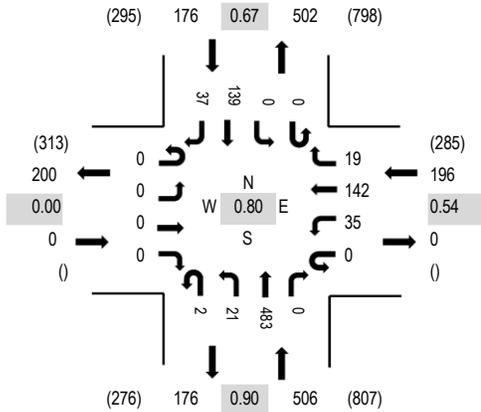
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Lights	0	51	224	106	1	126	743	6	1	365	229	94	3	11	162	47	2,169
Mediums	0	2	8	4	0	3	7	0	0	4	6	2	0	0	3	0	39
Total	0	53	233	110	1	129	754	6	1	369	235	96	3	11	165	47	2,213



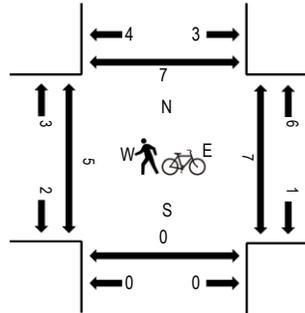
(303) 216-2439
www.alltrafficdata.net

Location: 39 WINCHESTER BLVD & MARKET ST AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	0	0	3	12	5	0	3	47	0	0	0	21	10	101	559	2	2	0	0
7:15:00 AM	0	0	0	0	0	2	11	3	0	9	61	0	0	0	22	6	114	731	0	0	0	0
7:30:00 AM	0	0	0	0	0	8	22	4	0	3	53	0	0	0	22	11	123	802	2	0	0	0
7:45:00 AM	0	0	0	0	0	5	34	5	1	6	104	0	0	0	55	11	221	878	1	1	0	1
8:00:00 AM	0	0	0	0	0	14	67	10	0	7	122	0	0	0	37	16	273	828	3	1	0	1
8:15:00 AM	0	0	0	0	0	8	26	2	0	5	120	0	0	0	18	6	185		1	2	0	2
8:30:00 AM	0	0	0	0	0	8	15	2	1	3	137	0	0	0	29	4	199		0	0	0	0
8:45:00 AM	0	0	0	0	0	7	10	2	0	4	121	0	0	0	15	12	171		1	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	32	139	18	0	21	473	0	0	0	136	35	854
Mediums	0	0	0	0	0	3	3	0	2	0	10	0	0	0	3	2	23
Total	0	0	0	0	0	35	142	19	2	21	483	0	0	0	139	37	878



(303) 216-2439
www.alltrafficdata.net

Location: 39 WINCHESTER BLVD & MARKET ST PM

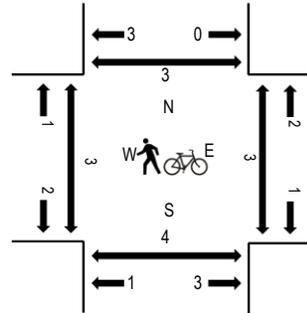
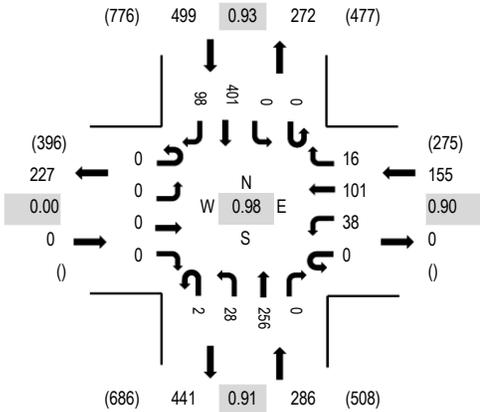
Date and Start Time: Tuesday, October 20, 2015

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	0	0	0	5	20	1	1	6	53	0	0	0	48	13	147	619	0	0	1	0
4:15:00 PM	0	0	0	0	0	7	14	1	0	5	42	0	0	0	52	12	133	702	0	2	2	1
4:30:00 PM	0	0	0	0	0	7	26	2	0	6	57	0	0	0	61	20	179	808	1	0	0	2
4:45:00 PM	0	0	0	0	0	7	27	3	1	5	46	0	0	0	56	15	160	869	0	0	1	0
5:00:00 PM	0	0	0	0	0	11	22	4	1	3	68	0	0	0	94	27	230	940	0	0	0	3
5:15:00 PM	0	0	0	0	0	8	25	2	1	13	65	0	0	0	102	23	239		0	1	0	0
5:30:00 PM	0	0	0	0	0	8	29	6	0	6	57	0	0	0	102	32	240		1	2	0	0
5:45:00 PM	0	0	0	0	0	11	25	4	0	6	66	0	0	0	103	16	231		1	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	34	99	16	2	28	254	0	0	0	400	98	931
Mediums	0	0	0	0	0	4	2	0	0	0	2	0	0	0	1	0	9
Total	0	0	0	0	0	38	101	16	2	28	256	0	0	0	401	98	940



(303) 216-2439
www.alltrafficdata.net

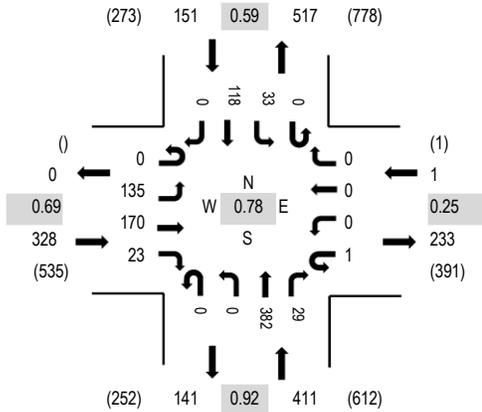
Location: 40 WINCHESTER BLVD & BELLOMY ST AM

Date and Start Time: Tuesday, October 20, 2015

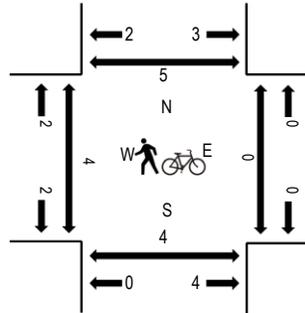
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BELLOMY ST Eastbound				BELLOMY ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	13	7	3	0	0	0	0	0	0	32	6	1	3	21	0	86	530	1	2	1	0
7:15:00 AM	0	28	14	7	0	0	0	0	0	0	37	2	0	7	18	0	113	731	0	0	1	0
7:30:00 AM	0	16	39	5	0	0	0	0	0	0	45	6	1	5	20	0	137	826	0	0	2	0
7:45:00 AM	0	25	43	7	0	0	0	0	0	0	62	11	1	15	30	0	194	874	2	0	4	1
8:00:00 AM	0	33	84	2	1	0	0	0	0	0	88	15	0	27	37	0	287	891	2	0	1	4
8:15:00 AM	0	32	35	5	0	0	0	0	0	0	101	6	0	5	24	0	208		0	0	0	1
8:30:00 AM	0	34	26	7	0	0	0	0	0	0	87	2	0	0	29	0	185		1	0	2	0
8:45:00 AM	0	36	25	9	0	0	0	0	0	0	106	6	0	1	28	0	211		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	133	168	23	1	0	0	0	0	0	372	24	0	33	114	0	868
Mediums	0	2	2	0	0	0	0	0	0	0	10	4	0	0	4	0	22
Total	0	135	170	23	1	0	0	0	0	0	382	29	0	33	118	0	891



(303) 216-2439
www.alltrafficdata.net

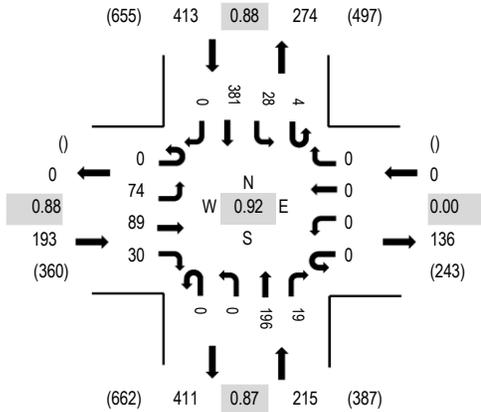
Location: 40 WINCHESTER BLVD & BELLOMY ST PM

Date and Start Time: Tuesday, October 20, 2015

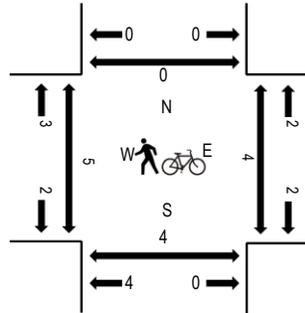
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BELLOMY ST Eastbound				BELLOMY ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	14	20	3	0	0	0	0	0	0	40	8	0	0	42	0	127	581	2	1	1	1
4:15:00 PM	0	17	18	7	0	0	0	0	0	0	38	3	0	6	59	0	148	631	0	1	2	1
4:30:00 PM	0	20	15	5	0	0	0	0	0	0	40	1	0	4	50	0	135	694	1	0	2	0
4:45:00 PM	0	19	23	6	0	0	0	0	0	0	35	7	0	2	79	0	171	782	1	0	2	0
5:00:00 PM	0	19	24	5	0	0	0	0	0	0	40	3	1	6	79	0	177	821	1	0	3	0
5:15:00 PM	0	17	26	12	0	0	0	0	0	0	51	3	3	9	90	0	211		0	1	0	0
5:30:00 PM	0	18	17	8	0	0	0	0	0	0	55	7	0	5	113	0	223		1	2	0	0
5:45:00 PM	0	20	22	5	0	0	0	0	0	0	50	6	0	8	99	0	210		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	74	89	30	0	0	0	0	0	0	193	16	4	28	376	0	810
Mediums	0	0	0	0	0	0	0	0	0	0	3	3	0	0	5	0	11
Total	0	74	89	30	0	0	0	0	0	0	196	19	4	28	381	0	821



(303) 216-2439
www.alltrafficdata.net

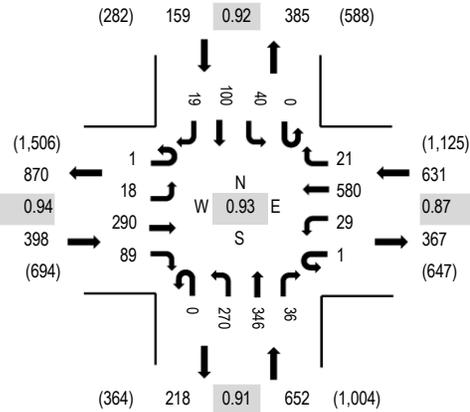
Location: 41 WINCHESTER BLVD & NEWHALL ST AM

Date and Start Time: Tuesday, October 20, 2015

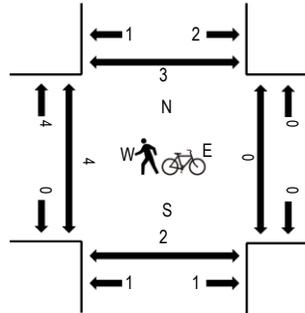
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NEWHALL ST Eastbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	3	50	8	0	8	91	3	0	23	24	1	0	10	10	5	236	1,278	0	1	0	0
7:15:00 AM	1	3	63	14	0	1	124	3	0	30	26	5	0	7	18	5	300	1,536	0	0	1	0
7:30:00 AM	0	3	64	24	0	4	106	6	0	46	42	0	0	17	12	5	329	1,701	2	1	0	0
7:45:00 AM	0	5	64	21	0	6	135	1	0	62	72	6	0	11	25	5	413	1,840	1	0	0	0
8:00:00 AM	0	5	77	24	0	12	165	5	0	64	91	10	0	7	28	6	494	1,827	1	0	1	1
8:15:00 AM	1	6	71	23	1	3	154	5	0	72	87	8	0	9	21	4	465		1	0	0	1
8:30:00 AM	0	2	78	21	0	8	126	10	0	72	96	12	0	13	26	4	468		1	0	1	1
8:45:00 AM	0	1	46	16	0	7	134	7	0	65	82	8	0	9	24	1	400		0	1	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Lights	1	18	286	87	1	29	575	21	0	267	334	35	0	40	95	19	1,808
Mediums	0	0	4	2	0	0	4	0	0	3	11	1	0	0	5	0	30
Total	1	18	290	89	1	29	580	21	0	270	346	36	0	40	100	19	1,840



(303) 216-2439
www.alltrafficdata.net

Location: 41 WINCHESTER BLVD & NEWHALL ST PM

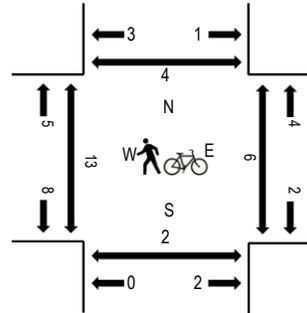
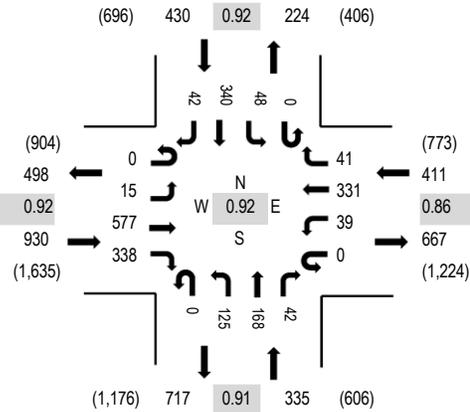
Date and Start Time: Tuesday, October 20, 2015

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NEWHALL ST Eastbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	5	88	38	0	10	67	7	0	23	30	21	0	11	32	10	342	1,604	0	0	0	0
4:15:00 PM	0	3	114	52	0	9	76	7	0	21	35	13	0	2	43	9	384	1,743	0	0	1	1
4:30:00 PM	0	4	109	53	0	9	67	6	0	24	33	7	0	21	57	4	394	1,931	1	0	0	0
4:45:00 PM	0	3	152	84	0	10	79	15	0	20	34	10	0	9	62	6	484	2,074	0	2	0	0
5:00:00 PM	0	5	123	95	0	4	75	6	0	22	45	10	0	11	75	10	481	2,106	4	0	0	0
5:15:00 PM	0	2	158	94	0	12	95	13	0	37	38	13	0	12	85	13	572		1	1	0	0
5:30:00 PM	0	4	138	79	0	20	83	14	0	39	42	11	0	15	85	7	537		5	2	0	1
5:45:00 PM	0	4	158	70	0	3	78	8	0	27	43	8	0	10	95	12	516		1	3	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	15	575	335	0	39	328	41	0	125	161	41	0	47	334	42	2,083	
Mediums	0	0	2	3	0	0	3	0	0	0	7	1	0	1	6	0	23	
Total	0	15	577	338	0	39	331	41	0	125	168	42	0	48	340	42	2,106	

Traffic Data Service

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

File Name : 79AM
Site Code : 00000079
Start Date : 2/5/2015
Page No : 1

Groups Printed- Vehicles

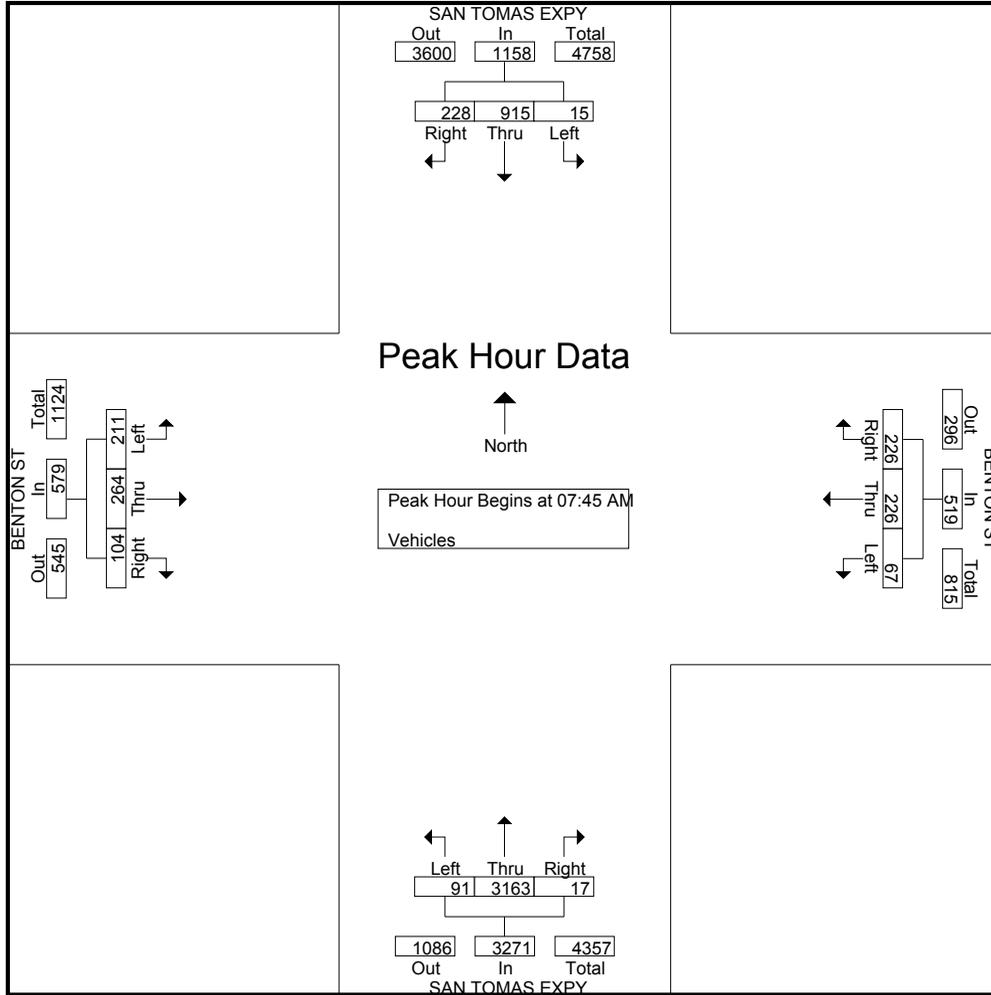
Start Time	SAN TOMAS EXPY Southbound					BENTON ST Westbound					SAN TOMAS EXPY Northbound					BENTON ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	67	106	2	0	175	26	102	9	0	137	5	483	18	1	507	23	45	38	0	106	925
07:15 AM	77	152	3	0	232	29	71	10	1	111	5	706	28	1	740	21	89	50	0	160	1243
07:30 AM	69	186	7	1	263	34	59	15	0	108	2	724	27	0	753	20	51	51	0	122	1246
07:45 AM	98	194	3	0	295	45	70	16	0	131	6	788	36	0	830	30	73	44	0	147	1403
Total	311	638	15	1	965	134	302	50	1	487	18	2701	109	2	2830	94	258	183	0	535	4817
08:00 AM	52	210	2	0	264	70	49	19	0	138	3	748	23	0	774	35	83	66	0	184	1360
08:15 AM	46	262	4	0	312	51	50	21	0	122	5	802	20	1	828	17	52	51	0	120	1382
08:30 AM	32	249	6	0	287	60	57	11	0	128	3	825	12	3	843	22	56	50	0	128	1386
08:45 AM	43	231	13	0	287	58	59	17	0	134	4	745	19	1	769	26	80	50	0	156	1346
Total	173	952	25	0	1150	239	215	68	0	522	15	3120	74	5	3214	100	271	217	0	588	5474
09:00 AM	22	174	11	0	207	54	43	16	1	114	3	771	11	4	789	17	58	53	0	128	1238
09:15 AM	19	168	8	0	195	20	23	7	0	50	5	861	22	0	888	15	36	46	0	97	1230
09:30 AM	27	200	2	1	230	20	26	8	0	54	7	702	10	0	719	13	28	52	0	93	1096
09:45 AM	17	174	6	0	197	17	28	8	0	53	9	573	19	3	604	13	20	30	0	63	917
Total	85	716	27	1	829	111	120	39	1	271	24	2907	62	7	3000	58	142	181	0	381	4481
Grand Total	569	2306	67	2	2944	484	637	157	2	1280	57	8728	245	14	9044	252	671	581	0	1504	14772
Apprch %	19.3	78.3	2.3	0.1		37.8	49.8	12.3	0.2		0.6	96.5	2.7	0.2		16.8	44.6	38.6	0		
Total %	3.9	15.6	0.5	0	19.9	3.3	4.3	1.1	0	8.7	0.4	59.1	1.7	0.1	61.2	1.7	4.5	3.9	0	10.2	

Start Time	SAN TOMAS EXPY Southbound				BENTON ST Westbound				SAN TOMAS EXPY Northbound				BENTON ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	98	194	3	295	45	70	16	131	6	788	36	830	30	73	44	147	1403
08:00 AM	52	210	2	264	70	49	19	138	3	748	23	774	35	83	66	184	1360
08:15 AM	46	262	4	312	51	50	21	122	5	802	20	827	17	52	51	120	1381
08:30 AM	32	249	6	287	60	57	11	128	3	825	12	840	22	56	50	128	1383
Total Volume	228	915	15	1158	226	226	67	519	17	3163	91	3271	104	264	211	579	5527
% App. Total	19.7	79	1.3		43.5	43.5	12.9		0.5	96.7	2.8		18	45.6	36.4		
PHF	.582	.873	.625	.928	.807	.807	.798	.940	.708	.958	.632	.974	.743	.795	.799	.787	.985

Traffic Data Service

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

File Name : 79AM
 Site Code : 00000079
 Start Date : 2/5/2015
 Page No : 2



Traffic Data Service

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

File Name : 79PM
 Site Code : 00000079
 Start Date : 2/5/2015
 Page No : 1

Groups Printed- Vehicles

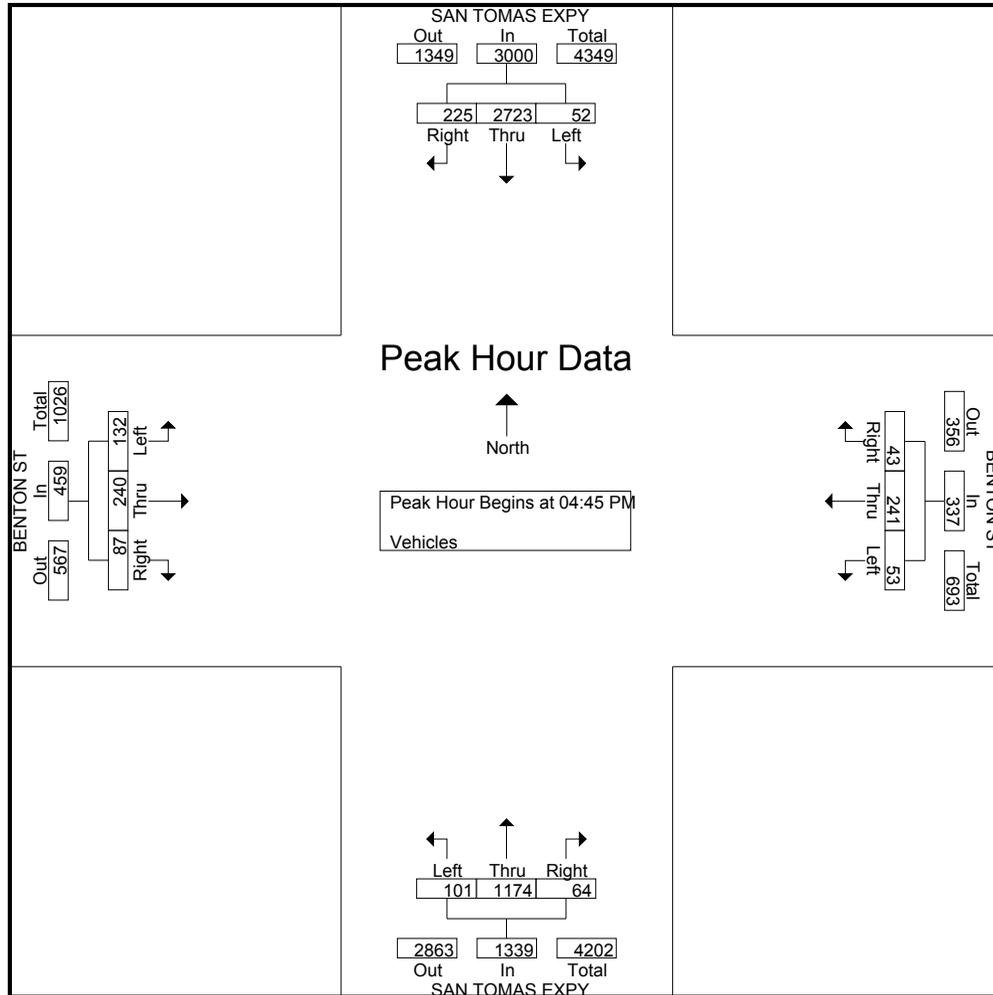
Start Time	SAN TOMAS EXPY Southbound					BENTON ST Westbound					SAN TOMAS EXPY Northbound					BENTON ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	37	614	6	0	657	11	47	7	0	65	20	260	24	3	307	17	49	30	0	96	1125
04:15 PM	56	624	14	0	694	14	40	11	0	65	16	261	22	0	299	22	48	30	0	100	1158
04:30 PM	46	623	11	0	680	9	65	9	0	83	22	230	19	2	273	26	60	46	0	132	1168
04:45 PM	55	742	21	0	818	17	46	10	0	73	19	296	26	0	341	15	56	27	0	98	1330
Total	194	2603	52	0	2849	51	198	37	0	286	77	1047	91	5	1220	80	213	133	0	426	4781
05:00 PM	56	677	11	0	744	10	62	15	0	87	19	267	19	1	306	22	44	27	0	93	1230
05:15 PM	70	594	8	0	672	10	79	18	0	107	15	316	30	2	363	17	81	39	0	137	1279
05:30 PM	44	710	12	0	766	6	54	10	0	70	11	295	26	2	334	33	59	39	0	131	1301
05:45 PM	46	650	15	0	711	7	60	15	0	82	10	321	36	0	367	18	66	31	0	115	1275
Total	216	2631	46	0	2893	33	255	58	0	346	55	1199	111	5	1370	90	250	136	0	476	5085
06:00 PM	23	660	11	0	694	9	63	15	1	88	12	279	23	1	315	22	55	43	0	120	1217
06:15 PM	37	600	11	0	648	6	55	11	0	72	16	273	18	0	307	22	58	28	0	108	1135
06:30 PM	55	758	15	0	828	11	43	14	0	68	24	252	16	1	293	23	45	39	0	107	1296
06:45 PM	40	516	7	0	563	7	31	8	0	46	19	240	12	1	272	11	34	20	0	65	946
Total	155	2534	44	0	2733	33	192	48	1	274	71	1044	69	3	1187	78	192	130	0	400	4594
Grand Total	565	7768	142	0	8475	117	645	143	1	906	203	3290	271	13	3777	248	655	399	0	1302	14460
Apprch %	6.7	91.7	1.7	0		12.9	71.2	15.8	0.1		5.4	87.1	7.2	0.3		19	50.3	30.6	0		
Total %	3.9	53.7	1	0	58.6	0.8	4.5	1	0	6.3	1.4	22.8	1.9	0.1	26.1	1.7	4.5	2.8	0	9	

Start Time	SAN TOMAS EXPY Southbound				BENTON ST Westbound				SAN TOMAS EXPY Northbound				BENTON ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	55	742	21	818	17	46	10	73	19	296	26	341	15	56	27	98	1330
05:00 PM	56	677	11	744	10	62	15	87	19	267	19	305	22	44	27	93	1229
05:15 PM	70	594	8	672	10	79	18	107	15	316	30	361	17	81	39	137	1277
05:30 PM	44	710	12	766	6	54	10	70	11	295	26	332	33	59	39	131	1299
Total Volume	225	2723	52	3000	43	241	53	337	64	1174	101	1339	87	240	132	459	5135
% App. Total	7.5	90.8	1.7		12.8	71.5	15.7		4.8	87.7	7.5		19	52.3	28.8		
PHF	.804	.917	.619	.917	.632	.763	.736	.787	.842	.929	.842	.927	.659	.741	.846	.838	.965

Traffic Data Service

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

File Name : 79PM
 Site Code : 00000079
 Start Date : 2/5/2015
 Page No : 2



Traffic Data Service

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

File Name : 78AM
Site Code : 00000078
Start Date : 2/5/2015
Page No : 1

Groups Printed- Vehicles

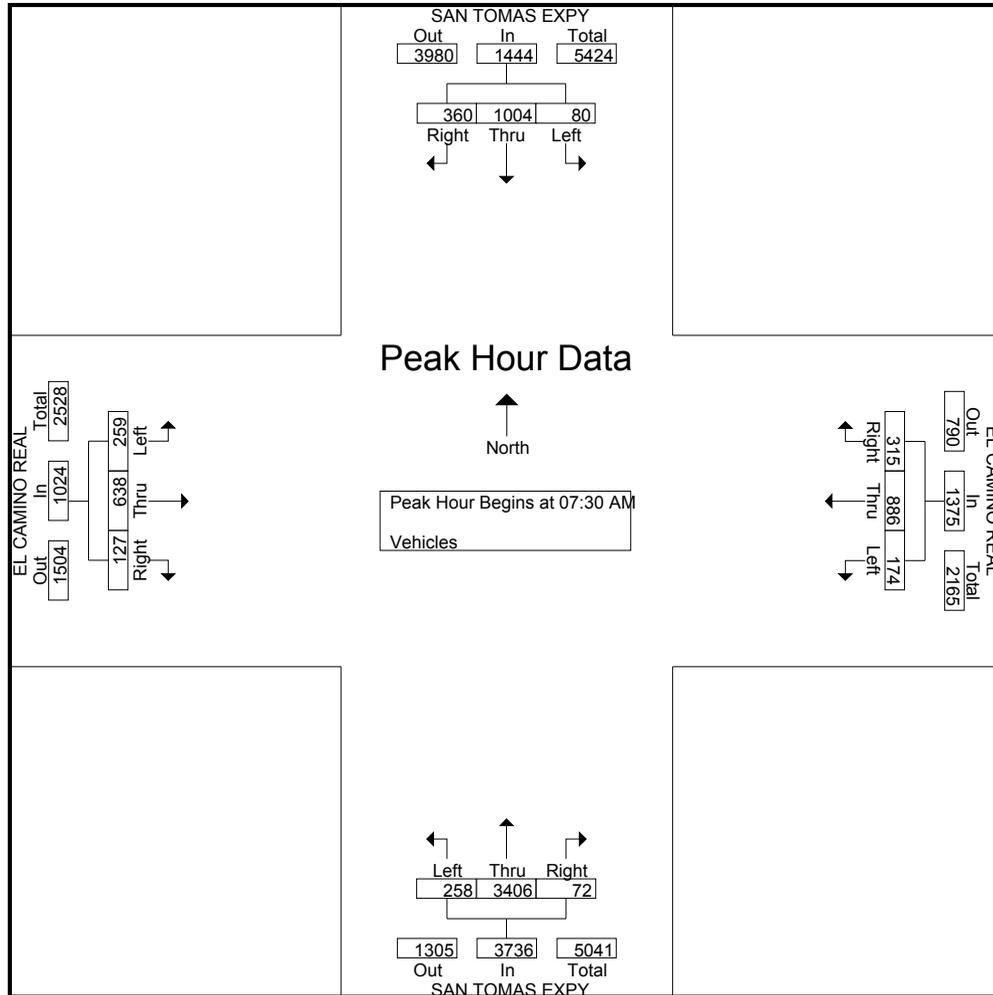
Start Time	SAN TOMAS EXPY Southbound					EL CAMINO REAL Westbound					SAN TOMAS EXPY Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	59	138	15	1	213	22	91	28	1	142	18	450	52	2	522	18	66	47	0	131	1008
07:15 AM	92	191	14	1	298	47	152	26	2	227	19	671	65	0	755	24	106	57	1	188	1468
07:30 AM	84	196	18	1	299	69	263	37	1	370	14	867	77	0	958	29	105	58	2	194	1821
07:45 AM	111	296	22	0	429	72	237	46	0	355	16	894	63	0	973	39	197	70	0	306	2063
Total	346	821	69	3	1239	210	743	137	4	1094	67	2882	257	2	3208	110	474	232	3	819	6360
08:00 AM	80	246	23	0	349	65	195	47	3	310	25	746	65	3	839	31	183	69	1	284	1782
08:15 AM	85	266	17	5	373	109	191	44	1	345	17	899	53	0	969	28	153	62	0	243	1930
08:30 AM	66	214	23	3	306	86	234	29	4	353	15	724	33	4	776	38	148	60	2	248	1683
08:45 AM	69	221	29	6	325	116	193	50	0	359	9	760	36	3	808	33	162	70	0	265	1757
Total	300	947	92	14	1353	376	813	170	8	1367	66	3129	187	10	3392	130	646	261	3	1040	7152
09:00 AM	48	144	23	3	218	81	139	34	0	254	11	790	37	0	838	27	134	68	0	229	1539
09:15 AM	44	152	21	6	223	83	141	35	0	259	16	818	36	0	870	32	129	59	0	220	1572
09:30 AM	62	168	28	0	258	46	187	36	0	269	35	852	45	2	934	36	121	66	0	223	1684
09:45 AM	61	155	21	4	241	59	158	40	0	257	28	569	55	1	653	31	134	69	0	234	1385
Total	215	619	93	13	940	269	625	145	0	1039	90	3029	173	3	3295	126	518	262	0	906	6180
Grand Total	861	2387	254	30	3532	855	2181	452	12	3500	223	9040	617	15	9895	366	1638	755	6	2765	19692
Apprch %	24.4	67.6	7.2	0.8		24.4	62.3	12.9	0.3		2.3	91.4	6.2	0.2		13.2	59.2	27.3	0.2		
Total %	4.4	12.1	1.3	0.2	17.9	4.3	11.1	2.3	0.1	17.8	1.1	45.9	3.1	0.1	50.2	1.9	8.3	3.8	0	14	

Start Time	SAN TOMAS EXPY Southbound				EL CAMINO REAL Westbound				SAN TOMAS EXPY Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	84	196	18	298	69	263	37	369	14	867	77	958	29	105	58	192	1817
07:45 AM	111	296	22	429	72	237	46	355	16	894	63	973	39	197	70	306	2063
08:00 AM	80	246	23	349	65	195	47	307	25	746	65	836	31	183	69	283	1775
08:15 AM	85	266	17	368	109	191	44	344	17	899	53	969	28	153	62	243	1924
Total Volume	360	1004	80	1444	315	886	174	1375	72	3406	258	3736	127	638	259	1024	7579
% App. Total	24.9	69.5	5.5		22.9	64.4	12.7		1.9	91.2	6.9		12.4	62.3	25.3		
PHF	.811	.848	.870	.841	.722	.842	.926	.932	.720	.947	.838	.960	.814	.810	.925	.837	.918

Traffic Data Service

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

File Name : 78AM
 Site Code : 00000078
 Start Date : 2/5/2015
 Page No : 2

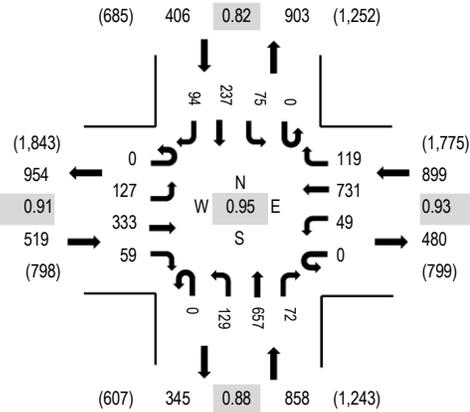




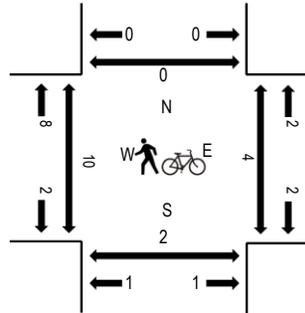
(303) 216-2439
www.alltrafficdata.net

Location: 53 KIELY BLVD & PRUNERIDGE AVE AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				KIELY BLVD Northbound				KIELY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	5	32	5	0	4	138	24	0	8	51	7	0	3	34	11	322	1,819	1	0	0	1
7:15:00 AM	0	0	41	7	0	9	205	20	0	23	52	10	0	13	43	10	433	2,143	0	0	0	0
7:30:00 AM	0	11	64	19	0	9	184	18	0	25	68	15	0	16	46	6	481	2,378	5	4	0	1
7:45:00 AM	0	2	78	15	0	12	233	20	0	29	78	19	0	21	59	17	583	2,604	2	0	1	1
8:00:00 AM	0	18	77	13	0	14	200	27	0	43	146	16	0	18	51	23	646	2,682	2	2	1	0
8:15:00 AM	0	37	91	15	0	6	186	29	0	34	134	12	0	21	70	33	668		2	1	0	0
8:30:00 AM	0	39	82	19	0	14	174	33	0	29	183	17	0	22	71	24	707		5	0	0	0
8:45:00 AM	0	33	83	12	0	15	171	30	0	23	194	27	0	14	45	14	661		1	0	1	0

Peak Rolling Hour Flow Rates

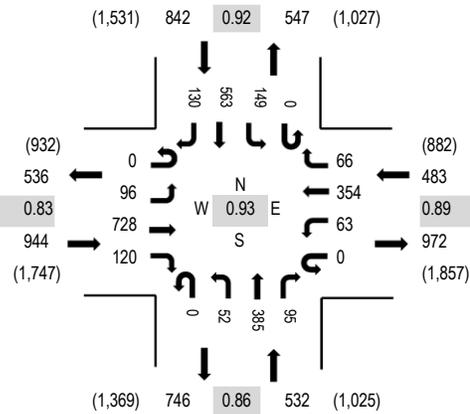
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	127	331	58	0	48	718	118	0	129	640	71	0	74	229	93	2,636
Mediums	0	0	2	1	0	1	13	1	0	0	15	1	0	1	8	1	44
Total	0	127	333	59	0	49	731	119	0	129	657	72	0	75	237	94	2,682



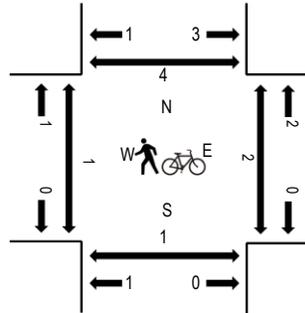
(303) 216-2439
www.alltrafficdata.net

Location: 53 KIELY BLVD & PRUNERIDGE AVE PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				KIELY BLVD Northbound				KIELY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	13	142	22	0	19	67	16	0	10	73	24	0	35	95	16	532	2,384	3	0	0	0
4:15:00 PM	0	11	147	24	0	13	59	21	0	13	82	24	0	36	119	15	564	2,455	4	0	0	1
4:30:00 PM	0	13	175	34	0	10	77	26	0	20	94	19	0	34	108	20	630	2,607	0	1	0	1
4:45:00 PM	0	14	189	19	0	11	67	13	1	11	104	18	0	42	148	21	658	2,731	0	0	1	0
5:00:00 PM	0	14	171	21	0	18	75	13	0	13	79	23	0	40	116	20	603	2,801	1	0	0	0
5:15:00 PM	0	21	155	31	0	17	96	14	0	10	112	32	0	40	154	34	716		0	0	0	2
5:30:00 PM	0	30	218	36	0	13	84	18	0	15	102	19	0	33	154	32	754		0	1	1	0
5:45:00 PM	0	31	184	32	0	15	99	21	0	14	92	21	0	36	139	44	728		0	1	0	0

Peak Rolling Hour Flow Rates

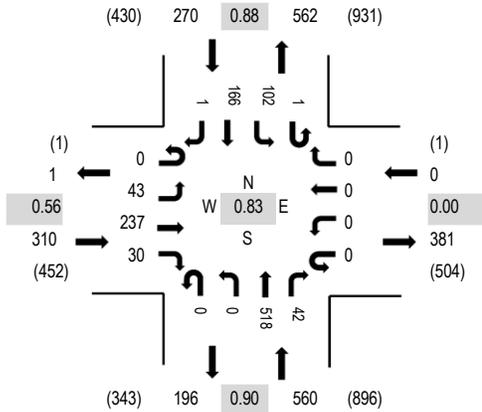
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	96	725	120	0	63	352	65	0	52	379	94	0	149	559	130	2,784
Mediums	0	0	3	0	0	0	2	1	0	0	6	1	0	0	3	0	16
Total	0	96	728	120	0	63	354	66	0	52	385	95	0	149	563	130	2,801



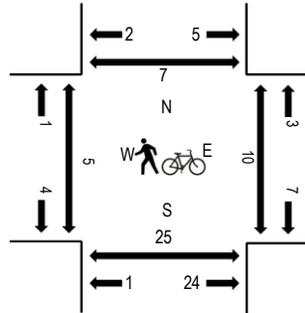
(303) 216-2439
www.alltrafficdata.net

Location: 55 MONROE ST & BELLOMY ST AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BELLOMY ST Eastbound				BELLOMY ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right			West	East	South	North													
7:00:00 AM	0	5	5	1	0	0	0	0	0	0	57	0	0	0	4	22	0	94	717	1	1	0	0
7:15:00 AM	0	10	19	5	0	0	0	0	0	0	63	4	0	0	12	30	0	143	967	4	0	2	0
7:30:00 AM	0	13	33	6	0	0	0	0	0	0	80	5	0	0	16	36	0	189	1,091	0	2	3	0
7:45:00 AM	0	16	70	6	0	0	0	0	0	0	109	14	1	0	41	34	0	291	1,140	1	1	8	1
8:00:00 AM	0	9	122	7	0	0	0	0	0	0	112	17	0	0	42	35	0	344	1,062	2	1	11	2
8:15:00 AM	0	9	29	8	0	0	0	0	0	0	145	8	0	0	16	52	0	267		1	5	1	1
8:30:00 AM	0	9	16	9	0	0	0	0	0	0	152	3	0	0	3	45	1	238		0	3	3	0
8:45:00 AM	0	15	22	8	0	0	0	1	0	0	125	2	0	0	1	39	0	213		0	1	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	40	232	30	0	0	0	0	0	0	511	39	1	99	161	0	1,113
Mediums	0	3	5	0	0	0	0	0	0	0	7	3	0	3	5	1	27
Total	0	43	237	30	0	0	0	0	0	0	518	42	1	102	166	1	1,140

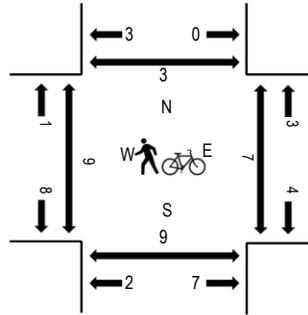
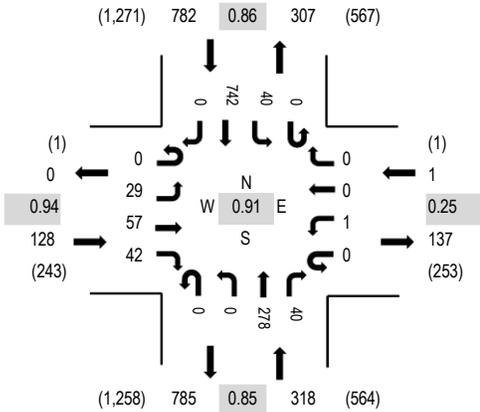


(303) 216-2439
www.alltrafficdata.net

Location: 55 MONROE ST & BELLOMY ST PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BELLOMY ST Eastbound				BELLOMY ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
4:00:00 PM	0	9	14	5	0	0	0	0	0	1	45	3	0	9	85	0	171	850	1	0	0	2
4:15:00 PM	0	6	13	8	0	0	0	0	0	0	60	2	0	11	93	0	193	958	0	2	1	1
4:30:00 PM	0	6	13	6	0	0	0	0	0	0	61	3	0	10	123	0	222	1,074	1	1	3	3
4:45:00 PM	0	8	17	10	0	0	0	0	0	0	65	6	0	15	143	0	264	1,189	0	0	0	0
5:00:00 PM	0	5	17	11	0	0	0	0	0	0	56	11	0	12	167	0	279	1,229	2	0	0	2
5:15:00 PM	0	5	15	8	0	1	0	0	0	0	84	10	0	11	175	0	309		3	1	3	0
5:30:00 PM	0	10	16	7	0	0	0	0	0	0	65	12	0	11	216	0	337		0	3	3	0
5:45:00 PM	0	9	9	16	0	0	0	0	0	0	73	7	0	6	184	0	304		3	1	2	1

Peak Rolling Hour Flow Rates

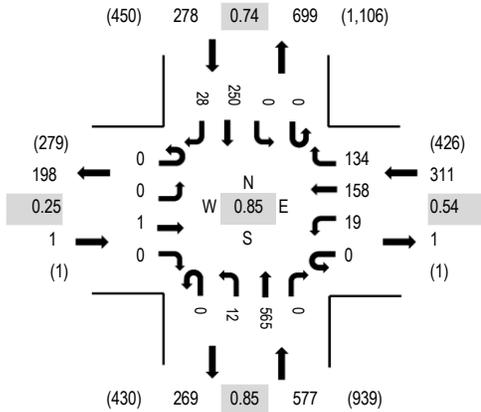
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	26	57	42	0	1	0	0	0	0	275	40	0	40	739	0	1,220
Mediums	0	3	0	0	0	0	0	0	0	0	3	0	0	0	3	0	9
Total	0	29	57	42	0	1	0	0	0	0	278	40	0	40	742	0	1,229



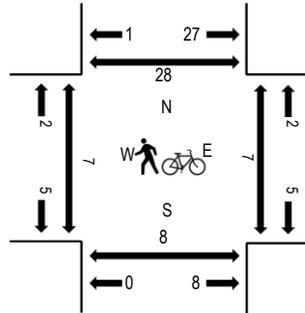
(303) 216-2439
www.alltrafficdata.net

Location: 56 MONROE ST & MARKET ST AM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	0	0	0	7	7	0	0	67	0	0	0	26	2	109	756	1	1	0	3
7:15:00 AM	0	0	0	0	0	0	8	14	0	0	71	0	0	0	44	5	142	991	2	0	1	1
7:30:00 AM	0	0	0	0	0	5	23	26	0	8	83	0	0	0	45	6	196	1,109	0	2	0	3
7:45:00 AM	0	0	0	0	0	5	34	46	0	3	127	0	0	0	84	10	309	1,167	2	1	2	19
8:00:00 AM	0	0	0	0	0	6	85	53	0	3	125	0	0	0	66	6	344	1,060	1	1	1	6
8:15:00 AM	0	0	0	0	0	3	27	19	0	4	145	0	0	0	56	6	260		3	3	4	1
8:30:00 AM	0	0	1	0	0	5	12	16	0	2	168	0	0	0	44	6	254		0	2	0	0
8:45:00 AM	0	0	0	0	0	0	14	11	0	5	128	0	0	0	41	3	202		1	0	0	0

Peak Rolling Hour Flow Rates

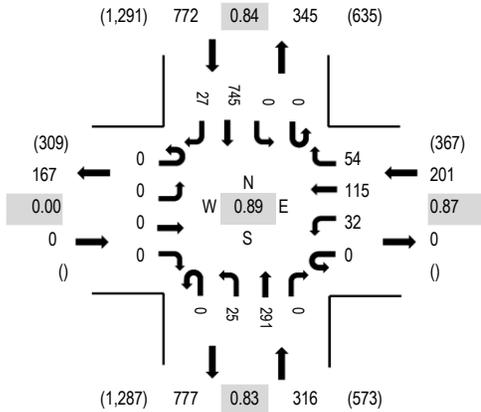
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	17	157	132	0	11	557	0	0	0	241	25	1,140
Mediums	0	0	1	0	0	2	1	2	0	1	7	0	0	0	9	3	26
Total	0	0	1	0	0	19	158	134	0	12	565	0	0	0	250	28	1,167



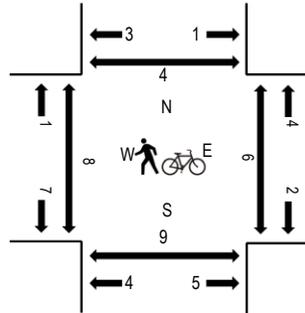
(303) 216-2439
www.alltrafficdata.net

Location: 56 MONROE ST & MARKET ST PM
Date and Start Time: Tuesday, October 20, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARKET ST Eastbound				MARKET ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	0	0	0	0	0	6	20	12	0	4	55	0	0	0	91	6	194	942	0	1	0	0
4:15:00 PM	0	0	0	0	0	3	16	12	0	6	59	0	0	0	101	12	209	1,031	0	1	0	1
4:30:00 PM	0	0	0	0	0	7	30	16	0	5	60	0	0	0	129	8	255	1,152	0	1	0	0
4:45:00 PM	0	0	0	0	0	8	21	15	0	7	61	0	0	0	165	7	284	1,260	0	2	0	3
5:00:00 PM	0	0	0	0	0	10	28	10	0	3	57	0	0	0	171	4	283	1,289	1	0	2	2
5:15:00 PM	0	0	0	0	0	10	28	12	0	7	88	0	0	0	180	5	330		4	2	3	1
5:30:00 PM	0	0	0	0	0	6	31	21	0	8	66	0	0	0	223	8	363		2	0	1	1
5:45:00 PM	0	0	0	0	0	6	28	11	0	7	80	0	0	0	171	10	313		1	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	32	113	54	0	25	285	0	0	0	742	23	1,274
Mediums	0	0	0	0	0	0	2	0	0	0	5	0	0	0	3	4	14
Total	0	0	0	0	0	32	115	54	0	25	291	0	0	0	745	27	1,289



(303) 216-2439
www.alltrafficdata.net

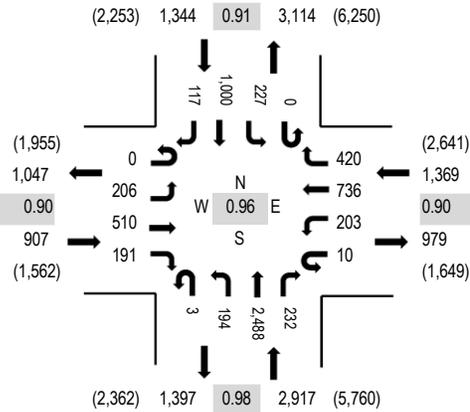
Location: 54 SAN TOMAS EXPY & HAMILTON AVE AM

Date and Start Time: Tuesday, October 20, 2015

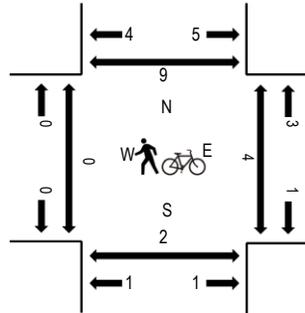
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HAMILTON AVE Eastbound				HAMILTON AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	1	35	76	31	0	25	104	121	0	37	563	29	0	17	104	23	1,166	5,828	0	1	3	0
7:15:00 AM	0	47	92	41	3	28	155	142	0	38	646	27	0	26	152	15	1,412	6,321	3	0	4	0
7:30:00 AM	0	31	84	31	3	61	188	121	1	48	656	38	0	53	199	26	1,540	6,522	0	1	5	3
7:45:00 AM	0	54	111	49	1	75	201	105	0	37	644	64	0	54	287	28	1,710	6,537	0	0	0	2
8:00:00 AM	0	51	149	51	3	53	164	94	1	44	645	56	0	60	256	32	1,659	6,388	0	1	0	3
8:15:00 AM	0	44	143	35	3	45	185	122	0	53	601	67	0	52	228	35	1,613		0	1	0	2
8:30:00 AM	0	57	107	56	3	30	186	99	2	60	598	45	0	61	229	22	1,555		0	2	2	0
8:45:00 AM	0	39	108	39	1	42	185	93	0	61	642	57	0	56	211	27	1,561		1	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	4	1	0	0	1	0	0	1	1	0	9
Lights	0	206	503	182	9	202	713	417	3	193	2,459	229	0	223	982	114	6,435
Mediums	0	0	7	8	1	1	19	2	0	1	28	3	0	3	17	3	93
Total	0	206	510	191	10	203	736	420	3	194	2,488	232	0	227	1,000	117	6,537



(303) 216-2439
www.alltrafficdata.net

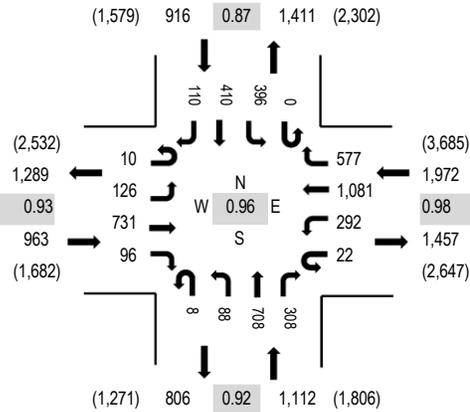
Location: 30 WINCHESTER BLVD & HAMILTON AVE AM

Date and Start Time: Tuesday, October 20, 2015

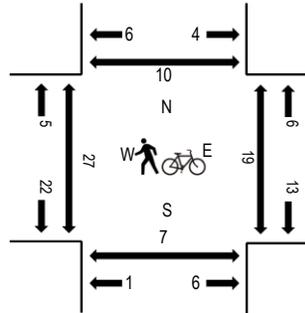
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HAMILTON AVE Eastbound				HAMILTON AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	1	14	127	6	3	29	218	83	0	14	58	35	0	78	39	11	716	3,934	3	2	3	0
7:15:00 AM	1	15	147	8	2	39	284	97	1	12	97	55	0	65	58	15	896	4,510	2	2	2	1
7:30:00 AM	4	22	145	10	4	59	305	123	0	26	114	61	0	116	80	28	1,097	4,866	2	6	4	1
7:45:00 AM	3	39	184	33	5	84	287	126	1	29	132	58	0	108	107	29	1,225	4,963	3	9	1	6
8:00:00 AM	1	29	195	21	5	66	255	160	4	17	174	103	0	102	136	24	1,292	4,818	6	3	1	3
8:15:00 AM	3	32	173	22	3	71	261	146	1	21	198	83	0	105	98	35	1,252		6	5	3	1
8:30:00 AM	3	26	179	20	9	71	278	145	2	21	204	64	0	81	69	22	1,194		1	2	0	0
8:45:00 AM	3	22	180	14	10	59	275	123	3	23	123	72	0	90	60	23	1,080		1	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	4	2	0	0	3	1	0	1	0	0	13
Lights	10	125	718	95	22	288	1,051	565	8	88	693	300	0	385	400	108	4,856
Mediums	0	1	11	1	0	4	26	10	0	0	12	7	0	10	10	2	94
Total	10	126	731	96	22	292	1,081	577	8	88	708	308	0	396	410	110	4,963



(303) 216-2439
www.alltrafficdata.net

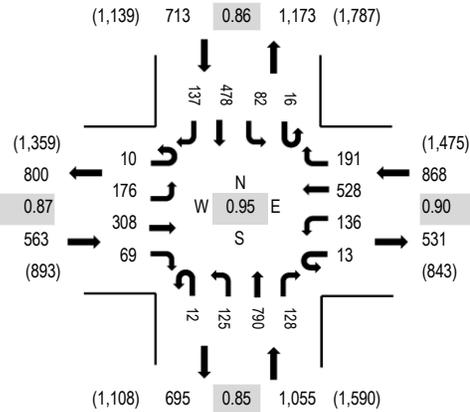
Location: 31 WINCHESTER BLVD & CAMPBELL AVE AM

Date and Start Time: Tuesday, October 20, 2015

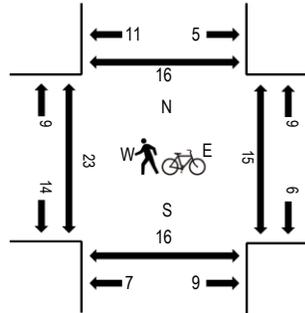
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CAMPBELL AVE Eastbound				CAMPBELL AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	16	28	3	1	10	70	16	0	17	63	6	3	12	39	9	293	2,082	2	1	4	3
7:15:00 AM	2	19	42	14	1	10	103	25	2	10	84	14	1	11	71	16	425	2,624	1	1	1	1
7:30:00 AM	0	30	38	17	0	33	140	42	3	18	113	14	1	18	87	26	580	3,043	0	2	4	3
7:45:00 AM	0	36	55	21	3	28	167	42	2	31	171	21	3	18	156	30	784	3,199	8	9	4	2
8:00:00 AM	1	50	93	17	3	47	135	44	2	25	195	35	3	18	133	34	835	3,015	3	2	4	7
8:15:00 AM	2	53	88	14	6	38	105	53	7	35	229	41	4	23	117	29	844		3	4	4	3
8:30:00 AM	7	37	72	17	1	23	121	52	1	34	195	31	6	23	72	44	736		4	0	3	3
8:45:00 AM	2	31	72	16	1	31	90	34	0	24	132	35	4	19	77	32	600		5	6	3	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	5
Lights	9	174	303	66	13	122	517	187	12	124	771	125	16	80	471	132	3,122
Mediums	1	2	5	3	0	14	10	3	0	1	17	2	0	2	7	5	72
Total	10	176	308	69	13	136	528	191	12	125	790	128	16	82	478	137	3,199



(303) 216-2439
www.alltrafficdata.net

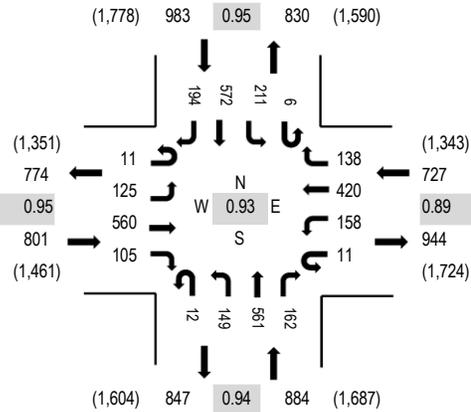
Location: 31 WINCHESTER BLVD & CAMPBELL AVE PM

Date and Start Time: Tuesday, October 20, 2015

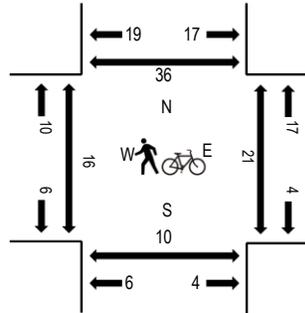
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CAMPBELL AVE Eastbound				CAMPBELL AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00:00 PM	7	20	98	23	0	45	84	31	2	20	141	44	1	34	111	21	682	2,874	1	0	0	3
4:15:00 PM	5	24	109	24	5	30	75	28	6	16	113	37	2	44	129	34	681	3,021	4	1	6	3
4:30:00 PM	3	29	91	29	4	35	89	29	4	24	135	41	4	35	114	33	699	3,248	1	2	0	4
4:45:00 PM	0	25	147	26	1	38	94	28	0	30	148	42	2	48	141	42	812	3,360	1	1	5	3
5:00:00 PM	1	34	137	25	6	28	107	42	2	32	142	49	2	46	139	37	829	3,395	6	6	2	9
5:15:00 PM	5	30	153	23	1	55	123	25	4	36	151	43	1	54	153	51	908		1	5	1	9
5:30:00 PM	1	35	133	26	2	34	87	29	2	35	138	34	3	57	143	52	811		5	4	4	3
5:45:00 PM	4	26	137	31	2	41	103	42	4	46	130	36	0	54	137	54	847		1	4	1	15

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	11	125	557	104	11	157	419	138	12	148	546	162	6	209	564	193	3,362	
Mediums	0	0	3	1	0	1	1	0	0	1	15	0	0	2	8	1	33	
Total	11	125	560	105	11	158	420	138	12	149	561	162	6	211	572	194	3,395	



Site Code: 42
 Station ID:
 OLSEN DR W/O WINCHESTER BLVD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	1	1	1	2	1	0	0	0	0	0	0	0	0	0	6
06:00	1	1	3	0	1	0	0	0	0	0	0	0	0	0	6
07:00	0	2	4	2	4	0	0	0	0	0	0	0	0	0	12
08:00	2	2	9	3	0	0	0	0	0	0	0	0	0	0	16
09:00	1	3	10	3	1	0	0	0	0	0	0	0	0	0	18
10:00	1	4	6	6	4	0	0	0	0	0	0	0	0	0	21
11:00	3	4	4	4	0	0	0	0	0	0	0	0	0	0	15
12 PM	2	4	8	8	0	0	0	0	0	0	0	0	0	0	22
13:00	4	5	14	3	0	0	0	0	0	0	0	0	0	0	26
14:00	6	3	9	1	0	0	0	0	0	0	0	0	0	0	19
15:00	2	2	9	5	0	0	0	0	0	0	0	0	0	0	18
16:00	4	7	9	5	2	0	0	0	0	0	0	0	0	0	27
17:00	2	4	14	5	0	0	0	0	0	0	0	0	0	0	25
18:00	2	3	3	1	0	0	0	0	0	0	0	0	0	0	9
19:00	2	2	7	3	1	0	0	0	0	0	0	0	0	0	15
20:00	0	3	2	1	1	0	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	33	53	117	53	17	0	0	0	0	0	0	0	0	0	273
Grand Total	33	53	117	53	17	0	0	0	0	0	0	0	0	0	273

15th Percentile : 15 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 30 MPH

Statistics Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 170
 Percent in Pace : 62.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 42
 Station ID:
 OLSEN DR W/O WINCHESTER BLVD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
08:00	0	1	5	2	1	0	0	0	0	0	0	0	0	0	9
09:00	1	3	4	4	0	0	0	0	0	0	0	0	0	0	12
10:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
11:00	8	1	5	6	1	0	0	0	0	0	0	0	0	0	21
12 PM	2	0	4	7	0	0	0	0	0	0	0	0	0	0	13
13:00	4	3	9	4	1	0	0	0	0	0	0	0	0	0	21
14:00	9	3	5	3	1	1	0	0	0	0	0	0	0	0	22
15:00	3	4	5	7	3	0	0	1	0	0	0	0	0	0	23
16:00	2	2	8	6	1	0	0	0	0	0	0	0	0	0	19
17:00	2	2	8	6	3	0	0	0	0	0	0	0	0	0	21
18:00	0	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	34	29	71	61	11	1	0	1	0	0	0	0	0	0	208
Grand Total	34	29	71	61	11	1	0	1	0	0	0	0	0	0	208

15th Percentile : 13 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 31 MPH

Statistics Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 132
 Percent in Pace : 63.5%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 43
 Station ID:
 OLIN AVE W/O WINCHESTER BLVD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
06:00	1	1	3	4	0	0	0	0	0	0	0	0	0	0	9
07:00	5	2	6	4	4	1	0	0	0	0	0	0	0	0	22
08:00	7	10	6	7	1	0	0	0	0	0	0	0	0	0	31
09:00	4	6	14	3	3	0	0	0	0	0	0	0	0	0	30
10:00	8	10	8	5	0	0	0	0	0	0	0	0	0	0	31
11:00	12	12	9	5	2	0	0	0	0	0	0	0	0	0	40
12 PM	17	8	15	7	1	0	0	0	1	0	0	0	0	0	49
13:00	7	11	12	4	4	1	0	0	0	0	0	0	0	0	39
14:00	2	11	11	14	1	1	0	0	0	0	0	0	0	0	40
15:00	9	14	18	11	3	0	1	0	0	0	0	0	0	0	56
16:00	5	12	10	9	2	0	0	0	0	0	0	0	0	0	38
17:00	12	17	11	11	1	2	0	0	0	0	0	0	0	0	54
18:00	12	9	19	8	2	0	0	1	0	0	0	0	0	0	51
19:00	3	8	12	5	0	0	0	0	0	0	0	0	0	0	28
20:00	0	2	4	3	1	1	0	0	0	0	0	0	0	0	11
21:00	1	1	1	3	1	0	0	0	0	0	0	0	0	0	7
22:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	106	139	163	107	26	6	1	1	1	0	0	0	0	0	550
Grand Total	106	139	163	107	26	6	1	1	1	0	0	0	0	0	550

15th Percentile : 11 MPH
 50th Percentile : 20 MPH
 85th Percentile : 27 MPH
 95th Percentile : 31 MPH

Statistics Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 302
 Percent in Pace : 54.9%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 43
 Station ID:
 OLIN AVE W/O WINCHESTER BLVD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
07:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4
08:00	9	3	9	8	1	0	0	0	0	0	0	0	0	0	30
09:00	3	2	8	6	1	0	0	0	0	0	0	0	0	0	20
10:00	14	6	4	3	2	1	0	0	0	0	0	0	0	0	30
11:00	13	5	7	9	3	0	0	0	0	0	0	0	0	0	37
12 PM	9	5	3	2	1	0	0	0	0	0	0	0	0	0	20
13:00	7	4	6	5	4	2	0	0	0	0	0	0	0	0	28
14:00	13	2	9	4	3	2	0	0	0	0	0	0	0	0	33
15:00	10	4	19	4	3	2	0	0	0	0	0	0	0	0	42
16:00	6	9	8	2	2	0	0	0	0	0	0	0	0	0	27
17:00	3	4	11	9	1	1	0	0	0	0	0	0	0	0	29
18:00	3	5	9	7	4	0	0	0	0	0	0	0	0	0	28
19:00	1	3	5	3	1	0	0	0	0	0	0	0	0	0	13
20:00	1	2	4	3	6	0	1	0	0	0	0	0	0	0	17
21:00	0	5	4	2	3	0	0	0	0	0	0	0	0	0	14
22:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	95	63	111	71	38	8	1	0	0	0	0	0	0	0	387
Grand Total	95	63	111	71	38	8	1	0	0	0	0	0	0	0	387

15th Percentile : 9 MPH
 50th Percentile : 21 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

Statistics Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 182
 Percent in Pace : 47.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 44
 Station ID:
 SPAR AVE N/O OLIN AVE

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:00	14	5	4	0	0	0	0	0	0	0	0	0	0	0	23
09:00	2	8	1	0	0	0	0	0	0	0	0	0	0	0	11
10:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
12 PM	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10
13:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
14:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
15:00	6	4	3	1	0	0	0	0	0	0	0	0	0	0	14
16:00	2	7	2	0	0	0	0	0	0	0	0	0	0	0	11
17:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
18:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	60	25	2	0	0	0	0	0	0	0	0	0	0	130
Grand Total	43	60	25	2	0	0	0	0	0	0	0	0	0	0	130

15th Percentile : 6 MPH
 50th Percentile : 16 MPH
 85th Percentile : 21 MPH
 95th Percentile : 24 MPH

Statistics Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 85
 Percent in Pace : 65.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 44
 Station ID:
 SPAR AVE N/O OLIN AVE

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00	7	2	0	4	0	0	0	0	0	0	0	0	0	0	13
09:00	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
10:00	2	4	2	1	1	0	0	0	0	0	0	0	0	0	10
11:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
12 PM	1	4	2	3	2	0	0	0	0	0	0	0	0	0	12
13:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:00	3	2	1	3	0	0	0	0	0	0	0	0	0	0	9
15:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
16:00	1	0	3	3	0	0	0	0	0	0	0	0	0	0	7
17:00	0	5	4	6	1	0	0	0	0	0	0	0	0	0	16
18:00	2	2	6	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
20:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	29	30	32	5	0	115								
Grand Total	19	29	30	32	5	0	115								

15th Percentile : 13 MPH
 50th Percentile : 21 MPH
 85th Percentile : 28 MPH
 95th Percentile : 29 MPH

Statistics Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 62
 Percent in Pace : 53.9%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 45
 Station ID:
 HANSON AVE N/O OLIN AVE

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	2	1	3	1	1	0	0	0	0	0	0	0	0	0	8
11:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	2	2	2	1	0	0	0	0	0	0	0	0	0	7
13:00	1	3	1	1	1	0	0	0	0	0	0	0	0	0	7
14:00	1	4	2	3	0	0	0	0	0	0	0	0	0	0	10
15:00	0	3	3	2	0	0	0	0	0	0	0	0	0	0	8
16:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	6
17:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
19:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
20:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	20	29	19	5	0	0	0	0	0	0	0	0	0	84
Grand Total	11	20	29	19	5	0	0	0	0	0	0	0	0	0	84

15th Percentile : 15 MPH
 50th Percentile : 21 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH

Statistics Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 49
 Percent in Pace : 58.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 45
 Station ID:
 HANSON AVE N/O OLIN AVE

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	3	1	0	0	0	0	0	0	0	0	0	6
06:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
07:00	0	1	2	1	3	0	0	0	0	0	0	0	0	0	7
08:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
09:00	0	0	3	4	1	1	0	0	0	0	0	0	0	0	9
10:00	1	2	4	2	3	2	0	0	0	0	0	0	0	0	14
11:00	1	3	6	7	3	0	0	1	0	0	0	0	0	0	21
12 PM	1	4	11	7	0	0	1	0	0	0	0	0	0	0	24
13:00	1	3	7	6	3	3	0	0	0	0	0	0	0	0	23
14:00	0	2	14	12	6	2	1	0	0	0	0	0	0	0	37
15:00	1	3	12	8	2	1	0	0	0	0	0	0	0	0	27
16:00	2	2	10	9	2	2	1	0	0	0	0	0	0	0	28
17:00	0	0	6	9	3	0	0	0	0	0	0	0	0	0	18
18:00	1	1	8	8	3	1	0	0	0	0	0	0	0	0	22
19:00	0	0	4	3	3	0	0	0	0	0	0	0	0	0	10
20:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
21:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
22:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	8	25	93	88	38	12	3	1	0	0	0	0	0	0	268
Grand Total	8	25	93	88	38	12	3	1	0	0	0	0	0	0	268

15th Percentile : 20 MPH
 50th Percentile : 25 MPH
 85th Percentile : 31 MPH
 95th Percentile : 36 MPH

Statistics Mean Speed(Average) : 26 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 181
 Percent in Pace : 67.5%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 46
 Station ID:
 MAPLEWOOD AVE N/O OLIN AVE

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
07:00	2	0	0	1	3	1	0	0	0	0	0	0	0	0	7
08:00	3	0	0	3	0	3	0	0	0	0	0	0	0	0	9
09:00	3	3	1	4	1	1	1	0	0	0	0	0	0	0	14
10:00	2	1	3	2	6	3	1	0	0	0	0	0	0	0	18
11:00	0	4	3	4	1	1	1	0	0	0	0	0	0	0	14
12 PM	1	2	3	4	5	0	1	0	0	0	0	0	0	0	16
13:00	1	0	0	5	8	5	1	0	0	0	0	0	0	0	20
14:00	3	0	3	1	4	4	0	1	0	0	0	0	0	0	16
15:00	3	4	5	8	2	2	1	0	0	0	0	0	0	0	25
16:00	0	0	1	3	6	0	1	0	0	0	0	0	0	0	11
17:00	0	1	1	2	3	1	0	0	0	0	0	0	0	0	8
18:00	0	1	1	8	4	3	0	0	0	0	0	0	0	0	17
19:00	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7
20:00	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
21:00	1	0	0	3	1	3	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Total	21	17	24	58	51	30	7	1	0	0	0	0	0	0	209
Grand Total	21	17	24	58	51	30	7	1	0	0	0	0	0	0	209

15th Percentile : 18 MPH
 50th Percentile : 28 MPH
 85th Percentile : 36 MPH
 95th Percentile : 39 MPH

Statistics Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 109
 Percent in Pace : 52.2%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 46
 Station ID:
 MAPLEWOOD AVE N/O OLIN AVE

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4
07:00	1	0	1	2	3	1	0	0	0	0	0	0	0	0	8
08:00	1	1	1	2	3	0	0	0	0	0	0	0	0	0	8
09:00	2	1	3	2	1	0	0	0	0	0	0	0	0	0	9
10:00	2	1	1	3	2	2	0	0	0	0	0	0	0	0	11
11:00	2	3	1	6	1	0	0	0	0	0	0	0	0	0	13
12 PM	0	1	2	5	5	1	0	0	0	0	0	0	0	0	14
13:00	2	4	0	4	1	1	0	0	0	0	0	0	0	0	12
14:00	0	2	4	5	1	0	0	0	0	0	0	0	0	0	12
15:00	2	0	1	6	5	1	0	0	0	0	0	0	0	0	15
16:00	0	1	4	5	8	0	0	0	0	0	0	0	0	0	18
17:00	0	3	2	3	4	0	1	0	0	0	0	0	0	0	13
18:00	3	1	3	10	5	2	0	0	0	0	0	0	0	0	24
19:00	2	1	2	5	2	0	0	0	0	0	0	0	0	0	12
20:00	0	1	1	4	1	0	1	0	0	0	0	0	0	0	8
21:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
22:00	2	1	4	1	0	1	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	21	22	33	65	44	10	2	0	197						
Grand Total	21	22	33	65	44	10	2	0	197						

15th Percentile : 16 MPH
 50th Percentile : 26 MPH
 85th Percentile : 33 MPH
 95th Percentile : 36 MPH

Statistics Mean Speed(Average) : 26 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 109
 Percent in Pace : 55.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%



Site Code: 1
 Station ID:
 WINCHESTER RANCH W/O OLSEN DR

Start Time	21-Jan-16 Thu	EB-OUT	WB-IN							Total
12:00 AM		2	0							2
01:00		2	0							2
02:00		1	0							1
03:00		3	0							3
04:00		3	0							3
05:00		7	1							8
06:00		12	0							12
07:00		17	5							22
08:00		16	14							30
09:00		22	12							34
10:00		23	19							42
11:00		21	25							46
12:00 PM		42	35							77
01:00		30	27							57
02:00		25	30							55
03:00		32	36							68
04:00		13	30							43
05:00		31	27							58
06:00		11	39							50
07:00		5	7							12
08:00		19	4							23
09:00		18	2							20
10:00		2	0							2
11:00		3	2							5
Total		360	315							675
Percent		53.3%	46.7%							
AM Peak	-	10:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	23	25	-	-	-	-	-	-	46
PM Peak	-	12:00	18:00	-	-	-	-	-	-	12:00
Vol.	-	42	39	-	-	-	-	-	-	77
Total		360	315							675
Percent		53.3%	46.7%							
ADT		ADT 588	AADT 588							



Site Code: 2
 Station ID:
 WINCHESTER RANCH DWY 2 W/O WINCHESTER BL

Start Time	21-Jan-1 Thu	WB-IN								
12:00 AM		4								
01:00		6								
02:00		2								
03:00		2								
04:00		0								
05:00		4								
06:00		0								
07:00		2								
08:00		0								
09:00		0								
10:00		2								
11:00		4								
12:00 PM		7								
01:00		2								
02:00		6								
03:00		4								
04:00		6								
05:00		6								
06:00		0								
07:00		6								
08:00		18								
09:00		4								
10:00		2								
11:00		2								
Total		89								
AM Peak	-	01:00	-	-	-	-	-	-	-	-
Vol.	-	6	-	-	-	-	-	-	-	-
PM Peak	-	20:00	-	-	-	-	-	-	-	-
Vol.	-	18	-	-	-	-	-	-	-	-
Grand Total		89								
ADT		ADT 82	AADT 82							

Appendix B

Approved Trip Inventory

AM APPROVED TRIPS

12/03/2015

Intersection of: STEVENS CREEK/WINCHESTER

Page No: 1

Traffic Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	11	25	29	7	2	4	13	0	16	9	26
NSJ NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	9	0	45	0	0	0	34	50	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	6	11	2	0	81	0	0	0	60	15	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	10	26	0	3	0	0	0	0	6	0	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	9	6	0	1	3	7	1	0	6	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	2	0	0	13	0	0	0	10	2	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	20	0	0	0	0	0	0	5	3	0	5	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	1	0	0	2	0	0	0	2	0	0	0

TOTAL: 37 72 70 29 152 5 11 21 109 97 23 28

LEFT THRU RIGHT

NORTH 29 152 5
 EAST 97 23 28
 SOUTH 37 72 70
 WEST 11 21 109

PM APPROVED TRIPS

12/03/2015

Intersection of: STEVENS CREEK/WINCHESTER

Page No: 2

Traffic Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	38	86	120	41	14	13	46	0	93	50	122
NSJ NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	32	43	48	0	25	0	0	0	19	29	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	56	76	14	0	24	0	0	0	16	4	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	6	15	0	11	0	0	0	0	29	0	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	1	6	0	9	7	3	0	0	6	1	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	8	11	2	0	2	0	0	0	2	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	7	0	0	0	0	0	0	10	7	0	2	0

PM APPROVED TRIPS

12/03/2015

Intersection of: STEVENS CREEK/WINCHESTER

Page No: 3

Traffic Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	1	0	8	0	0	0	6	1	0	0

TOTAL: 110 184 173 123 130 22 16 59 51 176 75 127

	LEFT	THRU	RIGHT
NORTH	123	130	22
EAST	176	75	127
SOUTH	110	184	173
WEST	16	59	51

AM APPROVED TRIPS

12/03/2015

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

Page No: 1

Traffic Node Number: 3816

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	9	0	8	12	54	0	0	42	14
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	13	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	2	0	1	15	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	26	0	0	6	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	5	0	0	0	0	0	0	5	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	5	0	0	9	0	8	12	106	0	1	128	14

	LEFT	THRU	RIGHT
NORTH	9	0	8
EAST	1	128	14
SOUTH	5	0	0
WEST	12	106	0

PM APPROVED TRIPS

12/03/2015

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

Page No: 2

Traffic Node Number: 3816

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	55	0	46	42	210	0	0	220	51
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	3	37	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	14	1	2	4	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	15	0	0	29	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	0	0	10	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	1	0
TOTAL:	2	0	0	55	0	46	42	307	1	5	320	52

	LEFT	THRU	RIGHT
NORTH	55	0	46
EAST	5	320	52
SOUTH	2	0	0
WEST	42	307	1

AM APPROVED TRIPS

12/03/2015

Intersection of: REDWOOD/STEVENS CREEK

Page No: 1

Traffic Node Number: 3749

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	28	0	23	36	28	0	0	34	44
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	14	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	2	0	46	16	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	26	0	0	6	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	7	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	32	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL:	0	0	0	28	0	23	36	75	0	86	122	44

	LEFT	THRU	RIGHT
NORTH	28	0	23
EAST	86	122	44
SOUTH	0	0	0
WEST	36	75	0

PM APPROVED TRIPS

12/03/2015

Intersection of: REDWOOD/STEVENS CREEK

Page No: 2

Traffic Node Number: 3749

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	166	0	136	125	139	0	0	134	153
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	1	35	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	14	0	13	6	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	15	0	0	29	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	1	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	65	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	4	1	0
TOTAL:	0	0	0	166	0	136	125	227	0	84	234	158

	LEFT	THRU	RIGHT
NORTH	166	0	136
EAST	84	234	158
SOUTH	0	0	0
WEST	125	227	0

AM APPROVED TRIPS

12/03/2015

Intersection of: MONROE/STEVENS CREEK

Page No: 1

Traffic Node Number: 3702

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	17	0	34	11	24	21	35	0	0	54	53
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	1	12	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	20	0	1	0	0	8	0	116	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	22	0	2	1	0	9	0	236	61	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	15	0	0	0	0	26	0	4	6	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	8	0	0	6	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	1	0	38	9	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	101	0	0	32	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	0	0	0	0	1	0	7	2	0

TOTAL: 0 17 66 34 14 25 21 199 0 402 232 54

LEFT THRU RIGHT

NORTH 34 14 25
 EAST 402 232 54
 SOUTH 0 17 66
 WEST 21 199 0

PM APPROVED TRIPS

12/03/2015

Intersection of: MONROE/STEVENS CREEK

Page No: 2

Traffic Node Number: 3702

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	59	0	199	64	99	101	205	0	0	189	184
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	4	31	6
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	111	0	1	0	0	48	0	66	28	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	2	220	0	1	0	1	57	0	64	19	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	9	0	0	0	0	15	0	17	29	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	6	0	0	8	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	32	0	0	0	0	8	0	7	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	37	0	0	65	0

PM APPROVED TRIPS

12/03/2015

Intersection of: MONROE/STEVENS CREEK

Page No: 3

Traffic 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
PDC97-036 RET	0	0	23	0	0	0	0	6	0	23	6	0
SANTANA ROW												
STEVENS CREEK & WINCHESTER (SE/C)												

TOTAL: 0 62 395 199 66 99 102 390 0 181 377 190

	LEFT	THRU	RIGHT
NORTH	199	66	99
EAST	181	377	190
SOUTH	0	62	395
WEST	102	390	0

AM APPROVED TRIPS

12/03/2015

Intersection of: 880/STEVENS CREEK

Page No: 1

Traffic Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	32	0	29	39	0	75	0
NSJ NORTH SAN JOSE	0	0	0	0	0	15	0	6	4	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	48	0	15	14	0	118	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	83	0	16	17	0	213	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	9	0	41	0	0	1	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	8	0	0	6	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	14	0	4	3	0	34	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	21	0	67	34	0	11	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 0 224 0 188 113 0 464 0

LEFT THRU RIGHT

NORTH 0 0 224
 EAST 0 464 0
 SOUTH 0 0 0
 WEST 0 188 113

PM APPROVED TRIPS

12/03/2015

Intersection of: 880/STEVENS CREEK

Page No: 2

Traffic Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	84	0	130	174	0	196	0
NSJ NORTH SAN JOSE	0	0	0	0	0	43	0	6	2	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	27	0	83	77	0	67	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	22	0	144	134	0	62	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	42	0	23	0	0	3	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	6	0	0	8	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	2	0	21	19	0	6	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	44	0	24	12	0	22	0

PM APPROVED TRIPS

12/03/2015

Intersection of: 880/STEVENS CREEK

Page No: 3

Traffic Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 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	272	0	452	432	0	384	0

	LEFT	THRU	RIGHT
NORTH	0	0	272
EAST	0	384	0
SOUTH	0	0	0
WEST	0	452	432

AM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/SAN CARLOS

Page No: 1

Traffic Node Number: 3279

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	2	0	0	1	0	0	0	8	1	0	12	1
NSJ NORTH SAN JOSE	6	30	3	2	8	0	0	2	0	0	0	0
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	0	21	0	0	0	0	23	0	5	7	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	6	1	5	1	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	6	0	0	0	0	12	2	7	1	0	52	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	1	8	0	1	3	0	0	3	1	0	4	4
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	2	0	1	0	0	8	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	1	0

PM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/SAN CARLOS

Page No: 3

Traffic Node Number: 3279

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	5	1	0	5	0

TOTAL: 15 12 12 13 28 8 20 142 16 21 95 4

	LEFT	THRU	RIGHT
NORTH	13	28	8
EAST	21	95	4
SOUTH	15	12	12
WEST	20	142	16

AM APPROVED TRIPS

12/03/2015

Intersection of: MERIDIAN/SAN CARLOS

Page No: 1

Traffic Node Number: 3693

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	27	38	10	2	9	3	3	28	3	7	43	3
NSJ NORTH SAN JOSE	13	19	5	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	5	1	0	0	0	3	0	3	7	1
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	2	0	0	1	0
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	11	5	0	2	0	0	44	0	1	13	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	5	1	0	0	1	0	0	4	3	0	7	0
PDC07-096 MERIDIAN AND SAN CARLOS DEVELOPMENT S/W CORNER OF MERIDIAN AND SAN CARLOS	37	0	0	0	1	0	0	16	0	10	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	27	1	0	0	0	11	0	16	21	2
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	2	0	0	0	0	2	0	0	1	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	3	1	3	1	0	16	0
PDC13-021 BASIS INDEPENDENT SILICON VALLEY SCHOOL 1290 PARKMOOR AVENUE	12	4	0	0	7	0	0	13	24	0	12	0

AM APPROVED TRIPS

12/03/2015

Intersection of: MERIDIAN/SAN CARLOS

Page No: 2

Traffic Node Number: 3693

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	0	0	0	0	0	0	0	2	0	0	4	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	6	0	0	0	0	6	1	4	1	0	29	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	0	1	0	0	5	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	1	0
PRE06-187 MORRISON PARK RESIDENTIAL CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON	0	6	0	0	0	0	0	4	0	11	6	0
TOTAL:	104	79	54	5	20	13	5	137	32	48	166	6

	LEFT	THRU	RIGHT
NORTH	5	20	13
EAST	48	166	6
SOUTH	104	79	54
WEST	5	137	32

PM APPROVED TRIPS

12/03/2015

Intersection of: MERIDIAN/SAN CARLOS

Page No: 4

Traffic Node Number: 3693

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	0	0	0	0	0	0	0	4	0	0	2	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	2	0	0	0	0	2	5	27	5	0	9	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	1	4	1	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	3	1	0	3	0
PRE06-187 MORRISON PARK RESIDENTIAL CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON	0	11	0	0	0	0	0	7	0	6	4	0

TOTAL: 101 51 85 13 68 17 20 222 52 68 152 9

	LEFT	THRU	RIGHT
NORTH	13	68	17
EAST	68	152	9
SOUTH	101	51	85
WEST	20	222	52

AM APPROVED TRIPS

12/03/2015

Intersection of: BIRD/SAN CARLOS

Page No: 1

Traffic Node Number: 3077

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	0	0	0	0	0	0	0	0	2	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	0	0	0	0	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	14	29	9	3	13	1	5	16	4	3	16	2
NSJ NORTH SAN JOSE	3	12	2	0	0	0	3	12	1	0	3	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	0	1	0	0	17	8	0	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	1	0	0	2	0
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	232	0	0	57	3	57	0	0	18	12	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	5	0	0	17	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	9	0	0	5	0	0	52	28	2	14	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	1	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	3	1	1	1	0	6	0

AM APPROVED TRIPS

12/03/2015

Intersection of: BIRD/SAN CARLOS

Page No: 2

Traffic Node Number: 3077

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	13	0	5	21	0	0	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	6	0	0	0	0	6	1	2	1	0	12	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	17	0	0	0	0	17	0	1	1	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	2	0	0	0	0	0	2	0	0	0	0
TOTAL:	27	303	28	8	114	14	67	121	43	27	71	5

	LEFT	THRU	RIGHT
NORTH	8	114	14
EAST	27	71	5
SOUTH	27	303	28
WEST	67	121	43

PM APPROVED TRIPS

12/03/2015

Intersection of: BIRD/SAN CARLOS

Page No: 3

Traffic Node Number: 3077

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	0	0	0	0	0	0	0	0	5	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	0	0	0	0	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	12	15	6	6	78	6	5	45	17	20	32	1
NSJ NORTH SAN JOSE	0	1	0	0	1	0	0	3	1	4	10	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	0	1	0	0	8	4	0	6	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	0	1	0	0	6	2	0	5	0
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	73	0	0	32	11	20	0	0	43	45	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	16	0	0	5	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	5	0	0	9	0	0	27	15	3	26	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	4	2	0	1	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	2	3	6	3	0	4	0

PM APPROVED TRIPS

12/03/2015

Intersection of: BIRD/SAN CARLOS

Page No: 4

Traffic Node Number: 3077

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	23	0	3	14	0	0	0	0	0	0	6
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	2	0	0	0	0	2	5	11	5	0	3	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	1	2	1	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	1	1	0	1	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	2	0	0	0	0	2	0	16	16	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	2	0	0	0	0	0	2	0
TOTAL:	17	135	8	9	143	22	35	115	51	92	151	7

	LEFT	THRU	RIGHT
NORTH	9	143	22
EAST	92	151	7
SOUTH	17	135	8
WEST	35	115	51

AM APPROVED TRIPS

12/03/2015

Intersection of: 280/MOORPARK

Page No: 1

Traffic Node Number: 3037

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	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

NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	1	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	32	0	0	0	13	0	0	2	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	56	0	0	0	23	0	0	3	0

PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	3	0	3	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	9	0	0	0	4	0	0	1	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	13	0	0	0	0	0	0	0	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 0 136 0 3 0 61 0 0 13 0

	LEFT	THRU	RIGHT
NORTH	136	0	3
EAST	0	13	0
SOUTH	0	0	0
WEST	0	61	0

PM APPROVED TRIPS

12/03/2015

Intersection of: 280/MOORPARK

Page No: 2

Traffic Node Number: 3037

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	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

NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	12	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	18	0	0	0	7	0	0	12	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	14	0	0	0	7	0	0	22	0

PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	15	0	15	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	1	0	0	3	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	27	0	0	0	0	0	0	0	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	138	0	15	0	45	0	0	78	0

	LEFT	THRU	RIGHT
NORTH	138	0	15
EAST	0	78	0
SOUTH	0	0	0
WEST	0	45	0

AM APPROVED TRIPS

12/03/2015

Intersection of: FOREST/MONROE

Page No: 1

Traffic Node Number: 3527

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	23	15	6	0	24	3	2	2	27	9	4	0
NSJ NORTH SAN JOSE	0	0	0	1	0	0	0	13	1	0	2	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	2	0	1	0	0	4	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	3	3	0	1	0	0	7	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	4	0	0	0	21	0	0	9	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 23 15 6 5 29 8 2 38 28 9 27 1

	LEFT	THRU	RIGHT
NORTH	5	29	8
EAST	9	27	1
SOUTH	23	15	6
WEST	2	38	28

PM APPROVED TRIPS

12/03/2015

Intersection of: FOREST/MONROE

Page No: 2

Traffic Node Number: 3527

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	111	90	33	0	83	10	11	14	108	31	13	0

NSJ NORTH SAN JOSE	0	0	0	4	3	1	0	3	0	1	9	3

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	1	1	2	4	0	0	2	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	3	0	0	1	1	3	7	0	0	2	0

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	9	0	0	21	4

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	1	0

TOTAL:	111	95	33	4	88	13	16	39	108	32	48	7

	LEFT	THRU	RIGHT
NORTH	4	88	13
EAST	32	48	7
SOUTH	111	95	33
WEST	16	39	108

AM APPROVED TRIPS

12/03/2015

Intersection of: MONROE/NEWHALL

Page No: 1

Traffic Node Number: 3701

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	9	1	0	0	0	0	5	0	0	5	1

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	5	2	0	1	0	0	6	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	1	0	0	9	3	0	2	0	0	12	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	1	0	0	0	0	0	2	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	1	11	1	0	15	5	0	8	0	0	25	1
				LEFT	THRU	RIGHT						
				NORTH	0	15	5					
				EAST	0	25	1					
				SOUTH	1	11	1					
				WEST	0	8	0					

PM APPROVED TRIPS

12/03/2015

Intersection of: MONROE/NEWHALL

Page No: 2

Traffic Node Number: 3701

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	1	0	4	6	0	0	2	0	2	17	4

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	3	1	2	6	0	0	4	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	8	0	0	3	1	3	11	0	0	3	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	0	0	0	2	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	0	1	0	0	1	0

TOTAL:	0	16	0	4	13	2	5	22	0	2	25	4

	LEFT	THRU	RIGHT
NORTH	4	13	2
EAST	2	25	4
SOUTH	0	16	0
WEST	5	22	0

AM APPROVED TRIPS

12/03/2015

Intersection of: HEDDING/WINCHESTER

Page No: 1

Traffic Node Number: 3582

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	12	20	0	0	32	0	0	0	19	0	0	0

NSJ NORTH SAN JOSE	1	5	0	0	0	0	4	18	4	1	6	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	5	1	0	27	0	0	0	8	4	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	2	7	1	0	49	0	0	0	14	7	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	8	0	0	0	2	1	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	0	0	0	0	0	0

TOTAL: 16 39 2 0 117 0 4 18 47 13 6 0

	LEFT	THRU	RIGHT
NORTH	0	117	0
EAST	13	6	0
SOUTH	16	39	2
WEST	4	18	47

PM APPROVED TRIPS

12/03/2015

Intersection of: HEDDING/WINCHESTER

Page No: 2

Traffic Node Number: 3582

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	53	91	0	0	84	0	0	0	49	0	0	0

NSJ NORTH SAN JOSE	1	2	0	0	3	0	0	7	3	3	12	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	7	26	4	0	15	0	0	0	4	2	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	13	46	7	0	15	0	0	0	4	2	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	7	1	0	1	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	5	1	0	5	0	0	0	1	1	0	0

TOTAL: 77 177 13 0 123 0 0 7 61 8 12 0

	LEFT	THRU	RIGHT
NORTH	0	123	0
EAST	8	12	0
SOUTH	77	177	13
WEST	0	7	61

AM APPROVED TRIPS

12/03/2015

Intersection of: FOREST/WINCHESTER

Page No: 1

Traffic Node Number: 3530

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	16	8	25	25	0	0	0	0	6	0	16

NSJ NORTH SAN JOSE	0	18	3	0	1	0	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	1	0	39	0	0	0	0	6	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	10	1	0	71	0	0	0	0	10	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	11	0	0	0	0	2	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	2	0	0	0	0	0	0	0

TOTAL: 0 54 13 25 149 0 0 0 0 24 0 16

	LEFT	THRU	RIGHT
NORTH	25	149	0
EAST	24	0	16
SOUTH	0	54	13
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: FOREST/WINCHESTER

Page No: 2

Traffic Node Number: 3530

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	96	31	88	88	0	0	0	0	33	0	96

NSJ NORTH SAN JOSE	0	1	0	0	5	0	0	0	0	10	0	5

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	37	5	0	22	0	0	0	0	3	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	66	9	0	21	0	0	0	0	3	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	1	0	2	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	1	0	7	0	0	0	0	1	0	0

TOTAL:	0	216	47	88	145	0	0	0	0	50	0	101
				LEFT	THRU	RIGHT						
				NORTH	88	145	0					
				EAST	50	0	101					
				SOUTH	0	216	47					
				WEST	0	0	0					

AM APPROVED TRIPS

12/03/2015

Intersection of: SAN TOMAS/STEVENS CREEK

Page No: 1

Traffic Node Number: 5405

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	1	0	0	0	0	0	0	16	0	1	10	0
NSJ NORTH SAN JOSE	4	32	4	1	6	0	0	0	0	1	6	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	15	0	0	0	19	0	0	3	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	25	0	0	0	35	0	0	4	3
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	10	10	0	0	3	0	0	0	3	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	4	0	0	0	5	0	0	1	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	5	0	0	0	3	0	0	8	17
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	1	0
TOTAL:	15	42	4	51	9	0	0	79	3	2	33	24

	LEFT	THRU	RIGHT
NORTH	51	9	0
EAST	2	33	24
SOUTH	15	42	4
WEST	0	79	3

PM APPROVED TRIPS

12/03/2015

Intersection of: SAN TOMAS/STEVENS CREEK

Page No: 2

Traffic Node Number: 5405

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	3	0	0	0	0	0	0	42	0	3	45	0
NSJ NORTH SAN JOSE	4	16	3	2	26	1	0	3	1	6	20	3
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	8	0	0	0	11	0	0	18	14
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	7	0	0	0	9	0	0	32	25
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	6	6	0	0	11	0	0	0	11	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	5	4
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	11	0	0	0	5	0	0	3	6
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	3	0	0	0	3	0	0	3	3
TOTAL:	13	22	3	32	37	1	0	74	12	9	126	55

	LEFT	THRU	RIGHT
NORTH	32	37	1
EAST	9	126	55
SOUTH	13	22	3
WEST	0	74	12

AM APPROVED TRIPS

12/03/2015

Intersection of: SARATOGA/STEVENS CREEK

Page No: 1

Traffic Node Number: 3116

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	0	0	10	0	0	16	0

NSJ NORTH SAN JOSE	4	18	1	0	4	1	3	8	2	0	5	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	10	0	0	0	0	10	0	2	2	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	17	0	0	0	0	17	0	2	1	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	3	0	0	0	0	3	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	3	0	0	8	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 4 18 31 0 4 1 3 51 2 4 32 0

	LEFT	THRU	RIGHT
NORTH	0	4	1
EAST	4	32	0
SOUTH	4	18	31
WEST	3	51	2

PM APPROVED TRIPS

12/03/2015

Intersection of: SARATOGA/STEVENS CREEK

Page No: 2

Traffic Node Number: 3116

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	0	0	45	0	0	42	0

NSJ NORTH SAN JOSE	1	5	2	4	20	4	0	2	0	3	11	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	5	0	9	9	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	5	0	0	0	0	4	0	16	16	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	2	2	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	5	0	0	3	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	2	0	0	0	0	2	0	2	2	0

TOTAL: 1 5 14 4 20 4 0 63 0 32 85 0

	LEFT	THRU	RIGHT
NORTH	4	20	4
EAST	32	85	0
SOUTH	1	5	14
WEST	0	63	0

AM APPROVED TRIPS

12/03/2015

Intersection of: KIELY/STEVENS CREEK

Page No: 1

Traffic Node Number: 3104

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	6	11	4	0	3	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	3	0	0	0	6	0	0	1	1

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	6	0	0	0	12	0	0	1	1

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	2	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	3	0	0	8	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	10	0	0	6	34	4	0	13	2
				LEFT	THRU	RIGHT						
				NORTH	10	0	0					
				EAST	0	13	2					
				SOUTH	0	0	0					
				WEST	6	34	4					

PM APPROVED TRIPS

12/03/2015

Intersection of: KIELY/STEVENS CREEK

Page No: 2

Traffic Node Number: 3104

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	2	28	4
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	4	0	0	6	3
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	2	0	0	0	2	0	0	11	5
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	1
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	5	0	0	3	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	1	1
TOTAL:	0	0	0	5	0	0	0	14	0	2	51	14

	LEFT	THRU	RIGHT
NORTH	5	0	0
EAST	2	51	14
SOUTH	0	0	0
WEST	0	14	0

AM APPROVED TRIPS

12/03/2015

Intersection of: KIELY/SARATOGA

Page No: 1

Traffic Node Number: 3103

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	11	18	1	0	5	0	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	17	0	0	2	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	11	48	1	0	9	0						
				LEFT	THRU	RIGHT						
				NORTH	0	9	0					
				EAST	0	0	0					
				SOUTH	11	48	1					
				WEST	0	0	0					

PM APPROVED TRIPS

12/03/2015

Intersection of: KIELY/SARATOGA

Page No: 2

Traffic Node Number: 3103

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	3	5	1	1	14	1	0	0	3	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	5	0	0	16	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	3	17	1	1	43	1	0	0	3	0	0	0

	LEFT	THRU	RIGHT
NORTH	1	43	1
EAST	0	0	0
SOUTH	3	17	1
WEST	0	0	3

AM APPROVED TRIPS

12/03/2015

Intersection of: 280/SARATOGA (N)

Page No: 1

Traffic Node Number: 3038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	4	21	3	0	4	1	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	17	0	0	2	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	4	51	3	0	8	1	0	0	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	8	1
EAST	0	0	0
SOUTH	4	51	3
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: 280/SARATOGA (N)

Page No: 2

Traffic Node Number: 3038

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	7	0	0	18	3	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	5	0	0	16	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	1	19	0	0	47	3	0	0	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	47	3
EAST	0	0	0
SOUTH	1	19	0
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: 280/SARATOGA (S)

Page No: 1

Traffic Node Number: 3039

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	33	22	4	7	0	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	17	0	0	2	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	0	63	22	4	11	0						
				LEFT	THRU	RIGHT						
				NORTH	4	11	0					
				EAST	0	0	0					
				SOUTH	0	63	22					
				WEST	0	0	0					

PM APPROVED TRIPS

12/03/2015

Intersection of: 280/SARATOGA (S)

Page No: 2

Traffic Node Number: 3039

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	10	6	8	31	0	0	0	0	0	0	0

PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0

PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	5	0	0	16	0	0	0	0	0	0	0

PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0

PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0

TOTAL:	0	22	6	8	60	0						
				LEFT	THRU	RIGHT						
				NORTH	8	60	0					
				EAST	0	0	0					
				SOUTH	0	22	6					
				WEST	0	0	0					

AM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/SARATOGA

Page No: 1

Traffic Node Number: 3113

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	42	0	2	7	2	15	8	1	0	0	0
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	6	0	0	1	1	3	3	0	0	1	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	12	0	0	2	1	6	6	0	0	1	0
----- PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	3	0	0	0	0	0	0	0	12
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	0	0	1	1	0	0	0	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 0 62 0 5 10 4 25 18 1 0 2 12

	LEFT	THRU	RIGHT
NORTH	5	10	4
EAST	0	2	12
SOUTH	0	62	0
WEST	25	18	1

PM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/SARATOGA

Page No: 2

Traffic Node Number: 3113

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	7	0	4	30	4	3	3	0	4	7	8
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	6	3	2	2	0	0	3	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	3	0	0	11	5	2	2	0	0	5	0
----- PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	1	13	0	0	0	0	0	1	0	6
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	1	0	0	0	0	1	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	1	1	1	0	0	1	0

TOTAL: 0 15 1 17 50 14 8 8 0 5 17 14

	LEFT	THRU	RIGHT
NORTH	17	50	14
EAST	5	17	14
SOUTH	0	15	1
WEST	8	8	0

AM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/SAN TOMAS

Page No: 1

Traffic Node Number: 5406

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	2	34	1	1	6	1	5	4	2	0	0	0
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	10	0	0	0	0	3	0	2	1	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	17	0	0	0	0	6	0	2	1	0
----- PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	12	19	0	0	5	0	0	0	3	0	0	0
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	3	0	0	0	0	1	0	0	0	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 14 53 31 1 11 1 5 14 5 4 2 0

	LEFT	THRU	RIGHT
NORTH	1	11	1
EAST	4	2	0
SOUTH	14	53	31
WEST	5	14	5

PM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/SAN TOMAS

Page No: 2

Traffic Node Number: 5406

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	21	2	4	35	2	0	0	0	2	6	3
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	2	0	9	3	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	5	0	0	0	0	2	0	16	5	0
----- PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	7	12	0	0	22	0	0	0	13	0	0	0
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	2	1	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	2	0	0	0	0	1	0	2	1	0

TOTAL: 8 33 14 4 57 2 0 5 13 31 16 3

	LEFT	THRU	RIGHT
NORTH	4	57	2
EAST	31	16	3
SOUTH	8	33	14
WEST	0	5	13

AM APPROVED TRIPS

12/03/2015

Intersection of: OLIN/WINCHESTER

Page No: 1

Traffic Node Number: 3726

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	2	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	26	0	0	4	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	22	0	0	129	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	19	0	0	156	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	25	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	7	2	2	0	0	0	0	21	0	10
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	4	0	0	0	0	0	0	0
TOTAL:	0	119	7	2	322	0	0	0	0	21	0	10

	LEFT	THRU	RIGHT
NORTH	2	322	0
EAST	21	0	10
SOUTH	0	119	7
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: OLIN/WINCHESTER

Page No: 2

Traffic Node Number: 3726

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	3	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	1	24	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	123	0	0	73	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	145	1	0	44	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	21	0	0	4	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	14	3	3	0	0	0	0	8	0	4
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	0	15	0	0	0	0	0	0	0
TOTAL:	0	404	15	4	166	0	0	0	0	8	0	4

	LEFT	THRU	RIGHT
NORTH	4	166	0
EAST	8	0	4
SOUTH	0	404	15
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: *OLSEN/WINCHESTER*

Page No: 1

Traffic Node Number: 3727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	23	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	25	0	0	4	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	129	0	0	0	0	0	12	0	22
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	8	0	86	70	0	0	0	0	0	0	12
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	36	0	0	9	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	14	11	0	0	0	0	0	0	2
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	7	2	21	0	0	0	0	21	0	10
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	2	2	0	0	0	0	0	0	1

TOTAL: 1 115 7 233 140 0 0 0 0 33 0 47

	LEFT	THRU	RIGHT
NORTH	233	140	0
EAST	33	0	47
SOUTH	1	115	7
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: OLSEN/WINCHESTER

Page No: 2

Traffic Node Number: 3727

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	101	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	0	25	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	73	0	0	0	0	0	70	0	123
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	66	0	25	19	0	0	0	0	0	0	80
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	20	0	0	39	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	0	2	2	0	0	0	0	0	0	11
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	14	14	3	8	0	0	0	0	8	0	4
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	8	7	0	0	0	0	0	0	8
TOTAL:	0	212	14	111	201	0	0	0	0	78	0	226

	LEFT	THRU	RIGHT
NORTH	111	201	0
EAST	78	0	226
SOUTH	0	212	14
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: TISCH/WINCHESTER

Page No: 1

Traffic 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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	17	0	15	8	0	0	0	5	5	0
NSJ NORTH SAN JOSE	6	16	3	0	3	1	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	74	0	0	7	5	0	0	0	0	0	59
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	131	70	0	0	0	0	0	10	4	8
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	27	36	15	0	9	0	0	0	0	4	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	21	11	0	0	0	0	0	2	1	2
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	13	0	0	0	42	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	2	0	0	0	0	0	1	1	1

TOTAL: 33 175 191 83 34 56 0 0 0 22 11 70

	LEFT	THRU	RIGHT
NORTH	83	34	56
EAST	22	11	70
SOUTH	33	175	191
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: TISCH/WINCHESTER

Page No: 2

Traffic 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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	45	0	65	36	0	0	0	24	24	0
NSJ NORTH SAN JOSE	1	2	0	0	20	5	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	42	0	0	40	31	0	0	0	0	0	33
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	1	36	19	0	0	0	0	0	70	52	65
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	15	20	9	0	39	0	0	0	0	17	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	2	0	0	0	0	0	10	8	9
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	27	0	0	0	15	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	13	7	0	0	0	0	0	7	6	7

TOTAL: 16 185 107 28 164 87 0 0 0 128 90 114

	LEFT	THRU	RIGHT
NORTH	28	164	87
EAST	128	90	114
SOUTH	16	185	107
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/WINCHESTER

Page No: 1

Traffic Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	21	0	0	14	6	31	0	0	0	0	0
NSJ NORTH SAN JOSE	1	19	7	0	1	0	3	5	1	0	1	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	26	0	1	4	2	45	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	46	1	6	3	79	0	0	0	0	6
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	78	30	0	13	0	0	0	3	8	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	0	1	1	13	0	0	0	0	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	13	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	2	0	0	0	0	0

TOTAL: 1 152 83 2 40 12 186 5 4 8 1 11

	LEFT	THRU	RIGHT
NORTH	2	40	12
EAST	8	1	11
SOUTH	1	152	83
WEST	186	5	4

PM APPROVED TRIPS

12/03/2015

Intersection of: MOORPARK/WINCHESTER

Page No: 2

Traffic Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	56	0	1	60	27	81	0	0	0	0	1
NSJ NORTH SAN JOSE	0	3	2	4	20	3	0	2	0	4	4	2
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	3	24	12	25	0	0	0	0	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	14	0	5	43	22	21	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
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	1	6	3	2	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	27	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	1	4	2	8	0	0	0	0	1

TOTAL: 0 137 20 15 213 69 164 2 15 38 4 8

LEFT THRU RIGHT

NORTH	15	213	69
EAST	38	4	8
SOUTH	0	137	20
WEST	164	2	15

AM APPROVED TRIPS

12/03/2015

Intersection of: WILLIAMS/WINCHESTER

Page No: 1

Traffic Node Number: 3836

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
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	21	0	0	4	1	3	0	0	0	0	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	38	0	0	5	1	6	0	0	0	0	3
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	10	0	0	50	20	5	65	9	16	0	4	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	6	0	0	1	0	1	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	0	0	0	0	0	0

TOTAL: 10 66 0 50 31 7 75 9 16 0 4 5

	LEFT	THRU	RIGHT
NORTH	50	31	7
EAST	0	4	5
SOUTH	10	66	0
WEST	75	9	16

PM APPROVED TRIPS

12/03/2015

Intersection of: WILLIAMS/WINCHESTER

Page No: 2

Traffic Node Number: 3836

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	12	0	2	20	3	2	0	0	0	0	1
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	11	0	3	35	5	2	0	0	0	0	1
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	41	0	0	26	10	19	38	6	14	0	17	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	5	1	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	4	1	1	0	0	0	0	0
TOTAL:	41	28	0	31	74	29	43	6	14	0	17	2
				LEFT	THRU	RIGHT						
				NORTH	31	74	29					
				EAST	0	17	2					
				SOUTH	41	28	0					
				WEST	43	6	14					

AM APPROVED TRIPS

12/03/2015

Intersection of: PAYNE/WINCHESTER

Page No: 1

Traffic Node Number: 3737

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
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	16	0	0	3	1	3	0	0	0	0	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	29	0	0	4	1	6	0	0	0	0	3
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	10	0	0	35	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	1	0	1	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	61	0	0	43	2	10	0	0	0	0	5

	LEFT	THRU	RIGHT
NORTH	0	43	2
EAST	0	0	5
SOUTH	0	61	0
WEST	10	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: PAYNE/WINCHESTER

Page No: 2

Traffic Node Number: 3737

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	0	2	15	3	2	0	0	0	0	1
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	5	0	3	27	5	2	0	0	0	0	2
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	40	0	1	23	1	1	0	0	0	0	1
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	4	1	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	3	1	1	0	0	0	0	0
TOTAL:	0	58	0	6	72	11	6	0	0	0	0	4
				LEFT	THRU	RIGHT						
				NORTH	6	72	11					
				EAST	0	0	4					
				SOUTH	0	58	0					
				WEST	6	0	0					

AM APPROVED TRIPS

12/03/2015

Intersection of: *DELMAS/SAN CARLOS*

Page No: 1

Traffic Node Number: 3446

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	1	2	0	0	13	1	0	9	0

NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	4	0

PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	0	0	9	64	30	0	0	0	0	0	0

PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	0	10	19	0	0	45	7	0	7	0

PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	1	0	0	0	0	0	0	0

PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	62	0	0	0	34	0	8	2	0

RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	2	0	0	0	0

TOTAL:	0	0	0	82	86	30	0	99	8	8	22	0

	LEFT	THRU	RIGHT
NORTH	82	86	30
EAST	8	22	0
SOUTH	0	0	0
WEST	0	99	8

PM APPROVED TRIPS

12/03/2015

Intersection of: *DELMAS/SAN CARLOS*

Page No: 2

Traffic Node Number: 3446

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	6	13	1	0	25	3	1	25	0

NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	1	1	14	0

PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	0	0	32	310	88	0	0	0	0	0	0

PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	0	17	35	0	0	23	4	0	12	0

PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	1	1	0	3	1	0	1	0

PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	8	0	0	0	4	0	117	31	0

RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	2	0	0	0	0	2	2	0

TOTAL:	0	0	0	63	361	90	0	60	9	121	85	0

	LEFT	THRU	RIGHT
NORTH	63	361	90
EAST	121	85	0
SOUTH	0	0	0
WEST	0	60	9

AM APPROVED TRIPS

12/03/2015

Intersection of: SAN CARLOS/WOZ WAY

Page No: 1

Traffic Node Number: 3763

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	4	4	0	1	0	3	12	0	0	9	2

NSJ NORTH SAN JOSE	0	0	0	0	0	0	2	7	0	0	0	0

PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	0	0	0	0	0	0	9	0	0	0	0

PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	26	0	0	0	0	96	0	0	10	4

RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	2	0	0	0	0

TOTAL:	1	4	30	0	1	0	5	126	0	0	19	6
			LEFT	THRU	RIGHT							
			NORTH	0	1	0						
			EAST	0	19	6						
			SOUTH	1	4	30						
			WEST	5	126	0						

PM APPROVED TRIPS

12/03/2015

Intersection of: SAN CARLOS/WOZ WAY

Page No: 2

Traffic Node Number: 3763

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	3	4	4	7	1	2	20	0	1	23	2

NSJ NORTH SAN JOSE	0	0	0	0	0	0	1	8	0	0	7	1

PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	0	0	0	0	0	0	32	0	0	0	0

PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	3	0	0	0	0	12	0	0	148	56

RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	5	0

TOTAL:	2	3	7	4	7	1	3	72	0	1	183	59

	LEFT	THRU	RIGHT
NORTH	4	7	1
EAST	1	183	59
SOUTH	2	3	7
WEST	3	72	0

AM APPROVED TRIPS

12/03/2015

Intersection of: 880/BASCOM (N)

Page No: 1

Traffic Node Number: 3048

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	7	0	0	3	4	0	0	0	19	0	13

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	2	0	0	0	0	0	0	0	6	0	0
TOTAL:	0	9	0	0	3	4	0	0	0	25	0	13

	LEFT	THRU	RIGHT
NORTH	0	3	4
EAST	25	0	13
SOUTH	0	9	0
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: 880/BASCOM (N)

Page No: 2

Traffic Node Number: 3048

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	3	1	0	13	5	0	0	0	34	0	19
----- PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	2	0	0	0	0	3	0	0
TOTAL:	0	3	1	0	15	5	0	0	0	37	0	19

	LEFT	THRU	RIGHT
NORTH	0	15	5
EAST	37	0	19
SOUTH	0	3	1
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: 880/BASCOM (S)

Page No: 1

Traffic Node Number: 3049

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	17	6	6	24	0	0	0	0	0	0	0
----- PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	7	3	0	4	0	0	0	0	0	0	0
TOTAL:	0	24	9	6	28	0						

	LEFT	THRU	RIGHT
NORTH	6	28	0
EAST	0	0	0
SOUTH	0	24	9
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: 880/BASCOM (S)

Page No: 2

Traffic Node Number: 3049

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	9	6	4	32	0	0	0	0	0	0	0
----- PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	4	6	0	5	0	0	0	0	0	0	0
TOTAL:	0	13	12	4	37	0						

	LEFT	THRU	RIGHT
NORTH	4	37	0
EAST	0	0	0
SOUTH	0	13	12
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: SAN TOMAS/WILLIAMS

Page No: 1

Traffic Node Number: 5427

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	2	18	0	1	8	0	4	7	2	1	3	1

PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	1	8	0	0	0	0	0	4	0	31
TOTAL:	2	18	1	9	8	0	4	7	2	5	3	32

	LEFT	THRU	RIGHT
NORTH	9	8	0
EAST	5	3	32
SOUTH	2	18	1
WEST	4	7	2

PM APPROVED TRIPS

12/03/2015

Intersection of: SAN TOMAS/WILLIAMS

Page No: 2

Traffic Node Number: 5427

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	2	13	0	2	30	2	0	2	1	1	6	1
----- PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	5	35	0	0	0	0	0	3	0	19
TOTAL:	2	13	5	37	30	2	0	2	1	4	6	20

	LEFT	THRU	RIGHT
NORTH	37	30	2
EAST	4	6	20
SOUTH	2	13	5
WEST	0	2	1

AM APPROVED TRIPS

12/03/2015

Intersection of: PAYNE/SAN TOMAS

Page No: 1

Traffic Node Number: 5428

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	18	0	0	5	0	0	0	0	0	0	0

TOTAL: 0 18 0 0 5 0 0 0 0 0 0 0

	LEFT	THRU	RIGHT
NORTH	0	5	0
EAST	0	0	0
SOUTH	0	18	0
WEST	0	0	0

PM APPROVED TRIPS

12/03/2015

Intersection of: PAYNE/SAN TOMAS

Page No: 2

Traffic Node Number: 5428

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	11	1	1	13	2	0	0	0	0	0	0

TOTAL:	2	11	1	1	13	2	0	0	0	0	0	0
---------------	----------	-----------	----------	----------	-----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	1	13	2
EAST	0	0	0
SOUTH	2	11	1
WEST	0	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/NAGLEE

Page No: 1

Traffic Node Number: 3284

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	2	0	0	0	0	3	2	5	1	0	8	0

NSJ NORTH SAN JOSE	4	24	1	3	12	2	3	9	0	1	4	1

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	12	0	0	0	0	15	6	2	4	0	5	0

TOTAL:	18	24	1	3	12	20	11	16	5	1	17	1
				LEFT	THRU	RIGHT						
				NORTH	3	12	20					
				EAST	1	17	1					
				SOUTH	18	24	1					
				WEST	11	16	5					

PM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/NAGLEE

Page No: 2

Traffic Node Number: 3284

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	5	0	0	0	0	7	8	23	5	0	21	0

NSJ NORTH SAN JOSE	5	14	3	2	23	1	2	6	0	8	15	3

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	4	0	0	0	0	6	15	5	12	0	2	0

TOTAL:	14	14	3	2	23	14	25	34	17	8	38	3
				LEFT	THRU	RIGHT						
				NORTH	2	23	14					
				EAST	8	38	3					
				SOUTH	14	14	3					
				WEST	25	34	17					

AM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/HEDDING

Page No: 1

Traffic Node Number: 3283

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	22	1	4	25	6	7	23	1	0	3	1

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	5	1	0	11	0	0	0	0	3	0	0
TOTAL:	1	27	2	4	36	6	7	23	1	3	3	1

	LEFT	THRU	RIGHT
NORTH	4	36	6
EAST	3	3	1
SOUTH	1	27	2
WEST	7	23	1

PM APPROVED TRIPS

12/03/2015

Intersection of: BASCOM/HEDDING

Page No: 2

Traffic Node Number: 3283

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	12	1	4	29	1	2	9	1	8	14	3

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	11	3	0	5	0	0	0	0	1	0	0
TOTAL:	1	23	4	4	34	1	2	9	1	9	14	3

	LEFT	THRU	RIGHT
NORTH	4	34	1
EAST	9	14	3
SOUTH	1	23	4
WEST	2	9	1

AM APPROVED TRIPS

12/03/2015

Intersection of: RACE/SAN CARLOS

Page No: 1

Traffic Node Number: 3748

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0

PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	2	0	0	0	9	0	0	10	3

PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	2	0	0	0	3	0	0	1	1

PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	5	24	0	0	13	0	0	1	3	0	1	0

PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	2	11	1	6	5	0	0	39	0	4	36	9

PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	1	0	3	0	0	1	0

PDC13-021 BASIS INDEPENDENT SILICON VALLEY SCHOOL 1290 PARKMOOR AVENUE	9	19	0	0	30	0	0	0	13	0	3	0

PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	2	5	0	0	2	0	0	1	1	0	2	0

TOTAL: 18 61 1 10 50 1 0 56 17 4 54 13

	LEFT	THRU	RIGHT
NORTH	10	50	1
EAST	4	54	13
SOUTH	18	61	1
WEST	0	56	17

PM APPROVED TRIPS

12/03/2015

Intersection of: RACE/SAN CARLOS

Page No: 2

Traffic Node Number: 3748

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	1	3	3	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	3	0	0	0	17	0	0	5	2
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	3	0	0	0	5	0	0	5	3
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	3	13	0	0	24	0	0	2	5	0	1	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	1	6	2	10	5	0	0	72	0	2	19	5
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	0	1	1	0	8	0	1	5	0
PDC13-021 BASIS INDEPENDENT SILICON VALLEY SCHOOL 1290 PARKMOOR AVENUE	3	6	0	0	4	0	0	0	2	0	1	0
PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	1	2	0	0	5	0	0	2	2	0	1	0
TOTAL:	8	28	2	17	42	4	0	106	9	3	37	10

	LEFT	THRU	RIGHT
NORTH	17	42	4
EAST	3	37	10
SOUTH	8	28	2
WEST	0	106	9

AM APPROVED TRIPS

12/03/2015

Intersection of: BELLEROSE/STEVENS CREEK

Page No: 1

Traffic Node Number: 3290

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	23	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	1	0	0	0	4	0	0	0	6
TOTAL:	0	0	0	1	0	0	0	7	0	0	23	6
				LEFT	THRU	RIGHT						
				NORTH	1	0	0					
				EAST	0	23	6					
				SOUTH	0	0	0					
				WEST	0	7	0					

PM APPROVED TRIPS

12/03/2015

Intersection of: BELLEROSE/STEVENS CREEK

Page No: 2

Traffic Node Number: 3290

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0

NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	6	0	0	5	0

PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	6	0	0	0	0	0	0	4	1
TOTAL:	0	0	0	6	0	0	0	6	0	0	9	1
				LEFT	THRU	RIGHT						
				NORTH	6	0	0					
				EAST	0	9	1					
				SOUTH	0	0	0					
				WEST	0	6	0					

AM APPROVED TRIPS

12/03/2015

Intersection of: CYPRESS/STEVENS CREEK

Page No: 1

Traffic Node Number: 3442

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	9	0

TOTAL: 0 0 0 0 0 0 0 3 0 0 9 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	9	0
SOUTH	0	0	0
WEST	0	3	0

PM APPROVED TRIPS

12/03/2015

Intersection of: CYPRESS/STEVENS CREEK

Page No: 2

Traffic Node Number: 3442

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	2	26	1

TOTAL: 0 0 0 0 0 0 0 4 0 2 26 1

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	26	1
SOUTH	0	0	0
WEST	0	4	0

AM APPROVED TRIPS

12/03/2015

Intersection of: HEDDING/MONROE

Page No: 1

Traffic Node Number: 3575

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	2	21	2	1	6	3
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	3	2	0	0	0	0	2	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	1	0	0	6	3	0	1	0	0	4	0
----- PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	0	3	0	0	0
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	1	0	0	0	0	0	1	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 0 3 0 0 10 5 2 22 5 1 13 3

	LEFT	THRU	RIGHT
NORTH	0	10	5
EAST	1	13	3
SOUTH	0	3	0
WEST	2	22	5

PM APPROVED TRIPS

12/03/2015

Intersection of: HEDDING/MONROE

Page No: 2

Traffic Node Number: 3575

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	2	0	0	0	0	0	6	0	2	17	3
----- PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	2	1	2	2	0	0	1	0
----- PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	5	0	0	2	1	3	4	0	0	1	0
----- PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	3	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	0	0	0	1	0	0	0	0
----- PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	0	0	0	0	0	0

TOTAL: 3 12 0 0 5 2 5 13 0 2 19 3

	LEFT	THRU	RIGHT
NORTH	0	5	2
EAST	2	19	3
SOUTH	3	12	0
WEST	5	13	0

AM APPROVED TRIPS

12/03/2015

Intersection of: LINCOLN/SAN CARLOS

Page No: 1

Traffic Node Number: 3653

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	11	7	5	0	1	0	2	9	4	1	9	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	11	0	0	14	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	4	0	0	1	0
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	0	5	3	0	1	0	0	54	0	1	15	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	1	12	4	0	6	0	0	0	1	2	0	0
PDC07-017 SW/C OF LINCOLN AND PACIFIC	0	2	0	14	4	8	4	0	0	0	0	8
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	33	1	0	1	0	0	0	37	9	0	16	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	3	1	0	1	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	0	0	2	1	0	13	0
PDC13-021 BASIS INDEPENDENT SILICON VALLEY SCHOOL 1290 PARKMOOR AVENUE	3	10	10	0	15	0	0	0	0	15	0	0

AM APPROVED TRIPS

12/03/2015

Intersection of: LINCOLN/SAN CARLOS

Page No: 2

Traffic Node Number: 3653

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	2	21	3	0	5	0	0	0	1	2	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	6	0	0	0	0	0	0	3	1	0	23	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	1	0	0	4	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	1	0

TOTAL: 60 58 25 16 32 8 6 124 18 21 97 8

	LEFT	THRU	RIGHT
NORTH	16	32	8
EAST	21	97	8
SOUTH	60	58	25
WEST	6	124	18

PM APPROVED TRIPS

12/03/2015

Intersection of: LINCOLN/SAN CARLOS

Page No: 4

Traffic Node Number: 3653

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-046 505 LINCOLN AVE SAN JOSE CA 95126	1	11	2	0	10	0	0	0	2	3	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	2	0	0	0	0	0	0	22	5	0	7	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	3	1	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	2	1	0	2	0
TOTAL:	36	33	15	12	50	5	11	206	48	19	139	17

	LEFT	THRU	RIGHT
NORTH	12	50	5
EAST	19	139	17
SOUTH	36	33	15
WEST	11	206	48

Appendix C

Intersection Volume Summaries

Santana Row West Study Intersection Summary

Study Number	Traffic Node #	North/South Street	East/West Street	Jurisdiction
1	3118	Winchester Boulevard	Stevens Creek Boulevard *	San Jose
2	3816	Santana Row	Stevens Creek Boulevard	San Jose
3	3749	Redwood Avenue	Stevens Creek Boulevard	San Jose
4	3702	Monroe Street	Stevens Creek Boulevard	San Jose
5	3056	I-880 SB Ramps	Stevens Creek Boulevard *	San Jose
6	3279	Bascom Avenue	San Carlos Street	San Jose
7	3693	Meridian Avenue	San Carlos Street	San Jose
8	3653	Lincoln Avenue	San Carlos Street	San Jose
9	3077	Bird Avenue	San Carlos Street *	San Jose
10	3527	Monroe Street	Forest Street	San Jose
11	3575	Monroe Street	Hedding Street	San Jose
12	3701	Monroe Street	Newhall Street	San Jose
13	3582	Winchester Boulevard	Hedding Street/Pruneridge Avenue	San Jose
14	3530	Winchester Boulevard	Forest Street/Worthington Circle	San Jose
15	5405	San Tomas Expressway	Stevens Creek Boulevard *	San Jose
16	3116	Saratoga Avenue	Stevens Creek Boulevard *	San Jose
17	3104	Kiely Boulevard	Stevens Creek Boulevard *	San Jose
18	3103	Saratoga Avenue	Kiely Boulevard *	San Jose
19	3038	Saratoga Avenue	I-280 (North) *	San Jose
20	3039	Saratoga Avenue	I-280 (South) *	San Jose
21	3113	Saratoga Avenue	Moorpark Avenue *	San Jose
22	5406	San Tomas Expressway	Moorpark Avenue *	San Jose
23	3726	Winchester Boulevard	Olin Avenue	San Jose
24	3727	Winchester Boulevard	Olsen Drive	San Jose
25	3829	Winchester Boulevard	I-280 WB on-ramp/Tisch Way	San Jose
26	3711	Winchester Boulevard	Moorpark Avenue	San Jose
27	3037	I-280 EB off-ramp	Moorpark Avenue *	San Jose
28	3836	Winchester Boulevard	Williams Road	San Jose
29	3737	Winchester Boulevard	Payne Avenue	San Jose
30	156	I-880 NB Ramps	Stevens Creek Boulevard	San Jose
31	3446	Delmas Avenue	San Carlos Street	San Jose
32	3763	Woz Way	San Carlos Street	San Jose
33	3048	Bascom Avenue	I-880 (N) *	San Jose
34	3049	Bascom Avenue	I-880 (S) *	San Jose
35	5427	San Tomas Expressway	Williams Road	San Jose
36	5428	San Tomas Expressway	Payne Avenue	San Jose
37	3284	Bascom Avenue	Naglee Avenue	San Jose
38	3283	Bascom Avenue	Hedding Street	San Jose
39	3748	Race Street	San Carlos Street	San Jose
40	3290	Bellerose Drive/MacArthur Avenue	Stevens Creek Boulevard	San Jose
41	3442	Cypress Avenue	Stevens Creek Boulevard	San Jose
42	5422	San Tomas Expressway	Saratoga Avenue *	Santa Clara
43	404	Saratoga Avenue	Pruneridge Avenue	Santa Clara
44	405	San Tomas Expressway	Pruneridge Avenue	Santa Clara
45	810	San Tomas Expressway	Forbes Avenue	Santa Clara
46	5419	San Tomas Expressway	Homestead Road *	Santa Clara
47	609	Scott Boulevard	Homestead Road	Santa Clara
48	403	Saratoga Avenue	Scott Boulevard	Santa Clara
49	606	Winchester Boulevard	Market Street	Santa Clara
50	621	Winchester Boulevard	Bellomy Street	Santa Clara
51	400	Winchester Boulevard	Newhall Street	Santa Clara
52	313	San Tomas Expressway	Benton Street	Santa Clara
53	5416	San Tomas Expressway	El Camino Real *	Santa Clara
54	213	Kiely Boulevard	Pruneridge Avenue	Santa Clara
55	622	Monroe Street	Bellomy Street/Jackson Street	Santa Clara
56	607	Monroe Street	Market Street	Santa Clara
57	5429	San Tomas Expressway	Hamilton Avenue *	Campbell
58	102	Winchester Boulevard	Hamilton Avenue *	Campbell
59	1033	Winchester Boulevard	Campbell Avenue	Campbell

* Denotes CMP Intersection

1

3118

Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	80	306	81	200	1,206	265	113	739	166	153	371	112	3,792
San Jose ATI	5	152	29	28	23	97	70	72	37	109	21	11	654
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	21	0	0	0	0	0	2	2	23	0	0	48
BAREC at Winchester/Forest (Apartments)	8	14	14	5	0	0	0	3	0	0	0	2	46
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	13	187	43	33	23	97	70	77	39	132	21	13	748
Background Conditions	93	493	124	233	1,229	362	183	816	205	285	392	125	4,540
Santana West Project Trips	0	179	0	0	0	404	58	26	10	67	0	0	744
Restaurant Credit	0	-6	0	0	0	-13	-10	-5	-2	-2	0	0	-38
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	173	0	0	0	391	48	21	8	65	0	0	706
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	80	479	81	200	1,206	656	161	760	174	218	371	112	4,498
Background Plus Project Conditions	93	666	124	233	1,229	753	231	837	213	350	392	125	5,246
SC Hotel	0	0	2	1	6	0	11	0	0	0	10	0	30
Garden City	8	0	0	0	59	0	0	0	0	0	40	0	107
NSJ Phase II	0	0	0	2	9	2	2	20	3	0	2	0	40
Winchester Mixed-Use	0	6	0	0	0	27	74	5	46	7	0	0	165
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	8	6	2	3	74	29	87	25	49	7	52	0	342
Cumulative No Project Conditions	101	499	126	236	1,303	391	270	841	254	292	444	125	4,882
Cumulative with Project Conditions	101	672	126	236	1,303	782	318	862	262	357	444	125	5,588

2

3816

Intersection Name: Santana Row and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	5	9	13	1,772	113	39	1	6	14	585	17	2,577
San Jose ATI	8	0	9	14	128	1	0	0	5	0	106	12	283
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	8	0	9	14	133	1	0	0	5	0	120	12	302
Background Conditions	11	5	18	27	1,905	114	39	1	11	14	705	29	2,879
Santana West Project Trips	0	0	0	0	404	0	0	0	0	0	58	0	462
Restaurant Credit	0	0	0	0	-13	0	0	0	0	0	-10	0	-23
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	391	0	0	0	0	0	48	0	439
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	3	5	9	13	2,163	113	39	1	6	14	633	17	3,016
Background Plus Project Conditions	11	5	18	27	2,296	114	39	1	11	14	753	29	3,318
SC Hotel	0	0	0	0	7	0	0	0	0	0	22	0	29
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	0	13	0	0	0	0	0	10	0	23
Winchester Mixed-Use	0	0	0	0	27	0	0	0	0	0	74	0	101
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	106	0	0	0	0	0	146	0	252
Cumulative No Project Conditions	11	5	18	27	2,011	114	39	1	11	14	851	29	3,131
Cumulative with Project Conditions	11	5	18	27	2,402	114	39	1	11	14	899	29	3,570

3

3749

Intersection Name: Redwood Avenue and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	9	0	22	69	1,854	27	39	0	0	17	620	21	2,678
San Jose ATI	23	0	28	44	122	86	117	0	0	0	75	36	531
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	23	0	28	44	127	86	117	0	0	0	89	36	550
Background Conditions	32	0	50	113	1,981	113	156	0	0	17	709	57	3,228
Santana West Project Trips	0	0	0	0	404	0	0	0	0	0	58	0	462
Restaurant Credit	0	0	0	0	-13	0	0	0	0	0	-10	0	-23
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	391	0	0	0	0	0	48	0	439
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	9	0	22	69	2,245	27	39	0	0	17	668	21	3,117
Background Plus Project Conditions	32	0	50	113	2,372	113	156	0	0	17	757	57	3,667
SC Hotel	0	0	0	0	7	30	0	0	0	0	22	0	59
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	0	14	0	0	0	0	0	10	0	24
Winchester Mixed-Use	0	0	0	0	27	0	0	0	0	0	74	0	101
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	107	30	0	0	0	0	146	0	283
Cumulative No Project Conditions	32	0	50	113	2,088	143	156	0	0	17	855	57	3,511
Cumulative with Project Conditions	32	0	50	113	2,479	143	156	0	0	17	903	57	3,950

4

3702

Intersection Name: Monroe Street and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	11	8	51	66	1,975	328	301	13	16	15	658	7	3,449
San Jose ATI	25	14	34	38	232	402	66	17	0	0	199	21	1,048
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	16	0	0	0	80	8	2	0	0	0	0	106
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	25	30	34	38	237	482	74	19	0	0	213	21	1,173
Background Conditions	36	38	85	104	2,212	810	375	32	16	15	871	28	4,622
Santana West Project Trips	4	3	0	0	400	266	38	0	0	0	57	1	769
Restaurant Credit	0	0	0	0	-13	-9	-7	0	0	0	-10	0	-39
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	4	3	0	0	387	257	31	0	0	0	47	1	730
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	15	11	51	66	2,362	585	332	13	16	15	705	8	4,179
Background Plus Project Conditions	40	41	85	104	2,599	1,067	406	32	16	15	918	29	5,352
SC Hotel	0	0	0	0	30	13	0	0	7	0	28	0	78
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	1	12	1	0	0	0	0	10	0	24
Winchester Mixed-Use	0	0	0	0	27	7	0	0	0	0	74	0	108
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	1	128	21	0	0	7	0	152	0	309
Cumulative No Project Conditions	36	38	85	105	2,340	831	375	32	23	15	1,023	28	4,931
Cumulative with Project Conditions	40	41	85	105	2,727	1,088	406	32	23	15	1,070	29	5,661

5 3056

Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	682	21	238	0	1,576	189	0	0	0	429	624	0	3,759
San Jose ATI	208	0	0	0	464	0	0	0	0	113	188	0	973
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	21	0	0	0	58	0	0	0	0	4	4	0	87
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	229	0	0	0	527	0	0	0	0	117	206	0	1,079
Background Conditions	911	21	238	0	2,103	189	0	0	0	546	830	0	4,838
Santana West Project Trips	192	0	0	0	474	0	0	0	0	46	49	0	761
Restaurant Credit	-6	0	0	0	-15	0	0	0	0	-8	-9	0	-38
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	186	0	0	0	459	0	0	0	0	38	40	0	723
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	868	21	238	0	2,035	189	0	0	0	467	664	0	4,482
Background Plus Project Conditions	1,097	21	238	0	2,562	189	0	0	0	584	870	0	5,561
SC Hotel	14	0	0	0	28	0	0	0	0	11	17	0	70
Garden City	54	0	0	0	5	0	0	0	0	0	40	0	99
NSJ Phase II	15	0	0	0	0	0	0	0	0	4	6	0	25
Winchester Mixed-Use	15	0	0	0	19	0	0	0	0	25	49	0	108
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	98	0	0	0	52	0	0	0	0	40	112	0	302
Cumulative No Project Conditions	1,009	21	238	0	2,155	189	0	0	0	586	942	0	5,140
Cumulative with Project Conditions	1,195	21	238	0	2,614	189	0	0	0	624	982	0	5,863

6 3279

Intersection Name: Bascom Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	45	456	94	311	764	183	187	1,239	244	93	167	79	3,862
San Jose ATI	20	11	4	5	113	5	24	38	19	4	50	3	296
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	1	0	0	0	4	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	21	11	4	5	135	5	24	38	19	4	66	3	335
Background Conditions	66	467	98	316	899	188	211	1,277	263	97	233	82	4,197
Santana West Project Trips	26	0	0	0	115	0	0	0	13	2	16	4	176
Restaurant Credit	-1	0	0	0	-4	0	0	0	0	0	-3	-1	-9
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	25	0	0	0	111	0	0	0	13	2	13	3	167
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	70	456	94	311	875	183	187	1,239	257	95	180	82	4,029
Background Plus Project Conditions	91	467	98	316	1,010	188	211	1,277	276	99	246	85	4,364
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	8	2	0	0	0	3	30	6	0	2	0	51
Winchester Mixed-Use	1	0	0	0	3	0	0	0	0	0	1	0	5
Downtown Stratey Plan Phase II	19	193	109	0	515	79	55	285	225	85	230	0	1795
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	20	201	111	0	534	79	58	315	231	85	243	0	1,877
Cumulative No Project Conditions	86	668	209	316	1,433	267	269	1,592	494	182	476	82	6,074
Cumulative with Project Conditions	111	668	209	316	1,544	267	269	1,592	507	184	489	85	6,241

7

3693

Intersection Name: Meridian Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 03/12/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	254	95	63	772	162	214	520	306	95	369	51	2,923
San Jose ATI	13	20	5	6	166	48	54	79	104	32	137	5	669
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	13	20	5	6	188	48	54	79	104	32	153	5	707
Background Conditions	35	274	100	69	960	210	268	599	410	127	522	56	3,630
Santana West Project Trips	13	0	0	0	64	0	0	0	13	2	9	2	103
Restaurant Credit	0	0	0	0	-2	0	0	0	0	0	-2	0	-4
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	13	0	0	0	62	0	0	0	13	2	7	2	99
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	35	254	95	63	834	162	214	520	319	97	376	53	3,022
Background Plus Project Conditions	48	274	100	69	1,022	210	268	599	423	129	529	58	3,729
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	0	0	5	19	13	0	0	0	37
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	0	0	0	2
Downtown Strategy Plan Phase II	45	92	1	0	442	59	54	281	54	30	255	130	1443
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	45	92	1	0	460	59	59	300	67	30	265	130	1,508
Cumulative No Project Conditions	80	366	101	69	1,420	269	327	899	477	157	787	186	5,138
Cumulative with Project Conditions	93	366	101	69	1,482	269	327	899	490	159	794	188	5,237

8

3653

Intersection Name: Lincoln Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 05/12/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	45	13	5	660	48	167	159	348	82	382	6	1,944
San Jose ATI	8	32	16	8	97	21	25	58	60	18	124	6	473
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	8	32	16	8	119	21	25	58	60	18	140	6	511
Background Conditions	37	77	29	13	779	69	192	217	408	100	522	12	2,455
Santana West Project Trips	0	0	0	0	51	0	0	0	13	2	7	0	73
Restaurant Credit	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	49	0	0	0	13	2	6	0	70
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	29	45	13	5	709	48	167	159	361	84	388	6	2,014
Background Plus Project Conditions	37	77	29	13	828	69	192	217	421	102	528	12	2,525
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	0	0	0	2
Downtown Strategy Plan Phase II	0	2	0	2	282	47	232	91	92	27	394	34	1203
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	2	0	2	300	47	232	91	92	27	404	34	1,231
Cumulative No Project Conditions	37	79	29	15	1,079	116	424	308	500	127	926	46	3,686
Cumulative with Project Conditions	37	79	29	15	1,128	116	424	308	513	129	932	46	3,756

9

3077

Intersection Name: Bird Avenue and San Carlos Street *
 Peak Hour: AM
 Count Date: 10/14/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	72	436	33	59	371	113	151	1,180	347	162	302	111	3,337
San Jose ATI	14	114	8	5	71	27	28	303	27	43	121	67	828
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	14	114	8	5	93	27	28	303	27	43	137	67	866
Background Conditions	86	550	41	64	464	140	179	1,483	374	205	439	178	4,203
Santana West Project Trips	13	0	0	0	26	0	0	0	13	2	4	2	60
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	13	0	0	0	25	0	0	0	13	2	3	2	58
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	85	436	33	59	396	113	151	1,180	360	164	305	113	3,395
Background Plus Project Conditions	99	550	41	64	489	140	179	1,483	387	207	442	180	4,261
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	3	0	2	12	3	1	12	3	36
Winchester Mixed-Use	0	0	0	0	1	0	0	0	0	0	0	0	1
Downtown Strategy Plan Phase II	12	239	2	9	326	142	218	494	0	87	317	204	2050
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	12	239	2	9	346	142	220	506	3	88	339	207	2,113
Cumulative No Project Conditions	98	789	43	73	810	282	399	1,989	377	293	778	385	6,316
Cumulative with Project Conditions	111	789	43	73	835	282	399	1,989	390	295	781	387	6,374

10

3527

Intersection Name: Monroe Street and Forest Street
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	35	117	192	329	8	8	57	48	15	239	15	1,109
San Jose ATI	8	29	5	1	27	9	6	15	23	28	38	2	191
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	16	0	0	0	0	0	2	0	0	0	0	18
BAREC at Winchester/Forest (Apartments)	0	0	0	0	2	0	0	0	0	0	7	0	9
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	8	45	5	1	29	9	6	17	23	28	45	2	218
Background Conditions	54	80	122	193	358	17	14	74	71	43	284	17	1,327
Santana West Project Trips	6	6	0	0	16	0	0	1	0	0	2	1	32
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	6	0	0	15	0	0	1	0	0	2	1	31
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	52	41	117	192	344	8	8	58	48	15	241	16	1,140
Background Plus Project Conditions	60	86	122	193	373	17	14	75	71	43	286	18	1,358
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	1	1	2	0	0	0	0	1	13	0	18
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	1	1	2	0	0	0	0	1	13	0	18
Cumulative No Project Conditions	54	80	123	194	360	17	14	74	71	44	297	17	1,345
Cumulative with Project Conditions	60	86	123	194	375	17	14	75	71	44	299	18	1,376

11

3575

Intersection Name: Monroe Street and Hedding Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	54	126	84	122	671	16	31	187	60	33	419	77	1,880
San Jose ATI	5	10	0	3	13	1	0	3	0	5	22	2	64
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	16	0	0	0	0	0	2	0	0	0	0	18
BAREC at Winchester/Forest (Apartments)	0	0	0	0	1	0	0	0	0	0	7	0	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	26	0	3	14	1	0	5	0	5	29	2	90
Background Conditions	59	152	84	125	685	17	31	192	60	38	448	79	1,970
Santana West Project Trips	6	13	0	0	10	0	0	2	0	0	1	1	33
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	13	0	0	10	0	0	2	0	0	1	1	33
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	60	139	84	122	681	16	31	189	60	33	420	78	1,913
Background Plus Project Conditions	65	165	84	125	695	17	31	194	60	38	449	80	2,003
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	3	6	1	0	1	0	2	21	2	36
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	3	6	1	0	1	0	2	21	2	36
Cumulative No Project Conditions	59	152	84	128	691	18	31	193	60	40	469	81	2,006
Cumulative with Project Conditions	65	165	84	128	701	18	31	195	60	40	470	82	2,039

12

3701

Intersection Name: Monroe Street and Newhall Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	61	99	84	172	517	20	33	281	57	24	318	36	1,702
San Jose ATI	5	15	0	1	25	0	1	11	1	0	8	0	67
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	16	0	0	0	0	0	2	0	0	0	0	18
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	1	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	31	0	1	25	0	1	13	1	1	8	0	86
Background Conditions	66	130	84	173	542	20	34	294	58	25	326	36	1,788
Santana West Project Trips	6	19	0	0	26	0	0	3	0	0	4	1	59
Restaurant Credit	0	-1	0	0	-1	0	0	0	0	0	-1	0	-3
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	18	0	0	25	0	0	3	0	0	3	1	56
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	67	117	84	172	542	20	33	284	57	24	321	37	1,758
Background Plus Project Conditions	72	148	84	173	567	20	34	297	58	25	329	37	1,844
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	1	5	0	1	9	1	0	5	0	22
Winchester Mixed-Use	0	1	0	0	1	0	0	0	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	1	0	1	6	0	1	9	1	0	5	0	24
Cumulative No Project Conditions	66	131	84	174	548	20	35	303	59	25	331	36	1,812
Cumulative with Project Conditions	72	149	84	174	573	20	35	306	59	25	334	37	1,868

13

3582

Intersection Name: Winchester Boulevard and Hedding Street/Pruneridge Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	65	191	33	47	629	70	128	589	209	100	379	42	2,482
San Jose ATI	0	117	0	0	6	13	2	39	16	47	18	4	262
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	21	0	0	0	0	0	2	0	0	0	0	23
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	1	7	9	7	2	0	0	28
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	140	0	0	6	14	9	50	23	49	18	4	313
Background Conditions	65	331	33	47	635	84	137	639	232	149	397	46	2,795
Santana West Project Trips	0	109	0	0	0	16	2	16	4	31	0	0	178
Restaurant Credit	0	-3	0	0	0	-1	0	-3	-1	-1	0	0	-9
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	106	0	0	0	15	2	13	3	30	0	0	169
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	65	297	33	47	629	85	130	602	212	130	379	42	2,651
Background Plus Project Conditions	65	437	33	47	635	99	139	652	235	179	397	46	2,964
SC Hotel	0	2	0	0	0	0	0	1	0	0	0	0	3
Garden City	0	8	0	0	0	0	0	0	0	0	0	0	8
NSJ Phase II	0	0	0	0	6	1	0	5	1	4	18	4	39
Winchester Mixed-Use	0	3	0	0	0	0	0	1	4	2	0	0	10
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	13	0	0	6	1	0	7	5	6	18	4	60
Cumulative No Project Conditions	65	344	33	47	641	85	137	646	237	155	415	50	2,855
Cumulative with Project Conditions	65	450	33	47	641	100	139	659	240	185	415	50	3,024

14

3530

Intersection Name: Winchester Boulevard and Forest Street/Worthington Circle
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	322	67	162	1	167	176	841	8	14	6	20	1,791
San Jose ATI	0	149	25	16	0	24	13	54	0	0	0	0	281
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	21	0	0	0	0	0	2	0	0	0	0	23
BAREC at Winchester/Forest (Apartments)	5	0	0	0	2	0	0	0	10	37	7	23	84
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	170	25	16	2	24	13	56	10	37	7	23	388
Background Conditions	12	492	92	178	3	191	189	897	18	51	13	43	2,179
Santana West Project Trips	0	156	0	0	0	22	3	22	0	0	0	0	203
Restaurant Credit	0	-5	0	0	0	-1	-1	-4	0	0	0	0	-11
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	151	0	0	0	21	2	18	0	0	0	0	192
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	7	473	67	162	1	188	178	859	8	14	6	20	1,983
Background Plus Project Conditions	12	643	92	178	3	212	191	915	18	51	13	43	2,371
SC Hotel	0	2	0	0	0	0	0	1	0	0	0	0	3
Garden City	0	8	0	0	0	0	0	0	0	0	0	0	8
NSJ Phase II	0	1	0	0	0	0	3	18	0	0	0	0	22
Winchester Mixed-Use	0	5	0	0	0	1	0	5	0	0	0	0	11
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	16	0	0	0	1	3	24	0	0	0	0	44
Cumulative No Project Conditions	12	508	92	178	3	192	192	921	18	51	13	43	2,223
Cumulative with Project Conditions	12	659	92	178	3	213	194	939	18	51	13	43	2,415

15

5405

Intersection Name: San Tomas Expressway and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 05/27/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	37	739	113	156	1,166	187	223	2,712	374	189	265	51	6,212
San Jose ATI	0	9	51	24	33	2	4	42	15	3	79	0	262
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	12	1	1	0	0	0	0	0	11	0	25
BAREC at Winchester/Forest (Apartments)	0	0	0	1	7	1	0	0	0	0	2	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	9	63	26	41	3	4	42	15	3	92	0	298
Background Conditions	37	748	176	182	1,207	190	227	2,754	389	192	357	51	6,510
Santana West Project Trips	0	0	58	8	11	0	0	0	0	0	77	0	154
Restaurant Credit	0	0	-2	-2	-2	0	0	0	0	0	-2	0	-8
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	56	6	9	0	0	0	0	0	75	0	146
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	37	739	169	162	1,175	187	223	2,712	374	189	340	51	6,358
Background Plus Project Conditions	37	748	232	188	1,216	190	227	2,754	389	192	432	51	6,656
SC Hotel	0	0	0	0	6	0	0	0	0	0	10	0	16
Garden City	17	0	0	0	67	0	0	0	39	10	40	23	196
NSJ Phase II	0	6	1	1	6	1	4	32	4	0	0	0	55
Winchester Mixed-Use	0	0	3	8	6	0	0	0	0	0	3	0	20
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	17	6	4	9	85	1	4	32	43	10	53	23	287
Cumulative No Project Conditions	54	754	180	191	1,292	191	231	2,786	432	202	410	74	6,797
Cumulative with Project Conditions	54	754	236	197	1,301	191	231	2,786	432	202	485	74	6,943

16

3116

Intersection Name: Saratoga Avenue and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	179	454	38	47	1,213	147	129	746	156	44	217	113	3,483
San Jose ATI	1	4	0	0	32	4	31	18	4	2	51	3	150
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	1	0	0	0	0	0	11	0	12
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	1	0	6
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	4	0	0	38	4	31	18	4	2	63	3	168
Background Conditions	180	458	38	47	1,251	151	160	764	160	46	280	116	3,651
Santana West Project Trips	0	0	0	0	5	5	38	0	0	0	38	0	86
Restaurant Credit	0	0	0	0	-1	-1	-1	0	0	0	-1	0	-4
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	4	4	37	0	0	0	37	0	82
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	179	454	38	47	1,217	151	166	746	156	44	254	113	3,565
Background Plus Project Conditions	180	458	38	47	1,255	155	197	764	160	46	317	116	3,733
SC Hotel	0	0	0	0	6	0	0	0	0	0	10	0	16
Garden City	0	-6	29	0	0	0	0	15	93	26	64	0	221
NSJ Phase II	1	4	0	0	5	0	1	18	4	2	8	3	46
Winchester Mixed-Use	0	0	0	0	6	0	1	0	0	0	2	0	9
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	-2	29	0	17	0	2	33	97	28	84	3	292
Cumulative No Project Conditions	181	456	67	47	1,268	151	162	797	257	74	364	119	3,943
Cumulative with Project Conditions	181	456	67	47	1,272	155	199	797	257	74	401	119	4,025

17

3104

Intersection Name: Kiely Boulevard and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	72	250	45	192	1,253	44	28	356	109	86	326	169	2,930
San Jose ATI	0	0	10	2	13	0	0	0	0	4	34	6	69
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	1	0	0	0	0	0	11	0	12
BAREC at Winchester/Forest (Apartments)	0	0	0	1	4	1	0	0	0	0	1	0	7
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	10	3	18	1	0	0	0	4	46	6	88
Background Conditions	72	250	55	195	1,271	45	28	356	109	90	372	175	3,018
Santana West Project Trips	0	0	13	2	4	0	0	0	0	0	26	0	45
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	13	2	3	0	0	0	0	0	25	0	43
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	72	250	58	194	1,256	44	28	356	109	86	351	169	2,973
Background Plus Project Conditions	72	250	68	197	1,274	45	28	356	109	90	397	175	3,061
SC Hotel	0	0	0	0	6	0	0	0	0	0	10	0	16
Garden City	0	4	8	-1	94	0	0	18	0	0	82	0	205
NSJ Phase II	0	0	0	0	3	0	0	0	0	4	11	6	24
Winchester Mixed-Use	0	0	0	0	6	0	0	0	0	0	2	0	8
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	4	8	-1	109	0	0	18	0	4	105	6	253
Cumulative No Project Conditions	72	254	63	194	1,380	45	28	374	109	94	477	181	3,271
Cumulative with Project Conditions	72	254	76	196	1,383	45	28	374	109	94	502	181	3,314

18

3103

Intersection Name: Saratoga Avenue and Kiely Boulevard *
 Peak Hour: AM
 Count Date: 10/21/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	57	604	14	31	96	202	60	960	640	470	27	50	3,211
San Jose ATI	0	9	0	0	0	0	1	48	11	0	0	0	69
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	9	0	0	0	0	1	48	11	0	0	0	69
Background Conditions	57	613	14	31	96	202	61	1,008	651	470	27	50	3,280
Santana West Project Trips	0	5	0	0	0	0	0	38	0	0	0	0	43
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	0	0	0	0	37	0	0	0	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	57	608	14	31	96	202	60	997	640	470	27	50	3,252
Background Plus Project Conditions	57	617	14	31	96	202	61	1,045	651	470	27	50	3,321
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	-2	34	130	18	140	271	-35	0	0	4	0	560
NSJ Phase II	0	5	0	0	0	0	1	18	11	0	0	0	35
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	3	34	130	18	140	272	-16	11	0	4	0	596
Cumulative No Project Conditions	57	616	48	161	114	342	333	992	662	470	31	50	3,876
Cumulative with Project Conditions	57	620	48	161	114	342	333	1,029	662	470	31	50	3,917

19

3038

Intersection Name: Saratoga Avenue and I-280 (North) *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	359	1,095	85	143	89	205	458	1,239	540	0	0	0	4,213
San Jose ATI	1	8	0	0	0	0	3	51	4	0	0	0	67
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	8	0	0	0	0	3	51	4	0	0	0	67
Background Conditions	360	1,103	85	143	89	205	461	1,290	544	0	0	0	4,280
Santana West Project Trips	0	5	0	0	0	0	0	38	0	0	0	0	43
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	0	0	0	0	37	0	0	0	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	359	1,099	85	143	89	205	458	1,276	540	0	0	0	4,254
Background Plus Project Conditions	360	1,107	85	143	89	205	461	1,327	544	0	0	0	4,321
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	65	73	0	0	0	0	0	236	0	0	0	0	374
NSJ Phase II	1	4	0	0	0	0	3	21	4	0	0	0	33
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	66	77	0	0	0	0	3	258	4	0	0	0	408
Cumulative No Project Conditions	426	1,180	85	143	89	205	464	1,548	548	0	0	0	4,688
Cumulative with Project Conditions	426	1,184	85	143	89	205	464	1,585	548	0	0	0	4,729

20

3039

Intersection Name: Saratoga Avenue and I-280 (South) *
 Peak Hour: AM
 Count Date: 10/21/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1,047	570	0	0	0	845	1,514	0	237	1	299	4,513
San Jose ATI	0	11	4	0	0	0	22	63	0	0	0	0	100
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	11	4	0	0	0	22	63	0	0	0	0	100
Background Conditions	0	1,058	574	0	0	0	867	1,577	0	237	1	299	4,613
Santana West Project Trips	0	5	0	0	0	0	0	38	0	0	0	0	43
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	0	0	0	0	37	0	0	0	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	1,051	570	0	0	0	845	1,551	0	237	1	299	4,554
Background Plus Project Conditions	0	1,062	574	0	0	0	867	1,614	0	237	1	299	4,654
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	18	55	0	0	0	0	69	0	0	0	73	215
NSJ Phase II	0	7	4	0	0	0	22	33	0	0	0	0	66
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	25	59	0	0	0	22	103	0	0	0	73	282
Cumulative No Project Conditions	0	1,083	633	0	0	0	889	1,680	0	237	1	372	4,895
Cumulative with Project Conditions	0	1,087	633	0	0	0	889	1,717	0	237	1	372	4,936

21

3113

Intersection Name: Saratoga Avenue and Moorpark Avenue *
 Peak Hour: AM
 Count Date: 10/21/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	244	815	143	297	321	102	41	1,748	42	17	233	452	4,455
San Jose ATI	4	10	5	12	2	0	0	62	0	1	18	25	139
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	2	0	2
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	2	0	0	0	0	0	0	2
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	10	5	12	2	2	0	62	0	1	20	25	143
Background Conditions	248	825	148	309	323	104	41	1,810	42	18	253	477	4,598
Santana West Project Trips	2	4	0	0	2	0	0	26	0	0	13	13	60
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	3	0	0	2	0	0	25	0	0	13	13	58
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	246	818	143	297	323	102	41	1,773	42	17	246	465	4,513
Background Plus Project Conditions	250	828	148	309	325	104	41	1,835	42	18	266	490	4,656
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	7	11	0	0	0	0	0	56	0	0	0	13	87
NSJ Phase II	2	7	2	0	0	0	0	42	0	1	8	15	77
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	9	18	2	0	0	0	0	99	0	1	8	28	165
Cumulative No Project Conditions	257	843	150	309	323	104	41	1,909	42	19	261	505	4,763
Cumulative with Project Conditions	259	846	150	309	325	104	41	1,934	42	19	274	518	4,821

22

5406

Intersection Name: San Tomas Expressway and Moorpark Avenue *
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	160	806	147	448	411	94	95	2,697	219	140	183	125	5,525
San Jose ATI	1	11	1	0	2	4	31	53	14	5	14	5	141
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	1	5	0	0	0	2	0	8
BAREC at Winchester/Forest (Apartments)	0	1	0	0	2	0	0	0	0	0	0	0	3
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	12	1	0	4	5	36	53	14	5	16	5	152
Background Conditions	161	818	148	448	415	99	131	2,750	233	145	199	130	5,677
Santana West Project Trips	0	0	0	0	2	5	38	0	0	0	13	0	58
Restaurant Credit	0	0	0	0	0	-1	-1	0	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	2	4	37	0	0	0	13	0	56
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	160	806	147	448	413	98	132	2,697	219	140	196	125	5,581
Background Plus Project Conditions	161	818	148	448	417	103	168	2,750	233	145	212	130	5,733
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	10	0	8	0	0	0	31	0	0	0	0	49
NSJ Phase II	1	6	1	0	0	0	1	34	2	2	4	5	56
Winchester Mixed-Use	0	0	0	0	0	0	1	0	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	16	1	8	0	0	2	65	2	2	4	5	106
Cumulative No Project Conditions	162	834	149	456	415	99	133	2,815	235	147	203	135	5,783
Cumulative with Project Conditions	162	834	149	456	417	103	170	2,815	235	147	216	135	5,839

23

3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	645	43	74	5	44	39	1,032	21	20	4	15	1,955
San Jose ATI	0	322	2	10	0	21	7	119	0	0	0	0	481
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	44	0	0	0	0	0	5	0	0	0	0	49
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	380	2	10	0	21	7	127	0	0	0	0	547
Background Conditions	13	1,025	45	84	5	65	46	1,159	21	20	4	15	2,502
Santana West Project Trips	260	390	0	0	0	0	0	56	141	20	0	37	904
Restaurant Credit	-8	-12	0	0	0	0	0	-10	-5	-4	0	-7	-46
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	252	378	0	0	0	0	0	46	136	16	0	30	858
Existing Mobile Home Reassignment	11	-11	0	0	0	0	0	-12	3	4	0	12	7
Existing Plus Project Conditions	276	1,012	43	74	5	44	39	1,066	160	40	4	57	2,820
Background Plus Project Conditions	276	1,392	45	84	5	65	46	1,193	160	40	4	57	3,367
SC Hotel	0	0	0	0	0	0	0	11	0	0	0	0	11
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	4	0	0	0	0	0	26	0	0	0	0	30
Winchester Mixed-Use	0	31	40	0	0	0	0	22	0	0	0	0	93
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	35	40	0	0	0	0	59	0	0	0	0	134
Cumulative No Project Conditions	13	1,060	85	84	5	65	46	1,218	21	20	4	15	2,636
Cumulative with Project Conditions	276	1,427	85	84	5	65	46	1,252	160	40	4	57	3,501

24

3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	10	666	18	27	1	50	89	1,087	30	10	1	3	1,992
San Jose ATI	0	140	233	47	0	33	7	115	1	0	0	0	576
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	44	0	0	0	0	0	5	0	0	0	0	49
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	198	233	47	0	33	7	123	1	0	0	0	642
Background Conditions	10	864	251	74	1	83	96	1,210	31	10	1	3	2,634
Santana West Project Trips	390	20	0	0	0	0	0	141	423	60	0	56	1090
Restaurant Credit	-12	-4	0	0	0	0	0	-5	-14	-11	0	-10	-56
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	378	16	0	0	0	0	0	136	409	49	0	46	1034
Existing Mobile Home Reassignment	-11	4	0	0	0	0	0	3	-3	-4	0	-12	-23
Existing Plus Project Conditions	377	686	18	27	1	50	89	1,226	436	55	1	37	3,003
Background Plus Project Conditions	377	884	251	74	1	83	96	1,349	437	55	1	37	3,645
SC Hotel	0	0	0	0	0	0	0	11	0	0	0	0	11
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	4	0	0	0	0	0	25	1	0	0	0	30
Winchester Mixed-Use	0	31	0	0	0	0	0	22	0	0	0	0	53
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	35	0	0	0	0	0	58	1	0	0	0	94
Cumulative No Project Conditions	10	899	251	74	1	83	96	1,268	32	10	1	3	2,728
Cumulative with Project Conditions	377	919	251	74	1	83	96	1,407	438	55	1	37	3,739

25

3829

Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	302	394	42	14	155	114	435	1,181	675	0	0	0	3,312
San Jose ATI	56	34	83	70	11	22	191	175	33	0	0	0	675
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	44	5	1	2	37	0	0	0	0	0	89
BAREC at Winchester/Forest (Apartments)	9	5	0	0	0	0	0	3	0	0	0	0	17
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	65	39	127	75	12	24	228	178	33	0	0	0	781
Background Conditions	367	433	169	89	167	138	663	1,359	708	0	0	0	4,093
Santana West Project Trips	18	24	38	269	0	0	0	295	0	0	0	0	644
Restaurant Credit	-3	-4	-7	-9	0	0	0	-9	0	0	0	0	-32
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	15	20	31	260	0	0	0	286	0	0	0	0	612
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	317	414	73	274	155	114	435	1,467	675	0	0	0	3,924
Background Plus Project Conditions	382	453	200	349	167	138	663	1,645	708	0	0	0	4,705
SC Hotel	0	0	0	0	8	2	5	11	0	0	0	0	26
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	1	3	0	0	0	0	3	16	6	0	0	0	29
Winchester Mixed-Use	30	1	0	7	0	0	0	15	0	0	0	0	53
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	31	4	0	7	8	2	8	42	6	0	0	0	108
Cumulative No Project Conditions	398	437	169	96	175	140	671	1,401	714	0	0	0	4,201
Cumulative with Project Conditions	413	457	200	356	175	140	671	1,687	714	0	0	0	4,813

26

3711

Intersection Name: Winchester Boulevard and Moorpark Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	151	279	108	454	502	156	380	1,275	73	161	624	558	4,721
San Jose ATI	12	40	2	11	1	8	83	152	1	4	5	186	505
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	1	1	0	2	0	0	0	14	0	0	0	21	39
BAREC at Winchester/Forest (Apartments)	2	3	0	0	0	0	0	1	0	0	0	2	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	15	44	2	13	1	8	83	167	1	4	5	209	552
Background Conditions	166	323	110	467	503	164	463	1,442	74	165	629	767	5,273
Santana West Project Trips	7	15	2	13	0	0	0	102	0	0	0	179	318
Restaurant Credit	-1	-3	0	0	0	0	0	-3	0	0	0	-6	-13
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	12	2	13	0	0	0	99	0	0	0	173	305
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	157	291	110	467	502	156	380	1,374	73	161	624	731	5,026
Background Plus Project Conditions	172	335	112	480	503	164	463	1,541	74	165	629	940	5,578
SC Hotel	0	2	0	0	0	0	0	3	0	0	0	12	17
Garden City	0	0	0	0	0	0	0	0	8	0	0	0	8
NSJ Phase II	0	1	0	1	1	0	7	19	1	1	5	3	39
Winchester Mixed-Use	0	1	0	0	0	0	0	3	0	0	0	11	15
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	4	0	1	1	0	7	25	9	1	5	26	79
Cumulative No Project Conditions	166	327	110	468	504	164	470	1,467	83	166	634	793	5,352
Cumulative with Project Conditions	172	339	112	481	504	164	470	1,566	83	166	634	966	5,657

27

3037

Intersection Name: I-280 EB off-ramp and Moorpark Avenue *
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	34	0	728	0	764	0	0	0	0	0	588	0	2,114
San Jose ATI	3	0	136	0	13	0	0	0	0	0	61	0	213
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	14	0	1	0	0	0	0	0	7	0	22
BAREC at Winchester/Forest (Apartments)	0	0	2	0	2	0	0	0	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	3	0	152	0	16	0	0	0	0	0	68	0	239
Background Conditions	37	0	880	0	780	0	0	0	0	0	656	0	2,353
Santana West Project Trips	0	0	128	0	7	0	0	0	0	0	51	0	186
Restaurant Credit	0	0	-4	0	-1	0	0	0	0	0	-2	0	-7
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	124	0	6	0	0	0	0	0	49	0	179
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	34	0	852	0	770	0	0	0	0	0	637	0	2,293
Background Plus Project Conditions	37	0	1,004	0	786	0	0	0	0	0	705	0	2,532
SC Hotel	0	0	12	0	0	0	0	0	0	0	0	0	12
Garden City	0	0	0	0	8	0	0	0	0	0	0	0	8
NSJ Phase II	0	0	0	0	1	0	0	0	0	0	10	0	11
Winchester Mixed-Use	0	0	10	0	0	0	0	0	0	0	2	0	12
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	22	0	9	0	0	0	0	0	12	0	43
Cumulative No Project Conditions	37	0	902	0	789	0	0	0	0	0	668	0	2,396
Cumulative with Project Conditions	37	0	1,026	0	795	0	0	0	0	0	717	0	2,575

28

3836

Intersection Name: Winchester Boulevard and Williams Road
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	124	432	64	58	139	76	86	1,360	191	132	155	277	3,094
San Jose ATI	7	31	50	5	4	0	0	66	10	16	9	75	273
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	1	0	0	0	0	0	14	0	0	0	0	15
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	1	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	7	35	50	5	4	0	0	81	10	16	9	75	292
Background Conditions	131	467	114	63	143	76	86	1,441	201	148	164	352	3,386
Santana West Project Trips	2	12	1	6	0	0	0	83	0	0	0	13	117
Restaurant Credit	0	-2	0	0	0	0	0	-3	0	0	0	0	-5
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	10	1	6	0	0	0	80	0	0	0	13	112
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	126	442	65	64	139	76	86	1,440	191	132	155	290	3,206
Background Plus Project Conditions	133	477	115	69	143	76	86	1,521	201	148	164	365	3,498
SC Hotel	0	2	0	0	0	0	0	3	0	0	0	0	5
Garden City	0	0	0	0	0	0	0	8	0	0	0	0	8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	1	0	0	0	0	0	2	0	0	0	0	3
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	3	0	0	0	0	0	13	0	0	0	0	16
Cumulative No Project Conditions	131	470	114	63	143	76	86	1,454	201	148	164	352	3,402
Cumulative with Project Conditions	133	480	115	69	143	76	86	1,534	201	148	164	365	3,514

29

3737

Intersection Name: Winchester Boulevard and Payne Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	71	407	44	86	85	108	47	1,088	147	163	59	308	2,613
San Jose ATI	2	43	0	5	0	0	0	61	0	0	0	10	121
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	1	0	0	0	0	0	14	0	0	0	0	15
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	1	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	47	0	5	0	0	0	76	0	0	0	10	140
Background Conditions	73	454	44	91	85	108	47	1,164	147	163	59	318	2,753
Santana West Project Trips	2	9	1	6	0	0	0	64	0	0	0	13	95
Restaurant Credit	0	-2	0	0	0	0	0	-2	0	0	0	0	-4
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	7	1	6	0	0	0	62	0	0	0	13	91
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	73	414	45	92	85	108	47	1,150	147	163	59	321	2,704
Background Plus Project Conditions	75	461	45	97	85	108	47	1,226	147	163	59	331	2,844
SC Hotel	0	2	0	0	0	0	0	3	0	0	0	0	5
Garden City	0	0	0	0	0	0	0	8	0	0	0	0	8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	2	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	2	0	0	0	0	0	13	0	0	0	0	15
Cumulative No Project Conditions	73	456	44	91	85	108	47	1,177	147	163	59	318	2,768
Cumulative with Project Conditions	75	463	45	97	85	108	47	1,239	147	163	59	331	2,859

30

156

Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	261	1,042	0	221	0	794	401	480	0	3,199
San Jose ATI	0	0	0	0	142	0	0	0	322	143	45	0	652
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	41	2	2	0	63
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	0	165	0	0	0	363	145	61	0	734
Background Conditions	0	0	0	261	1,207	0	221	0	1,157	546	541	0	3,933
Santana West Project Trips	0	0	0	0	154	0	0	0	320	27	22	0	523
Restaurant Credit	0	0	0	0	-5	0	0	0	-10	-5	-4	0	-24
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	149	0	0	0	310	22	18	0	499
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	0	0	261	1,191	0	221	0	1,104	423	498	0	3,698
Background Plus Project Conditions	0	0	0	261	1,356	0	221	0	1,467	568	559	0	4,432
SC Hotel	0	0	0	0	11	0	0	0	17	9	7	0	44
Garden City	0	0	0	0	5	0	0	0	0	37	3	0	45
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Mixed-Use	0	0	0	0	5	0	0	0	14	48	1	0	68
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	21	0	0	0	31	94	17	0	163
Cumulative No Project Conditions	0	0	0	261	1,228	0	221	0	1,188	640	558	0	4,096
Cumulative with Project Conditions	0	0	0	261	1,377	0	221	0	1,498	662	576	0	4,595

31

3446

Intersection Name: Delmas Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 05/06/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	70	120	38	0	331	18	0	0	0	67	453	0	1,097
San Jose ATI	30	86	82	0	22	8	0	0	0	8	99	0	335
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	30	86	82	0	44	8	0	0	0	8	115	0	373
Background Conditions	100	206	120	0	375	26	0	0	0	75	568	0	1,470
Santana West Project Trips	10	0	0	0	16	0	0	0	0	1	2	0	29
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	10	0	0	0	15	0	0	0	0	1	2	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	80	120	38	0	346	18	0	0	0	68	455	0	1,125
Background Plus Project Conditions	110	206	120	0	390	26	0	0	0	76	570	0	1,498
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	4	0	0	0	0	0	5	0	9
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	3	143	0	0	473	0	0	0	0	90	449	0	1158
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	3	143	0	0	493	0	0	0	0	90	464	0	1,193
Cumulative No Project Conditions	103	349	120	0	868	26	0	0	0	165	1,032	0	2,663
Cumulative with Project Conditions	113	349	120	0	883	26	0	0	0	166	1,034	0	2,691

32

3763

Intersection Name: Woz Way and San Carlos Street
 Peak Hour: AM
 Count Date: 05/06/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	22	32	116	293	2	77	155	41	19	364	150	1,273
San Jose ATI	0	1	0	6	19	0	30	4	1	0	126	5	192
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	1	0	6	41	0	30	4	1	0	142	5	230
Background Conditions	2	23	32	122	334	2	107	159	42	19	506	155	1,503
Santana West Project Trips	0	0	0	0	6	0	0	0	10	0	1	1	18
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	6	0	0	0	10	0	1	1	18
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	2	22	32	116	299	2	77	155	51	19	365	151	1,291
Background Plus Project Conditions	2	23	32	122	340	2	107	159	52	19	507	156	1,521
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	7	2	9
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	4	11	0	72	291	72	158	38	177	0	429	20	1272
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	4	11	0	72	307	72	158	38	177	0	446	22	1,307
Cumulative No Project Conditions	6	34	32	194	641	74	265	197	219	19	952	177	2,810
Cumulative with Project Conditions	6	34	32	194	647	74	265	197	229	19	953	178	2,828

33

3048

Intersection Name: Bascom Avenue and I-880 (N) *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	400	410	0	233	0	430	110	1,259	0	0	0	0	2,842
San Jose ATI	4	3	0	13	0	25	0	9	0	0	0	0	54
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	5	0	0	0	0	6
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	4	0	13	0	25	0	14	0	0	0	0	60
Background Conditions	404	414	0	246	0	455	110	1,273	0	0	0	0	2,902
Santana West Project Trips	0	26	0	0	0	0	0	4	0	0	0	0	30
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	3	0	0	0	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	400	435	0	233	0	430	110	1,262	0	0	0	0	2,870
Background Plus Project Conditions	404	439	0	246	0	455	110	1,276	0	0	0	0	2,930
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	4	3	0	13	0	19	0	7	0	0	0	0	46
Winchester Mixed-Use	0	1	0	0	0	0	0	0	0	0	0	0	1
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	4	4	0	13	0	19	0	7	0	0	0	0	47
Cumulative No Project Conditions	408	418	0	259	0	474	110	1,280	0	0	0	0	2,949
Cumulative with Project Conditions	408	443	0	259	0	474	110	1,283	0	0	0	0	2,977

34

3049

Intersection Name: Bascom Avenue and I-880 (S) *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	678	174	0	0	0	422	947	0	118	0	0	2,339
San Jose ATI	0	28	6	0	0	0	9	24	0	0	0	0	67
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	5	0	0	0	0	6
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	29	6	0	0	0	9	29	0	0	0	0	73
Background Conditions	0	707	180	0	0	0	431	976	0	118	0	0	2,412
Santana West Project Trips	0	26	0	0	0	0	0	4	0	0	0	0	30
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	3	0	0	0	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	703	174	0	0	0	422	950	0	118	0	0	2,367
Background Plus Project Conditions	0	732	180	0	0	0	431	979	0	118	0	0	2,440
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	24	6	0	0	0	6	17	0	0	0	0	53
Winchester Mixed-Use	0	1	0	0	0	0	0	0	0	0	0	0	1
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	25	6	0	0	0	6	17	0	0	0	0	54
Cumulative No Project Conditions	0	732	186	0	0	0	437	993	0	118	0	0	2,466
Cumulative with Project Conditions	0	757	186	0	0	0	437	996	0	118	0	0	2,494

35

5427

Intersection Name: San Tomas Expressway and Williams Road
 Peak Hour: AM
 Count Date: 08/28/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	102	846	82	237	239	113	115	2,846	304	281	229	155	5,549
San Jose ATI	0	8	9	32	3	5	1	18	2	2	7	4	91
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	1	0	0	0	0	0	5	0	0	0	0	6
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	0	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	10	9	32	3	5	1	23	2	2	7	4	98
Background Conditions	102	856	91	269	242	118	116	2,869	306	283	236	159	5,647
Santana West Project Trips	0	5	0	3	0	0	0	32	0	0	0	3	43
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	3	0	0	0	31	0	0	0	3	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	102	850	82	240	239	113	115	2,877	304	281	229	158	5,590
Background Plus Project Conditions	102	860	91	272	242	118	116	2,900	306	283	236	162	5,688
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	10	0	0	0	0	0	31	0	0	0	0	41
NSJ Phase II	0	8	1	1	3	1	0	18	2	2	7	4	47
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	1	1	3	1	0	50	2	2	7	4	89
Cumulative No Project Conditions	102	874	92	270	245	119	116	2,919	308	285	243	163	5,736
Cumulative with Project Conditions	102	878	92	273	245	119	116	2,950	308	285	243	166	5,777

36

5428

Intersection Name: San Tomas Expressway and Payne Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	176	974	60	185	370	134	155	2,793	285	210	304	238	5,884
San Jose ATI	0	5	0	0	0	0	0	18	0	0	0	0	23
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	1	0	0	0	0	0	5	0	0	0	0	6
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	0	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	7	0	0	0	0	0	23	0	0	0	0	30
Background Conditions	176	981	60	185	370	134	155	2,816	285	210	304	238	5,914
Santana West Project Trips	0	4	0	3	0	0	0	26	0	0	0	3	36
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	3	0	0	0	25	0	0	0	3	34
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	176	977	60	188	370	134	155	2,818	285	210	304	241	5,918
Background Plus Project Conditions	176	984	60	188	370	134	155	2,841	285	210	304	241	5,948
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	10	0	0	0	0	0	31	0	0	0	0	41
NSJ Phase II	0	5	0	0	0	0	0	18	0	0	0	0	23
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	15	0	0	0	0	0	50	0	0	0	0	65
Cumulative No Project Conditions	176	996	60	185	370	134	155	2,866	285	210	304	238	5,979
Cumulative with Project Conditions	176	999	60	188	370	134	155	2,891	285	210	304	241	6,013

37

3284

Intersection Name: Bascom Avenue and Naglee Avenue
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	124	407	90	109	295	139	265	1,291	186	2	206	70	3,184
San Jose ATI	20	12	3	1	17	1	1	24	18	5	16	11	129
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	0	0	0	1	5	7
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	20	13	3	1	17	1	1	24	18	5	17	16	136
Background Conditions	144	420	93	110	312	140	266	1,315	204	7	223	86	3,320
Santana West Project Trips	10	19	0	0	6	6	1	3	0	0	1	1	47
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	10	18	0	0	6	6	1	3	0	0	1	1	46
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	134	425	90	109	301	145	266	1,294	186	2	207	71	3,230
Background Plus Project Conditions	154	438	93	110	318	146	267	1,318	204	7	224	87	3,366
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	2	12	3	1	4	1	1	24	4	0	9	3	64
Winchester Mixed-Use	0	1	0	0	0	0	0	0	0	0	0	0	1
Downtown Stratey Plan Phase II	116	128	0	225	468	75	32	0	211	121	315	12	1703
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	118	141	3	226	472	76	33	24	215	121	324	15	1,768
Cumulative No Project Conditions	262	561	96	336	784	216	299	1,339	419	128	547	101	5,088
Cumulative with Project Conditions	272	579	96	336	790	222	300	1,342	419	128	548	102	5,134

38

3283

Intersection Name: Bascom Avenue and Hedding Street
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	232	466	117	85	274	64	121	1,155	110	63	362	129	3,178
San Jose ATI	6	36	4	1	3	3	2	27	1	1	23	7	114
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	0	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	6	37	4	1	3	3	2	27	1	1	23	7	115
Background Conditions	238	503	121	86	277	67	123	1,182	111	64	385	136	3,293
Santana West Project Trips	6	19	0	0	3	10	1	3	0	0	0	1	43
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	18	0	0	3	10	1	3	0	0	0	1	42
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	238	484	117	85	277	74	122	1,158	110	63	362	130	3,220
Background Plus Project Conditions	244	521	121	86	280	77	124	1,185	111	64	385	137	3,335
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	6	25	4	1	3	0	1	22	1	1	23	7	94
Winchester Mixed-Use	0	1	0	0	0	0	0	0	0	0	0	0	1
Downtown Stratey Plan Phase II	0	203	0	85	0	53	49	0	27	0	95	0	512
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	6	229	4	86	3	53	50	22	28	1	118	7	607
Cumulative No Project Conditions	244	732	125	172	280	120	173	1,204	139	65	503	143	3,900
Cumulative with Project Conditions	250	750	125	172	283	130	174	1,207	139	65	503	144	3,942

39

3748

Intersection Name: Race Street and San Carlos Street
 Peak Hour: AM
 Count Date: 03/31/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	132	117	47	161	837	44	28	248	125	61	411	142	2,353
San Jose ATI	1	50	10	13	54	4	1	61	18	17	56	0	285
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	14	0	18
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	50	10	13	76	4	1	61	18	17	72	0	323
Background Conditions	133	167	57	174	913	48	29	309	143	78	483	142	2,676
Santana West Project Trips	0	0	0	0	64	0	0	0	0	0	9	0	73
Restaurant Credit	0	0	0	0	-2	0	0	0	0	0	-2	0	-4
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	62	0	0	0	0	0	7	0	69
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	132	117	47	161	899	44	28	248	125	61	418	142	2,422
Background Plus Project Conditions	133	167	57	174	975	48	29	309	143	78	490	142	2,745
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	0	0	0	2	0	0	0	0	2
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	0	0	0	2
Downtown Strategy Plan Phase II	175	80	42	76	272	25	179	0	36	12	236	62	1195
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	175	80	42	76	290	25	179	2	36	12	246	62	1,225
Cumulative No Project Conditions	308	247	99	250	1,203	73	208	311	179	90	729	204	3,901
Cumulative with Project Conditions	308	247	99	250	1,265	73	208	311	179	90	736	204	3,970

40

3290

Intersection Name: Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	52	24	17	37	1,193	18	18	36	210	72	233	20	1,930
San Jose ATI	0	0	1	6	23	0	0	0	0	0	7	0	37
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	0	0	2	0	20
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	1	6	46	0	0	0	0	0	23	0	76
Background Conditions	52	24	18	43	1,239	18	18	36	210	72	256	20	2,006
Santana West Project Trips	0	0	0	0	154	0	0	0	0	0	22	0	176
Restaurant Credit	0	0	0	0	-5	0	0	0	0	0	-4	0	-9
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	149	0	0	0	0	0	18	0	167
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	52	24	17	37	1,342	18	18	36	210	72	251	20	2,097
Background Plus Project Conditions	52	24	18	43	1,388	18	18	36	210	72	274	20	2,173
SC Hotel	0	0	0	0	11	0	0	0	0	0	7	0	18
Garden City	0	0	0	0	5	0	0	0	0	0	3	0	8
NSJ Phase II	0	0	0	0	23	0	0	0	0	0	3	0	26
Winchester Mixed-Use	0	0	0	0	5	0	0	0	0	0	1	0	6
Downtown Strategy Plan Phase II	17	4	41	245	513	0	0	0	15	6	268	0	1109
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	17	4	41	245	557	0	0	0	15	6	282	0	1,167
Cumulative No Project Conditions	69	28	59	288	1,796	18	18	36	225	78	538	20	3,173
Cumulative with Project Conditions	69	28	59	288	1,945	18	18	36	225	78	556	20	3,340

41

3442

Intersection Name: Cypress Avenue and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	9	43	48	1,383	39	111	53	101	30	382	38	2,283
San Jose ATI	0	0	0	0	9	0	0	0	0	0	3	0	12
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	2	0	0	0	0	0	23	0	25
BAREC at Winchester/Forest (Apartments)	0	0	0	0	8	0	0	0	0	0	2	0	10
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	0	19	0	0	0	0	0	28	0	47
Background Conditions	46	9	43	48	1,402	39	111	53	101	30	410	38	2,330
Santana West Project Trips	0	0	0	0	19	0	0	0	0	0	135	0	154
Restaurant Credit	0	0	0	0	-3	0	0	0	0	0	-4	0	-7
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	16	0	0	0	0	0	131	0	147
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	46	9	43	48	1,399	39	111	53	101	30	513	38	2,430
Background Plus Project Conditions	46	9	43	48	1,418	39	111	53	101	30	541	38	2,477
SC Hotel	0	0	0	0	6	0	0	0	0	0	10	0	16
Garden City	0	0	0	0	67	0	0	0	0	0	40	0	107
NSJ Phase II	0	0	0	0	9	0	0	0	0	0	3	0	12
Winchester Mixed-Use	0	0	0	0	14	0	0	0	0	0	7	0	21
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	96	0	0	0	0	0	60	0	156
Cumulative No Project Conditions	46	9	43	48	1,498	39	111	53	101	30	470	38	2,486
Cumulative with Project Conditions	46	9	43	48	1,514	39	111	53	101	30	601	38	2,633

42

5422

Intersection Name: San Tomas Expressway and Saratoga Avenue *
 Peak Hour: AM
 Count Date: 01/08/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	236	730	3	27	350	91	258	2,376	13	37	378	433	4,932
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	1	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	39	167	1	3	27	3	-1	556	1	0	18	180	994
Total Approved Project Trips	39	167	1	3	27	3	-1	557	1	0	18	180	995
Background Conditions	275	897	4	30	377	94	257	2,933	14	37	396	613	5,927
Santana West Project Trips	0	58	0	0	0	0	0	8	0	0	0	0	66
Restaurant Credit	0	-2	0	0	0	0	0	-2	0	0	0	0	-4
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	56	0	0	0	0	0	6	0	0	0	0	62
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	236	786	3	27	350	91	258	2,382	13	37	378	433	4,994
Background Plus Project Conditions	275	953	4	30	377	94	257	2,939	14	37	396	613	5,989
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	29	211	1	3	11	3	3	122	0	0	10	9	402
Total Pending Project Trips	29	211	1	3	11	3	3	122	0	0	10	9	402
Cumulative No Project Conditions	303	1,108	6	32	387	98	260	3,055	14	38	407	623	6,329
Cumulative with Project Conditions	303	1,164	6	32	387	98	260	3,061	14	38	407	623	6,391

43

404

Intersection Name: Saratoga Avenue and Pruneridge Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	86	317	33	54	725	244	123	426	16	5	307	120	2,456
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	7	0	0	0	0	0	2	0	9
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	32	0	0	155	1	2	16	0	0	52	0	258
Total Approved Project Trips	0	32	0	0	162	1	2	16	0	0	54	0	267
Background Conditions	86	349	33	54	887	245	125	442	16	5	361	120	2,723
Santana West Project Trips	0	0	0	0	4	0	0	0	0	0	31	0	35
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	3	0	0	0	0	0	30	0	33
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	86	317	33	54	728	244	123	426	16	5	337	120	2,489
Background Plus Project Conditions	86	349	33	54	890	245	125	442	16	5	391	120	2,756
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	17	0	0	79	0	0	14	0	0	32	0	142
Total Pending Project Trips	0	17	0	0	79	0	0	14	0	0	32	0	142
Cumulative No Project Conditions	86	366	33	54	966	245	125	456	16	5	393	120	2,865
Cumulative with Project Conditions	86	366	33	54	969	245	125	456	16	5	423	120	2,898

44

405

Intersection Name: San Tomas Expressway and Pruneridge Avenue
 Peak Hour: AM
 Count Date: 01/06/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	54	821	96	188	515	6	16	2,547	192	32	278	101	4,846
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	1	3	4	0	0	1	0	0	1	0	10
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	198	10	60	98	1	0	693	8	4	42	25	1,139
Total Approved Project Trips	2	198	11	63	102	1	0	694	8	4	43	25	1,149
Background Conditions	56	1,019	107	251	617	7	16	3,241	200	36	321	126	5,995
Santana West Project Trips	0	42	22	3	1	0	0	6	2	17	9	0	102
Restaurant Credit	0	-1	-1	-1	0	0	0	-1	0	-1	0	0	-5
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	41	21	2	1	0	0	5	2	16	9	0	97
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	54	862	117	190	516	6	16	2,552	194	48	287	101	4,943
Background Plus Project Conditions	56	1,060	128	253	618	7	16	3,246	202	52	330	126	6,092
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	1	237	7	34	44	1	0	106	-1	3	25	13	468
Total Pending Project Trips	1	237	7	34	44	1	0	106	-1	3	25	13	468
Cumulative No Project Conditions	56	1,256	114	285	661	7	16	3,347	198	40	346	138	6,463
Cumulative with Project Conditions	56	1,297	135	287	662	7	16	3,352	200	56	355	138	6,560

45

810

Intersection Name: San Tomas Expressway and Forbes Avenue
 Peak Hour: AM
 Count Date: 01/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	76	972	11	32	92	52	40	2,977	27	35	55	75	4,444
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	3	1	0	0	0	5
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	5	198	17	26	11	0	0	777	1	0	10	27	1,072
Total Approved Project Trips	5	199	17	26	11	0	0	780	2	0	10	27	1,077
Background Conditions	81	1,171	28	58	103	52	40	3,757	29	35	65	102	5,521
Santana West Project Trips	0	51	0	0	0	6	1	7	1	6	0	0	72
Restaurant Credit	0	-2	0	0	0	0	0	-1	0	0	0	0	-3
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	49	0	0	0	6	1	6	1	6	0	0	69
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	76	1,021	11	32	92	58	41	2,983	28	41	55	75	4,513
Background Plus Project Conditions	81	1,220	28	58	103	58	41	3,763	30	41	65	102	5,590
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	237	14	0	0	0	0	133	0	0	0	-1	383
Total Pending Project Trips	0	237	14	0	0	0	0	133	0	0	0	-1	383
Cumulative No Project Conditions	81	1,408	42	58	103	52	40	3,890	29	35	65	101	5,904
Cumulative with Project Conditions	81	1,457	42	58	103	58	41	3,896	30	41	65	101	5,973

46

5419

Intersection Name: San Tomas Expressway and Homestead Road *
 Peak Hour: AM
 Count Date: 01/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	251	926	39	160	458	95	70	2,843	178	142	440	211	5,813
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	3	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	33	195	11	70	29	1	-1	819	1	33	29	50	1,271
Total Approved Project Trips	33	196	11	70	29	1	-1	822	1	33	29	50	1,275
Background Conditions	284	1,122	50	230	487	96	69	3,665	179	175	469	261	7,088
Santana West Project Trips	0	38	0	0	0	6	1	5	1	6	0	0	57
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	37	0	0	0	6	1	4	1	6	0	0	55
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	251	963	39	160	458	101	71	2,847	179	148	440	211	5,868
Background Plus Project Conditions	284	1,159	50	230	487	102	70	3,669	180	181	469	261	7,143
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	21	246	1	1	24	1	-1	124	2	14	19	28	480
Total Pending Project Trips	21	246	1	1	24	1	-1	124	2	14	19	28	480
Cumulative No Project Conditions	306	1,368	51	231	511	96	69	3,790	182	189	488	288	7,567
Cumulative with Project Conditions	306	1,405	51	231	511	102	70	3,794	183	195	488	288	7,622

47

609

Intersection Name: Scott Boulevard and Homestead Road
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	103	263	25	47	260	5	12	919	175	66	242	156	2,273
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	1	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	17	2	14	34	0	0	158	0	0	26	0	251
Total Approved Project Trips	0	17	2	14	34	0	0	159	0	0	26	0	252
Background Conditions	103	280	27	61	294	5	12	1,078	175	66	268	156	2,525
Santana West Project Trips	0	19	0	0	0	6	1	3	1	6	0	0	36
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	18	0	0	0	6	1	3	1	6	0	0	35
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	103	281	25	47	260	11	13	922	176	72	242	156	2,308
Background Plus Project Conditions	103	298	27	61	294	11	13	1,081	176	72	268	156	2,560
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	19	0	0	0	0	0	13	0	32
Total Pending Project Trips	0	0	0	0	19	0	0	0	0	0	13	0	32
Cumulative No Project Conditions	103	280	27	61	313	5	12	1,078	175	66	281	156	2,557
Cumulative with Project Conditions	103	298	27	61	313	11	13	1,081	176	72	281	156	2,592

48

403

Intersection Name: Saratoga Avenue and Scott Boulevard
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	47	165	14	6	754	130	96	235	370	110	233	53	2,213
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	1	0	0	0	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	3	5	1	0	129	0	0	28	9	1	13	1	190
Total Approved Project Trips	3	5	1	0	130	0	0	28	9	1	13	1	191
Background Conditions	50	170	15	6	884	130	96	263	379	111	246	54	2,404
Santana West Project Trips	0	0	6	1	5	0	0	0	0	0	32	0	44
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	6	1	4	0	0	0	0	0	31	0	42
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	47	165	20	7	758	130	96	235	370	110	264	53	2,255
Background Plus Project Conditions	50	170	21	7	888	130	96	263	379	111	277	54	2,446
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	50	170	15	6	884	130	96	263	379	111	246	54	2,404
Cumulative with Project Conditions	50	170	21	7	888	130	96	263	379	111	277	54	2,446

49

606

Intersection Name: Winchester Boulevard and Market Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	37	139	0	19	142	35	0	483	23	0	0	0	878
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	0	7	0	0	0	0	9
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	2	0	0	0	0	0	10	0	0	0	0	14
Total Approved Project Trips	2	4	0	0	0	0	0	17	0	0	0	0	23
Background Conditions	39	143	0	19	142	35	0	500	23	0	0	0	901
Santana West Project Trips	0	13	0	0	0	13	0	2	2	0	0	0	30
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	13	0	0	0	13	0	2	2	0	0	0	30
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	37	152	0	19	142	48	0	485	25	0	0	0	908
Background Plus Project Conditions	39	156	0	19	142	48	0	502	25	0	0	0	931
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	39	143	0	19	142	35	0	500	23	0	0	0	901
Cumulative with Project Conditions	39	156	0	19	142	48	0	502	25	0	0	0	931

50

621

Intersection Name: Winchester Boulevard and Bellomy Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	118	33	0	0	0	29	382	0	23	170	135	890
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	0	7	0	0	0	0	9
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	2	0	0	0	0	0	0	0	0	0	9	11
Total Approved Project Trips	0	4	0	0	0	0	0	7	0	0	0	9	20
Background Conditions	0	122	33	0	0	0	29	389	0	23	170	144	910
Santana West Project Trips	0	26	0	0	0	0	2	4	0	13	0	0	45
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	2	3	0	13	0	0	43
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	143	33	0	0	0	31	385	0	36	170	135	933
Background Plus Project Conditions	0	147	33	0	0	0	31	392	0	36	170	144	953
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	0	122	33	0	0	0	29	389	0	23	170	144	910
Cumulative with Project Conditions	0	147	33	0	0	0	31	392	0	36	170	144	953

51

400

Intersection Name: Winchester Boulevard and Newhall Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	19	100	40	21	580	30	36	346	270	89	290	19	1,840
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	1	7	1	0	0	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	2	0	0	40	0	0	0	101	11	3	0	157
Total Approved Project Trips	0	4	0	0	40	0	1	7	102	11	3	0	168
Background Conditions	19	104	40	21	620	30	37	353	372	100	293	19	2,008
Santana West Project Trips	0	38	0	0	0	32	5	5	5	38	0	0	123
Restaurant Credit	0	-1	0	0	0	-1	-1	-1	-1	-1	0	0	-6
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	37	0	0	0	31	4	4	4	37	0	0	117
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	19	137	40	21	580	61	40	350	274	126	290	19	1,957
Background Plus Project Conditions	19	141	40	21	620	61	41	357	376	137	293	19	2,125
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	19	104	40	21	620	30	37	353	372	100	293	19	2,008
Cumulative with Project Conditions	19	141	40	21	620	61	41	357	376	137	293	19	2,125

52

313

Intersection Name: San Tomas Expressway and Benton Street
 Peak Hour: AM
 Count Date: 02/05/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	228	915	15	226	226	67	17	3,163	91	104	264	211	5,527
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	3	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	242	2	31	19	3	0	936	-9	4	17	31	1,277
Total Approved Project Trips	1	243	2	31	19	3	0	939	-9	4	17	31	1,281
Background Conditions	229	1,158	17	257	245	70	17	4,102	82	108	281	242	6,808
Santana West Project Trips	0	26	0	0	0	6	1	4	1	6	0	0	44
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	6	1	3	1	6	0	0	42
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	228	940	15	226	226	73	18	3,166	92	110	264	211	5,569
Background Plus Project Conditions	229	1,183	17	257	245	76	18	4,105	83	114	281	242	6,850
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	20	255	4	4	26	3	0	156	-9	4	23	52	538
Total Pending Project Trips	20	255	4	4	26	3	0	156	-9	4	23	52	538
Cumulative No Project Conditions	250	1,413	20	261	271	73	17	4,258	72	113	303	295	7,346
Cumulative with Project Conditions	250	1,438	20	261	271	79	18	4,261	73	119	303	295	7,388

53

5416

Intersection Name: San Tomas Expressway and El Camino Real *
 Peak Hour: AM
 Count Date: 02/05/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	360	1,004	80	315	886	174	72	3,406	258	127	638	259	7,579
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	2	1	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	43	195	14	63	38	-1	-1	930	8	43	84	178	1,593
Total Approved Project Trips	43	196	14	63	38	-1	-1	932	9	43	84	178	1,597
Background Conditions	403	1,200	94	378	924	173	71	4,338	267	170	722	437	9,176
Santana West Project Trips	0	13	0	0	0	6	1	2	1	6	0	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	13	0	0	0	6	1	2	1	6	0	0	29
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	360	1,017	80	315	886	180	73	3,408	259	133	638	259	7,608
Background Plus Project Conditions	403	1,213	94	378	924	179	72	4,340	268	176	722	437	9,205
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	36	223	15	45	47	18	24	123	-3	29	68	79	704
Total Pending Project Trips	36	223	15	45	47	18	24	123	-3	29	68	79	704
Cumulative No Project Conditions	440	1,423	109	423	971	191	94	4,461	263	198	790	516	9,880
Cumulative with Project Conditions	440	1,436	109	423	971	197	95	4,463	264	204	790	516	9,909

54

213

Intersection Name: Kiely Boulevard and Pruneridge Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	94	237	75	119	731	49	72	657	129	59	333	127	2,682
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	1	3	0	0	0	0	0	1	0	5
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	14	84	13	0	105	1	12	207	8	5	50	-1	498
Total Approved Project Trips	14	84	13	1	108	1	12	207	8	5	51	-1	503
Background Conditions	108	321	88	120	839	50	84	864	137	64	384	126	3,185
Santana West Project Trips	0	0	13	2	2	0	0	0	0	0	13	0	30
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	13	2	2	0	0	0	0	0	13	0	30
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	94	237	88	121	733	49	72	657	129	59	346	127	2,712
Background Plus Project Conditions	108	321	101	122	841	50	84	864	137	64	397	126	3,215
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	58	4	0	44	0	0	33	5	1	41	0	186
Total Pending Project Trips	0	58	4	0	44	0	0	33	5	1	41	0	186
Cumulative No Project Conditions	108	379	92	120	883	50	84	897	142	65	425	126	3,371
Cumulative with Project Conditions	108	379	105	122	885	50	84	897	142	65	438	126	3,401

55

622

Intersection Name: Monroe Street and Bellomy Street/Jackson Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	166	103	0	0	0	42	518	0	30	237	43	1,139
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	5	0	0	0	0	0	28	0	0	0	0	33
Total Approved Project Trips	0	5	0	0	0	0	0	28	0	0	0	0	33
Background Conditions	0	171	103	0	0	0	42	546	0	30	237	43	1,172
Santana West Project Trips	0	19	0	0	0	0	1	3	0	6	0	0	29
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	18	0	0	0	0	1	3	0	6	0	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	184	103	0	0	0	43	521	0	36	237	43	1,167
Background Plus Project Conditions	0	189	103	0	0	0	43	549	0	36	237	43	1,200
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	0	171	103	0	0	0	42	546	0	30	237	43	1,172
Cumulative with Project Conditions	0	189	103	0	0	0	43	549	0	36	237	43	1,200

56

607

Intersection Name: Monroe Street and Market Street
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	250	0	134	158	19	0	565	12	0	0	0	1,166
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	5	0	0	0	0	0	28	0	0	0	0	33
Total Approved Project Trips	0	5	0	0	0	0	0	28	0	0	0	0	33
Background Conditions	28	255	0	134	158	19	0	593	12	0	0	0	1,199
Santana West Project Trips	0	13	0	0	0	6	0	2	1	0	0	0	22
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	13	0	0	0	6	0	2	1	0	0	0	22
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	28	263	0	134	158	25	0	567	13	0	0	0	1,188
Background Plus Project Conditions	28	268	0	134	158	25	0	595	13	0	0	0	1,221
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	28	255	0	134	158	19	0	593	12	0	0	0	1,199
Cumulative with Project Conditions	28	268	0	134	158	25	0	595	13	0	0	0	1,221

57

5429

Intersection Name: San Tomas Expressway and Hamilton Avenue *
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	117	1,000	227	420	736	213	232	2,488	197	191	510	206	6,537
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	1	1	0	0	4	0	0	0	2	3	7	5	23
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	1	0	0	4	0	0	0	2	3	7	5	23
Background Conditions	118	1,001	227	420	740	213	232	2,488	199	194	517	211	6,560
Santana West Project Trips	1	2	1	6	0	0	0	13	0	0	0	6	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	1	2	1	6	0	0	0	13	0	0	0	6	29
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	118	1,002	228	426	736	213	232	2,501	197	191	510	212	6,566
Background Plus Project Conditions	119	1,003	228	426	740	213	232	2,501	199	194	517	217	6,589
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	3	2	1	0	0	1	0	0	2	0	9
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	3	2	1	0	0	1	0	0	2	0	9
Cumulative No Project Conditions	118	1,001	230	422	741	213	232	2,489	199	194	519	211	6,569
Cumulative with Project Conditions	119	1,003	231	428	741	213	232	2,502	199	194	519	217	6,598

58

102

Intersection Name: Winchester Boulevard and Hamilton Avenue *
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	110	410	396	577	1,081	314	308	708	96	96	731	136	4,963
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	1	1	0	0	1	0	0	3	1	2	2	2	13
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	1	0	0	1	0	0	3	1	2	2	2	13
Background Conditions	111	411	396	577	1,082	314	308	711	97	98	733	138	4,976
Santana West Project Trips	2	5	2	13	0	0	0	38	0	0	0	13	73
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	4	2	13	0	0	0	37	0	0	0	13	71
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	112	414	398	590	1,081	314	308	745	96	96	731	149	5,034
Background Plus Project Conditions	113	415	398	590	1,082	314	308	748	97	98	733	151	5,047
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	1	5	3	3	0	0	3	0	0	5	0	20
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	1	5	3	3	0	0	3	0	0	5	0	20
Cumulative No Project Conditions	111	412	401	580	1,085	314	308	714	97	98	738	138	4,996
Cumulative with Project Conditions	113	416	403	593	1,085	314	308	751	97	98	738	151	5,067

59

1033

Intersection Name: Winchester Boulevard and Campbell Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	137	478	98	191	528	149	128	790	137	69	308	186	3,199
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	3	0	0	0	0	0	4	3	1	0	0	11
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	3	0	0	0	0	0	4	3	1	0	0	11
Background Conditions	137	481	98	191	528	149	128	794	140	70	308	186	3,210
Santana West Project Trips	2	2	2	13	0	0	0	13	0	0	0	13	45
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	2	2	13	0	0	0	13	0	0	0	13	45
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	139	480	100	204	528	149	128	803	137	69	308	199	3,244
Background Plus Project Conditions	139	483	100	204	528	149	128	807	140	70	308	199	3,255
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	1	3	3	0	0	0	0	0	1	0	8
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	1	3	3	0	0	0	0	0	1	0	8
Cumulative No Project Conditions	137	481	99	194	531	149	128	794	140	70	309	186	3,218
Cumulative with Project Conditions	139	483	101	207	531	149	128	807	140	70	309	199	3,263

1

3118

Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	146	748	235	106	632	385	346	403	237	305	867	247	4,657
San Jose ATI	22	130	123	127	75	176	173	184	110	51	59	16	1,246
Existing Vacant Theater	0	6	0	0	0	13	19	9	3	2	0	0	52
485 Monroe (90 ksf office)	0	5	0	0	0	0	0	20	22	5	0	0	52
BAREC at Winchester/Forest (Apartments)	4	7	8	18	0	0	0	13	0	0	0	8	58
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	26	148	131	145	75	189	192	226	135	58	59	24	1,408
Background Conditions	172	896	366	251	707	574	538	629	372	363	926	271	6,065
Santana West Project Trips	0	38	0	0	0	86	372	165	62	14	0	0	737
Restaurant Credit	0	-3	0	0	0	-7	-5	-2	-1	-1	0	0	-19
Theater Credit	0	-6	0	0	0	-13	-19	-9	-3	-2	0	0	-52
Net Project Trips	0	29	0	0	0	66	348	154	58	11	0	0	666
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	146	777	235	106	632	451	694	557	295	316	867	247	5,323
Background Plus Project Conditions	172	925	366	251	707	640	886	783	430	374	926	271	6,731
SC Hotel	0	0	0	0	6	0	10	0	0	0	7	0	23
Garden City	-4	0	0	0	-10	0	0	0	0	0	28	4	18
NSJ Phase II	1	10	3	5	22	14	1	1	1	1	3	0	62
Winchester Mixed-Use	0	10	0	0	0	71	60	9	37	18	0	0	205
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	-3	20	3	5	18	85	71	10	38	19	38	4	308
Cumulative No Project Conditions	169	916	369	256	725	659	609	639	410	382	964	275	6,373
Cumulative with Project Conditions	169	945	369	256	725	725	957	793	468	393	964	275	7,039

2

3816

Intersection Name: Santana Row and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	76	36	111	72	934	298	90	16	15	29	1,306	141	3,124
San Jose ATI	46	0	55	52	320	5	0	0	2	1	307	42	830
Existing Vacant Theater	0	0	0	0	13	0	0	0	0	0	19	0	32
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	46	0	55	52	351	5	0	0	2	1	334	42	888
Background Conditions	122	36	166	124	1,285	303	90	16	17	30	1,640	183	4,012
Santana West Project Trips	0	0	0	0	86	0	0	0	0	0	372	0	458
Restaurant Credit	0	0	0	0	-7	0	0	0	0	0	-5	0	-12
Theater Credit	0	0	0	0	-13	0	0	0	0	0	-19	0	-32
Net Project Trips	0	0	0	0	66	0	0	0	0	0	348	0	414
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	76	36	111	72	1,000	298	90	16	15	29	1,654	141	3,538
Background Plus Project Conditions	122	36	166	124	1,351	303	90	16	17	30	1,988	183	4,426
SC Hotel	0	0	0	0	6	0	0	0	0	0	17	0	23
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	1	37	3	0	0	0	0	7	0	48
Winchester Mixed-Use	0	0	0	0	71	0	0	0	0	0	60	0	131
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	1	104	3	0	0	0	0	112	0	220
Cumulative No Project Conditions	122	36	166	125	1,389	306	90	16	17	30	1,752	183	4,232
Cumulative with Project Conditions	122	36	166	125	1,455	306	90	16	17	30	2,100	183	4,646

3

3749

Intersection Name: Redwood Avenue and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	184	0	286	244	1,138	88	92	0	0	25	1,332	86	3,475
San Jose ATI	136	0	166	158	234	84	99	0	0	0	227	125	1,229
Existing Vacant Theater	0	0	0	0	13	0	0	0	0	0	19	0	32
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	136	0	166	158	265	84	99	0	0	0	254	125	1,287
Background Conditions	320	0	452	402	1,403	172	191	0	0	25	1,586	211	4,762
Santana West Project Trips	0	0	0	0	86	0	0	0	0	0	372	0	458
Restaurant Credit	0	0	0	0	-7	0	0	0	0	0	-5	0	-12
Theater Credit	0	0	0	0	-13	0	0	0	0	0	-19	0	-32
Net Project Trips	0	0	0	0	66	0	0	0	0	0	348	0	414
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	184	0	286	244	1,204	88	92	0	0	25	1,680	86	3,889
Background Plus Project Conditions	320	0	452	402	1,469	172	191	0	0	25	1,934	211	5,176
SC Hotel	0	0	0	0	6	26	0	0	0	0	17	0	49
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	5	35	1	0	0	0	0	8	0	49
Winchester Mixed-Use	0	0	0	0	71	0	0	0	0	0	60	0	131
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	5	102	27	0	0	0	0	113	0	247
Cumulative No Project Conditions	320	0	452	407	1,505	199	191	0	0	25	1,699	211	5,009
Cumulative with Project Conditions	320	0	452	407	1,571	199	191	0	0	25	2,047	211	5,423

4

3702

Intersection Name: Monroe Street and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	77	45	238	218	1,359	291	220	22	37	28	1,747	49	4,331
San Jose ATI	99	66	199	148	377	181	395	62	0	0	390	102	2,019
Existing Vacant Theater	0	0	0	0	12	8	13	0	0	0	19	0	52
485 Monroe (90 ksf office)	0	4	0	0	0	18	76	15	0	0	0	0	113
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	99	70	199	148	407	207	484	77	0	0	417	102	2,210
Background Conditions	176	115	437	366	1,766	498	704	99	37	28	2,164	151	6,541
Santana West Project Trips	1	1	0	0	85	57	246	2	0	0	368	4	764
Restaurant Credit	0	0	0	0	-7	-5	-3	0	0	0	-5	0	-20
Theater Credit	0	0	0	0	-12	-8	-13	0	0	0	-19	0	-52
Net Project Trips	1	1	0	0	66	44	230	2	0	0	344	4	692
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	78	46	238	218	1,425	335	450	24	37	28	2,091	53	5,023
Background Plus Project Conditions	177	116	437	366	1,832	542	934	101	37	28	2,508	155	7,233
SC Hotel	0	0	0	0	26	11	0	0	6	0	34	0	77
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	6	31	4	0	0	0	0	8	0	49
Winchester Mixed-Use	0	0	0	0	71	18	0	0	0	0	59	0	148
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	6	118	33	0	0	6	0	129	0	292
Cumulative No Project Conditions	176	115	437	372	1,884	531	704	99	43	28	2,293	151	6,833
Cumulative with Project Conditions	177	116	437	372	1,950	575	934	101	43	28	2,637	155	7,525

5 3056

Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	479	1	106	0	1,515	243	0	0	0	839	1,246	0	4,429
San Jose ATI	230	0	0	0	384	0	0	0	0	432	452	0	1,498
Existing Vacant Theater	6	0	0	0	15	0	0	0	0	15	16	0	52
485 Monroe (90 ksf office)	5	0	0	0	14	0	0	0	0	39	37	0	95
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	241	0	0	0	431	0	0	0	0	486	513	0	1,671
Background Conditions	720	1	106	0	1,946	243	0	0	0	1,325	1,759	0	6,100
Santana West Project Trips	41	0	0	0	101	0	0	0	0	295	319	0	756
Restaurant Credit	-3	0	0	0	-9	0	0	0	0	-4	-4	0	-20
Theater Credit	-6	0	0	0	-15	0	0	0	0	-15	-16	0	-52
Net Project Trips	32	0	0	0	77	0	0	0	0	276	299	0	684
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	511	1	106	0	1,592	243	0	0	0	1,115	1,545	0	5,113
Background Plus Project Conditions	752	1	106	0	2,023	243	0	0	0	1,601	2,058	0	6,784
SC Hotel	12	0	0	0	24	0	0	0	0	14	21	0	71
Garden City	27	0	0	0	-36	0	0	0	0	0	28	0	19
NSJ Phase II	43	0	0	0	0	0	0	0	0	2	6	0	51
Winchester Mixed-Use	50	0	0	0	39	0	0	0	0	24	35	0	148
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	132	0	0	0	27	0	0	0	0	40	90	0	289
Cumulative No Project Conditions	852	1	106	0	1,973	243	0	0	0	1,365	1,849	0	6,389
Cumulative with Project Conditions	884	1	106	0	2,050	243	0	0	0	1,641	2,148	0	7,073

6 3279

Intersection Name: Bascom Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	75	1,116	228	113	333	204	247	574	154	145	646	94	3,929
San Jose ATI	8	28	13	4	95	21	12	12	15	16	142	20	386
Existing Vacant Theater	1	0	0	0	4	0	0	0	0	1	5	1	12
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	3	0	0	0	14	0	0	0	0	0	8	0	25
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	12	28	13	4	117	21	12	12	15	17	172	21	444
Background Conditions	87	1,144	241	117	450	225	259	586	169	162	818	115	4,373
Santana West Project Trips	5	0	0	0	24	0	0	0	3	12	106	24	174
Restaurant Credit	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
Theater Credit	-1	0	0	0	-4	0	0	0	0	-1	-5	-1	-12
Net Project Trips	4	0	0	0	18	0	0	0	3	11	100	23	159
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	79	1,116	228	113	351	204	247	574	157	156	746	117	4,088
Background Plus Project Conditions	91	1,144	241	117	468	225	259	586	172	173	918	138	4,532
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	19	5	0	1	0	5	8	4	0	6	0	48
Winchester Mixed-Use	1	0	0	0	4	0	0	0	0	1	5	1	12
Downtown Stratey Plan Phase II	0	28	78	232	320	391	34	363	149	0	209	100	1904
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	47	83	232	299	391	39	371	153	1	207	101	1,925
Cumulative No Project Conditions	88	1,191	324	349	749	616	298	957	322	163	1,025	216	6,298
Cumulative with Project Conditions	92	1,191	324	349	767	616	298	957	325	174	1,125	239	6,457

7

3693

Intersection Name: Meridian Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 03/12/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	67	525	101	52	423	236	252	298	156	196	902	87	3,295
San Jose ATI	17	68	13	9	152	68	85	51	101	52	222	20	858
Existing Vacant Theater	0	0	0	0	2	0	0	0	0	1	3	1	7
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	17	68	13	9	172	68	85	51	101	53	250	21	908
Background Conditions	84	593	114	61	595	304	337	349	257	249	1,152	108	4,203
Santana West Project Trips	3	0	0	0	14	0	0	0	3	12	59	12	103
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	-2	0	0	0	0	-1	-3	-1	-7
Net Project Trips	3	0	0	0	11	0	0	0	3	11	55	11	94
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	70	525	101	52	434	236	252	298	159	207	957	98	3,389
Background Plus Project Conditions	87	593	114	61	606	304	337	349	260	260	1,207	119	4,297
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	1	12	3	0	0	0	0	0	0	0	0	0	16
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	1	3	1	7
Downtown Stratey Plan Phase II	63	125	26	19	902	125	75	231	81	47	338	102	2,134
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	64	137	29	19	878	125	75	231	81	48	328	103	2,118
Cumulative No Project Conditions	148	730	143	80	1,473	429	412	580	338	297	1,480	211	6,321
Cumulative with Project Conditions	151	730	143	80	1,484	429	412	580	341	308	1,535	222	6,415

8

3653

Intersection Name: Lincoln Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 05/12/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	171	17	14	451	88	99	47	104	227	911	33	2,182
San Jose ATI	5	50	12	17	139	19	15	33	36	48	206	11	591
Existing Vacant Theater	0	0	0	0	2	0	0	0	0	1	2	0	5
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	50	12	17	159	19	15	33	36	49	233	11	639
Background Conditions	25	221	29	31	610	107	114	80	140	276	1,144	44	2,821
Santana West Project Trips	0	0	0	0	11	0	0	0	3	12	47	0	73
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	-2	0	0	0	0	-1	-2	0	-5
Net Project Trips	0	0	0	0	8	0	0	0	3	11	44	0	66
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	20	171	17	14	459	88	99	47	107	238	955	33	2,248
Background Plus Project Conditions	25	221	29	31	618	107	114	80	143	287	1,188	44	2,887
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	1	2	0	5
Downtown Stratey Plan Phase II	16	259	2	0	1046	209	87	4	36	13	570	18	2,260
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	16	259	2	0	1,022	209	87	4	36	14	559	18	2,226
Cumulative No Project Conditions	41	480	31	31	1,632	316	201	84	176	290	1,703	62	5,047
Cumulative with Project Conditions	41	480	31	31	1,640	316	201	84	179	301	1,747	62	5,113

9

3077

Intersection Name: Bird Avenue and San Carlos Street *
 Peak Hour: PM
 Count Date: 09/18/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	100	1,092	84	22	306	205	114	333	176	308	572	91	3,403
San Jose ATI	22	143	9	7	151	92	8	135	17	51	115	35	785
Existing Vacant Theater	0	0	0	0	1	0	0	0	0	1	1	1	4
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	22	143	9	7	170	92	8	135	17	52	141	36	832
Background Conditions	122	1,235	93	29	476	297	122	468	193	360	713	127	4,235
Santana West Project Trips	3	0	0	0	5	0	0	0	3	12	24	12	59
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	-1	0	0	0	0	-1	-1	-1	-4
Net Project Trips	3	0	0	0	4	0	0	0	3	11	23	11	55
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	103	1,092	84	22	310	205	114	333	179	319	595	102	3,458
Background Plus Project Conditions	125	1,235	93	29	480	297	122	468	196	371	736	138	4,290
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	1	0	0	10	4	0	1	0	1	3	0	20
Winchester Mixed-Use	0	0	0	0	1	0	0	0	0	1	1	1	4
Downtown Strategy Plan Phase II	187	64	25	10	621	378	101	223	359	184	383	53	2588
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	187	65	25	10	606	382	101	224	359	186	374	54	2,573
Cumulative No Project Conditions	309	1,300	118	39	1,082	679	223	692	552	546	1,087	181	6,808
Cumulative with Project Conditions	312	1,300	118	39	1,086	679	223	692	555	557	1,110	192	6,863

10

3527

Intersection Name: Monroe Street and Forest Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	133	80	204	143	341	24	20	60	95	79	419	57	1,655
San Jose ATI	13	88	4	7	48	32	33	95	111	108	39	16	594
Existing Vacant Theater	0	0	0	0	1	0	0	0	0	0	1	0	2
485 Monroe (90 ksf office)	0	4	0	0	0	0	0	15	0	0	0	0	19
BAREC at Winchester/Forest (Apartments)	0	0	0	0	7	0	0	0	0	0	4	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	13	92	4	7	56	32	33	110	111	108	44	16	626
Background Conditions	146	172	208	150	397	56	53	170	206	187	463	73	2,281
Santana West Project Trips	1	1	0	0	3	0	0	6	0	0	15	6	32
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net Project Trips	1	1	0	0	2	0	0	6	0	0	14	6	30
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	134	81	204	143	343	24	20	66	95	79	433	63	1,685
Background Plus Project Conditions	147	173	208	150	399	56	53	176	206	187	477	79	2,311
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	1	3	4	3	9	1	0	0	0	0	3	0	24
Winchester Mixed-Use	0	0	0	0	1	0	0	0	0	0	1	0	2
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	3	4	3	10	1	0	0	0	0	4	0	26
Cumulative No Project Conditions	147	175	212	153	407	57	53	170	206	187	467	73	2,307
Cumulative with Project Conditions	148	176	212	153	409	57	53	176	206	187	481	79	2,337

11

3575

Intersection Name: Monroe Street and Hedding Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	43	301	98	68	412	67	46	159	45	69	688	63	2,059
San Jose ATI	2	5	0	3	19	2	0	12	3	0	13	5	64
Existing Vacant Theater	0	0	0	0	0	0	0	1	0	0	0	0	1
485 Monroe (90 ksf office)	0	4	0	0	0	0	0	15	0	0	0	0	19
BAREC at Winchester/Forest (Apartments)	0	0	0	0	3	0	0	0	0	0	4	0	7
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	9	0	3	22	2	0	28	3	0	17	5	91
Background Conditions	45	310	98	71	434	69	46	187	48	69	705	68	2,150
Santana West Project Trips	1	3	0	0	2	0	0	12	0	0	9	6	33
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Net Project Trips	1	3	0	0	2	0	0	11	0	0	9	6	32
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	44	304	98	68	414	67	46	170	45	69	697	69	2,091
Background Plus Project Conditions	46	313	98	71	436	69	46	198	48	69	714	74	2,182
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	3	17	2	0	2	0	0	6	0	30
Winchester Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	3	17	2	0	3	0	0	6	0	31
Cumulative No Project Conditions	45	310	98	74	451	71	46	190	48	69	711	68	2,181
Cumulative with Project Conditions	46	313	98	74	453	71	46	201	48	69	720	74	2,213

12

3701

Intersection Name: Monroe Street and Newhall Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	320	262	117	380	42	39	131	30	76	527	40	2,000
San Jose ATI	2	13	4	4	25	2	0	16	0	0	22	5	93
Existing Vacant Theater	0	1	0	0	1	0	0	1	0	0	1	0	4
485 Monroe (90 ksf office)	0	4	0	0	0	0	0	15	0	0	0	0	19
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	1	1	0	0	2
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	18	4	4	26	2	0	32	1	1	23	5	118
Background Conditions	38	338	266	121	406	44	39	163	31	77	550	45	2,118
Santana West Project Trips	1	4	0	0	5	0	0	18	0	0	24	6	58
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	-1	0	0	-1	0	0	-1	0	-4
Net Project Trips	1	3	0	0	4	0	0	17	0	0	23	6	54
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	37	323	262	117	384	42	39	148	30	76	550	46	2,054
Background Plus Project Conditions	39	341	266	121	410	44	39	180	31	77	573	51	2,172
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	6	4	4	17	2	0	1	0	0	2	0	36
Winchester Mixed-Use	0	1	0	0	1	0	0	1	0	0	1	0	4
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	7	4	4	18	2	0	2	0	0	3	0	40
Cumulative No Project Conditions	38	345	270	125	424	46	39	165	31	77	553	45	2,158
Cumulative with Project Conditions	39	348	270	125	428	46	39	182	31	77	576	51	2,212

13

3582

Intersection Name: Winchester Boulevard and Hedding Street/Pruneridge Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	58	693	76	36	357	120	118	312	183	214	640	77	2,884
San Jose ATI	0	123	0	0	12	8	13	177	77	61	7	0	478
Existing Vacant Theater	0	3	0	0	0	1	1	5	1	1	0	0	12
485 Monroe (90 ksf office)	0	5	0	0	0	0	0	20	0	0	0	0	25
BAREC at Winchester/Forest (Apartments)	0	9	0	0	0	3	4	5	4	8	0	0	33
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	140	0	0	12	12	18	207	82	70	7	0	548
Background Conditions	58	833	76	36	369	132	136	519	265	284	647	77	3,432
Santana West Project Trips	0	23	0	0	0	3	15	100	29	7	0	0	177
Restaurant Credit	0	-2	0	0	0	0	0	-1	0	-1	0	0	-4
Theater Credit	0	-3	0	0	0	-1	-1	-5	-1	-1	0	0	-12
Net Project Trips	0	18	0	0	0	2	14	94	28	5	0	0	161
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	58	711	76	36	357	122	132	406	211	219	640	77	3,045
Background Plus Project Conditions	58	851	76	36	369	134	150	613	293	289	647	77	3,593
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	-4	0	0	0	0	0	4	0	0	0	0	0
NSJ Phase II	0	3	0	0	12	3	0	2	1	3	7	0	31
Winchester Mixed-Use	0	4	0	0	0	1	1	5	3	5	0	0	19
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	3	0	0	12	4	1	11	4	8	7	0	50
Cumulative No Project Conditions	58	836	76	36	381	136	137	530	269	292	654	77	3,482
Cumulative with Project Conditions	58	854	76	36	381	138	151	624	297	297	654	77	3,643

14

3530

Intersection Name: Winchester Boulevard and Forest Street/Worthington Circle
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	900	161	150	0	283	258	500	18	15	6	9	2,325
San Jose ATI	0	145	88	101	0	50	47	216	0	0	0	0	647
Existing Vacant Theater	0	5	0	0	0	1	1	7	0	0	0	0	14
485 Monroe (90 ksf office)	0	5	0	0	0	0	0	20	0	0	0	0	25
BAREC at Winchester/Forest (Apartments)	20	0	0	0	7	0	0	0	39	20	4	13	103
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	20	155	88	101	7	51	48	243	39	20	4	13	789
Background Conditions	45	1,055	249	251	7	334	306	743	57	35	10	22	3,114
Santana West Project Trips	0	33	0	0	0	5	21	144	0	0	0	0	203
Restaurant Credit	0	-3	0	0	0	0	0	-2	0	0	0	0	-5
Theater Credit	0	-5	0	0	0	-1	-1	-7	0	0	0	0	-14
Net Project Trips	0	25	0	0	0	4	20	135	0	0	0	0	184
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	25	925	161	150	0	287	278	635	18	15	6	9	2,509
Background Plus Project Conditions	45	1,080	249	251	7	338	326	878	57	35	10	22	3,298
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	-4	0	0	0	0	0	4	0	0	0	0	0
NSJ Phase II	0	5	0	5	0	10	0	1	0	0	0	0	21
Winchester Mixed-Use	0	9	0	0	0	1	1	8	0	0	0	0	19
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	10	0	5	0	11	1	13	0	0	0	0	40
Cumulative No Project Conditions	45	1,065	249	256	7	345	307	756	57	35	10	22	3,154
Cumulative with Project Conditions	45	1,090	249	256	7	349	327	891	57	35	10	22	3,338

15

5405

Intersection Name: San Tomas Expressway and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	102	2,507	296	225	628	289	251	908	191	452	1,037	88	6,974
San Jose ATI	1	37	32	55	126	9	3	22	13	12	74	0	384
Existing Vacant Theater	0	0	2	3	4	0	0	0	0	0	2	0	11
485 Monroe (90 ksf office)	0	0	3	12	10	0	0	0	0	0	2	0	27
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	1	0	0	0	7	0	12
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	37	37	70	144	9	4	22	13	12	85	0	434
Background Conditions	103	2,544	333	295	772	298	255	930	204	464	1,122	88	7,408
Santana West Project Trips	0	0	12	54	71	0	0	0	0	0	16	0	153
Restaurant Credit	0	0	-1	-1	-1	0	0	0	0	0	-1	0	-4
Theater Credit	0	0	-2	-3	-4	0	0	0	0	0	-2	0	-11
Net Project Trips	0	0	9	50	66	0	0	0	0	0	13	0	138
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	102	2,507	305	275	694	289	251	908	191	452	1,050	88	7,112
Background Plus Project Conditions	103	2,544	342	345	838	298	255	930	204	464	1,135	88	7,546
SC Hotel	0	0	0	0	6	0	0	0	0	0	7	0	13
Garden City	8	0	0	0	-13	0	0	0	-15	19	32	39	70
NSJ Phase II	1	26	2	3	20	6	3	16	4	1	3	0	85
Winchester Mixed-Use	0	0	9	6	6	0	0	0	0	0	8	0	29
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	9	26	11	9	19	6	3	16	-11	20	50	39	197
Cumulative No Project Conditions	112	2,570	344	304	791	304	258	946	193	484	1,172	127	7,605
Cumulative with Project Conditions	112	2,570	353	354	857	304	258	946	193	484	1,185	127	7,743

16

3116

Intersection Name: Saratoga Avenue and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 09/17/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	179	644	73	51	528	207	252	553	182	293	1,085	194	4,241
San Jose ATI	4	20	4	0	85	32	14	5	1	0	63	0	228
Existing Vacant Theater	0	0	0	0	2	2	1	0	0	0	1	0	6
485 Monroe (90 ksf office)	0	0	0	0	10	0	0	0	0	0	2	0	12
BAREC at Winchester/Forest (Apartments)	0	0	0	0	3	0	0	0	0	0	5	0	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	20	4	0	100	34	15	5	1	0	71	0	254
Background Conditions	183	664	77	51	628	241	267	558	183	293	1,156	194	4,495
Santana West Project Trips	0	0	0	0	35	35	8	0	0	0	8	0	86
Restaurant Credit	0	0	0	0	0	0	-1	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	-2	-2	-1	0	0	0	-1	0	-6
Net Project Trips	0	0	0	0	33	33	6	0	0	0	6	0	78
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	179	644	73	51	561	240	258	553	182	293	1,091	194	4,319
Background Plus Project Conditions	183	664	77	51	661	274	273	558	183	293	1,162	194	4,573
SC Hotel	0	0	0	0	6	0	0	0	0	0	7	0	13
Garden City	0	-4	5	0	0	0	0	-13	56	98	-62	0	80
NSJ Phase II	4	20	4	0	11	3	2	5	1	0	2	0	52
Winchester Mixed-Use	0	0	0	0	4	2	1	0	0	0	7	0	14
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	4	16	9	0	21	5	3	-8	57	98	-46	0	159
Cumulative No Project Conditions	187	680	86	51	649	246	270	550	240	391	1,110	194	4,654
Cumulative with Project Conditions	187	680	86	51	682	279	276	550	240	391	1,116	194	4,732

17

3104

Intersection Name: Kiely Boulevard and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 09/17/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	139	338	205	134	665	66	82	295	128	235	1,296	172	3,755
San Jose ATI	0	0	5	14	51	2	0	0	0	0	14	0	86
Existing Vacant Theater	0	0	0	1	1	0	0	0	0	0	1	0	3
485 Monroe (90 ksf office)	0	0	0	0	10	0	0	0	0	0	2	0	12
BAREC at Winchester/Forest (Apartments)	0	0	1	0	2	0	1	0	0	0	4	0	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	6	15	64	2	1	0	0	0	21	0	109
Background Conditions	139	338	211	149	729	68	83	295	128	235	1,317	172	3,864
Santana West Project Trips	0	0	3	12	24	0	0	0	0	0	5	0	44
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	-1	-1	0	0	0	0	0	-1	0	-3
Net Project Trips	0	0	3	11	23	0	0	0	0	0	4	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	139	338	208	145	688	66	82	295	128	235	1,300	172	3,796
Background Plus Project Conditions	139	338	214	160	752	68	83	295	128	235	1,321	172	3,905
SC Hotel	0	0	0	0	6	0	0	0	0	0	7	0	13
Garden City	0	16	-5	-6	62	0	0	19	0	0	41	0	127
NSJ Phase II	0	0	0	4	28	2	0	0	0	0	2	0	36
Winchester Mixed-Use	0	0	0	1	4	0	0	0	0	0	6	0	11
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	16	-5	-1	100	2	0	19	0	0	56	0	187
Cumulative No Project Conditions	139	354	206	148	829	70	83	314	128	235	1,373	172	4,051
Cumulative with Project Conditions	139	354	209	159	852	70	83	314	128	235	1,377	172	4,092

18

3103

Intersection Name: Saratoga Avenue and Kiely Boulevard *
 Peak Hour: PM
 Count Date: 09/18/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	69	926	45	44	72	192	236	891	652	654	97	52	3,930
San Jose ATI	1	43	1	0	0	0	1	17	3	3	0	0	69
Existing Vacant Theater	0	2	0	0	0	0	0	1	0	0	0	0	3
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	45	1	0	0	0	1	18	3	3	0	0	72
Background Conditions	70	971	46	44	72	192	237	909	655	657	97	52	4,002
Santana West Project Trips	0	35	0	0	0	0	0	8	0	0	0	0	43
Restaurant Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Theater Credit	0	-2	0	0	0	0	0	-1	0	0	0	0	-3
Net Project Trips	0	33	0	0	0	0	0	6	0	0	0	0	39
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	69	959	45	44	72	192	236	897	652	654	97	52	3,969
Background Plus Project Conditions	70	1,004	46	44	72	192	237	915	655	657	97	52	4,041
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	-10	125	153	19	219	168	-75	0	0	16	0	615
NSJ Phase II	1	14	1	0	0	0	1	5	3	3	0	0	28
Winchester Mixed-Use	0	2	0	0	0	0	0	1	0	0	0	0	3
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	6	126	153	19	219	169	-69	3	3	16	0	646
Cumulative No Project Conditions	71	977	172	197	91	411	406	840	658	660	113	52	4,648
Cumulative with Project Conditions	71	1,010	172	197	91	411	406	846	658	660	113	52	4,687

19

3038

Intersection Name: Saratoga Avenue and I-280 (North) *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	358	1,320	47	36	60	170	182	1,731	457	945	0	0	5,306
San Jose ATI	3	47	0	0	0	0	0	19	1	0	0	0	70
Existing Vacant Theater	0	2	0	0	0	0	0	1	0	0	0	0	3
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	3	49	0	0	0	0	0	20	1	0	0	0	73
Background Conditions	361	1,369	47	36	60	170	182	1,751	458	945	0	0	5,379
Santana West Project Trips	0	35	0	0	0	0	0	8	0	0	0	0	43
Restaurant Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Theater Credit	0	-2	0	0	0	0	0	-1	0	0	0	0	-3
Net Project Trips	0	33	0	0	0	0	0	6	0	0	0	0	39
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	358	1,353	47	36	60	170	182	1,737	457	945	0	0	5,345
Background Plus Project Conditions	361	1,402	47	36	60	170	182	1,757	458	945	0	0	5,418
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	77	132	0	0	0	0	0	93	0	0	0	0	302
NSJ Phase II	3	18	0	0	0	0	0	7	1	0	0	0	29
Winchester Mixed-Use	0	2	0	0	0	0	0	1	0	0	0	0	3
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	80	152	0	0	0	0	0	101	1	0	0	0	334
Cumulative No Project Conditions	441	1,521	47	36	60	170	182	1,852	459	945	0	0	5,713
Cumulative with Project Conditions	441	1,554	47	36	60	170	182	1,858	459	945	0	0	5,752

20

3039

Intersection Name: Saratoga Avenue and I-280 (South) *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2,094	604	0	0	0	618	1,146	0	409	8	307	5,186
San Jose ATI	0	60	8	0	0	0	6	22	0	0	0	0	96
Existing Vacant Theater	0	2	0	0	0	0	0	1	0	0	0	0	3
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	62	8	0	0	0	6	23	0	0	0	0	99
Background Conditions	0	2,156	612	0	0	0	624	1,169	0	409	8	307	5,285
Santana West Project Trips	0	35	0	0	0	0	0	8	0	0	0	0	43
Restaurant Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Theater Credit	0	-2	0	0	0	0	0	-1	0	0	0	0	-3
Net Project Trips	0	33	0	0	0	0	0	6	0	0	0	0	39
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	2,127	604	0	0	0	618	1,152	0	409	8	307	5,225
Background Plus Project Conditions	0	2,189	612	0	0	0	624	1,175	0	409	8	307	5,324
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	50	82	0	0	0	0	-1	0	0	0	58	189
NSJ Phase II	0	31	8	0	0	0	6	10	0	0	0	0	55
Winchester Mixed-Use	0	2	0	0	0	0	0	1	0	0	0	0	3
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	83	90	0	0	0	6	10	0	0	0	58	247
Cumulative No Project Conditions	0	2,239	702	0	0	0	630	1,179	0	409	8	365	5,532
Cumulative with Project Conditions	0	2,272	702	0	0	0	630	1,185	0	409	8	365	5,571

21

3113

Intersection Name: Saratoga Avenue and Moorpark Avenue *
 Peak Hour: PM
 Count Date: 09/18/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	359	1,726	294	230	197	147	67	1,117	53	74	353	383	5,000
San Jose ATI	14	50	17	14	17	5	1	15	0	0	8	8	149
Existing Vacant Theater	1	1	0	0	1	0	0	1	0	0	0	0	4
485 Monroe (90 ksf office)	0	0	0	0	2	0	0	0	0	0	0	0	2
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	1	2	0	0	0	0	0	3
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	15	51	17	14	20	6	3	16	0	0	8	8	158
Background Conditions	374	1,777	311	244	217	153	70	1,133	53	74	361	391	5,158
Santana West Project Trips	12	24	0	0	12	0	0	5	0	0	3	3	59
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	-1	-1	0	0	-1	0	0	-1	0	0	0	0	-4
Net Project Trips	11	23	0	0	11	0	0	4	0	0	3	3	55
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	370	1,749	294	230	208	147	67	1,121	53	74	356	386	5,055
Background Plus Project Conditions	385	1,800	311	244	228	153	70	1,137	53	74	364	394	5,213
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	9	41	0	0	0	0	0	-2	0	0	0	1	49
NSJ Phase II	4	30	4	8	7	4	0	7	0	0	3	3	70
Winchester Mixed-Use	1	1	0	0	1	0	0	1	0	0	0	0	4
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	14	72	4	8	8	4	0	6	0	0	3	4	123
Cumulative No Project Conditions	388	1,849	315	252	225	157	70	1,139	53	74	364	395	5,281
Cumulative with Project Conditions	399	1,872	315	252	236	157	70	1,143	53	74	367	398	5,336

22

5406

Intersection Name: San Tomas Expressway and Moorpark Avenue *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	239	2,515	357	170	189	108	122	1,023	137	252	379	114	5,605
San Jose ATI	2	57	4	3	16	31	14	33	8	13	5	0	186
Existing Vacant Theater	0	0	0	0	1	2	1	0	0	0	0	0	4
485 Monroe (90 ksf office)	0	0	0	0	2	5	1	0	0	0	0	0	8
BAREC at Winchester/Forest (Apartments)	0	0	0	0	1	0	0	1	0	0	1	1	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	57	4	3	20	38	16	34	8	13	6	1	202
Background Conditions	241	2,572	361	173	209	146	138	1,057	145	265	385	115	5,807
Santana West Project Trips	0	0	0	0	12	35	8	0	0	0	3	0	58
Restaurant Credit	0	0	0	0	0	0	-1	0	0	0	0	0	-1
Theater Credit	0	0	0	0	-1	-2	-1	0	0	0	0	0	-4
Net Project Trips	0	0	0	0	11	33	6	0	0	0	3	0	53
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	239	2,515	357	170	200	141	128	1,023	137	252	382	114	5,658
Background Plus Project Conditions	241	2,572	361	173	220	179	144	1,057	145	265	388	115	5,860
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	15	4	-4	0	0	0	-11	0	0	0	0	4
NSJ Phase II	2	35	4	3	6	2	2	21	1	0	0	0	76
Winchester Mixed-Use	0	0	0	0	1	2	1	0	0	0	0	0	4
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	2	50	8	-1	7	4	3	10	1	0	0	0	84
Cumulative No Project Conditions	243	2,622	369	172	216	150	141	1,067	146	265	385	115	5,891
Cumulative with Project Conditions	243	2,622	369	172	227	183	147	1,067	146	265	388	115	5,944

23

3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	1,254	248	57	3	53	76	731	22	41	6	27	2,545
San Jose ATI	0	166	4	4	0	8	15	404	0	0	0	0	601
Existing Vacant Theater	8	12	0	0	0	0	0	19	4	7	0	12	62
485 Monroe (90 ksf office)	0	10	0	0	0	0	0	42	0	0	0	0	52
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	8	195	4	4	0	8	15	478	4	7	0	12	735
Background Conditions	35	1,449	252	61	3	61	91	1,209	26	48	6	39	3,280
Santana West Project Trips	60	78	0	0	0	0	0	355	34	135	0	245	907
Restaurant Credit	-11	0	0	0	0	0	0	2	-9	-6	0	-8	-32
Theater Credit	-8	-12	0	0	0	0	0	-19	-4	-7	0	-12	-62
Net Project Trips	41	66	0	0	0	0	0	338	21	122	0	225	813
Existing Mobile Home Reassignment	23	-23	0	0	0	0	0	-20	7	8	0	20	15
Existing Plus Project Conditions	91	1,297	248	57	3	53	76	1,049	50	171	6	272	3,373
Background Plus Project Conditions	99	1,492	252	61	3	61	91	1,527	54	178	6	284	4,108
SC Hotel	0	0	0	0	0	0	0	10	0	0	0	0	10
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	24	1	0	0	0	0	3	0	0	0	0	28
Winchester Mixed-Use	0	25	99	0	0	0	0	55	0	0	0	0	179
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	49	100	0	0	0	0	68	0	0	0	0	217
Cumulative No Project Conditions	35	1,498	352	61	3	61	91	1,277	26	48	6	39	3,497
Cumulative with Project Conditions	99	1,541	352	61	3	61	91	1,595	54	178	6	284	4,325

24

3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	1,246	71	71	7	119	119	749	39	35	5	16	2,499
San Jose ATI	0	201	111	226	0	78	14	212	0	0	0	0	842
Existing Vacant Theater	12	7	0	0	0	0	0	4	13	20	0	19	75
485 Monroe (90 ksf office)	0	10	0	0	0	0	0	42	0	0	0	0	52
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	12	225	111	226	0	78	14	271	13	20	0	19	989
Background Conditions	34	1,471	182	297	7	197	133	1,020	52	55	5	35	3,488
Santana West Project Trips	85	128	0	0	0	0	0	28	91	391	0	361	1084
Restaurant Credit	-9	3	0	0	0	0	0	-1	-10	-6	0	-6	-29
Theater Credit	-12	-7	0	0	0	0	0	-4	-13	-20	0	-19	-75
Net Project Trips	64	124	0	0	0	0	0	23	68	365	0	336	980
Existing Mobile Home Reassignment	-23	8	0	0	0	0	0	7	-7	-8	0	-20	-43
Existing Plus Project Conditions	63	1,378	71	71	7	119	119	779	100	392	5	332	3,436
Background Plus Project Conditions	75	1,603	182	297	7	197	133	1,050	113	412	5	351	4,425
SC Hotel	0	0	0	0	0	0	0	10	0	0	0	0	10
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	25	0	0	0	0	0	3	0	0	0	0	28
Winchester Mixed-Use	0	25	0	0	0	0	0	55	0	0	0	0	80
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	50	0	0	0	0	0	68	0	0	0	0	118
Cumulative No Project Conditions	34	1,521	182	297	7	197	133	1,088	52	55	5	35	3,606
Cumulative with Project Conditions	75	1,653	182	297	7	197	133	1,118	113	412	5	351	4,543

25

3829

Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	352	1,037	43	39	100	254	166	848	464	0	0	0	3,303
San Jose ATI	87	164	28	114	90	128	107	185	16	0	0	0	919
Existing Vacant Theater	6	8	13	8	0	0	0	9	0	0	0	0	44
485 Monroe (90 ksf office)	0	0	10	42	14	22	9	0	0	0	0	0	97
BAREC at Winchester/Forest (Apartments)	5	3	0	0	0	0	0	13	0	0	0	0	21
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	98	175	51	164	104	150	116	207	16	0	0	0	1,081
Background Conditions	450	1,212	94	203	204	404	282	1,055	480	0	0	0	4,384
Santana West Project Trips	118	154	248	57	0	0	0	63	0	0	0	0	640
Restaurant Credit	-2	-2	-3	-5	0	0	0	-5	0	0	0	0	-17
Theater Credit	-6	-8	-13	-8	0	0	0	-9	0	0	0	0	-44
Net Project Trips	110	144	232	44	0	0	0	49	0	0	0	0	579
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	462	1,181	275	83	100	254	166	897	464	0	0	0	3,882
Background Plus Project Conditions	560	1,356	326	247	204	404	282	1,104	480	0	0	0	4,963
SC Hotel	0	0	0	0	11	3	4	10	0	0	0	0	28
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	5	20	0	0	0	0	0	2	1	0	0	0	28
Winchester Mixed-Use	18	7	0	18	0	0	0	38	0	0	0	0	81
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	23	27	0	18	11	3	4	50	1	0	0	0	137
Cumulative No Project Conditions	473	1,239	94	221	215	407	286	1,105	481	0	0	0	4,521
Cumulative with Project Conditions	583	1,383	326	265	215	407	286	1,154	481	0	0	0	5,100

26

3711

Intersection Name: Winchester Boulevard and Moorpark Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	174	811	269	425	367	284	340	638	65	324	795	389	4,881
San Jose ATI	69	213	15	8	4	38	20	137	0	15	2	164	685
Existing Vacant Theater	2	5	1	0	0	0	0	3	0	0	0	6	17
485 Monroe (90 ksf office)	7	14	2	0	0	0	0	3	0	0	0	5	31
BAREC at Winchester/Forest (Apartments)	1	2	0	0	0	0	0	3	0	0	0	10	16
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	79	234	18	8	4	38	20	146	0	15	2	185	749
Background Conditions	253	1,045	287	433	371	322	360	784	65	339	797	574	5,630
Santana West Project Trips	47	94	12	3	0	0	0	22	0	0	0	38	216
Restaurant Credit	-1	-1	0	0	0	0	0	-2	0	0	0	-3	-7
Theater Credit	-2	-5	-1	0	0	0	0	-3	0	0	0	-6	-17
Net Project Trips	44	88	11	3	0	0	0	17	0	0	0	29	192
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	218	899	280	428	367	284	340	655	65	324	795	418	5,073
Background Plus Project Conditions	297	1,133	298	436	371	322	360	801	65	339	797	603	5,822
SC Hotel	0	3	0	0	0	0	0	3	0	0	0	11	17
Garden City	0	0	0	0	0	0	0	0	-4	4	0	0	0
NSJ Phase II	3	20	4	2	4	4	2	3	0	0	2	0	44
Winchester Mixed-Use	2	4	1	0	0	0	0	4	0	0	0	33	44
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	5	27	5	2	4	4	2	10	-4	4	2	44	105
Cumulative No Project Conditions	258	1,072	292	435	375	326	362	794	61	343	799	618	5,735
Cumulative with Project Conditions	302	1,160	303	438	375	326	362	811	61	343	799	647	5,927

27

3037

Intersection Name: I-280 EB off-ramp and Moorpark Avenue *
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	60	0	826	0	585	0	0	0	0	0	685	0	2,156
San Jose ATI	15	0	138	0	78	0	0	0	0	0	45	0	276
Existing Vacant Theater	0	0	4	0	2	0	0	0	0	0	2	0	8
485 Monroe (90 ksf office)	0	0	3	0	7	0	0	0	0	0	2	0	12
BAREC at Winchester/Forest (Apartments)	0	0	9	0	1	0	0	0	0	0	1	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	15	0	154	0	88	0	0	0	0	0	50	0	307
Background Conditions	75	0	980	0	673	0	0	0	0	0	735	0	2,463
Santana West Project Trips	0	0	27	0	47	0	0	0	0	0	11	0	85
Restaurant Credit	0	0	-2	0	-1	0	0	0	0	0	-1	0	-4
Theater Credit	0	0	-4	0	-2	0	0	0	0	0	-2	0	-8
Net Project Trips	0	0	21	0	44	0	0	0	0	0	8	0	73
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	60	0	847	0	629	0	0	0	0	0	693	0	2,229
Background Plus Project Conditions	75	0	1,001	0	717	0	0	0	0	0	743	0	2,536
SC Hotel	0	0	11	0	0	0	0	0	0	0	0	0	11
Garden City	0	0	0	0	-4	0	0	0	0	0	4	0	0
NSJ Phase II	0	0	0	0	12	0	0	0	0	0	3	0	15
Winchester Mixed-Use	0	0	32	0	2	0	0	0	0	0	2	0	36
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	43	0	10	0	0	0	0	0	9	0	62
Cumulative No Project Conditions	75	0	1,023	0	683	0	0	0	0	0	744	0	2,525
Cumulative with Project Conditions	75	0	1,044	0	727	0	0	0	0	0	752	0	2,598

28

3836

Intersection Name: Winchester Boulevard and Williams Road
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	203	1,051	70	16	55	33	70	758	198	194	80	230	2,958
San Jose ATI	29	74	31	2	17	0	0	28	41	14	6	43	285
Existing Vacant Theater	1	4	0	0	0	0	0	3	0	0	0	0	8
485 Monroe (90 ksf office)	0	14	0	0	0	0	0	3	0	0	0	0	17
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	0	3	0	0	0	0	5
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	30	94	31	2	17	0	0	37	41	14	6	43	315
Background Conditions	233	1,145	101	18	72	33	70	795	239	208	86	273	3,273
Santana West Project Trips	12	77	6	1	0	0	0	18	0	0	0	3	117
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	-1	-4	0	0	0	0	0	-3	0	0	0	0	-8
Net Project Trips	11	72	6	1	0	0	0	14	0	0	0	3	107
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	214	1,123	76	17	55	33	70	772	198	194	80	233	3,065
Background Plus Project Conditions	244	1,217	107	19	72	33	70	809	239	208	86	276	3,380
SC Hotel	0	3	0	0	0	0	0	3	0	0	0	0	6
Garden City	0	4	0	0	0	0	0	-4	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	1	4	0	0	0	0	0	3	0	0	0	0	8
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	11	0	0	0	0	0	2	0	0	0	0	14
Cumulative No Project Conditions	234	1,156	101	18	72	33	70	797	239	208	86	273	3,287
Cumulative with Project Conditions	245	1,228	107	19	72	33	70	811	239	208	86	276	3,394

29

3737

Intersection Name: Winchester Boulevard and Payne Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	180	959	77	33	56	72	45	592	177	174	81	191	2,637
San Jose ATI	11	72	6	4	0	0	0	58	0	0	0	6	157
Existing Vacant Theater	1	3	0	0	0	0	0	2	0	0	0	0	6
485 Monroe (90 ksf office)	0	14	0	0	0	0	0	3	0	0	0	0	17
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	0	3	0	0	0	0	5
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	12	91	6	4	0	0	0	66	0	0	0	6	185
Background Conditions	192	1,050	83	37	56	72	45	658	177	174	81	197	2,822
Santana West Project Trips	12	59	6	1	0	0	0	14	0	0	0	3	95
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	-1	-3	0	0	0	0	0	-2	0	0	0	0	-6
Net Project Trips	11	55	6	1	0	0	0	11	0	0	0	3	87
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	191	1,014	83	34	56	72	45	603	177	174	81	194	2,724
Background Plus Project Conditions	203	1,105	89	38	56	72	45	669	177	174	81	200	2,909
SC Hotel	0	3	0	0	0	0	0	3	0	0	0	0	6
Garden City	0	4	0	0	0	0	0	-4	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	1	3	0	0	0	0	0	2	0	0	0	0	6
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	10	0	0	0	0	0	1	0	0	0	0	12
Cumulative No Project Conditions	193	1,060	83	37	56	72	45	659	177	174	81	197	2,834
Cumulative with Project Conditions	204	1,115	89	38	56	72	45	670	177	174	81	200	2,921

30

156

Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	192	820	0	265	0	865	418	947	0	3,507
San Jose ATI	0	0	0	0	99	0	0	0	287	281	171	0	838
Existing Vacant Theater	0	0	0	0	5	0	0	0	10	9	7	0	31
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	9	20	17	0	50
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	0	126	0	0	0	306	310	203	0	945
Background Conditions	0	0	0	192	946	0	265	0	1,171	728	1,150	0	4,452
Santana West Project Trips	0	0	0	0	33	0	0	0	68	177	142	0	420
Restaurant Credit	0	0	0	0	-3	0	0	0	-6	-2	-2	0	-13
Theater Credit	0	0	0	0	-5	0	0	0	-10	-9	-7	0	-31
Net Project Trips	0	0	0	0	25	0	0	0	52	166	133	0	376
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	0	0	192	845	0	265	0	917	584	1,080	0	3,883
Background Plus Project Conditions	0	0	0	192	971	0	265	0	1,223	894	1,283	0	4,828
SC Hotel	0	0	0	0	10	0	0	0	15	12	9	0	46
Garden City	0	0	0	0	-36	0	0	0	0	50	-22	0	-8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Mixed-Use	0	0	0	0	6	0	0	0	33	29	6	0	74
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	-20	0	0	0	48	91	-1	0	118
Cumulative No Project Conditions	0	0	0	192	926	0	265	0	1,219	819	1,149	0	4,570
Cumulative with Project Conditions	0	0	0	192	951	0	265	0	1,271	985	1,282	0	4,946

31

3446

Intersection Name: Delmas Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 05/05/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	142	361	26	0	374	55	0	0	0	129	533	0	1,620
San Jose ATI	90	361	63	0	85	121	0	0	0	9	60	0	789
Existing Vacant Theater	0	0	0	0	1	0	0	0	0	0	1	0	2
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	90	361	63	0	104	121	0	0	0	9	86	0	834
Background Conditions	232	722	89	0	478	176	0	0	0	138	619	0	2,454
Santana West Project Trips	2	0	0	0	3	0	0	0	0	9	15	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net Project Trips	2	0	0	0	2	0	0	0	0	9	14	0	27
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	144	361	26	0	376	55	0	0	0	138	547	0	1,647
Background Plus Project Conditions	234	722	89	0	480	176	0	0	0	147	633	0	2,481
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	0	0	0	14	1	0	0	0	1	5	0	21
Winchester Mixed-Use	0	0	0	0	1	0	0	0	0	0	1	0	2
Downtown Stratey Plan Phase II	215	0	260	0	788	0	0	0	0	74	434	0	1771
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	215	0	260	0	777	1	0	0	0	75	427	0	1,755
Cumulative No Project Conditions	447	722	349	0	1,255	177	0	0	0	213	1,046	0	4,209
Cumulative with Project Conditions	449	722	349	0	1,257	177	0	0	0	222	1,060	0	4,236

32

3763

Intersection Name: Woz Way and San Carlos Street
 Peak Hour: PM
 Count Date: 05/05/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	73	113	44	94	308	21	84	122	65	20	468	84	1,496
San Jose ATI	1	7	4	59	183	1	7	3	2	0	72	3	342
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	7	4	59	201	1	7	3	2	0	97	3	385
Background Conditions	74	120	48	153	509	22	91	125	67	20	565	87	1,881
Santana West Project Trips	0	0	0	0	1	0	0	0	2	0	6	9	18
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	1	0	0	0	2	0	6	9	18
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	73	113	44	94	309	21	84	122	67	20	474	93	1,514
Background Plus Project Conditions	74	120	48	153	510	22	91	125	69	20	571	96	1,899
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	0	0	1	7	0	0	0	0	0	8	1	17
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	224	138	144	0	479	32	106	68	84	0	613	79	1967
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	224	138	144	1	460	32	106	68	84	0	608	80	1,945
Cumulative No Project Conditions	298	258	192	154	969	54	197	193	151	20	1,173	167	3,826
Cumulative with Project Conditions	298	258	192	154	970	54	197	193	153	20	1,179	176	3,844

33

3048

Intersection Name: Bascom Avenue and I-880 (N) *
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	737	737	0	147	0	335	170	774	0	0	0	0	2,900
San Jose ATI	5	15	0	19	0	37	1	3	0	0	0	0	80
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	5	0	0	0	0	0	3	0	0	0	0	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	21	0	19	0	37	1	7	0	0	0	0	90
Background Conditions	742	758	0	166	0	372	171	781	0	0	0	0	2,990
Santana West Project Trips	0	5	0	0	0	0	0	24	0	0	0	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	0	4	0	0	0	0	0	23	0	0	0	0	27
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	737	741	0	147	0	335	170	797	0	0	0	0	2,927
Background Plus Project Conditions	742	762	0	166	0	372	171	804	0	0	0	0	3,017
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	5	13	0	19	0	34	1	3	0	0	0	0	75
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	5	14	0	19	0	34	1	4	0	0	0	0	77
Cumulative No Project Conditions	747	772	0	185	0	406	172	785	0	0	0	0	3,067
Cumulative with Project Conditions	747	776	0	185	0	406	172	808	0	0	0	0	3,094

34

3049

Intersection Name: Bascom Avenue and I-880 (S) *
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	955	136	0	0	0	401	424	0	357	0	0	2,273
San Jose ATI	0	37	4	0	0	0	12	13	0	0	0	0	66
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	5	0	0	0	0	0	3	0	0	0	0	8
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	43	4	0	0	0	12	17	0	0	0	0	76
Background Conditions	0	998	140	0	0	0	413	441	0	357	0	0	2,349
Santana West Project Trips	0	5	0	0	0	0	0	24	0	0	0	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	0	4	0	0	0	0	0	23	0	0	0	0	27
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	959	136	0	0	0	401	447	0	357	0	0	2,300
Background Plus Project Conditions	0	1,002	140	0	0	0	413	464	0	357	0	0	2,376
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	32	4	0	0	0	6	9	0	0	0	0	51
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	33	4	0	0	0	6	10	0	0	0	0	53
Cumulative No Project Conditions	0	1,031	144	0	0	0	419	451	0	357	0	0	2,402
Cumulative with Project Conditions	0	1,035	144	0	0	0	419	474	0	357	0	0	2,429

35

5427

Intersection Name: San Tomas Expressway and Williams Road
 Peak Hour: PM
 Count Date: 08/28/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	206	2,522	168	91	161	80	117	1,079	198	282	213	104	5,221
San Jose ATI	2	30	37	20	6	4	5	13	2	1	2	0	122
Existing Vacant Theater	0	2	0	0	0	0	0	1	0	0	0	0	3
485 Monroe (90 ksf office)	0	5	0	0	0	0	0	1	0	0	0	0	6
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	1	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	37	37	20	6	4	5	16	2	1	2	0	132
Background Conditions	208	2,559	205	111	167	84	122	1,095	200	283	215	104	5,353
Santana West Project Trips	3	30	3	1	0	0	0	7	0	0	0	1	45
Restaurant Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Theater Credit	0	-2	0	0	0	0	0	-1	0	0	0	0	-3
Net Project Trips	3	28	3	1	0	0	0	5	0	0	0	1	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	209	2,550	171	92	161	80	117	1,084	198	282	213	105	5,262
Background Plus Project Conditions	211	2,587	208	112	167	84	122	1,100	200	283	215	105	5,394
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	15	0	0	0	0	0	-11	0	0	0	0	4
NSJ Phase II	2	30	2	1	6	1	0	13	2	1	2	0	60
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	2	46	2	1	6	1	0	3	2	1	2	0	66
Cumulative No Project Conditions	210	2,605	207	112	173	85	122	1,098	202	284	217	104	5,419
Cumulative with Project Conditions	213	2,633	210	113	173	85	122	1,103	202	284	217	105	5,460

36

5428

Intersection Name: San Tomas Expressway and Payne Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	174	1,197	189	208	265	141	279	2,495	194	126	243	88	5,599
San Jose ATI	2	13	1	0	0	0	1	11	2	0	0	0	30
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	5	0	0	0	0	0	1	0	0	0	0	6
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	1	0	0	0	0	1
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	19	1	0	0	0	1	14	2	0	0	0	39
Background Conditions	176	1,216	190	208	265	141	280	2,509	196	126	243	88	5,638
Santana West Project Trips	3	24	3	1	0	0	0	5	0	0	0	1	37
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	3	23	3	1	0	0	0	4	0	0	0	1	35
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	177	1,220	192	209	265	141	279	2,499	194	126	243	89	5,634
Background Plus Project Conditions	179	1,239	193	209	265	141	280	2,513	196	126	243	89	5,673
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	15	0	0	0	0	0	-11	0	0	0	0	4
NSJ Phase II	2	13	1	0	0	0	1	11	2	0	0	0	30
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	2	29	1	0	0	0	1	1	2	0	0	0	36
Cumulative No Project Conditions	178	1,245	191	208	265	141	281	2,510	198	126	243	88	5,674
Cumulative with Project Conditions	181	1,268	194	209	265	141	281	2,514	198	126	243	89	5,709

37

3284

Intersection Name: Bascom Avenue and Naglee Avenue
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	77	943	219	80	264	192	205	463	93	14	412	128	3,090
San Jose ATI	14	23	2	3	38	8	3	14	14	17	34	25	195
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	2	3	0	0	1	0	0	0	0	0	1	3	10
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	16	27	2	3	39	8	3	15	14	17	35	28	207
Background Conditions	93	970	221	83	303	200	208	478	107	31	447	156	3,297
Santana West Project Trips	2	4	0	0	1	1	6	18	0	0	6	9	47
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	2	3	0	0	1	1	6	17	0	0	6	9	45
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	79	946	219	80	265	193	211	480	93	14	418	137	3,135
Background Plus Project Conditions	95	973	221	83	304	201	214	495	107	31	453	165	3,342
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	1	23	2	3	15	8	3	14	5	0	6	2	82
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	50	9	261	153	383	67	100	321	259	15	248	165	2031
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	51	33	263	156	398	75	103	336	264	15	254	167	2,115
Cumulative No Project Conditions	144	1,003	484	239	701	275	311	814	371	46	701	323	5,412
Cumulative with Project Conditions	146	1,006	484	239	702	276	317	831	371	46	707	332	5,457

38

3283

Intersection Name: Bascom Avenue and Hedding Street
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	220	931	182	58	288	151	120	535	82	153	477	185	3,382
San Jose ATI	1	34	4	3	14	9	4	23	1	1	9	2	105
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	0	0	0	0	0	3
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	38	4	3	14	9	4	24	1	1	9	2	110
Background Conditions	221	969	186	61	302	160	124	559	83	154	486	187	3,492
Santana West Project Trips	1	4	0	0	1	2	9	18	0	0	3	6	44
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	1	3	0	0	1	2	9	17	0	0	3	6	42
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	221	934	182	58	289	153	129	552	82	153	480	191	3,424
Background Plus Project Conditions	222	972	186	61	303	162	133	576	83	154	489	193	3,534
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	1	29	4	3	14	8	1	12	1	1	9	2	85
Winchester Mixed-Use	0	1	0	0	0	0	0	1	0	0	0	0	2
Downtown Stratey Plan Phase II	19	256	189	36	0	43	88	504	45	21	0	0	1201
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	20	286	193	39	14	51	89	517	46	22	9	2	1,288
Cumulative No Project Conditions	241	1,255	379	100	316	211	213	1,076	129	176	495	189	4,780
Cumulative with Project Conditions	242	1,258	379	100	317	213	222	1,093	129	176	498	195	4,822

39

3748

Intersection Name: Race Street and San Carlos Street
 Peak Hour: PM
 Count Date: 03/31/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	203	159	112	59	469	63	63	154	83	105	902	133	2,505
San Jose ATI	4	42	17	10	37	3	2	28	8	9	106	0	266
Existing Vacant Theater	0	0	0	0	2	0	0	0	0	0	3	0	5
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	14	0	0	0	0	0	8	0	22
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	42	17	10	57	3	2	28	8	9	134	0	314
Background Conditions	207	201	129	69	526	66	65	182	91	114	1,036	133	2,819
Santana West Project Trips	0	0	0	0	14	0	0	0	0	0	59	0	73
Restaurant Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Theater Credit	0	0	0	0	-2	0	0	0	0	0	-3	0	-5
Net Project Trips	0	0	0	0	11	0	0	0	0	0	55	0	66
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	203	159	112	59	480	63	63	154	83	105	957	133	2,571
Background Plus Project Conditions	207	201	129	69	537	66	65	182	91	114	1,091	133	2,885
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	3	3	1	0	0	0	0	0	0	0	0	0	7
Winchester Mixed-Use	0	0	0	0	2	0	0	0	0	0	3	0	5
Downtown Stratey Plan Phase II	114	0	0	149	884	64	139	136	48	9	469	0	2012
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	117	3	1	149	860	64	139	136	48	9	459	0	1,985
Cumulative No Project Conditions	324	204	130	218	1,386	130	204	318	139	123	1,495	133	4,804
Cumulative with Project Conditions	324	204	130	218	1,397	130	204	318	139	123	1,550	133	4,870

40

3290

Intersection Name: Bellerose Drive/MacArthur Avenue and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	30	54	45	13	553	43	39	30	136	36	904	15	1,898
San Jose ATI	0	0	6	1	9	0	0	0	0	0	6	0	22
Existing Vacant Theater	0	0	0	0	5	0	0	0	0	0	7	0	12
485 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	0	0	17	0	21
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	6	1	36	0	0	0	0	0	38	0	81
Background Conditions	30	54	51	14	589	43	39	30	136	36	942	15	1,979
Santana West Project Trips	0	0	0	0	33	0	0	0	0	0	142	0	175
Restaurant Credit	0	0	0	0	-3	0	0	0	0	0	-2	0	-5
Theater Credit	0	0	0	0	-5	0	0	0	0	0	-7	0	-12
Net Project Trips	0	0	0	0	25	0	0	0	0	0	133	0	158
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	30	54	45	13	578	43	39	30	136	36	1,037	15	2,056
Background Plus Project Conditions	30	54	51	14	614	43	39	30	136	36	1,075	15	2,137
SC Hotel	0	0	0	0	10	0	0	0	0	0	9	0	19
Garden City	0	0	0	0	-36	0	0	0	0	0	-22	0	-58
NSJ Phase II	0	0	0	0	5	0	0	0	0	0	6	0	11
Winchester Mixed-Use	0	0	0	0	6	0	0	0	0	0	6	0	12
Downtown Stratey Plan Phase II	8	1	14	154	303	5	0	0	4	0	293	76	858
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	8	1	14	154	288	5	0	0	4	0	292	76	842
Cumulative No Project Conditions	38	55	65	168	877	48	39	30	140	36	1,234	91	2,821
Cumulative with Project Conditions	38	55	65	168	902	48	39	30	140	36	1,367	91	2,979

41

3442

Intersection Name: Cypress Avenue and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	47	39	50	36	845	94	68	10	95	66	1,284	42	2,676
San Jose ATI	0	0	0	1	26	2	0	0	0	0	4	0	33
Existing Vacant Theater	0	0	0	0	6	0	0	0	0	0	4	0	10
485 Monroe (90 ksf office)	0	0	0	0	22	0	0	0	0	0	5	0	27
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	8	0	12
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	1	58	2	0	0	0	0	21	0	82
Background Conditions	47	39	50	37	903	96	68	10	95	66	1,305	42	2,758
Santana West Project Trips	0	0	0	0	125	0	0	0	0	0	29	0	154
Restaurant Credit	0	0	0	0	-2	0	0	0	0	0	-2	0	-4
Theater Credit	0	0	0	0	-6	0	0	0	0	0	-4	0	-10
Net Project Trips	0	0	0	0	117	0	0	0	0	0	23	0	140
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	47	39	50	36	962	94	68	10	95	66	1,307	42	2,816
Background Plus Project Conditions	47	39	50	37	1,020	96	68	10	95	66	1,328	42	2,898
SC Hotel	0	0	0	0	6	0	0	0	0	0	7	0	13
Garden City	0	0	0	0	-13	0	0	0	0	0	32	0	19
NSJ Phase II	0	0	0	1	26	2	0	0	0	0	4	0	33
Winchester Mixed-Use	0	0	0	0	12	0	0	0	0	0	17	0	29
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	1	31	2	0	0	0	0	60	0	94
Cumulative No Project Conditions	47	39	50	38	934	98	68	10	95	66	1,365	42	2,852
Cumulative with Project Conditions	47	39	50	38	1,051	98	68	10	95	66	1,388	42	2,992

42

5422

Intersection Name: San Tomas Expressway and Saratoga Avenue *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	389	2,600	14	25	426	289	188	960	17	74	491	268	5,741
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	2	0	0	0	0	0	3	0	0	0	0	5
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	185	610	0	1	40	12	10	260	6	2	39	62	1,227
Total Approved Project Trips	185	612	0	1	40	12	10	263	6	2	39	62	1,232
Background Conditions	574	3,212	14	26	466	301	198	1,223	23	76	530	330	6,973
Santana West Project Trips	0	12	0	0	0	0	0	54	0	0	0	0	66
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	-2	0	0	0	0	0	-3	0	0	0	0	-5
Net Project Trips	0	9	0	0	0	0	0	50	0	0	0	0	59
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	389	2,609	14	25	426	289	188	1,010	17	74	491	268	5,800
Background Plus Project Conditions	574	3,221	14	26	466	301	198	1,273	23	76	530	330	7,032
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	4	71	0	1	62	32	14	236	1	2	32	48	503
Total Pending Project Trips	4	71	0	1	62	32	14	236	1	2	32	48	503
Cumulative No Project Conditions	578	3,282	14	28	528	333	211	1,459	25	79	561	378	7,476
Cumulative with Project Conditions	578	3,291	14	28	528	333	211	1,509	25	79	561	378	7,535

43

404

Intersection Name: Saratoga Avenue and Pruneridge Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	118	545	54	49	378	145	223	350	21	11	653	121	2,668
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	1	0	0	0	0	0	1	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	4	0	0	0	0	0	8	0	12
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	49	0	0	91	4	1	48	0	0	136	0	329
Total Approved Project Trips	0	49	0	0	96	4	1	48	0	0	145	0	343
Background Conditions	118	594	54	49	474	149	224	398	21	11	798	121	3,011
Santana West Project Trips	0	0	0	0	29	0	0	0	0	0	7	0	36
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	-1	0	-1
Theater Credit	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net Project Trips	0	0	0	0	28	0	0	0	0	0	5	0	33
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	118	545	54	49	406	145	223	350	21	11	658	121	2,701
Background Plus Project Conditions	118	594	54	49	502	149	224	398	21	11	803	121	3,044
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	95	0	0	98	0	0	46	0	0	51	0	290
Total Pending Project Trips	0	95	0	0	98	0	0	46	0	0	51	0	290
Cumulative No Project Conditions	118	689	54	49	572	149	224	444	21	11	849	121	3,301
Cumulative with Project Conditions	118	689	54	49	600	149	224	444	21	11	854	121	3,334

44

405

Intersection Name: San Tomas Expressway and Pruneridge Avenue
 Peak Hour: PM
 Count Date: 01/07/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	96	2,523	235	133	318	8	26	999	85	131	541	71	5,166
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	1	1	1	0	0	0	2	1	1	0	0	7
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	4	2	2	0	0	0	0	0	4	0	12
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	12	802	58	24	66	1	1	330	6	13	77	6	1,397
Total Approved Project Trips	12	803	63	27	68	1	1	332	7	14	81	6	1,416
Background Conditions	108	3,326	298	160	386	9	27	1,331	92	145	622	77	6,582
Santana West Project Trips	0	9	5	21	8	0	0	38	15	4	2	0	102
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	-1	-1	-1	0	0	0	-2	-1	-1	0	0	-7
Net Project Trips	0	7	4	20	8	0	0	36	14	3	2	0	94
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	96	2,530	239	153	326	8	26	1,035	99	134	543	71	5,260
Background Plus Project Conditions	108	3,333	302	180	394	9	27	1,367	106	148	624	77	6,676
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	1	111	32	27	70	1	1	285	14	5	18	3	568
Total Pending Project Trips	1	111	32	27	70	1	1	285	14	5	18	3	568
Cumulative No Project Conditions	109	3,438	330	186	455	11	29	1,616	106	149	640	80	7,149
Cumulative with Project Conditions	109	3,445	334	206	463	11	29	1,652	120	152	642	80	7,243

45

810

Intersection Name: San Tomas Expressway and Forbes Avenue
 Peak Hour: PM
 Count Date: 01/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	64	2,967	23	14	28	22	42	1,411	37	82	71	36	4,797
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	2	0	0	0	0	0	2	0	0	0	0	4
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	1	1	1	0	0	6
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	29	873	28	6	10	0	0	361	1	1	12	9	1,330
Total Approved Project Trips	29	878	28	6	10	0	0	364	2	2	12	9	1,340
Background Conditions	93	3,845	51	20	38	22	42	1,775	39	84	83	45	6,137
Santana West Project Trips	0	11	0	0	0	1	6	47	6	1	0	0	72
Restaurant Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Theater Credit	0	-2	0	0	0	0	0	-2	0	0	0	0	-4
Net Project Trips	0	8	0	0	0	1	6	44	6	1	0	0	66
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	64	2,975	23	14	28	23	48	1,455	43	83	71	36	4,863
Background Plus Project Conditions	93	3,853	51	20	38	23	48	1,819	45	85	83	45	6,203
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	5	143	0	0	0	0	0	309	0	5	0	1	463
Total Pending Project Trips	5	143	0	0	0	0	0	309	0	5	0	1	463
Cumulative No Project Conditions	98	3,988	51	20	38	22	42	2,084	39	89	83	46	6,600
Cumulative with Project Conditions	98	3,996	51	20	38	23	48	2,128	45	90	83	46	6,666

46

5419

Intersection Name: San Tomas Expressway and Homestead Road *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	231	2,685	54	22	371	84	18	1,088	197	332	465	214	5,761
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	1	0	0	0	0	0	2	0	0	0	0	3
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	1	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	55	899	66	19	42	3	4	307	41	23	54	37	1,551
Total Approved Project Trips	55	903	66	19	42	3	4	310	41	23	54	37	1,558
Background Conditions	286	3,588	120	41	413	87	22	1,398	238	355	519	251	7,319
Santana West Project Trips	0	8	0	0	0	1	6	35	6	1	0	0	57
Restaurant Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Theater Credit	0	-1	0	0	0	0	0	-2	0	0	0	0	-3
Net Project Trips	0	6	0	0	0	1	6	33	6	1	0	0	53
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	231	2,691	54	22	371	85	24	1,121	203	333	465	214	5,814
Background Plus Project Conditions	286	3,594	120	41	413	88	28	1,431	244	356	519	251	7,372
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	23	102	5	7	33	2	4	257	31	22	61	27	574
Total Pending Project Trips	23	102	5	7	33	2	4	257	31	22	61	27	574
Cumulative No Project Conditions	308	3,690	125	48	446	90	26	1,655	269	377	579	278	7,893
Cumulative with Project Conditions	308	3,696	125	48	446	91	32	1,688	275	378	579	278	7,946

47

609

Intersection Name: Scott Boulevard and Homestead Road
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	163	1,163	59	38	231	21	15	377	105	159	250	126	2,707
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	1	0	0	0	0	0	1	0	0	0	0	2
BAREC at Winchester/Forest (Apartments)	0	1	0	0	0	0	0	1	0	0	0	0	2
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	155	15	3	41	0	0	36	0	0	54	0	302
Total Approved Project Trips	0	157	15	3	41	0	0	38	0	0	54	0	306
Background Conditions	163	1,320	74	41	272	21	15	415	105	159	304	126	3,013
Santana West Project Trips	0	4	0	0	0	1	6	18	6	1	0	0	36
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	0	3	0	0	0	1	6	17	6	1	0	0	34
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	163	1,166	59	38	231	22	21	394	111	160	250	126	2,741
Background Plus Project Conditions	163	1,323	74	41	272	22	21	432	111	160	304	126	3,047
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	21	0	0	33	0	0	0	0	0	56	0	110
Total Pending Project Trips	0	21	0	0	33	0	0	0	0	0	56	0	110
Cumulative No Project Conditions	163	1,341	74	41	305	21	15	415	105	159	360	126	3,123
Cumulative with Project Conditions	163	1,344	74	41	305	22	21	432	111	160	360	126	3,157

48

403

Intersection Name: Saratoga Avenue and Scott Boulevard
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	21	156	11	17	314	87	111	144	152	435	875	43	2,366
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	2	0	0	0	0	0	1	0	3
BAREC at Winchester/Forest (Apartments)	0	0	0	0	1	0	0	0	0	0	1	0	2
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	47	1	1	29	0	0	10	2	9	105	3	207
Total Approved Project Trips	1	47	1	1	32	0	0	10	2	9	107	3	212
Background Conditions	22	203	12	18	346	87	111	154	154	444	982	46	2,578
Santana West Project Trips	0	0	1	6	30	0	0	0	0	0	7	0	44
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	-1	0	-1
Theater Credit	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
Net Project Trips	0	0	1	6	28	0	0	0	0	0	5	0	40
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	21	156	12	23	342	87	111	144	152	435	880	43	2,406
Background Plus Project Conditions	22	203	13	24	374	87	111	154	154	444	987	46	2,618
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	21	0	0	0	0	0	0	0	0	0	0	21
Total Pending Project Trips	0	21	0	0	0	0	0	0	0	0	0	0	21
Cumulative No Project Conditions	22	224	12	18	346	87	111	154	154	444	982	46	2,599
Cumulative with Project Conditions	22	224	13	24	374	87	111	154	154	444	987	46	2,639

49

606

Intersection Name: Winchester Boulevard and Market Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	98	401	0	16	101	38	0	256	30	0	0	0	940
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	1	1	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	4	0	0	0	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	8	1	0	0	0	0	0	6	0	0	0	0	15
Total Approved Project Trips	8	8	0	0	0	0	0	11	1	0	0	0	28
Background Conditions	106	409	0	16	101	38	0	267	31	0	0	0	968
Santana West Project Trips	0	3	0	0	0	3	0	12	12	0	0	0	30
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	-1	-1	0	0	0	-2
Net Project Trips	0	3	0	0	0	3	0	11	11	0	0	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	98	404	0	16	101	41	0	267	41	0	0	0	968
Background Plus Project Conditions	106	412	0	16	101	41	0	278	42	0	0	0	996
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	106	409	0	16	101	38	0	267	31	0	0	0	968
Cumulative with Project Conditions	106	412	0	16	101	41	0	278	42	0	0	0	996

50

621

Intersection Name: Winchester Boulevard and Bellomy Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	381	32	0	0	0	19	196	0	30	89	74	821
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	1	0	0	0	0	1	1	0	0	0	0	3
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	4	0	0	0	0	11
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	1	0	0	0	0	0	2	0	0	0	4	7
Total Approved Project Trips	0	9	0	0	0	0	1	7	0	0	0	4	21
Background Conditions	0	390	32	0	0	0	20	203	0	30	89	78	842
Santana West Project Trips	0	5	0	0	0	0	12	24	0	3	0	0	44
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	-1	-1	0	0	0	0	-3
Net Project Trips	0	4	0	0	0	0	11	23	0	3	0	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	385	32	0	0	0	30	219	0	33	89	74	862
Background Plus Project Conditions	0	394	32	0	0	0	31	226	0	33	89	78	883
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	0	390	32	0	0	0	20	203	0	30	89	78	842
Cumulative with Project Conditions	0	394	32	0	0	0	31	226	0	33	89	78	883

51

400

Intersection Name: Winchester Boulevard and Newhall Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	42	340	48	41	331	39	42	168	125	338	577	15	2,106
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	1	0	0	0	1	2	2	2	1	0	0	9
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	1	1	4	1	1	0	0	15
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	1	0	0	12	0	0	2	23	90	28	0	155
Total Approved Project Trips	0	9	0	0	12	2	3	8	26	92	28	0	179
Background Conditions	42	349	48	41	343	41	45	176	151	430	605	15	2,285
Santana West Project Trips	0	8	0	0	0	7	30	35	35	8	0	0	123
Restaurant Credit	0	-1	0	0	0	-1	0	0	0	-1	0	0	-3
Theater Credit	0	-1	0	0	0	-1	-2	-2	-2	-1	0	0	-9
Net Project Trips	0	6	0	0	0	5	28	33	33	6	0	0	111
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	42	346	48	41	331	44	70	201	158	344	577	15	2,217
Background Plus Project Conditions	42	355	48	41	343	46	73	209	184	436	605	15	2,396
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	42	349	48	41	343	41	45	176	151	430	605	15	2,285
Cumulative with Project Conditions	42	355	48	41	343	46	73	209	184	436	605	15	2,396

52

313

Intersection Name: San Tomas Expressway and Benton Street
 Peak Hour: PM
 Count Date: 02/05/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	225	2,723	52	43	241	53	64	1,174	101	87	240	132	5,135
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	3	0	0	0	0	0	1	0	0	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	28	1009	10	9	30	5	4	372	7	9	42	14	1,538
Total Approved Project Trips	28	1,013	10	9	30	5	4	374	7	9	42	14	1,544
Background Conditions	253	3,736	62	52	271	58	68	1,548	108	96	282	146	6,679
Santana West Project Trips	0	5	0	0	0	1	6	24	6	1	0	0	43
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	0	4	0	0	0	1	6	23	6	1	0	0	41
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	225	2,727	52	43	241	54	70	1,197	107	88	240	132	5,176
Background Plus Project Conditions	253	3,740	62	52	271	59	74	1,571	114	97	282	146	6,720
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	34	119	0	11	41	5	4	278	12	9	60	53	625
Total Pending Project Trips	34	119	0	11	41	5	4	278	12	9	60	53	625
Cumulative No Project Conditions	287	3,855	62	63	312	62	72	1,826	120	105	341	199	7,304
Cumulative with Project Conditions	287	3,859	62	63	312	63	78	1,849	126	106	341	199	7,345

53

5416

Intersection Name: San Tomas Expressway and El Camino Real *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	491	2,771	209	155	682	139	187	1,054	171	312	1,010	283	7,464
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	0	0	0	0	1	0	0	0	0	1
BAREC at Winchester/Forest (Apartments)	0	2	0	0	0	0	0	1	0	1	0	0	4
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	165	1,046	70	13	59	0	10	308	52	43	115	108	1,990
Total Approved Project Trips	165	1,048	70	13	59	0	10	310	52	44	115	108	1,995
Background Conditions	656	3,819	279	168	741	139	197	1,364	223	356	1,125	391	9,459
Santana West Project Trips	0	3	0	0	0	1	6	12	6	1	0	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Net Project Trips	0	3	0	0	0	1	6	11	6	1	0	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	491	2,774	209	155	682	140	193	1,065	177	313	1,010	283	7,492
Background Plus Project Conditions	656	3,822	279	168	741	140	203	1,375	229	357	1,125	391	9,487
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	45	120	46	24	67	39	43	245	28	34	119	51	861
Total Pending Project Trips	45	120	46	24	67	39	43	245	28	34	119	51	861
Cumulative No Project Conditions	701	3,939	325	192	808	178	241	1,609	251	389	1,244	442	10,320
Cumulative with Project Conditions	701	3,942	325	192	808	179	247	1,620	257	390	1,244	442	10,348

54

213

Intersection Name: Kiely Boulevard and Pruneridge Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	130	563	149	66	354	63	95	385	52	120	728	96	2,801
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	0	0	1	1	0	0	0	0	0	0	0	2
BAREC at Winchester/Forest (Apartments)	0	0	2	1	1	0	0	0	0	0	2	0	6
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	231	3	8	65	8	3	104	6	7	87	11	532
Total Approved Project Trips	0	231	5	10	67	8	3	104	6	7	89	11	540
Background Conditions	130	794	154	76	421	71	98	489	58	127	817	107	3,341
Santana West Project Trips	0	0	3	12	12	0	0	0	0	0	3	0	30
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	-1	-1	0	0	0	0	0	0	0	-2
Net Project Trips	0	0	3	11	11	0	0	0	0	0	3	0	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	130	563	152	77	365	63	95	385	52	120	731	96	2,829
Background Plus Project Conditions	130	794	157	87	432	71	98	489	58	127	820	107	3,369
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	57	0	0	85	0	0	45	1	5	26	0	219
Total Pending Project Trips	0	57	0	0	85	0	0	45	1	5	26	0	219
Cumulative No Project Conditions	130	851	154	76	506	71	98	534	59	132	843	107	3,560
Cumulative with Project Conditions	130	851	157	87	517	71	98	534	59	132	846	107	3,588

55

622

Intersection Name: Monroe Street and Bellomy Street/Jackson Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	742	40	0	0	0	40	278	0	42	57	29	1,228
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	1	0	0	0	0	0	1	0	0	0	0	2
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	30	0	0	0	0	0	7	0	0	0	0	38
Total Approved Project Trips	0	31	0	0	0	0	0	8	0	0	0	0	40
Background Conditions	0	773	40	0	0	0	40	286	0	42	57	29	1,268
Santana West Project Trips	0	4	0	0	0	0	6	18	0	1	0	0	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net Project Trips	0	3	0	0	0	0	6	17	0	1	0	0	27
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	0	745	40	0	0	0	46	295	0	43	57	29	1,255
Background Plus Project Conditions	0	776	40	0	0	0	46	303	0	43	57	29	1,295
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	0	773	40	0	0	0	40	286	0	42	57	29	1,268
Cumulative with Project Conditions	0	776	40	0	0	0	46	303	0	43	57	29	1,295

56

607

Intersection Name: Monroe Street and Market Street
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	745	0	54	115	32	0	291	25	0	0	0	1,289
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	0	0	0	0	0	0	0	1	0	0	0	0	1
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	30	0	0	0	0	0	7	0	0	0	0	38
Total Approved Project Trips	0	30	0	0	0	0	0	8	0	0	0	0	39
Background Conditions	27	775	0	54	115	32	0	299	25	0	0	0	1,328
Santana West Project Trips	0	3	0	0	0	1	0	12	6	0	0	0	22
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Net Project Trips	0	3	0	0	0	1	0	11	6	0	0	0	21
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	27	748	0	54	115	33	0	302	31	0	0	0	1,310
Background Plus Project Conditions	27	778	0	54	115	33	0	310	31	0	0	0	1,349
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	27	775	0	54	115	32	0	299	25	0	0	0	1,328
Cumulative with Project Conditions	27	778	0	54	115	33	0	310	31	0	0	0	1,349

57

5429

Intersection Name: San Tomas Expressway and Hamilton Avenue *
 Peak Hour: PM
 Count Date: 10/20/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	283	2,092	377	258	759	209	212	837	204	261	728	217	6,437
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	0	1	0	0	0	0	0	0	0	0	0	0	1
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	5	2	0	0	9	0	0	0	4	3	8	3	34
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	5	3	0	0	9	0	0	0	4	3	8	3	35
Background Conditions	288	2,095	377	258	768	209	212	837	208	264	736	220	6,472
Santana West Project Trips	6	12	6	1	0	0	0	3	0	0	0	1	29
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Net Project Trips	6	11	6	1	0	0	0	3	0	0	0	1	28
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	289	2,103	383	259	759	209	212	840	204	261	728	218	6,465
Background Plus Project Conditions	294	2,106	383	259	768	209	212	840	208	264	736	221	6,500
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	2	8	7	3	0	0	1	0	0	4	0	25
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	2	8	7	3	0	0	1	0	0	4	0	25
Cumulative No Project Conditions	288	2,097	385	265	771	209	212	838	208	264	740	220	6,497
Cumulative with Project Conditions	294	2,108	391	266	771	209	212	841	208	264	740	221	6,525

58

102

Intersection Name: Winchester Boulevard and Hamilton Avenue *
 Peak Hour: PM
 Count Date: 09/24/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	146	588	489	521	987	348	267	481	112	75	913	134	5,061
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater 485 Monroe (90 ksf office)	1	2	1	0	0	0	0	1	0	0	0	0	5
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	3	3	0	0	3	0	0	1	3	3	3	3	22
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	5	1	0	3	0	0	2	3	3	3	3	27
Background Conditions	150	593	490	521	990	348	267	483	115	78	916	137	5,088
Santana West Project Trips	12	35	12	3	0	0	0	8	0	0	0	3	73
Restaurant Credit	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Theater Credit	-1	-2	-1	0	0	0	0	-1	0	0	0	0	-5
Net Project Trips	11	33	11	3	0	0	0	6	0	0	0	3	67
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	157	621	500	524	987	348	267	487	112	75	913	137	5,128
Background Plus Project Conditions	161	626	501	524	990	348	267	489	115	78	916	140	5,155
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	4	11	9	10	0	0	3	0	0	12	0	49
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	4	11	9	10	0	0	3	0	0	12	0	49
Cumulative No Project Conditions	150	597	501	530	1,000	348	267	486	115	78	928	137	5,137
Cumulative with Project Conditions	161	630	512	533	1,000	348	267	492	115	78	928	140	5,204

59

1033

Intersection Name: Winchester Boulevard and Campbell Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	194	572	217	138	420	169	162	561	161	105	560	136	3,395
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Vacant Theater	1	1	1	0	0	0	0	0	0	0	0	0	3
485 Monroe (90 ksf office)	0	0	0	0	0	0	0	0	0	0	0	0	0
BAREC at Winchester/Forest (Apartments)	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	6	0	0	0	0	0	4	1	3	0	0	14
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	7	1	0	0	0	0	4	1	3	0	0	17
Background Conditions	195	579	218	138	420	169	162	565	162	108	560	136	3,412
Santana West Project Trips	12	12	12	3	0	0	0	3	0	0	0	3	45
Restaurant Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Theater Credit	-1	-1	-1	0	0	0	0	0	0	0	0	0	-3
Net Project Trips	11	11	11	3	0	0	0	3	0	0	0	3	42
Existing Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	205	583	228	141	420	169	162	564	161	105	560	139	3,437
Background Plus Project Conditions	206	590	229	141	420	169	162	568	162	108	560	139	3,454
SC Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Winchester Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Pending Project Trips	0	0	4	3	3	0	0	0	0	0	4	0	14
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	4	3	3	0	0	0	0	0	4	0	14
Cumulative No Project Conditions	195	579	222	141	423	169	162	565	162	108	564	136	3,426
Cumulative with Project Conditions	206	590	233	144	423	169	162	568	162	108	564	139	3,468

Intersection Volume Summaries
with I-280/Winchester TDP Off-Ramp

1

3118

Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	80	306	81	200	1,206	265	113	739	166	153	371	112	3,792
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	-11	11	7	7	269	347	-7	-7	-11	11	0	616
New Ramp Reassignment	0	0	0	-61	-61	-213	0	61	61	0	0	0	-213
Total Reassignment	0	-11	11	-54	-54	56	347	54	54	-11	11	0	403
San Jose ATI	5	152	29	24	21	90	108	78	39	110	20	11	687
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	0	21	2	2	4	37	0	0	0	23	0	89
BAREC at Winchester/Forest (Apartments)	8	14	14	5	0	0	0	3	0	0	0	2	46
Total Approved Project Trips	13	166	64	31	23	94	145	81	39	110	43	13	822
Background Conditions	93	461	156	177	1,175	415	605	874	259	252	425	125	5,017
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	0	179	0	0	0	480	96	26	10	67	0	0	858
Restaurant Credit	0	-6	0	0	0	-15	-17	-5	-2	-2	0	0	-47
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	173	0	0	0	465	79	21	8	65	0	0	811
Background Plus Project Conditions	93	634	156	177	1,175	880	684	895	267	317	425	125	5,828
SC Hotel	0	0	2	1	6	0	11	0	0	0	10	0	30
Garden City	8	0	0	0	59	0	0	0	0	0	40	0	107
NSJ Phase II	0	0	0	2	9	2	2	20	3	0	2	0	40
Winchester Mixed-Use	0	6	0	0	0	25	74	5	46	7	0	0	163
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	8	6	2	3	74	27	87	25	49	7	52	0	340
Cumulative Plus Project Conditions	101	640	158	180	1,249	907	771	920	316	324	477	125	6,168

2

3816

Intersection Name: Santana Row and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	5	9	13	1,772	113	39	1	6	14	585	17	2,577
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	283	0	0	0	0	0	368	0	651
New Ramp Reassignment	0	0	0	0	-334	0	0	0	0	0	0	0	-334
Total Reassignment	0	0	0	0	-51	0	0	0	0	0	368	0	317
San Jose ATI	8	0	9	10	114	1	0	0	5	0	140	14	301
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
486 Monroe (90 ksf office)	0	0	0	0	8	0	0	0	0	0	81	0	89
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Total Approved Project Trips	8	0	9	10	127	1	0	0	5	0	235	14	409
Background Conditions	11	5	18	23	1,848	114	39	1	11	14	1,188	31	3,303
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	0	0	0	0	480	0	0	0	0	0	96	0	576
Restaurant Credit	0	0	0	0	-15	0	0	0	0	0	-17	0	-32
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	465	0	0	0	0	0	79	0	544
Background Plus Project Conditions	11	5	18	23	2,313	114	39	1	11	14	1,267	31	3,847
SC Hotel	0	0	0	0	7	0	0	0	0	0	22	0	29
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	0	13	0	0	0	0	0	10	0	23
Winchester Mixed-Use	0	0	0	0	25	0	0	0	0	0	74	0	99
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	104	0	0	0	0	0	146	0	250
Cumulative Plus Project Conditions	11	5	18	23	2,417	114	39	1	11	14	1,413	31	4,097

3

3749

Intersection Name: Redwood Avenue and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	9	0	22	69	1,854	27	39	0	0	17	620	21	2,678
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	283	0	0	0	0	0	368	0	651
New Ramp Reassignment	0	0	0	0	-334	0	0	0	0	0	0	0	-334
Total Reassignment	0	0	0	0	-51	0	0	0	0	0	368	0	317
San Jose ATI	23	0	28	40	105	71	0	0	0	0	103	42	412
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
487 Monroe (90 ksf office)	0	0	0	0	8	0	0	0	0	0	81	0	89
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Total Approved Project Trips	23	0	28	40	118	71	0	0	0	0	198	42	520
Background Conditions	32	0	50	109	1,921	98	39	0	0	17	1,186	63	3,515
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	0	0	0	0	480	0	0	0	0	0	96	0	576
Restaurant Credit	0	0	0	0	-15	0	0	0	0	0	-17	0	-32
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	465	0	0	0	0	0	79	0	544
Background Plus Project Conditions	32	0	50	109	2,386	98	39	0	0	17	1,265	63	4,059
SC Hotel	0	0	0	0	7	30	0	0	0	0	22	0	59
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	0	14	0	0	0	0	0	10	0	24
Winchester Mixed-Use	0	0	0	0	25	0	0	0	0	0	74	0	99
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	105	30	0	0	0	0	146	0	281
Cumulative Plus Project Conditions	32	0	50	109	2,491	128	39	0	0	17	1,411	63	4,340

4

3702

Intersection Name: Monroe Street and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	11	8	51	66	1,975	328	301	13	16	15	658	7	3,449
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	135	-135	-239	0	149	130	239	0	279
New Ramp Reassignment	0	0	0	0	-334	0	0	0	0	0	0	0	-334
Total Reassignment	0	0	0	0	-199	-135	-239	0	149	130	239	0	-55
San Jose ATI	36	3	34	36	190	282	52	0	-6	-4	214	38	875
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
488 Monroe (90 ksf office)	0	16	0	0	80	8	8	2	8	81	0	0	195
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Total Approved Project Trips	36	19	34	36	195	362	60	2	2	77	228	38	1,089
Background Conditions	47	27	85	102	1,971	555	122	15	167	222	1,125	45	4,483
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	6	0	0	0	474	0	0	0	0	0	95	1	576
Restaurant Credit	0	0	0	0	-15	0	0	0	0	0	-17	0	-32
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	0	0	0	459	0	0	0	0	0	78	1	544
Background Plus Project Conditions	53	27	85	102	2,430	555	122	15	167	222	1,203	46	5,027
SC Hotel	0	0	0	0	30	13	0	0	7	0	28	0	78
Garden City	0	0	0	0	59	0	0	0	0	0	40	0	99
NSJ Phase II	0	0	0	1	12	1	0	0	0	0	10	0	24
Winchester Mixed-Use	0	0	0	0	25	0	0	0	0	0	74	0	99
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	1	126	14	0	0	7	0	152	0	300
Cumulative Plus Project Conditions	53	27	85	103	2,556	569	122	15	174	222	1,355	46	5,327

5

3056

Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	682	21	238	0	1,576	189	0	0	0	429	624	0	3,759
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
New Ramp Reassignment	0	0	0	0	-334	0	0	0	0	0	0	0	-334
Total Reassignment	0	0	0	0	-334	0	0	0	0	0	0	0	-334
San Jose ATI	208	0	0	0	300	0	0	0	0	111	188	0	807
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
489 Monroe (90 ksf office)	21	0	0	0	58	0	0	0	0	4	4	0	87
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Total Approved Project Trips	229	0	0	0	363	0	0	0	0	115	206	0	913
Background Conditions	911	21	238	0	1,605	189	0	0	0	544	830	0	4,338
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	192	0	0	0	282	0	0	0	0	46	49	0	569
Restaurant Credit	-6	0	0	0	-9	0	0	0	0	-8	-9	0	-32
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	186	0	0	0	273	0	0	0	0	38	40	0	537
Background Plus Project Conditions	1,097	21	238	0	1,878	189	0	0	0	582	870	0	4,875
SC Hotel	14	0	0	0	28	0	0	0	0	11	17	0	70
Garden City	54	0	0	0	5	0	0	0	0	0	40	0	99
NSJ Phase II	15	0	0	0	0	0	0	0	0	4	6	0	25
Winchester Mixed-Use	15	0	0	0	10	0	0	0	0	25	49	0	99
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	98	0	0	0	43	0	0	0	0	40	112	0	293
Cumulative Plus Project Conditions	1,195	21	238	0	1,921	189	0	0	0	622	982	0	5,168

6

156

Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
 Peak Hour: AM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	261	1,042	0	221	0	794	401	480	0	3,199
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
New Ramp Reassignment	0	0	0	0	0	0	0	0	-334	0	0	0	-334
Total Reassignment	0	0	0	0	0	0	0	0	-334	0	0	0	-334
San Jose ATI	0	0	0	0	137	0	0	0	157	142	37	0	473
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
490 Monroe (90 ksf office)	0	0	0	0	18	0	0	0	41	2	2	0	63
BAREC at Winchester/Forest (Apartments)	0	0	0	0	5	0	0	0	0	0	14	0	19
Total Approved Project Trips	0	0	0	0	160	0	0	0	198	144	53	0	555
Background Conditions	0	0	0	261	1,202	0	221	0	658	545	533	0	3,420
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	0	0	0	0	154	0	0	0	128	27	22	0	331
Restaurant Credit	0	0	0	0	-5	0	0	0	-4	-5	-4	0	-18
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	149	0	0	0	124	22	18	0	313
Background Plus Project Conditions	0	0	0	261	1,351	0	221	0	782	567	551	0	3,733
SC Hotel	0	0	0	0	11	0	0	0	17	9	7	0	44
Garden City	0	0	0	0	5	0	0	0	0	37	3	0	45
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Mixed-Use	0	0	0	0	5	0	0	0	5	48	1	0	59
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	21	0	0	0	22	94	17	0	154
Cumulative Plus Project Conditions	0	0	0	261	1,372	0	221	0	804	661	568	0	3,887

7

3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	645	43	74	5	44	39	1,032	21	20	4	15	1,955
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	248	0	0	0	0	54	318	0	-16	0	16	620
New Ramp Reassignment	0	-213	0	0	0	0	0	121	0	0	0	0	-92
Total Reassignment	0	35	0	0	0	0	54	439	0	-16	0	16	528
San Jose ATI	0	344	2	10	0	21	7	201	0	0	0	0	585
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
491 Monroe (90 ksf office)	0	4	0	0	0	0	0	37	0	0	0	0	41
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Total Approved Project Trips	0	362	2	10	0	21	7	241	0	0	0	0	643
Background Conditions	13	1,042	45	84	5	65	100	1,712	21	4	4	31	3,126
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	291	436	0	0	0	0	0	79	122	11	0	53	992
Restaurant Credit	-9	-14	0	0	0	0	0	-14	-4	-2	0	-9	-52
Mobile Home Reassignment	11	-11	0	0	0	0	0	-12	3	4	0	12	7
Net Project Trips	293	411	0	0	0	0	0	53	121	13	0	56	947
Background Plus Project Conditions	306	1,453	45	84	5	65	100	1,765	142	17	4	87	4,073
SC Hotel	0	0	0	0	0	0	0	11	0	0	0	0	11
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	4	0	0	0	0	0	26	0	0	0	0	30
Winchester Mixed-Use	0	31	38	0	0	0	0	24	0	0	0	0	93
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	35	38	0	0	0	0	61	0	0	0	0	134
Cumulative Plus Project Conditions	306	1,488	83	84	5	65	100	1,826	142	17	4	87	4,207

8

3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	10	666	18	27	1	50	89	1,087	30	10	1	3	1,992
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	232	0	0	0	0	54	367	0	-5	0	5	653
New Ramp Reassignment	0	-213	0	0	0	0	0	121	0	0	0	0	-92
Total Reassignment	0	19	0	0	0	0	54	488	0	-5	0	5	561
San Jose ATI	0	68	297	59	0	56	292	148	1	0	0	0	921
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
492 Monroe (90 ksf office)	0	4	0	0	0	0	0	37	0	0	0	0	41
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Total Approved Project Trips	0	86	297	59	0	56	292	188	1	0	0	0	979
Background Conditions	10	771	315	86	1	106	435	1,763	31	5	1	8	3,532
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	436	11	0	0	0	0	0	122	365	32	0	79	1045
Restaurant Credit	-14	-2	0	0	0	0	0	-4	-12	-6	0	-14	-52
Mobile Home Reassignment	-11	4	0	0	0	0	0	3	-3	-4	0	-12	-23
Net Project Trips	411	13	0	0	0	0	0	121	350	22	0	53	970
Background Plus Project Conditions	421	784	315	86	1	106	435	1,884	381	27	1	61	4,502
SC Hotel	0	0	0	0	0	0	0	11	0	0	0	0	11
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	4	0	0	0	0	0	25	1	0	0	0	30
Winchester Mixed-Use	0	31	0	0	0	0	0	24	0	0	0	0	55
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	35	0	0	0	0	0	60	1	0	0	0	96
Cumulative Plus Project Conditions	421	819	315	86	1	106	435	1,944	382	27	1	61	4,598

9

3829

Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	302	394	42	14	155	114	435	1,181	675	0	0	0	3,312
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	155	114	-42	-14	-155	-114	-435	435	0	0	0	0	-56
New Ramp Reassignment	0	-213	0	121	0	213	0	0	0	0	0	0	121
Total Reassignment	155	-99	-42	107	-155	99	-435	435	0	0	0	0	65
San Jose ATI	68	54	0	165	0	10	0	360	37	0	0	0	694
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
493 Monroe (90 ksf office)	1	2	0	0	0	0	0	37	0	0	0	0	40
BAREC at Winchester/Forest (Apartments)	9	5	0	0	0	0	0	3	0	0	0	0	17
Total Approved Project Trips	78	61	0	165	0	10	0	400	37	0	0	0	751
Background Conditions	535	356	0	286	0	223	0	2,016	712	0	0	0	4,128
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	18	24	0	192	0	0	0	295	0	0	0	0	529
Restaurant Credit	-3	-4	0	-6	0	0	0	-9	0	0	0	0	-22
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	15	20	0	186	0	0	0	286	0	0	0	0	507
Background Plus Project Conditions	550	376	0	472	0	223	0	2,302	712	0	0	0	4,635
SC Hotel	0	0	0	0	8	2	5	11	0	0	0	0	26
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	1	3	0	0	0	0	0	16	6	0	0	0	26
Winchester Mixed-Use	30	1	0	9	0	0	0	15	0	0	0	0	55
Downtown Straley Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	31	4	0	9	8	2	5	42	6	0	0	0	107
Cumulative Plus Project Conditions	581	380	0	481	8	225	5	2,344	718	0	0	0	4,742

1

3118

Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	146	748	235	106	632	385	346	403	237	305	867	247	4,657
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	-11	11	20	20	354	146	-20	-20	-11	11	0	500
New Ramp Reassignment	0	0	0	-52	-52	-244	0	52	52	0	0	0	-244
Total Reassignment	0	-11	11	-32	-32	110	146	32	32	-11	11	0	256
San Jose ATI	22	130	123	113	74	245	265	205	111	53	58	16	1,415
Existing Vacant Theater	0	6	0	0	0	15	32	9	3	2	0	0	67
485 Monroe (90 ksf office)	0	0	5	20	22	35	9	0	0	0	5	0	96
BAREC at Winchester/Forest (Apartments)	4	7	8	18	0	0	0	13	0	0	0	8	58
Total Approved Project Trips	26	143	136	151	96	295	306	227	114	55	63	24	1,636
Background Conditions	172	880	382	225	696	790	798	662	383	349	941	271	6,549
Remove Theater Trips from Background	0	-6	0	0	0	-15	-32	-9	-3	-2	0	0	-67
Santana West Project Trips	0	38	0	0	0	102	620	165	62	14	0	0	1001
Restaurant Credit	0	-3	0	0	0	-9	-8	-2	-1	-1	0	0	-24
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	29	0	0	0	78	580	154	58	11	0	0	910
Background Plus Project Conditions	172	909	382	225	696	868	1,378	816	441	360	941	271	7,459
SC Hotel	0	0	0	0	6	0	10	0	0	0	7	0	23
Garden City	-4	0	0	0	-10	0	0	0	0	0	28	4	18
NSJ Phase II	1	10	3	5	22	14	1	1	1	1	3	0	62
Winchester Mixed-Use	0	10	0	0	66	60	9	37	18	0	0	0	200
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	-3	20	3	5	18	80	71	10	38	19	38	4	303
Cumulative Plus Project Conditions	169	929	385	230	714	948	1,449	826	479	379	979	275	7,762

2

3816

Intersection Name: Santana Row and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	76	36	111	72	934	298	90	16	15	29	1,306	141	3,124
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	393	0	0	0	0	0	168	0	561
New Ramp Reassignment	0	0	0	0	-347	0	0	0	0	0	0	0	-347
Total Reassignment	0	0	0	0	46	0	0	0	0	0	168	0	214
San Jose ATI	46	0	55	37	374	5	0	0	2	1	391	49	960
Existing Vacant Theater	0	0	0	0	15	0	0	0	0	0	32	0	47
486 Monroe (90 ksf office)	0	0	0	0	78	0	0	0	0	0	19	0	97
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Total Approved Project Trips	46	0	55	37	485	5	0	0	2	1	450	49	1,130
Background Conditions	122	36	166	109	1,465	303	90	16	17	30	1,924	190	4,468
Remove Theater Trips from Background	0	0	0	0	-15	0	0	0	0	0	-32	0	-47
Santana West Project Trips	0	0	0	0	102	0	0	0	0	0	620	0	722
Restaurant Credit	0	0	0	0	-9	0	0	0	0	0	-8	0	-17
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	78	0	0	0	0	0	580	0	658
Background Plus Project Conditions	122	36	166	109	1,543	303	90	16	17	30	2,504	190	5,126
SC Hotel	0	0	0	0	6	0	0	0	0	0	17	0	23
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	1	37	3	0	0	0	0	7	0	48
Winchester Mixed-Use	0	0	0	0	66	0	0	0	0	0	60	0	126
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	1	99	3	0	0	0	0	112	0	215
Cumulative Plus Project Conditions	122	36	166	110	1,642	306	90	16	17	30	2,616	190	5,341

3

3749

Intersection Name: Redwood Avenue and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	184	0	286	244	1,138	88	92	0	0	25	1,332	86	3,475
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	393	0	0	0	0	0	168	0	561
New Ramp Reassignment	0	0	0	0	-347	0	0	0	0	0	0	0	-347
Total Reassignment	0	0	0	0	46	0	0	0	0	0	168	0	214
San Jose ATI	136	0	166	145	273	80	0	0	0	0	291	146	1,237
Existing Vacant Theater	0	0	0	0	15	0	0	0	0	0	32	0	47
487 Monroe (90 ksf office)	0	0	0	0	78	0	0	0	0	0	19	0	97
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Total Approved Project Trips	136	0	166	145	384	80	0	0	0	0	350	146	1,407
Background Conditions	320	0	452	389	1,568	168	92	0	0	25	1,850	232	5,096
Remove Theater Trips from Background	0	0	0	0	-15	0	0	0	0	0	-32	0	-47
Santana West Project Trips	0	0	0	0	102	0	0	0	0	0	620	0	722
Restaurant Credit	0	0	0	0	-9	0	0	0	0	0	-8	0	-17
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	78	0	0	0	0	0	580	0	658
Background Plus Project Conditions	320	0	452	389	1,646	168	92	0	0	25	2,430	232	5,754
SC Hotel	0	0	0	0	6	26	0	0	0	0	17	0	49
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	5	35	1	0	0	0	0	8	0	49
Winchester Mixed-Use	0	0	0	0	66	0	0	0	0	0	60	0	126
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	5	97	27	0	0	0	0	113	0	242
Cumulative Plus Project Conditions	320	0	452	394	1,743	195	92	0	0	25	2,543	232	5,996

4

3702

Intersection Name: Monroe Street and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/21/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	77	45	238	218	1,359	291	220	22	37	28	1,747	49	4,331
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	177	-177	-105	0	216	63	105	0	279
New Ramp Reassignment	0	0	0	0	-347	0	0	0	0	0	0	0	-347
Total Reassignment	0	0	0	0	-170	-177	-105	0	216	63	105	0	-68
San Jose ATI	163	2	199	141	335	116	386	3	-2	-4	398	161	1,898
Existing Vacant Theater	0	0	0	0	15	0	0	0	0	0	32	0	47
488 Monroe (90 ksf office)	0	4	0	0	18	76	15	78	19	0	0	0	210
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Total Approved Project Trips	163	6	199	141	368	134	462	18	76	15	438	161	2,181
Background Conditions	240	51	437	359	1,557	248	577	40	329	106	2,290	210	6,444
Remove Theater Trips from Background	0	0	0	0	-15	0	0	0	0	0	-32	0	-47
Santana West Project Trips	1	0	0	0	101	0	0	0	0	0	614	6	722
Restaurant Credit	0	0	0	0	-9	0	0	0	0	0	-8	0	-17
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	1	0	0	0	77	0	0	0	0	0	574	6	658
Background Plus Project Conditions	241	51	437	359	1,634	248	577	40	329	106	2,864	216	7,102
SC Hotel	0	0	0	0	26	11	0	0	6	0	34	0	77
Garden City	0	0	0	0	-10	0	0	0	0	0	28	0	18
NSJ Phase II	0	0	0	6	31	4	0	0	0	0	8	0	49
Winchester Mixed-Use	0	0	0	0	66	0	0	0	0	0	59	0	125
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	6	113	15	0	0	6	0	129	0	269
Cumulative Plus Project Conditions	241	51	437	365	1,747	263	577	40	335	106	2,993	216	7,371

5

3056

Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	479	1	106	0	1,515	243	0	0	0	839	1,246	0	4,429
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
New Ramp Reassignment	0	0	0	0	-347	0	0	0	0	0	0	0	-347
Total Reassignment	0	0	0	0	-347	0	0	0	0	0	0	0	-347
San Jose ATI	229	0	0	0	286	0	0	0	0	431	452	0	1,398
Existing Vacant Theater	6	0	0	0	9	0	0	0	0	15	16	0	46
489 Monroe (90 ksf office)	5	0	0	0	14	0	0	0	0	39	37	0	95
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Total Approved Project Trips	240	0	0	0	327	0	0	0	0	485	513	0	1,565
Background Conditions	719	1	106	0	1,495	243	0	0	0	1,324	1,759	0	5,647
Remove Theater Trips from Background	-6	0	0	0	-9	0	0	0	0	-15	-16	0	-46
Santana West Project Trips	41	0	0	0	60	0	0	0	0	295	319	0	715
Restaurant Credit	-3	0	0	0	-5	0	0	0	0	-4	-4	0	-16
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	32	0	0	0	46	0	0	0	0	276	299	0	653
Background Plus Project Conditions	751	1	106	0	1,541	243	0	0	0	1,600	2,058	0	6,300
SC Hotel	12	0	0	0	24	0	0	0	0	14	21	0	71
Garden City	27	0	0	0	-36	0	0	0	0	0	28	0	19
NSJ Phase II	43	0	0	0	0	0	0	0	0	2	6	0	51
Winchester Mixed-Use	50	0	0	0	16	0	0	0	0	24	35	0	125
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	132	0	0	0	4	0	0	0	0	40	90	0	266
Cumulative Plus Project Conditions	883	1	106	0	1,545	243	0	0	0	1,640	2,148	0	6,566

6

156

Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	192	820	0	265	0	865	418	947	0	3,507
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
New Ramp Reassignment	0	0	0	0	0	0	0	0	-347	0	0	0	-347
Total Reassignment	0	0	0	0	0	0	0	0	-347	0	0	0	-347
San Jose ATI	0	0	0	0	92	0	0	0	187	280	166	0	725
Existing Vacant Theater	0	0	0	0	5	0	0	0	4	9	7	0	25
490 Monroe (90 ksf office)	0	0	0	0	4	0	0	0	9	20	17	0	50
BAREC at Winchester/Forest (Apartments)	0	0	0	0	18	0	0	0	0	0	8	0	26
Total Approved Project Trips	0	0	0	0	119	0	0	0	200	309	198	0	826
Background Conditions	0	0	0	192	939	0	265	0	718	727	1,145	0	3,986
Remove Theater Trips from Background	0	0	0	0	-5	0	0	0	-4	-9	-7	0	-25
Santana West Project Trips	0	0	0	0	33	0	0	0	27	177	142	0	379
Restaurant Credit	0	0	0	0	-3	0	0	0	-2	-2	-2	0	-9
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	25	0	0	0	21	166	133	0	345
Background Plus Project Conditions	0	0	0	192	964	0	265	0	739	893	1,278	0	4,331
SC Hotel	0	0	0	0	10	0	0	0	15	12	9	0	46
Garden City	0	0	0	0	-36	0	0	0	0	50	-22	0	-8
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Mixed-Use	0	0	0	0	6	0	0	0	10	29	6	0	51
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	-20	0	0	0	25	91	-1	0	95
Cumulative Plus Project Conditions	0	0	0	192	944	0	265	0	764	984	1,277	0	4,426

7

3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	1,254	248	57	3	53	76	731	22	41	6	27	2,545
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	333	0	0	0	0	21	91	0	-16	0	16	445
New Ramp Reassignment	0	-244	0	0	0	0	0	103	0	0	0	0	-141
Total Reassignment	0	89	0	0	0	0	21	194	0	-16	0	16	304
San Jose ATI	0	359	4	4	0	8	15	512	0	0	0	0	902
Existing Vacant Theater	9	14	0	0	0	0	0	26	4	4	0	18	75
491 Monroe (90 ksf office)	0	35	0	0	0	0	0	9	0	0	0	0	44
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Total Approved Project Trips	9	415	4	4	0	8	15	560	4	4	0	18	1,041
Background Conditions	36	1,758	252	61	3	61	112	1,485	26	29	6	61	3,890
Remove Theater Trips from Background	-9	-14	0	0	0	0	0	-26	-4	-4	0	-18	-75
Santana West Project Trips	67	87	0	0	0	0	0	504	30	73	0	344	1105
Restaurant Credit	-12	-1	0	0	0	0	0	0	-8	-5	0	-9	-35
Mobile Home Reassignment	23	-23	0	0	0	0	0	-20	7	8	0	20	15
Net Project Trips	69	49	0	0	0	0	0	458	25	72	0	337	1010
Background Plus Project Conditions	105	1,807	252	61	3	61	112	1,943	51	101	6	398	4,900
SC Hotel	0	0	0	0	0	0	0	10	0	0	0	0	10
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	24	1	0	0	0	0	3	0	0	0	0	28
Winchester Mixed-Use	0	25	93	0	0	0	0	61	0	0	0	0	179
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	49	94	0	0	0	0	74	0	0	0	0	217
Cumulative Plus Project Conditions	105	1,856	346	61	3	61	112	2,017	51	101	6	398	5,117

8

3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	1,246	71	71	7	119	119	749	39	35	5	16	2,499
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	0	316	0	0	0	0	21	106	0	-5	0	5	443
New Ramp Reassignment	0	-244	0	0	0	0	0	103	0	0	0	0	-141
Total Reassignment	0	72	0	0	0	0	21	209	0	-5	0	5	302
San Jose ATI	0	237	132	309	0	233	120	218	0	0	0	0	1,249
Existing Vacant Theater	14	4	0	0	0	0	0	4	11	11	0	26	70
492 Monroe (90 ksf office)	0	35	0	0	0	0	0	9	0	0	0	0	44
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Total Approved Project Trips	14	283	132	309	0	233	120	244	11	11	0	26	1,383
Background Conditions	36	1,601	203	380	7	352	260	1,202	50	41	5	47	4,184
Remove Theater Trips from Background	-14	-4	0	0	0	0	0	-4	-11	-11	0	-26	-70
Santana West Project Trips	94	66	0	0	0	0	0	24	79	205	0	510	978
Restaurant Credit	-10	4	0	0	0	0	0	0	-9	-4	0	-8	-27
Mobile Home Reassignment	-23	8	0	0	0	0	0	7	-7	-8	0	-20	-43
Net Project Trips	47	74	0	0	0	0	0	27	52	182	0	456	838
Background Plus Project Conditions	83	1,675	203	380	7	352	260	1,229	102	223	5	503	5,022
SC Hotel	0	0	0	0	0	0	0	10	0	0	0	0	10
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	0	25	0	0	0	0	0	3	0	0	0	0	28
Winchester Mixed-Use	0	25	0	0	0	0	0	61	0	0	0	0	86
Downtown Strategy Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	50	0	0	0	0	0	74	0	0	0	0	124
Cumulative Plus Project Conditions	83	1,725	203	380	7	352	260	1,303	102	223	5	503	5,146

9

3829

Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	North Approach			East Approach			South Approach			West Approach			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	352	1,037	43	39	100	254	166	848	464	0	0	0	3,303
Existing Reassignment Due to New Ramp													
Tisch Cul-De-Sac Reassignment	100	254	-43	-39	-100	-254	-166	166	0	0	0	0	-82
New Ramp Reassignment	0	-244	0	103	0	244	0	0	0	0	0	0	103
Total Reassignment	100	10	-43	64	-100	-10	-166	166	0	0	0	0	21
San Jose ATI	178	285	0	100	0	42	0	285	30	0	0	0	920
Existing Vacant Theater	6	8	0	6	0	0	0	9	0	0	0	0	29
493 Monroe (90 ksf office)	14	22	0	0	0	0	0	9	0	0	0	0	45
BAREC at Winchester/Forest (Apartments)	5	3	0	0	0	0	0	13	0	0	0	0	21
Total Approved Project Trips	203	318	0	106	0	42	0	316	30	0	0	0	1,015
Background Conditions	655	1,365	0	209	0	286	0	1,330	494	0	0	0	4,339
Remove Theater Trips from Background	-6	-8	0	-6	0	0	0	-9	0	0	0	0	-29
Santana West Project Trips	118	154	0	41	0	0	0	63	0	0	0	0	376
Restaurant Credit	-2	-2	0	-3	0	0	0	-5	0	0	0	0	-12
Mobile Home Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	110	144	0	32	0	0	0	49	0	0	0	0	335
Background Plus Project Conditions	765	1,509	0	241	0	286	0	1,379	494	0	0	0	4,674
SC Hotel	0	0	0	0	11	3	4	10	0	0	0	0	28
Garden City	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II	5	20	0	0	0	0	0	2	1	0	0	0	28
Winchester Mixed-Use	18	7	0	23	0	0	0	38	0	0	0	0	86
Downtown Straley Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	23	27	0	23	11	3	4	50	1	0	0	0	142
Cumulative Plus Project Conditions	788	1,536	0	264	11	289	4	1,429	495	0	0	0	4,816

Appendix D

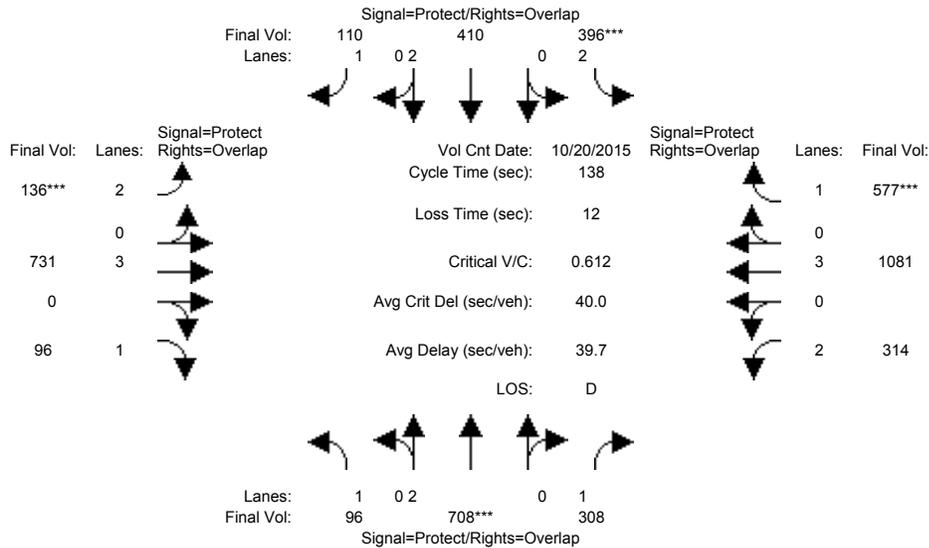
Level of Service Calculations

Existing Conditions

Santana Row West

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

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	96	708	308	396	410	110	136	731	96	314	1081	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	708	308	396	410	110	136	731	96	314	1081	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	708	308	396	410	110	136	731	96	314	1081	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	708	308	396	410	110	136	731	96	314	1081	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	708	308	396	410	110	136	731	96	314	1081	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	708	308	396	410	110	136	731	96	314	1081	577

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Lanes:	1.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:	1750 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750

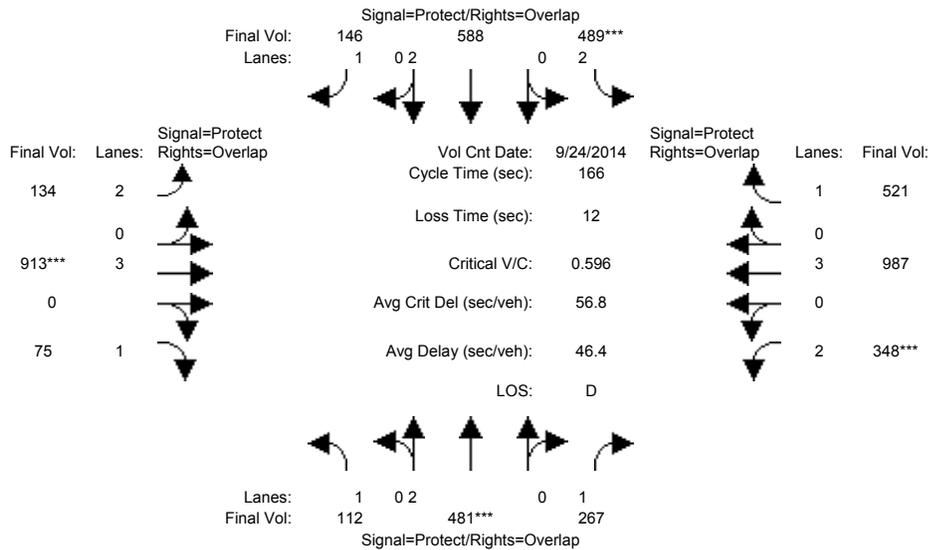
Capacity Analysis Module:	
Vol/Sat:	0.05 0.19 0.18 0.13 0.11 0.06 0.04 0.13 0.05 0.10 0.19 0.33
Crit Moves:	**** **** **** ****
Green Time:	23.7 42.0 66.3 28.3 46.6 56.3 9.7 31.3 55.0 24.4 46.0 74.3
Volume/Cap:	0.32 0.61 0.37 0.61 0.32 0.15 0.61 0.56 0.14 0.56 0.57 0.61
Delay/Veh:	50.7 42.0 22.9 51.6 34.1 25.9 67.3 47.9 26.5 53.3 38.3 23.1
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	50.7 42.0 22.9 51.6 34.1 25.9 67.3 47.9 26.5 53.3 38.3 23.1
LOS by Move:	D D C D C C E D C D D C
HCM2k95thQ:	7 22 16 18 12 6 9 18 5 15 23 31

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

Santana Row West

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

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	112	481	267	489	588	146	134	913	75	348	987	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	481	267	489	588	146	134	913	75	348	987	521
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	481	267	489	588	146	134	913	75	348	987	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	481	267	489	588	146	134	913	75	348	987	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	481	267	489	588	146	134	913	75	348	987	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	481	267	489	588	146	134	913	75	348	987	521

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

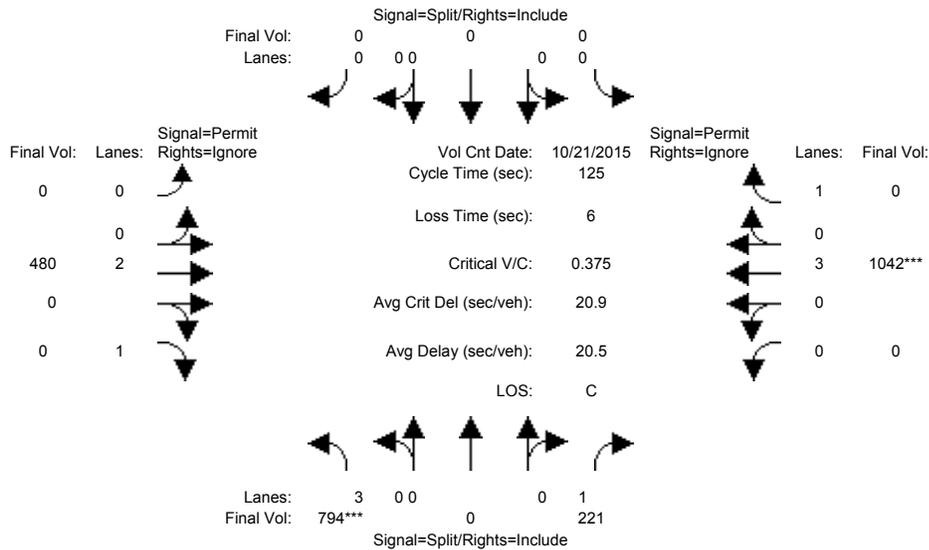
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.15	0.16	0.15	0.08	0.04	0.16	0.04	0.11	0.17	0.30
Crit Moves:	****			****			****			****		
Green Time:	23.0	35.3	66.1	43.3	55.6	70.5	14.9	44.6	67.6	30.8	60.6	103.8
Volume/Cap:	0.46	0.60	0.38	0.60	0.46	0.20	0.47	0.60	0.11	0.60	0.47	0.48
Delay/Veh:	67.2	60.1	35.8	54.9	43.7	30.1	73.1	53.5	30.5	63.6	40.7	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	60.1	35.8	54.9	43.7	30.1	73.1	53.5	30.5	63.6	40.7	16.9
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	24	21	9	9	24	5	19	23	26

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	794	0	221	0	0	0	0	480	401	0	1042	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	794	0	221	0	0	0	0	480	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	0	221	0	0	0	0	480	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	794	0	221	0	0	0	0	480	0	0	1042	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

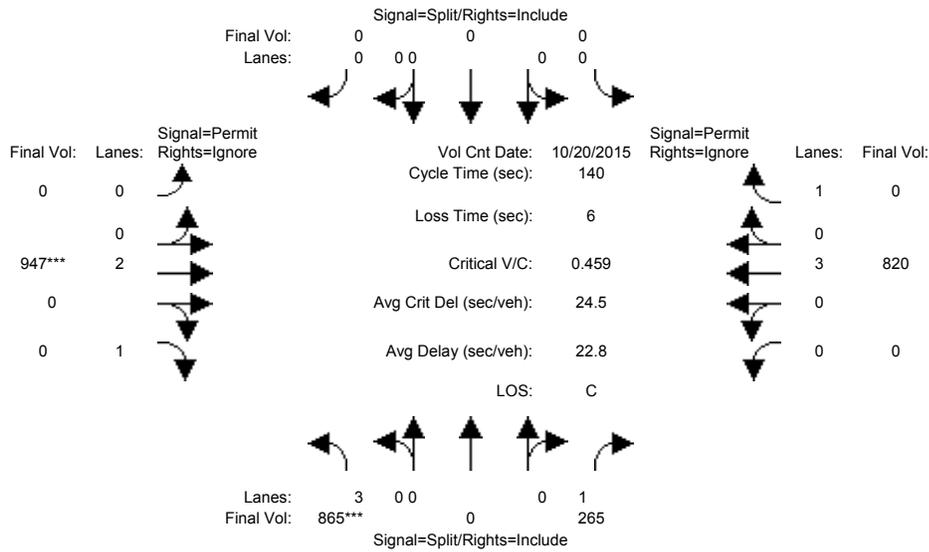
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.18	0.00
Crit Moves:	****										****	
Green Time:	58.1	0.0	58.1	0.0	0.0	0.0	0.0	60.9	0.0	0.0	60.9	0.0
Volume/Cap:	0.38	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.38	0.00
Delay/Veh:	21.8	0.0	20.7	0.0	0.0	0.0	0.0	18.9	0.0	0.0	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	0.0	20.7	0.0	0.0	0.0	0.0	18.9	0.0	0.0	20.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	15	0	11	0	0	0	0	10	0	0	15	0

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	865	0	265	0	0	0	0	947	418	0	820	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	865	0	265	0	0	0	0	947	0	0	820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	865	0	265	0	0	0	0	947	0	0	820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	865	0	265	0	0	0	0	947	0	0	820	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

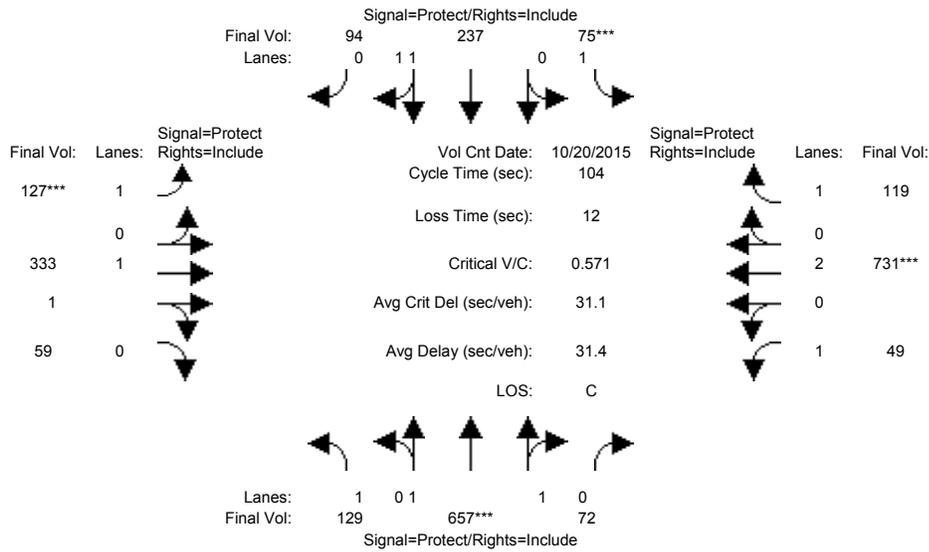
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	58.0	0.0	58.0	0.0	0.0	0.0	0.0	76.0	0.0	0.0	76.0	0.0
Volume/Cap:	0.46	0.00	0.37	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.26	0.00
Delay/Veh:	29.8	0.0	28.6	0.0	0.0	0.0	0.0	19.6	0.0	0.0	17.1	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:	29.8	0.0	28.6	0.0	0.0	0.0	0.0	19.6	0.0	0.0	17.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	20	0	16	0	0	0	0	21	0	0	12	0

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	129	657	72	75	237	94	127	333	59	49	731	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	657	72	75	237	94	127	333	59	49	731	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	657	72	75	237	94	127	333	59	49	731	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	657	72	75	237	94	127	333	59	49	731	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	657	72	75	237	94	127	333	59	49	731	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	657	72	75	237	94	127	333	59	49	731	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.42	0.58	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1750	3334	365	1750	2648	1050	1750	3143	557	1750	3800	1750

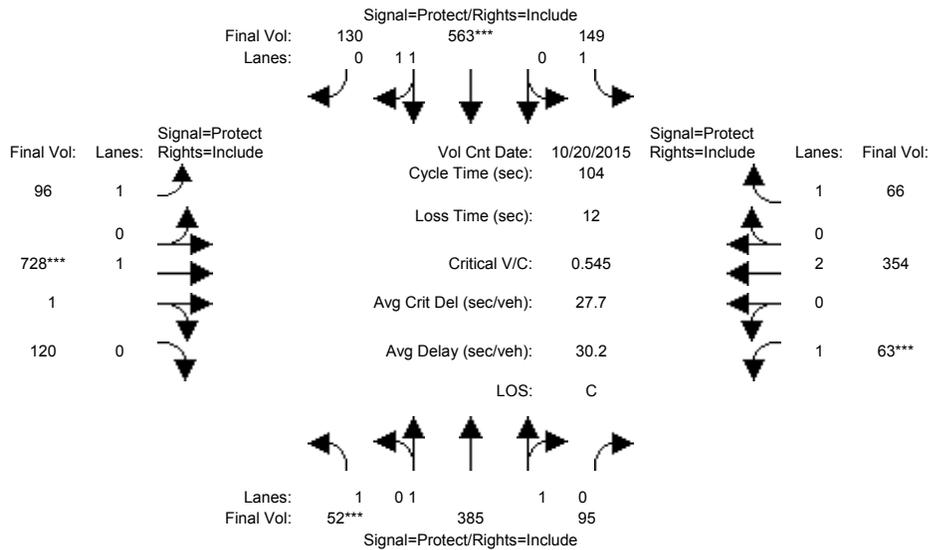
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.09	0.09	0.07	0.11	0.11	0.03	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.0	35.9	35.9	7.8	24.7	24.7	13.2	29.5	29.5	18.8	35.1	35.1
Volume/Cap:	0.40	0.57	0.57	0.57	0.38	0.38	0.57	0.37	0.37	0.16	0.57	0.20
Delay/Veh:	38.4	28.4	28.4	52.4	33.4	33.4	46.2	30.0	30.0	36.2	28.9	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	28.4	28.4	52.4	33.4	33.4	46.2	30.0	30.0	36.2	28.9	24.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	8	19	19	7	9	9	10	10	10	3	16	5

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	52	385	95	149	563	130	96	728	120	63	354	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	385	95	149	563	130	96	728	120	63	354	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	385	95	149	563	130	96	728	120	63	354	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	385	95	149	563	130	96	728	120	63	354	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	385	95	149	563	130	96	728	120	63	354	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	385	95	149	563	130	96	728	120	63	354	66

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.59	0.41	1.00	1.61	0.39	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1750	2967	732	1750	3005	694	1750	3176	524	1750	3800	1750

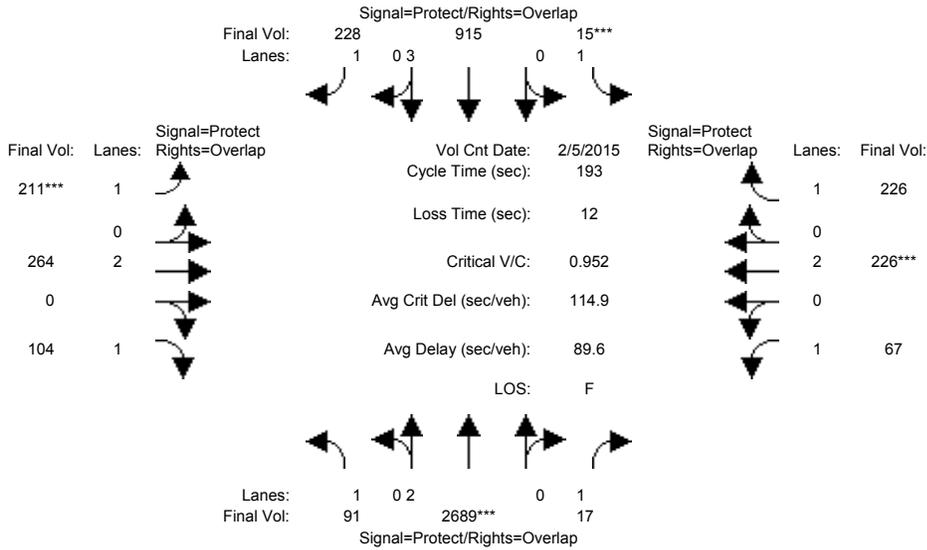
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.09	0.19	0.19	0.05	0.23	0.23	0.04	0.09	0.04
Crit Moves:	***				***			***			***	
Green Time:	7.0	25.4	25.4	16.7	35.1	35.1	20.6	42.9	42.9	7.0	29.4	29.4
Volume/Cap:	0.44	0.53	0.53	0.53	0.56	0.56	0.28	0.56	0.56	0.53	0.33	0.13
Delay/Veh:	49.3	34.7	34.7	42.0	28.7	28.7	35.9	23.7	23.7	51.7	29.7	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	34.7	34.7	42.0	28.7	28.7	35.9	23.7	23.7	51.7	29.7	28.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	5	14	14	10	18	18	6	20	20	4	8	3

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	91	3163	17	15	915	228	211	264	104	67	226	226				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	91	3163	17	15	915	228	211	264	104	67	226	226				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	91	3163	17	15	915	228	211	264	104	67	226	226				
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	91	2689	17	15	915	228	211	264	104	67	226	226				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	91	2689	17	15	915	228	211	264	104	67	226	226				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	91	2689	17	15	915	228	211	264	104	67	226	226				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

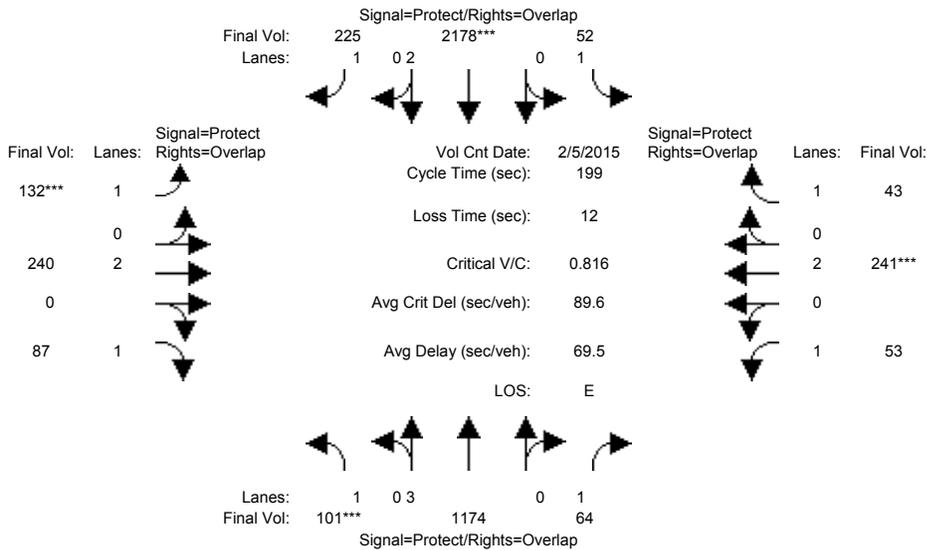
Capacity Analysis Module:												
Vol/Sat:	0.05	0.71	0.01	0.01	0.16	0.13	0.12	0.07	0.06	0.04	0.06	0.13
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.43	1.12	0.01	0.16	0.29	0.19	0.88	0.37	0.19	0.52	0.49	0.74
Delay/Veh:	84.7	117	15.2	93.4	31.3	17.8	116.4	73.4	52.5	95.5	84.8	88.9
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:	84.7	117	15.2	93.4	31.3	17.8	116.4	73.4	52.5	95.5	84.8	88.9
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	10	144	1	2	23	16	29	14	10	10	13	27

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	101	1174	64	52	2723	225	132	240	87	53	241	43				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	101	1174	64	52	2178	225	132	240	87	53	241	43				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	101	1174	64	52	2178	225	132	240	87	53	241	43				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	101	1174	64	52	2178	225	132	240	87	53	241	43				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

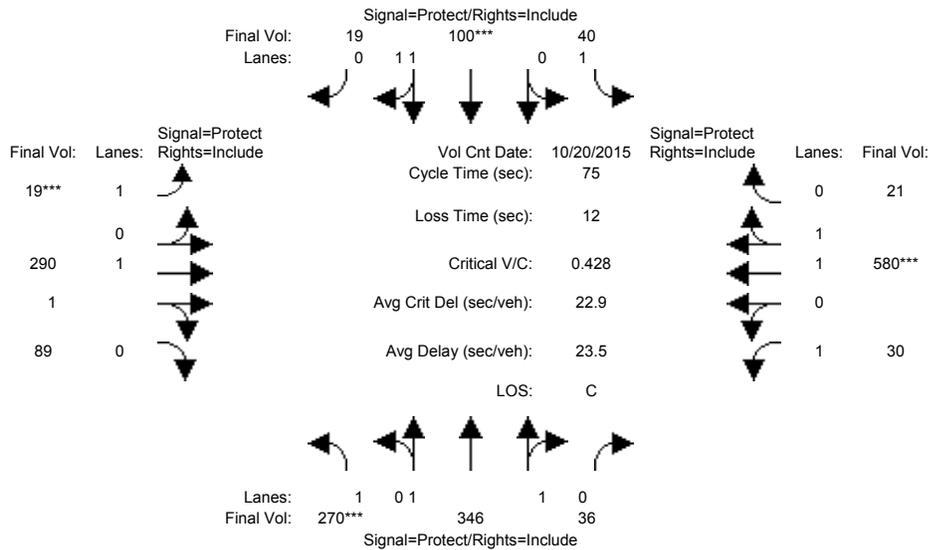
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.03	0.57	0.13	0.08	0.06	0.05	0.03	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.76	0.36	0.06	0.28	0.95	0.18	0.69	0.34	0.19	0.38	0.41	0.09
Delay/Veh:	118.0	32.6	19.9	94.9	88.6	26.8	101.0	75.1	60.9	93.7	80.6	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.0	32.6	19.9	94.9	88.6	26.8	101.0	75.1	60.9	93.7	80.6	59.2
LOS by Move:	F	C	B	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	14	30	5	7	101	21	19	14	10	8	14	5

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



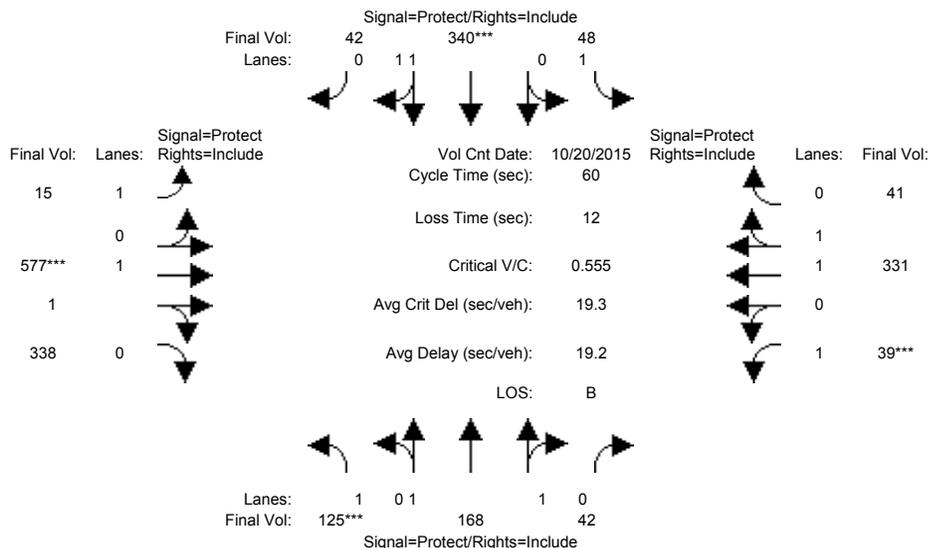
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	270	346	36	40	100	19	19	290	89	30	580	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	346	36	40	100	19	19	290	89	30	580	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	346	36	40	100	19	19	290	89	30	580	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	346	36	40	100	19	19	290	89	30	580	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	346	36	40	100	19	19	290	89	30	580	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	346	36	40	100	19	19	290	89	30	580	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.81	0.19	1.00	1.67	0.33	1.00	1.52	0.48	1.00	1.93	0.07
Final Sat.:	1750	3351	349	1750	3109	591	1750	2830	869	1750	3571	129
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.10	0.02	0.03	0.03	0.01	0.10	0.10	0.02	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	22.4	19.1	19.1	13.3	10.0	10.0	7.0	18.0	18.0	12.6	23.6	23.6
Volume/Cap:	0.52	0.41	0.41	0.13	0.24	0.24	0.12	0.43	0.43	0.10	0.52	0.52
Delay/Veh:	22.7	23.5	23.5	26.1	29.4	29.4	31.5	24.5	24.5	26.6	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	23.5	23.5	26.1	29.4	29.4	31.5	24.5	24.5	26.6	21.4	21.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	12	8	8	2	3	3	1	7	7	1	11	11

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



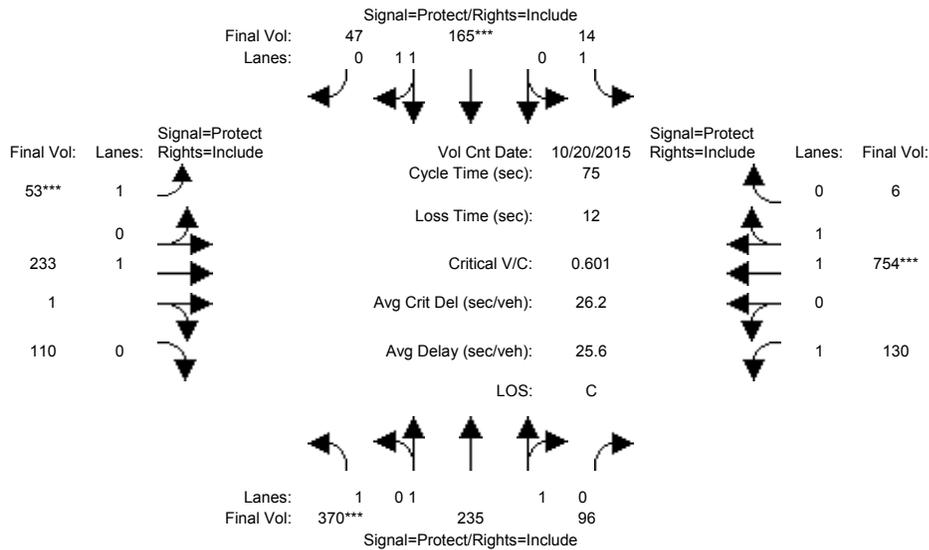
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	125	168	42	48	340	42	15	577	338	39	331	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	168	42	48	340	42	15	577	338	39	331	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	168	42	48	340	42	15	577	338	39	331	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	168	42	48	340	42	15	577	338	39	331	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	168	42	48	340	42	15	577	338	39	331	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	168	42	48	340	42	15	577	338	39	331	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	1.00	1.77	0.23	1.00	1.24	0.76	1.00	1.77	0.23
Final Sat.:	1750	2959	740	1750	3293	407	1750	2332	1366	1750	3292	408
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.10	0.10	0.01	0.25	0.25	0.02	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	12.8	24.0	24.0	7.0	18.2	18.2
Volume/Cap:	0.61	0.34	0.34	0.23	0.62	0.62	0.04	0.62	0.62	0.19	0.33	0.33
Delay/Veh:	30.6	22.4	22.4	24.7	25.1	25.1	18.8	15.2	15.2	24.4	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	22.4	22.4	24.7	25.1	25.1	18.8	15.2	15.2	24.4	16.3	16.3
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	7	4	4	2	7	7	0	13	13	1	5	5

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



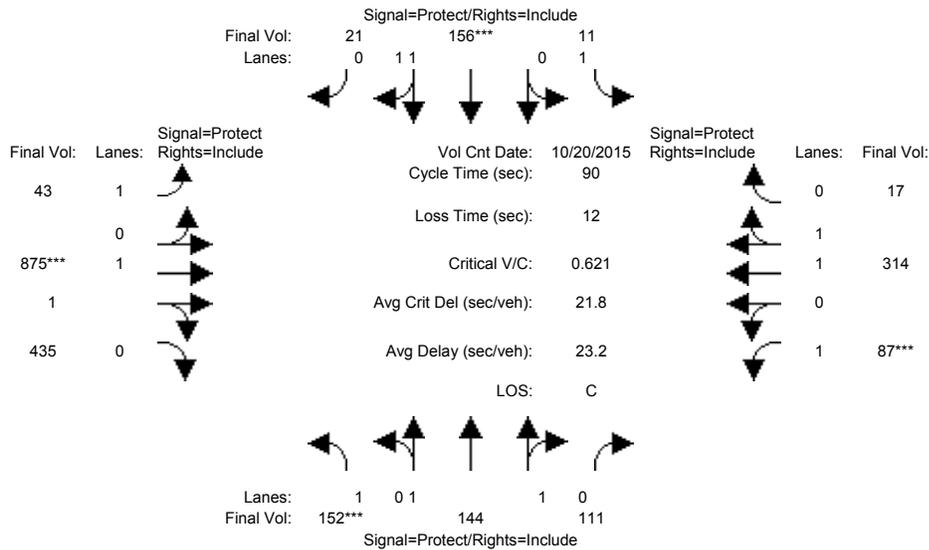
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	370	235	96	14	165	47	53	233	110	130	754	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	235	96	14	165	47	53	233	110	130	754	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	235	96	14	165	47	53	233	110	130	754	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	235	96	14	165	47	53	233	110	130	754	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	235	96	14	165	47	53	233	110	130	754	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	235	96	14	165	47	53	233	110	130	754	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.40	0.60	1.00	1.54	0.46	1.00	1.34	0.66	1.00	1.98	0.02
Final Sat.:	1750	2626	1073	1750	2879	820	1750	2513	1186	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.21	0.09	0.09	0.01	0.06	0.06	0.03	0.09	0.09	0.07	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	23.3	19.6	19.6	13.7	10.0	10.0	7.0	17.5	17.5	12.2	22.7	22.7
Volume/Cap:	0.68	0.34	0.34	0.04	0.43	0.43	0.32	0.40	0.40	0.46	0.68	0.68
Delay/Veh:	26.0	22.7	22.7	25.3	30.5	30.5	32.9	24.6	24.6	29.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	22.7	22.7	25.3	30.5	30.5	32.9	24.6	24.6	29.5	24.7	24.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	15	6	6	1	6	6	3	7	7	6	15	15

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	152	144	111	11	156	21	43	875	435	87	314	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	144	111	11	156	21	43	875	435	87	314	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	144	111	11	156	21	43	875	435	87	314	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	144	111	11	156	21	43	875	435	87	314	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	144	111	11	156	21	43	875	435	87	314	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	144	111	11	156	21	43	875	435	87	314	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.11	0.89	1.00	1.76	0.24	1.00	1.32	0.68	1.00	1.89	0.11
Final Sat.:	1750	2088	1610	1750	3261	439	1750	2470	1228	1750	3510	190

Capacity Analysis Module:

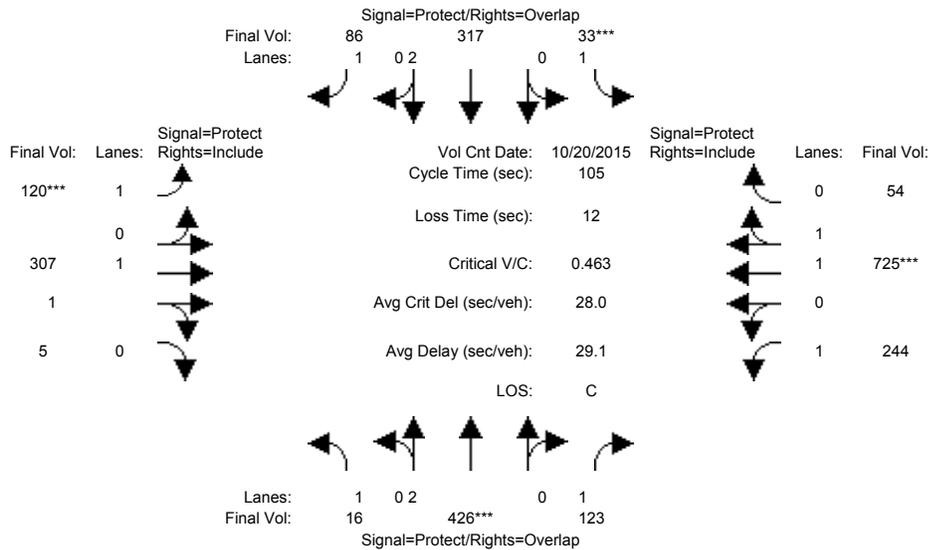
Vol/Sat:	0.09	0.07	0.07	0.01	0.05	0.05	0.02	0.35	0.35	0.05	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	12.0	12.9	12.9	9.1	10.0	10.0	23.1	49.0	49.0	7.0	32.9	32.9
Volume/Cap:	0.65	0.48	0.48	0.06	0.43	0.43	0.10	0.65	0.65	0.64	0.24	0.24
Delay/Veh:	43.4	36.1	36.1	36.8	38.1	38.1	25.6	15.2	15.2	50.1	20.0	20.0
User DelAdj:	1.00	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	36.1	36.1	36.8	38.1	38.1	25.6	15.2	15.2	50.1	20.0	20.0
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	9	7	7	1	6	6	2	23	23	5	6	6

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



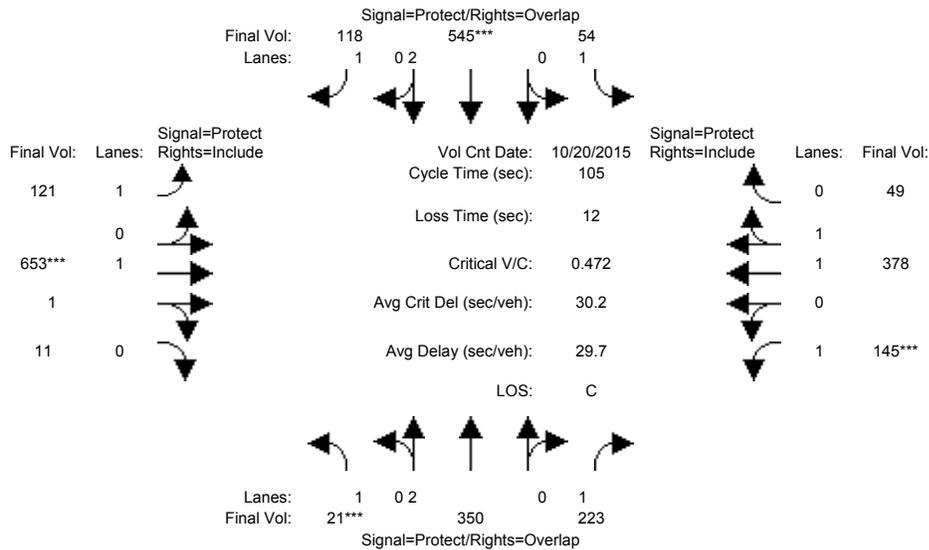
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	426	123	33	317	86	120	307	5	244	725	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	426	123	33	317	86	120	307	5	244	725	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	426	123	33	317	86	120	307	5	244	725	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	426	123	33	317	86	120	307	5	244	725	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	426	123	33	317	86	120	307	5	244	725	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	426	123	33	317	86	120	307	5	244	725	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3641	59	1750	3443	256
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.07	0.02	0.08	0.05	0.07	0.08	0.08	0.14	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	13.0	24.6	61.1	7.0	18.6	33.7	15.1	24.9	24.9	36.5	46.3	46.3
Volume/Cap:	0.07	0.48	0.12	0.28	0.47	0.15	0.48	0.36	0.36	0.40	0.48	0.48
Delay/Veh:	40.8	35.0	9.9	47.9	39.3	25.6	42.8	33.6	33.6	26.4	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	35.0	9.9	47.9	39.3	25.6	42.8	33.6	33.6	26.4	21.0	21.0
LOS by Move:	D	D	A	D	D	C	D	C	C	C	C	C
HCM2k95thQ:	1	11	4	2	9	4	8	8	8	12	16	16

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



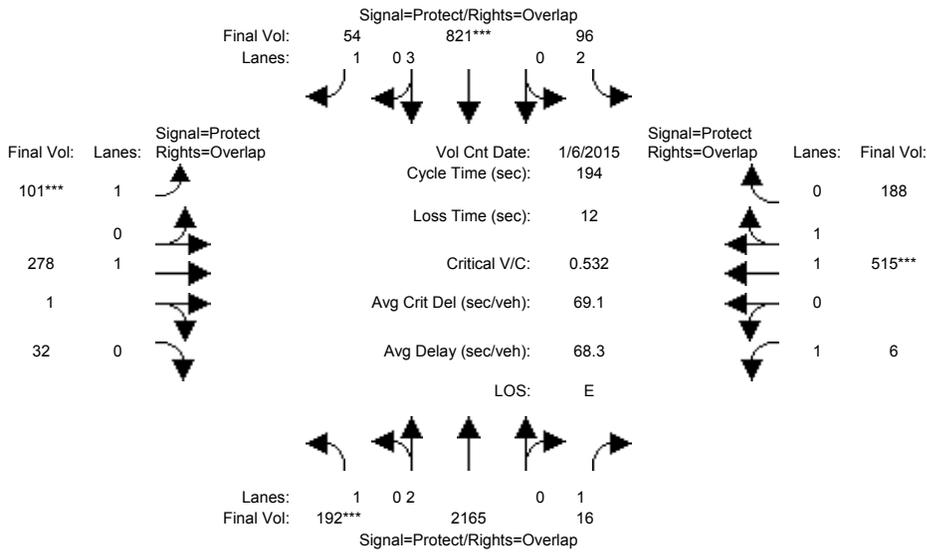
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	350	223	54	545	118	121	653	11	145	378	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	350	223	54	545	118	121	653	11	145	378	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	350	223	54	545	118	121	653	11	145	378	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	350	223	54	545	118	121	653	11	145	378	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	350	223	54	545	118	121	653	11	145	378	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	350	223	54	545	118	121	653	11	145	378	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3639	61	1750	3275	425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.14	0.07	0.07	0.18	0.18	0.08	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	22.0	39.6	15.4	30.4	51.2	20.8	38.0	38.0	17.6	34.8	34.8
Volume/Cap:	0.18	0.44	0.34	0.21	0.50	0.14	0.35	0.50	0.50	0.50	0.35	0.35
Delay/Veh:	47.0	36.5	23.7	39.9	31.3	14.8	36.9	26.3	26.3	41.0	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	36.5	23.7	39.9	31.3	14.8	36.9	26.3	26.3	41.0	26.7	26.7
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	9	10	3	13	4	7	15	15	9	10	10

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Jan 2015	<<	7:30-8:30 AM						
Base Vol:	192	2547	16	96	821	54	101	278	32	6	515	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2547	16	96	821	54	101	278	32	6	515	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	2547	16	96	821	54	101	278	32	6	515	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	2165	16	96	821	54	101	278	32	6	515	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2165	16	96	821	54	101	278	32	6	515	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	192	2165	16	96	821	54	101	278	32	6	515	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.79	0.21	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3318	382	1750	2710	989

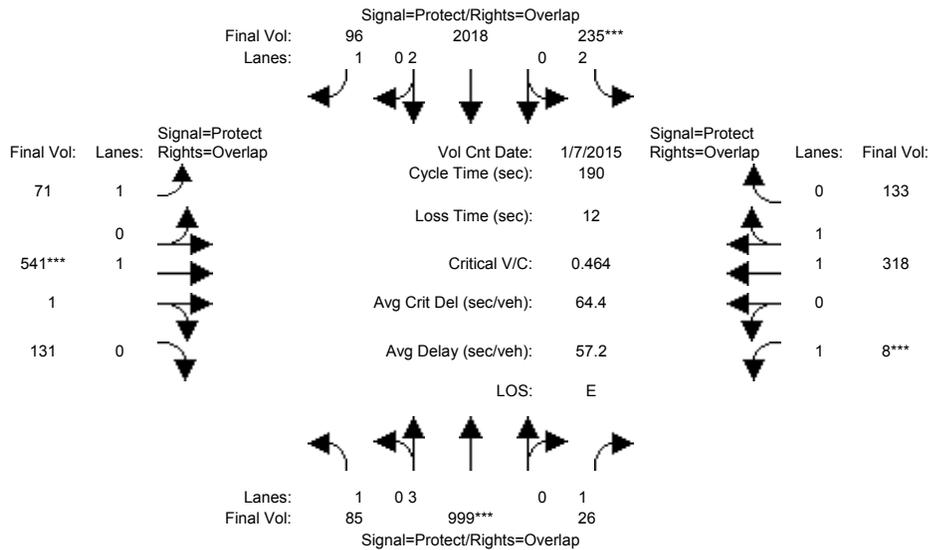
Capacity Analysis Module:												
Vol/Sat:	0.11	0.57	0.01	0.03	0.14	0.03	0.06	0.08	0.08	0.00	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.78	0.98	0.01	0.37	0.28	0.05	0.66	0.35	0.22	0.09	0.98	0.69
Delay/Veh:	101.0	73.0	21.8	90.8	20.3	9.1	102.1	65.2	43.3	96.6	113	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.0	73.0	21.8	90.8	20.3	9.1	102.1	65.2	43.3	96.6	113	69.1
LOS by Move:	F	E	C	F	C	A	F	E	D	F	F	E
HCM2k95thQ:	22	100	1	7	12	2	13	15	12	1	42	34

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<											
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	85	999	26	235	2523	96	71	541	131	8	318	133				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	85	999	26	235	2018	96	71	541	131	8	318	133				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	999	26	235	2018	96	71	541	131	8	318	133				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	85	999	26	235	2018	96	71	541	131	8	318	133				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40	1.00	1.39	0.61
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2978	721	1750	2608	1091

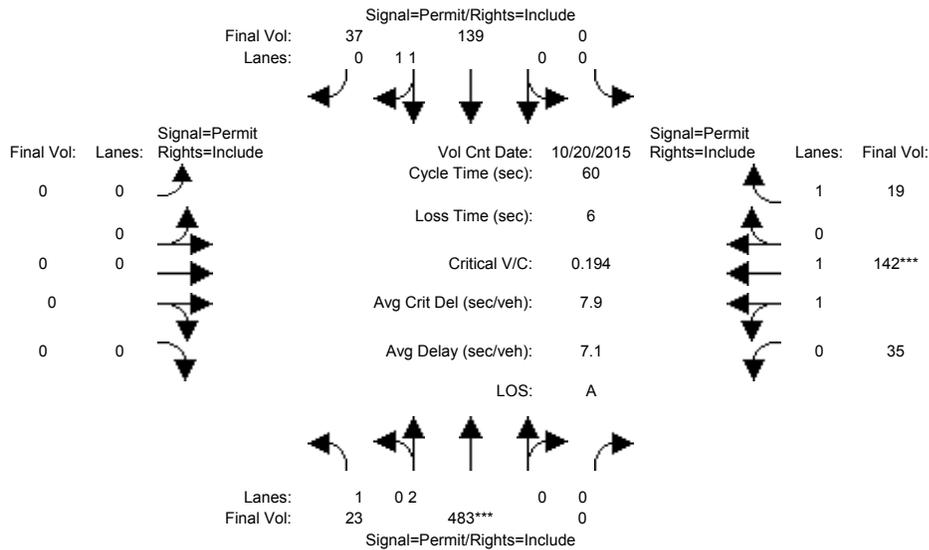
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.01	0.07	0.53	0.05	0.04	0.18	0.18	0.00	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.61	0.35	0.03	0.38	0.86	0.08	0.51	0.94	0.67	0.09	0.75	0.34
Delay/Veh:	97.9	38.0	27.2	71.0	48.3	16.1	92.5	101	67.1	92.1	85.6	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	38.0	27.2	71.0	48.3	16.1	92.5	101	67.1	92.1	85.6	47.1
LOS by Move:	F	D	C	E	D	B	F	F	E	F	F	D
HCM2k95thQ:	11	26	2	14	83	7	9	38	32	1	24	18

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



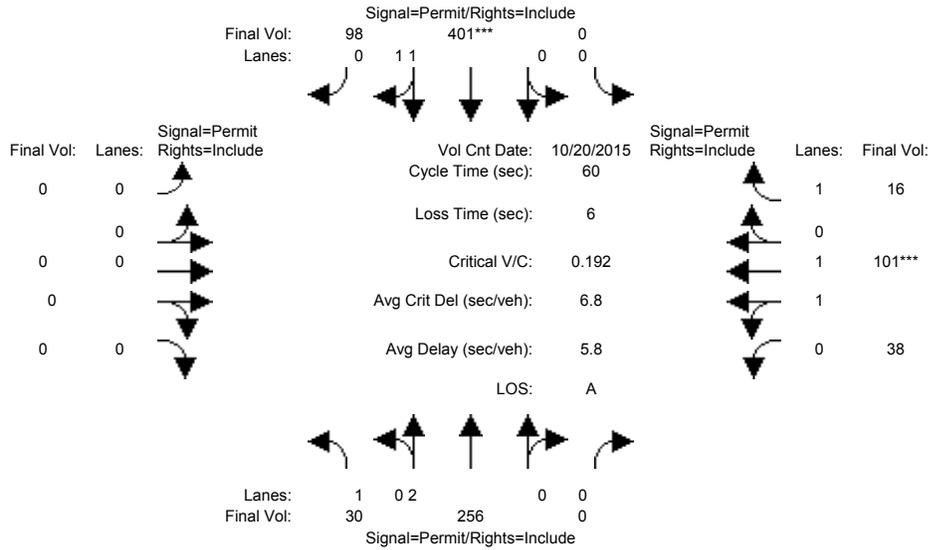
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	23	483	0	0	139	37	0	0	0	35	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	483	0	0	139	37	0	0	0	35	142	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	483	0	0	139	37	0	0	0	35	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	483	0	0	139	37	0	0	0	35	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	483	0	0	139	37	0	0	0	35	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	483	0	0	139	37	0	0	0	35	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.57	0.43	0.00	0.00	0.00	0.41	1.59	1.00
Final Sat.:	1750	3800	0	0	2922	778	0	0	0	732	2968	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	39.2	39.2	0.0	0.0	39.2	39.2	0.0	0.0	0.0	14.8	14.8	14.8
Volume/Cap:	0.02	0.19	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.19	0.19	0.04
Delay/Veh:	3.6	4.2	0.0	0.0	3.8	3.8	0.0	0.0	0.0	18.0	18.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.2	0.0	0.0	3.8	3.8	0.0	0.0	0.0	18.0	18.0	17.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



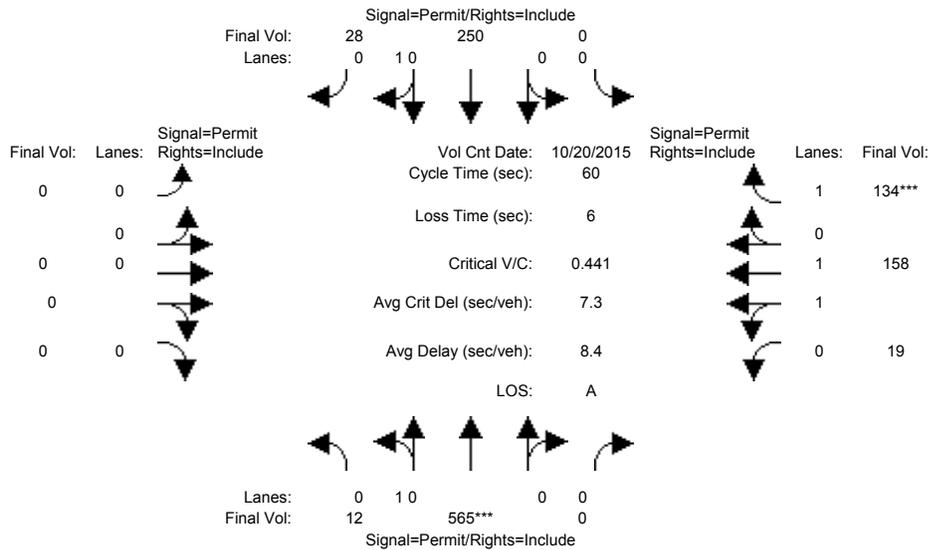
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 20 Oct 2015 <<													
Base Vol:	30	256	0	0	401	98	0	0	0	38	101	16	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	30	256	0	0	401	98	0	0	0	38	101	16	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	30	256	0	0	401	98	0	0	0	38	101	16	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	30	256	0	0	401	98	0	0	0	38	101	16	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	30	256	0	0	401	98	0	0	0	38	101	16	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	30	256	0	0	401	98	0	0	0	38	101	16	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	
Lanes:	1.00	2.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.56	1.44	1.00	
Final Sat.:	1750	3800	0	0	2973	727	0	0	0	1011	2688	1750	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.07	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.04	0.04	0.01	
Crit Moves:							****						
Green Time:	42.2	42.2	0.0	0.0	42.2	42.2	0.0	0.0	0.0	11.8	11.8	11.8	
Volume/Cap:	0.02	0.10	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.19	0.19	0.05	
Delay/Veh:	2.7	2.8	0.0	0.0	3.1	3.1	0.0	0.0	0.0	20.3	20.3	19.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	2.7	2.8	0.0	0.0	3.1	3.1	0.0	0.0	0.0	20.3	20.3	19.6	
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B	
HCM2k95thQ:	0	2	0	0	3	3	0	0	0	3	3	1	

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

Santana Row West

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

Intersection #607: MONROE / MARKET



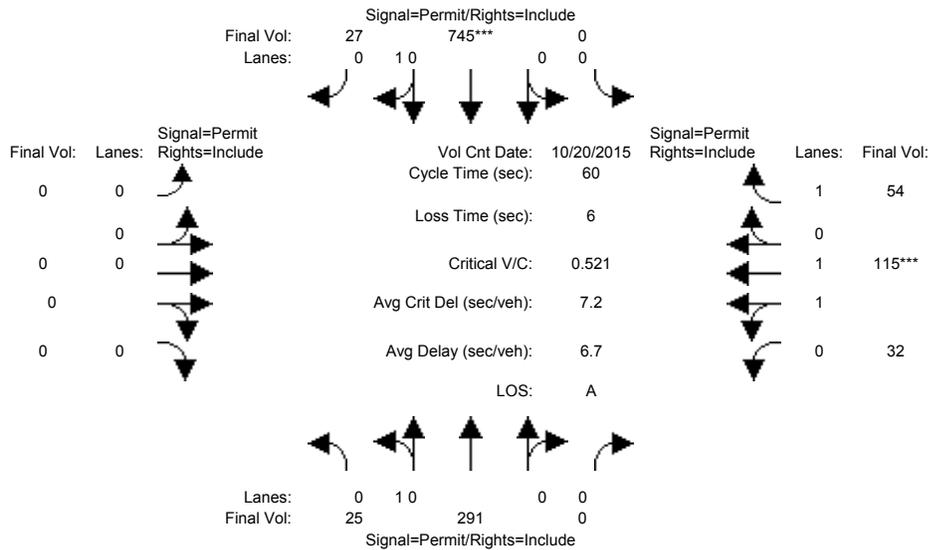
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	12	565	0	0	250	28	0	0	0	19	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	565	0	0	250	28	0	0	0	19	158	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	565	0	0	250	28	0	0	0	19	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	565	0	0	250	28	0	0	0	19	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	565	0	0	250	28	0	0	0	19	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	565	0	0	250	28	0	0	0	19	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.90	0.10	0.00	0.00	0.00	0.22	1.78	1.00
Final Sat.:	37	1763	0	0	1619	181	0	0	0	397	3303	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	43.6	43.6	0.0	0.0	43.6	43.6	0.0	0.0	0.0	10.4	10.4	10.4
Volume/Cap:	0.44	0.44	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.28	0.28	0.44
Delay/Veh:	3.5	3.5	0.0	0.0	2.7	2.7	0.0	0.0	0.0	21.8	21.8	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.7	2.7	0.0	0.0	0.0	21.8	21.8	23.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	3	3	6

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

Santana Row West

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

Intersection #607: MONROE / MARKET



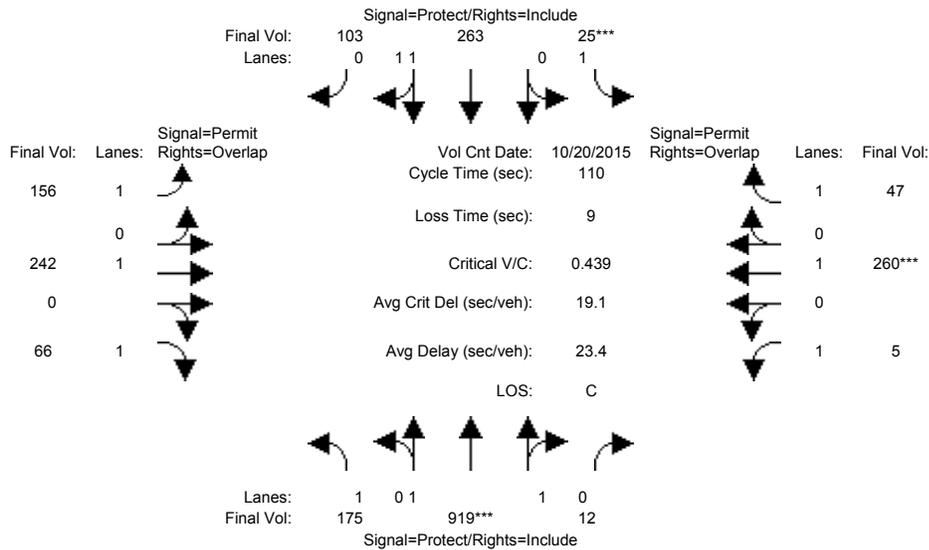
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	291	0	0	745	27	0	0	0	32	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	291	0	0	745	27	0	0	0	32	115	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	291	0	0	745	27	0	0	0	32	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	291	0	0	745	27	0	0	0	32	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	291	0	0	745	27	0	0	0	32	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	291	0	0	745	27	0	0	0	32	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.08	0.92	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.45	1.55	1.00
Final Sat.:	142	1658	0	0	1737	63	0	0	0	805	2894	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.24	0.24	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.4	4.4	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.4	4.4	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	15	15	0	0	0	3	3	2

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



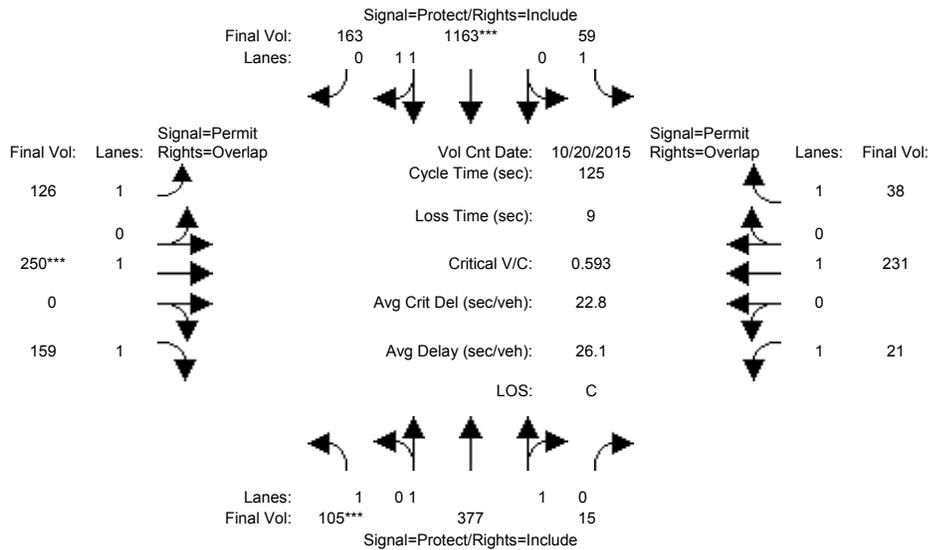
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	175	919	12	25	263	103	156	242	66	5	260	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	919	12	25	263	103	156	242	66	5	260	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	919	12	25	263	103	156	242	66	5	260	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	919	12	25	263	103	156	242	66	5	260	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	919	12	25	263	103	156	242	66	5	260	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	919	12	25	263	103	156	242	66	5	260	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3652	48	1750	2658	1041	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.01	0.10	0.10	0.09	0.13	0.04	0.00	0.14	0.03
Crit Moves:	****			****						****		
Green Time:	34.1	60.9	60.9	7.0	33.8	33.8	33.1	33.1	67.2	33.1	33.1	40.1
Volume/Cap:	0.32	0.45	0.45	0.22	0.32	0.32	0.30	0.42	0.06	0.01	0.45	0.07
Delay/Veh:	29.4	14.8	14.8	49.9	29.5	29.5	29.8	31.3	8.7	27.0	31.7	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	14.8	14.8	49.9	29.5	29.5	29.8	31.3	8.7	27.0	31.7	22.9
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	17	17	2	10	10	9	13	2	0	14	2

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



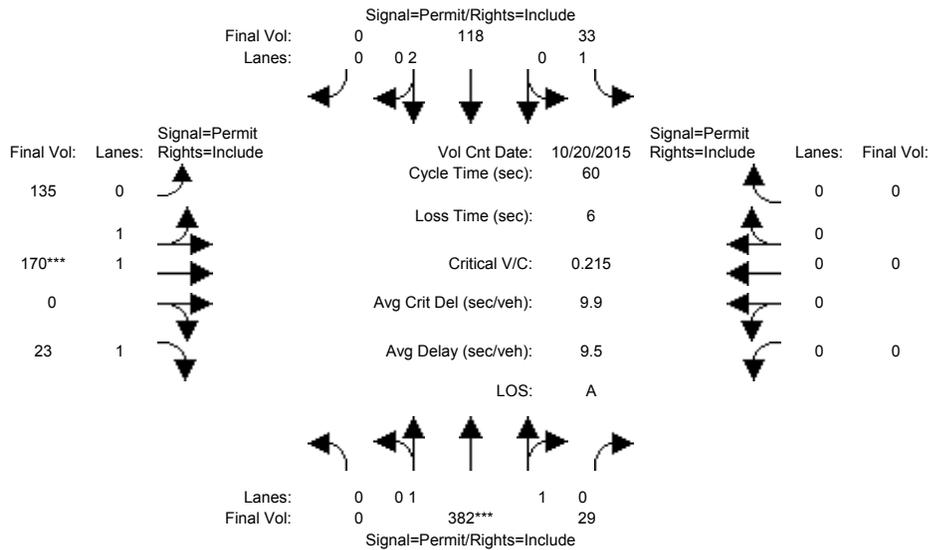
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	105	377	15	59	1163	163	126	250	159	21	231	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	377	15	59	1163	163	126	250	159	21	231	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	377	15	59	1163	163	126	250	159	21	231	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	377	15	59	1163	163	126	250	159	21	231	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	377	15	59	1163	163	126	250	159	21	231	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	377	15	59	1163	163	126	250	159	21	231	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3558	142	1750	3245	455	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.03	0.36	0.36	0.07	0.13	0.09	0.01	0.12	0.02
Crit Moves:	****				****			****				
Green Time:	12.7	57.7	57.7	30.5	75.6	75.6	27.8	27.8	40.4	27.8	27.8	58.3
Volume/Cap:	0.59	0.23	0.23	0.14	0.59	0.59	0.32	0.59	0.28	0.05	0.55	0.05
Delay/Veh:	59.0	20.3	20.3	37.1	15.6	15.6	41.3	45.8	31.8	38.3	44.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	20.3	20.3	37.1	15.6	15.6	41.3	45.8	31.8	38.3	44.6	18.2
LOS by Move:	E	C	C	D	B	B	D	D	C	D	D	B
HCM2k95thQ:	8	9	9	4	28	28	9	17	9	1	16	2

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



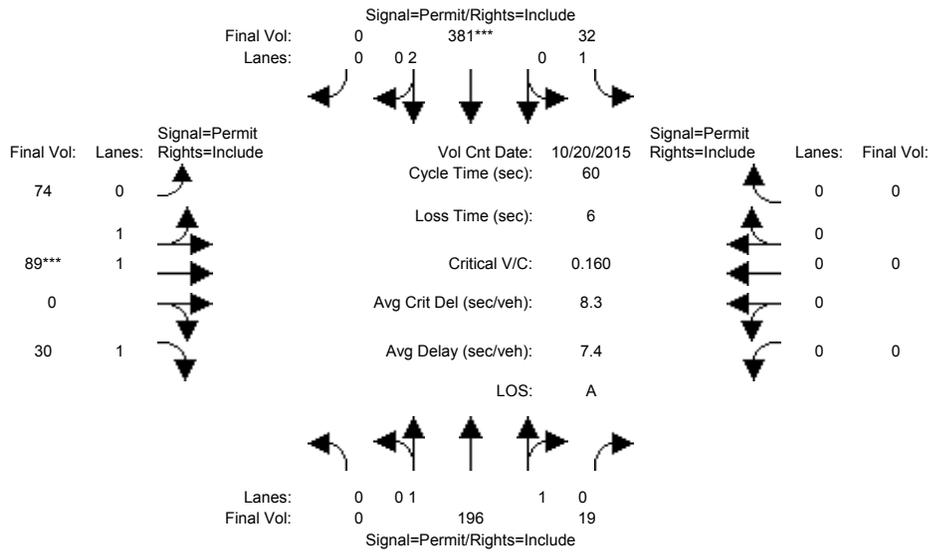
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	382	29	33	118	0	135	170	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	29	33	118	0	135	170	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	382	29	33	118	0	135	170	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	382	29	33	118	0	135	170	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	29	33	118	0	135	170	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	382	29	33	118	0	135	170	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.91	1.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3439	261	1750	3800	0	1637	2061	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.03	0.00	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	31.0	31.0	31.0	31.0	0.0	23.0	23.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.06	0.00	0.22	0.22	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	7.9	7.9	7.2	7.3	0.0	12.5	12.5	11.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.9	7.2	7.3	0.0	12.5	12.5	11.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



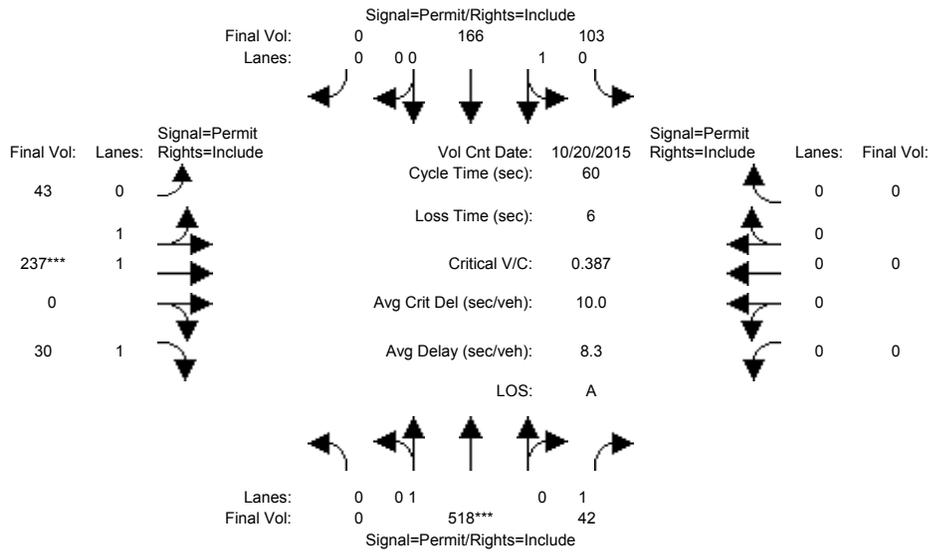
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	196	19	32	381	0	74	89	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	19	32	381	0	74	89	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	19	32	381	0	74	89	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	196	19	32	381	0	74	89	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	19	32	381	0	74	89	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	19	32	381	0	74	89	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.93	1.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3373	327	1750	3800	0	1679	2019	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.02	0.10	0.00	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.5	37.5	37.5	37.5	0.0	16.5	16.5	16.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.09	0.03	0.16	0.00	0.16	0.16	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	0	3	0	3	3	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



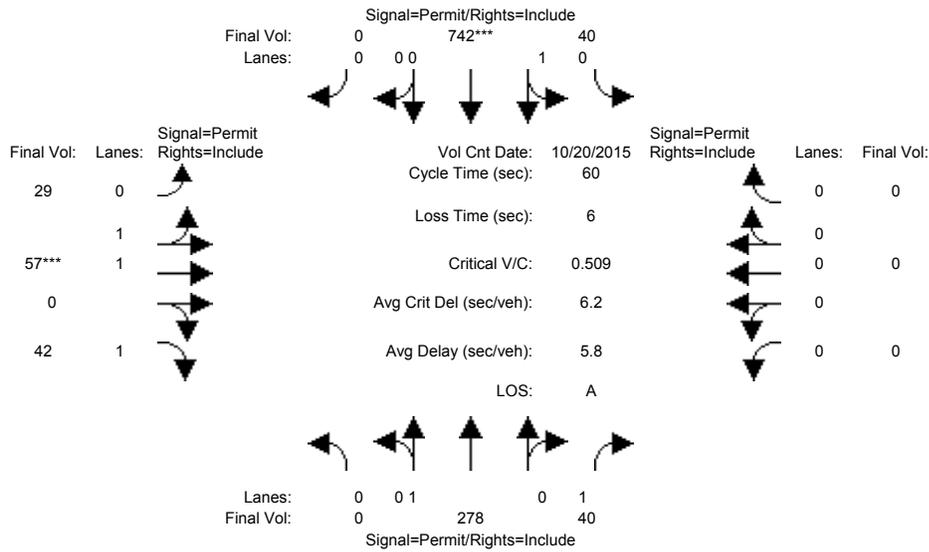
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	518	42	103	166	0	43	237	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	42	103	166	0	43	237	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	518	42	103	166	0	43	237	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	42	103	166	0	43	237	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	42	103	166	0	43	237	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	518	42	103	166	0	43	237	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.38	0.62	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	689	1111	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.02	0.15	0.15	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.3	42.3	42.3	42.3	0.0	11.7	11.7	11.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.03	0.21	0.21	0.00	0.39	0.39	0.09	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	2.7	3.2	3.2	0.0	21.3	21.3	19.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	2.7	3.2	3.2	0.0	21.3	21.3	19.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	B	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	5	5	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



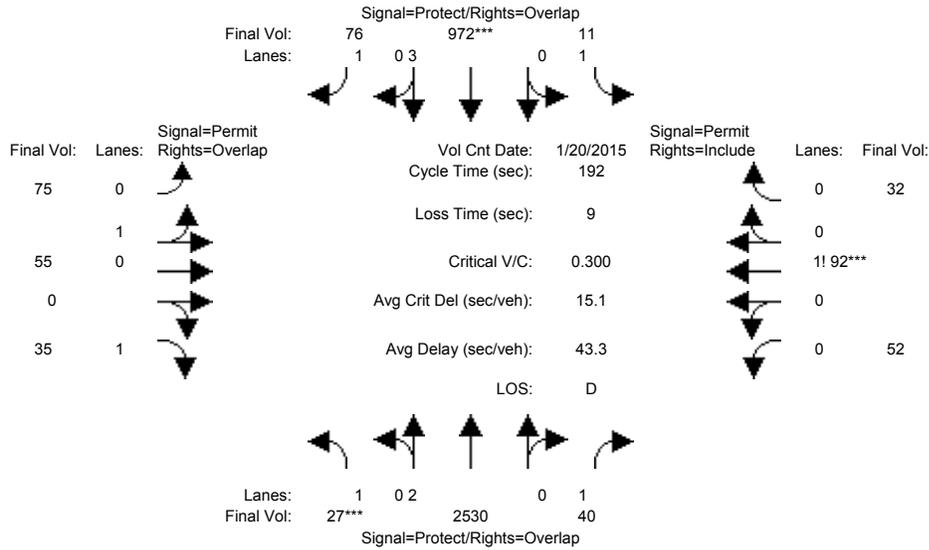
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	278	40	40	742	0	29	57	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	40	40	742	0	29	57	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	278	40	40	742	0	29	57	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	278	40	40	742	0	29	57	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	278	40	40	742	0	29	57	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	278	40	40	742	0	29	57	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	92	1708	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.02	0.43	0.43	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.03	0.59	0.59	0.00	0.14	0.14	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.5	4.5	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.5	4.5	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	3	0	14	14	0	2	2	2	0	0	0

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<	8-9 AM											
Base Vol:	27	2977	40	11	972	76	75	55	35	52	92	32					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	27	2977	40	11	972	76	75	55	35	52	92	32					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	27	2977	40	11	972	76	75	55	35	52	92	32					
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	27	2530	40	11	972	76	75	55	35	52	92	32					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	27	2530	40	11	972	76	75	55	35	52	92	32					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	27	2530	40	11	972	76	75	55	35	52	92	32					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.58	0.42	1.00	0.30	0.52	0.18
Final Sat.:	1750	3800	1750	1750	5700	1750	1038	762	1750	517	915	318

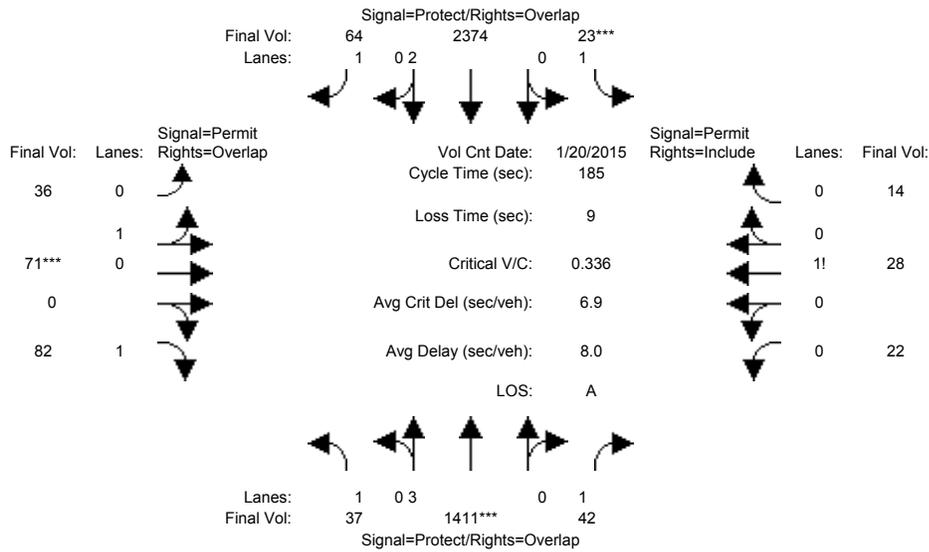
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.02	0.01	0.17	0.04	0.07	0.07	0.02	0.10	0.10	0.10
Crit Moves:	***			****						****		
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.28	0.87	0.03	0.24	0.23	0.06	0.44	0.44	0.09	0.61	0.61	0.61
Delay/Veh:	96.3	55.9	18.0	98.5	0.7	0.6	76.7	76.7	62.7	81.9	81.9	81.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	55.9	18.0	98.5	0.7	0.6	76.7	76.7	62.7	81.9	81.9	81.9
LOS by Move:	F	E	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	3	104	4	1	2	0	14	14	4	21	21	21

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<											
Base Vol:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	37	1411	42	23	2967	64	36	71	82	22	28	14				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	37	1411	42	23	2374	64	36	71	82	22	28	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	37	1411	42	23	2374	64	36	71	82	22	28	14				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	37	1411	42	23	2374	64	36	71	82	22	28	14				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.34	0.66	1.00	0.34	0.44	0.22
Final Sat.:	1750	5700	1750	1750	3800	1750	606	1194	1750	602	766	383

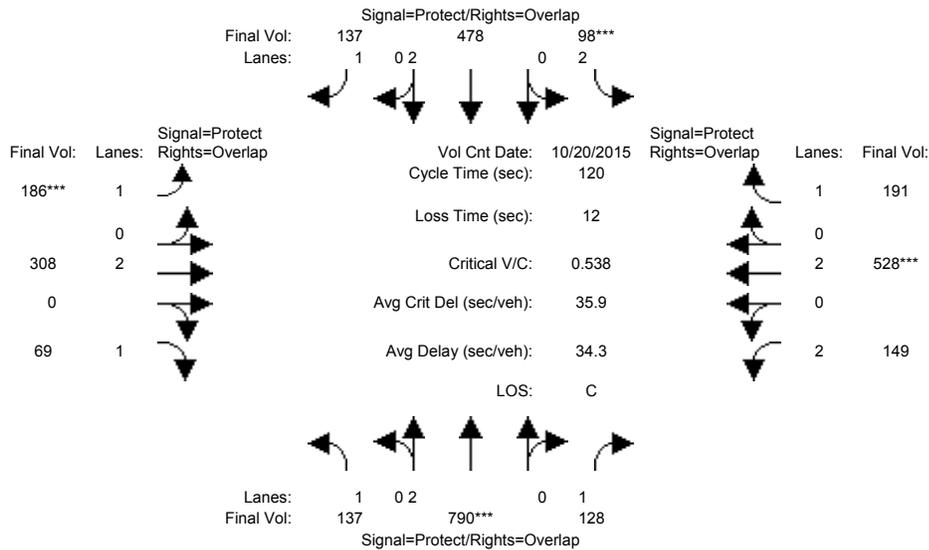
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.02	0.01	0.62	0.04	0.06	0.06	0.05	0.04	0.04	0.04
Crit Moves:	****			****			****					
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.34	0.33	0.03	0.23	0.85	0.05	0.38	0.38	0.21	0.24	0.24	0.24
Delay/Veh:	88.5	0.5	0.4	88.1	4.2	0.6	74.1	74.1	63.2	71.9	71.9	71.9
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:	88.5	0.5	0.4	88.1	4.2	0.6	74.1	74.1	63.2	71.9	71.9	71.9
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	4	2	0	3	15	0	12	12	9	7	7	7

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	137	790	128	98	478	137	186	308	69	149	528	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:	137	790	128	98	478	137	186	308	69	149	528	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	790	128	98	478	137	186	308	69	149	528	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:	137	790	128	98	478	137	186	308	69	149	528	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	790	128	98	478	137	186	308	69	149	528	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
Final Volume:	137	790	128	98	478	137	186	308	69	149	528	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

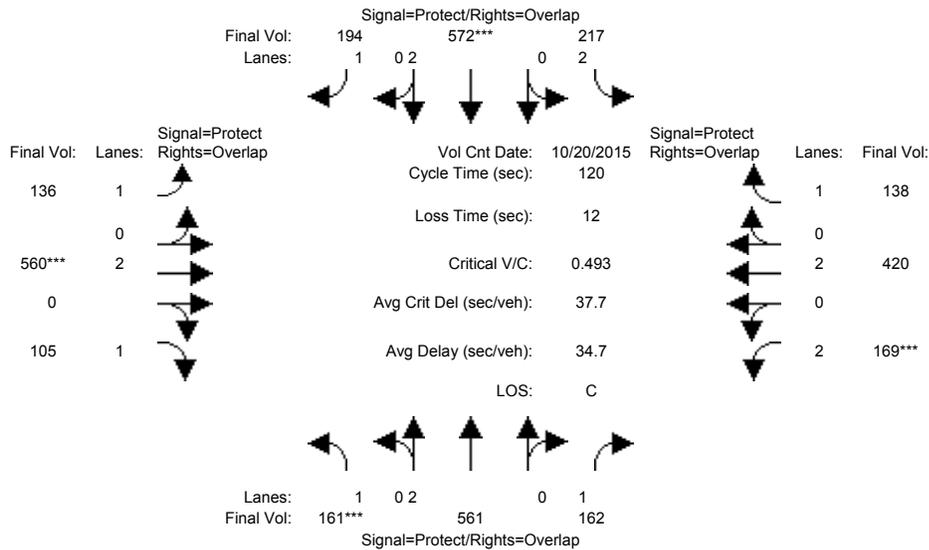
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.5	46.3	68.8	7.0	32.9	56.6	23.7	32.2	52.6	22.5	31.0	38.0
Volume/Cap:	0.46	0.54	0.13	0.53	0.46	0.17	0.54	0.30	0.09	0.25	0.54	0.34
Delay/Veh:	45.9	28.9	11.8	57.9	36.5	18.3	44.9	35.2	19.7	41.8	39.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	28.9	11.8	57.9	36.5	18.3	44.9	35.2	19.7	41.8	39.0	31.8
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	4	13	6	14	9	3	6	16	11

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	161	561	162	217	572	194	136	560	105	169	420	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	561	162	217	572	194	136	560	105	169	420	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	561	162	217	572	194	136	560	105	169	420	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	561	162	217	572	194	136	560	105	169	420	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	561	162	217	572	194	136	560	105	169	420	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	561	162	217	572	194	136	560	105	169	420	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

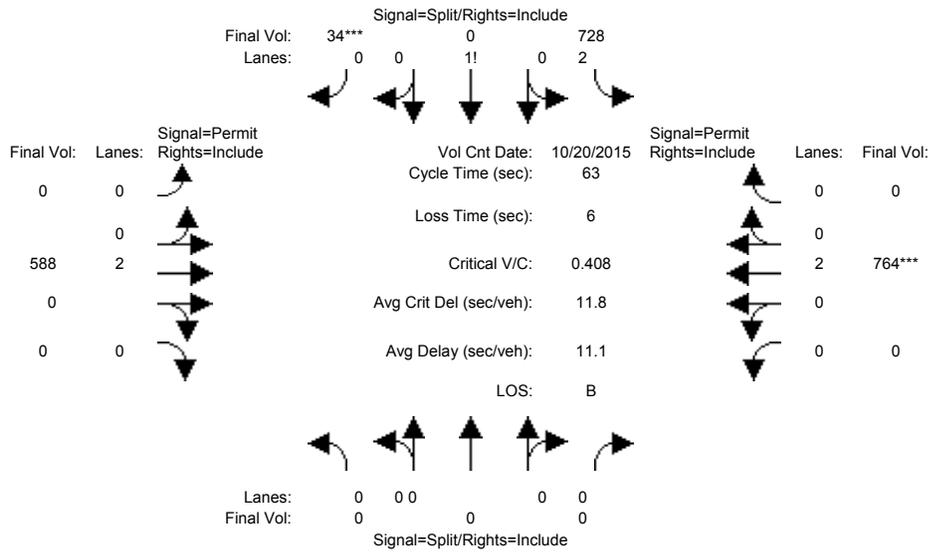
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.15	0.11	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.4	40.3	53.3	18.8	36.7	56.9	20.2	35.9	58.3	13.1	28.7	47.5
Volume/Cap:	0.49	0.44	0.21	0.44	0.49	0.23	0.46	0.49	0.12	0.49	0.46	0.20
Delay/Veh:	44.9	31.3	20.5	46.5	34.4	18.8	46.1	34.9	16.9	51.5	39.4	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	31.3	20.5	46.5	34.4	18.8	46.1	34.9	16.9	51.5	39.4	23.9
LOS by Move:	D	C	C	D	C	B	D	C	B	D	D	C
HCM2k95thQ:	12	15	8	8	16	9	10	16	5	8	13	7

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



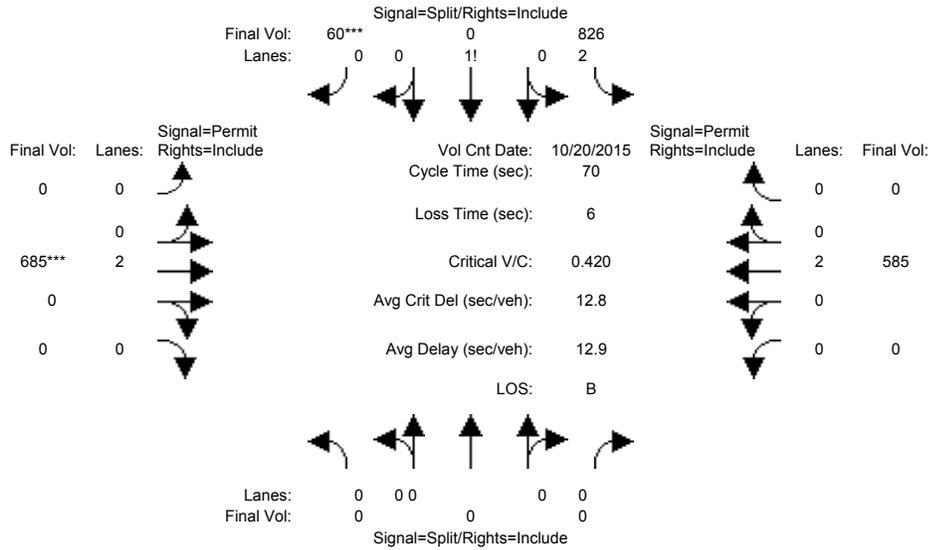
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	728	0	34	0	588	0	0	764	0
Growth Adj:	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	728	0	34	0	588	0	0	764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	728	0	34	0	588	0	0	764	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	728	0	34	0	588	0	0	764	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	728	0	34	0	588	0	0	764	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	728	0	34	0	588	0	0	764	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4696	0	202	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	26.0	0.0	26.0	0.0	31.0	0.0	0.0	31.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.41	0.00	0.31	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.2	0.0	9.7	0.0	0.0	10.3	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	13.0	0.0	13.2	0.0	9.7	0.0	0.0	10.3	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	B	A
HCM2k95thQ:	0	0	0	8	0	9	0	7	0	0	9	0

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



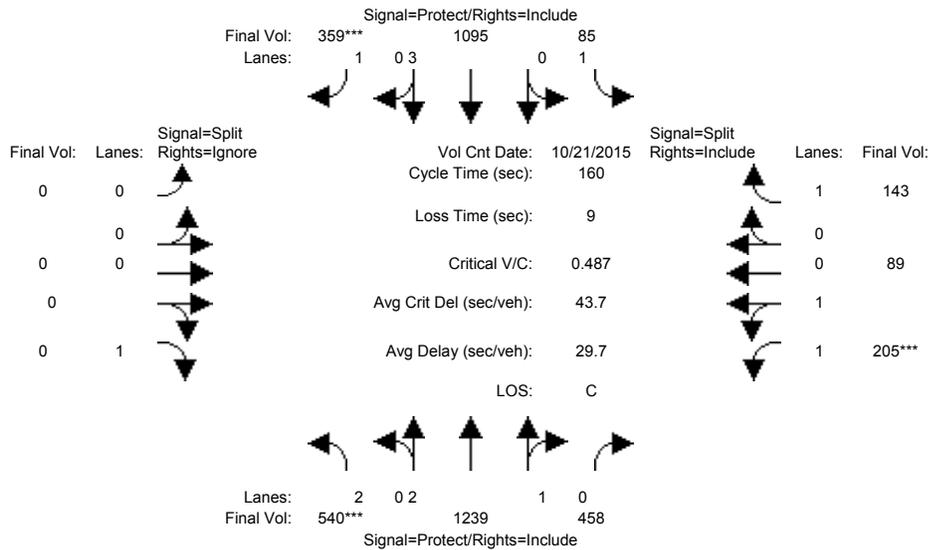
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	826	0	60	0	685	0	0	585	0
Growth Adj:	1.00	1.00	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	826	0	60	0	685	0	0	585	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	826	0	60	0	685	0	0	585	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	826	0	60	0	685	0	0	585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	826	0	60	0	685	0	0	585	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	826	0	60	0	685	0	0	585	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4601	0	294	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.20	0.00	0.18	0.00	0.00	0.15	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	34.0	0.0	34.0	0.0	30.0	0.0	0.0	30.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.42	0.00	0.42	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	11.4	0.0	11.8	0.0	14.1	0.0	0.0	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	0.0	11.8	0.0	14.1	0.0	0.0	13.6	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	9	0	11	0	10	0	0	8	0

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



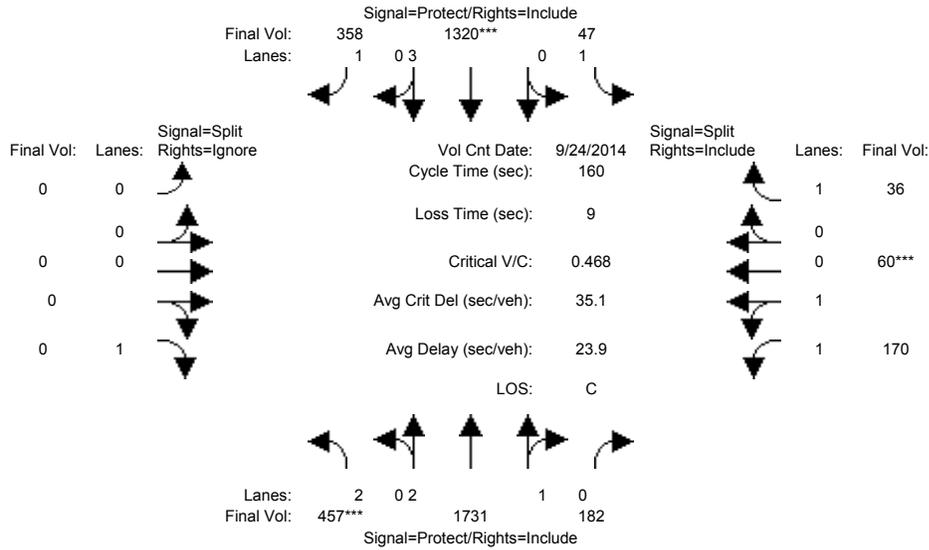
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1239	458	85	1095	359	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	540	1239	458	85	1095	359	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	540	1239	458	85	1095	359	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.16	0.84	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4087	1511	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.3	107	106.7	17.1	67.4	67.4	0.0	0.0	0.0	27.2	27.2	27.2
Volume/Cap:	0.49	0.45	0.45	0.45	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.48
Delay/Veh:	40.9	12.8	12.8	68.8	33.3	34.2	0.0	0.0	0.0	60.7	60.7	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	12.8	12.8	68.8	33.3	34.2	0.0	0.0	0.0	60.7	60.7	61.2
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	21	23	23	8	22	24	0	0	0	14	14	14

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



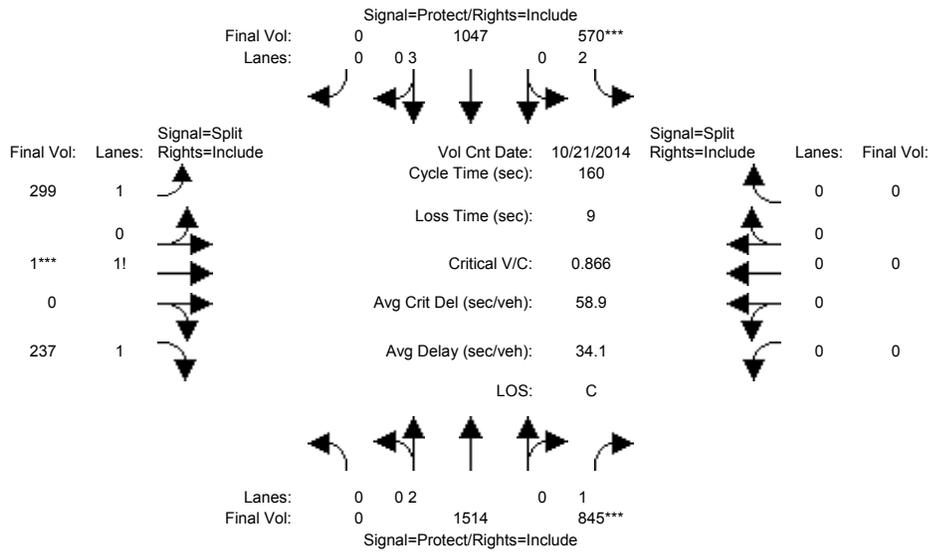
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	457	1731	182	47	1320	358	0	0	945	170	60	36
Growth 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:	457	1731	182	47	1320	358	0	0	945	170	60	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1731	182	47	1320	358	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	457	1731	182	47	1320	358	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1731	182	47	1320	358	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	457	1731	182	47	1320	358	0	0	0	170	60	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5067	533	1750	5700	1750	0	0	1750	2624	926	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.34	0.03	0.23	0.20	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	49.6	114	114.2	14.6	79.2	79.2	0.0	0.0	0.0	22.2	22.2	22.2
Volume/Cap:	0.47	0.48	0.48	0.29	0.47	0.41	0.00	0.00	0.00	0.47	0.47	0.15
Delay/Veh:	44.9	10.0	10.0	68.9	26.7	26.0	0.0	0.0	0.0	64.2	64.2	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	10.0	10.0	68.9	26.7	26.0	0.0	0.0	0.0	64.2	64.2	60.9
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	19	24	24	5	24	21	0	0	0	11	11	3

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



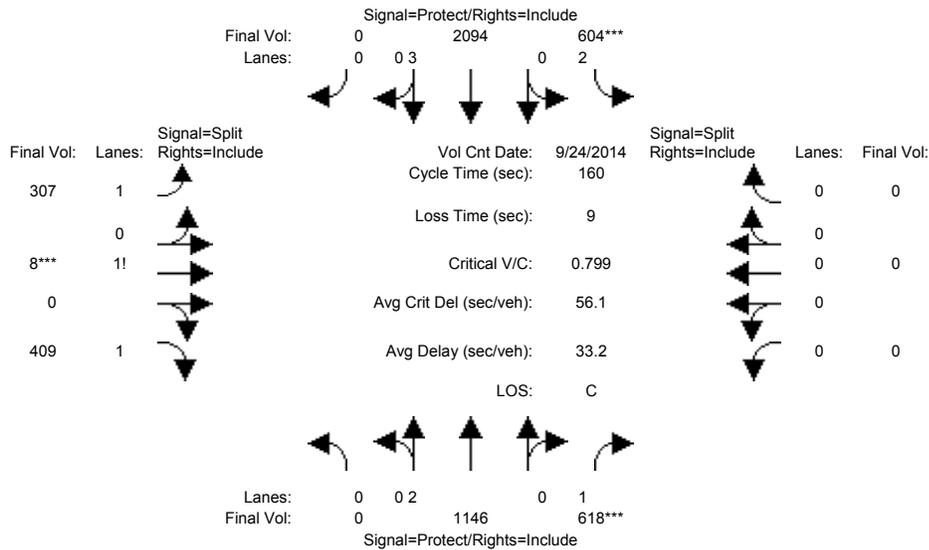
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1514	845	570	1047	0	299	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1514	845	570	1047	0	299	1	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1514	845	570	1047	0	299	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1514	845	570	1047	0	299	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1514	845	570	1047	0	299	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1514	845	570	1047	0	299	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2723	7	2521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.48	0.18	0.18	0.00	0.11	0.15	0.09	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	89.2	89.2	33.4	123	0.0	28.4	28.4	28.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.87	0.87	0.24	0.00	0.62	0.87	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	27.2	38.6	72.8	5.4	0.0	62.2	76.2	60.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.2	38.6	72.8	5.4	0.0	62.2	76.2	60.3	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	43	60	30	9	0	19	29	16	0	0	0

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



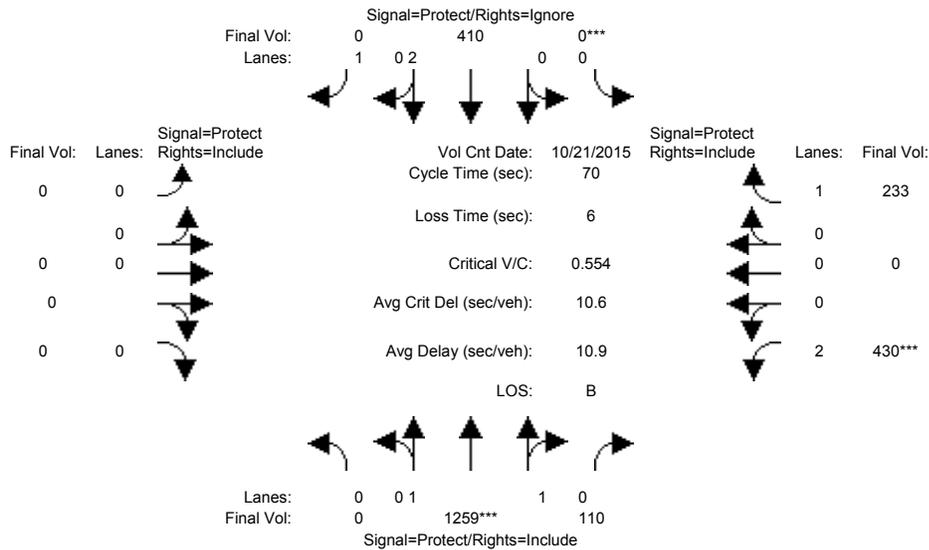
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1146	618	604	2094	0	307	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1146	618	604	2094	0	307	8	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1146	618	604	2094	0	307	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1146	618	604	2094	0	307	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1146	618	604	2094	0	307	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1146	618	604	2094	0	307	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.42	0.02	1.56	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2484	38	2728	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.35	0.19	0.37	0.00	0.12	0.21	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	70.7	70.7	38.4	109	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.80	0.80	0.54	0.00	0.47	0.80	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	36.8	44.4	63.2	12.9	0.0	50.0	60.2	51.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.8	44.4	63.2	12.9	0.0	50.0	60.2	51.9	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	37	46	30	29	0	18	33	22	0	0	0

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



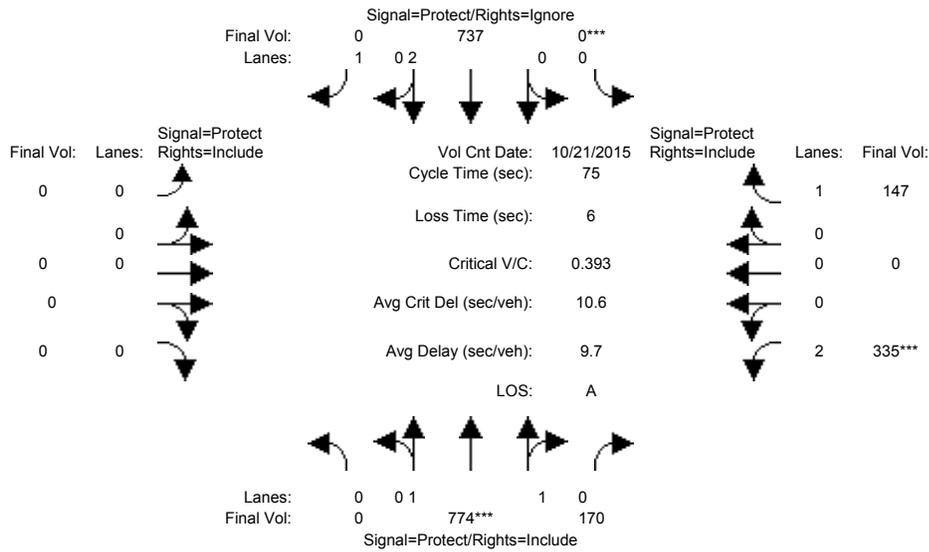
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1259	110	0	410	400	0	0	0	430	0	233
Growth Adj:	1.00	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	1259	110	0	410	400	0	0	0	430	0	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1259	110	0	410	400	0	0	0	430	0	233
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1259	110	0	410	0	0	0	0	430	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1259	110	0	410	0	0	0	0	430	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1259	110	0	410	0	0	0	0	430	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.83	0.17	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3402	297	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.8	46.8	0.0	46.8	0.0	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.00	0.55	0.55	0.00	0.16	0.00	0.00	0.00	0.00	0.55	0.00	0.54
Delay/Veh:	0.0	6.4	6.4	0.0	4.4	0.0	0.0	0.0	0.0	23.9	0.0	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:	0.0	6.4	6.4	0.0	4.4	0.0	0.0	0.0	0.0	23.9	0.0	24.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	15	15	0	3	0	0	0	0	11	0	11

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



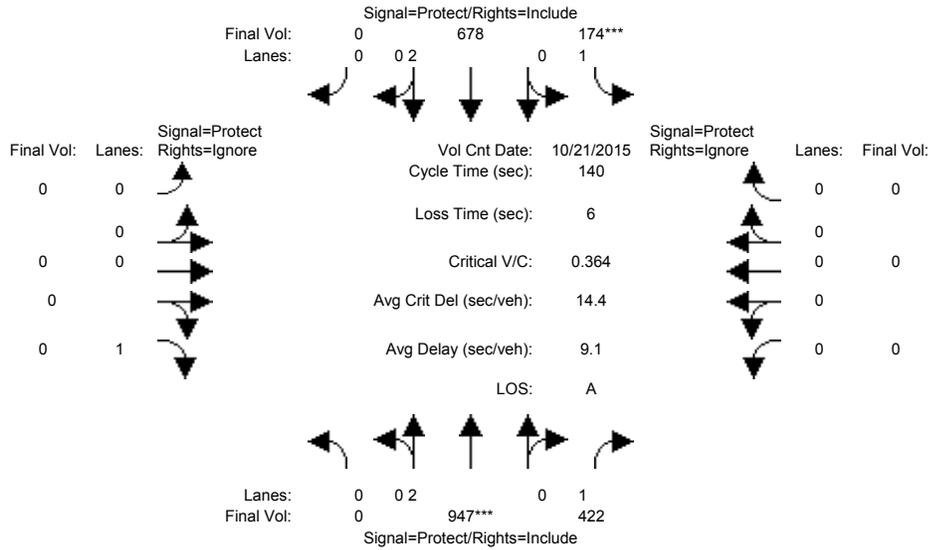
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	774	170	0	737	737	0	0	0	335	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	170	0	737	737	0	0	0	335	0	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	774	170	0	737	737	0	0	0	335	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	774	170	0	737	0	0	0	0	335	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	774	170	0	737	0	0	0	0	335	0	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	774	170	0	737	0	0	0	0	335	0	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.63	0.37	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3033	666	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	0.0	48.7	48.7	0.0	48.7	0.0	0.0	0.0	0.0	20.3	0.0	20.3
Volume/Cap:	0.00	0.39	0.39	0.00	0.30	0.00	0.00	0.00	0.00	0.39	0.00	0.31
Delay/Veh:	0.0	6.3	6.3	0.0	5.8	0.0	0.0	0.0	0.0	22.6	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	6.3	0.0	5.8	0.0	0.0	0.0	0.0	22.6	0.0	22.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	10	0	7	0	0	0	0	8	0	6

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



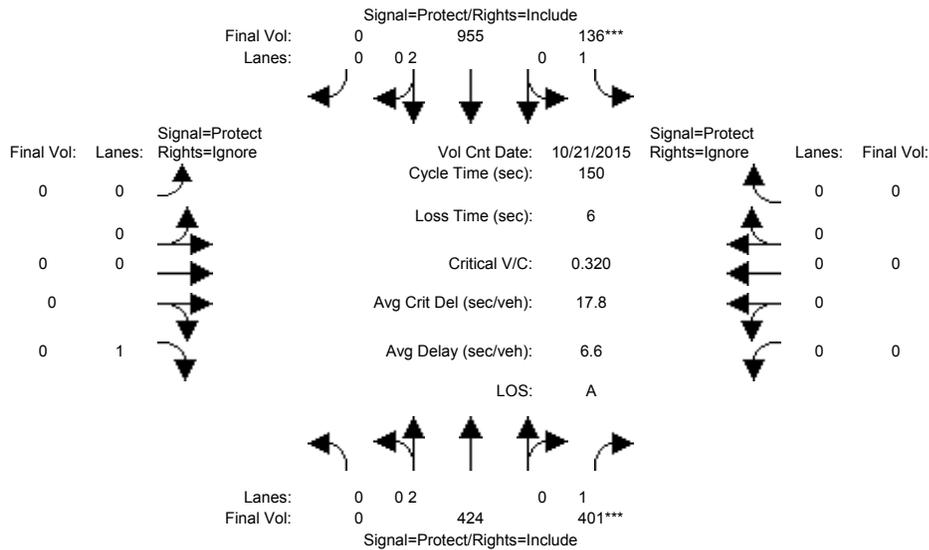
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	947	422	174	678	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	947	422	174	678	0	0	0	118	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	947	422	174	678	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	947	422	174	678	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	947	422	174	678	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	947	422	174	678	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.24	0.10	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	95.8	95.8	38.2	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.35	0.36	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	9.4	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	9.4	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	15	15	12	2	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



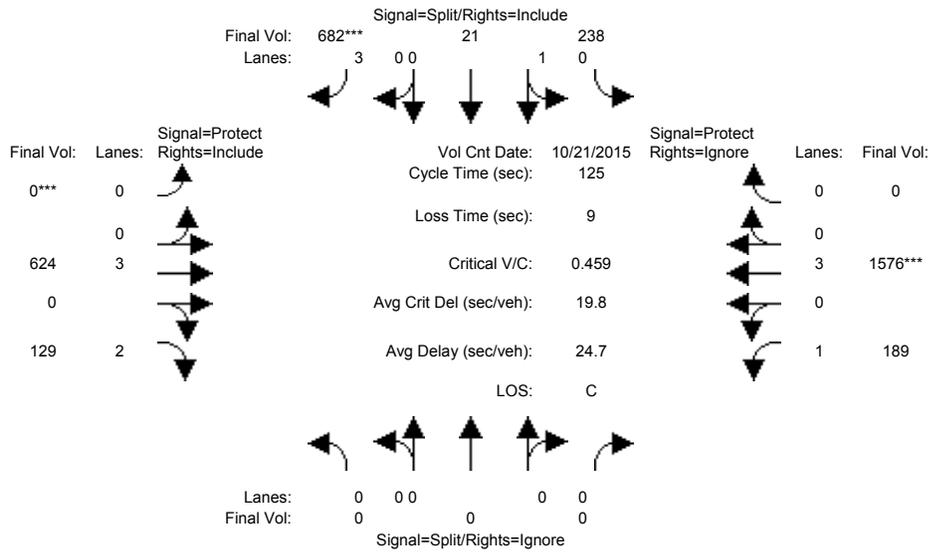
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	424	401	136	955	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	401	136	955	0	0	0	357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	424	401	136	955	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	424	401	136	955	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	401	136	955	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	424	401	136	955	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.23	0.08	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green Time:	0.0	108	107.5	36.5	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.32	0.32	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	7.9	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	7.9	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	14	10	3	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



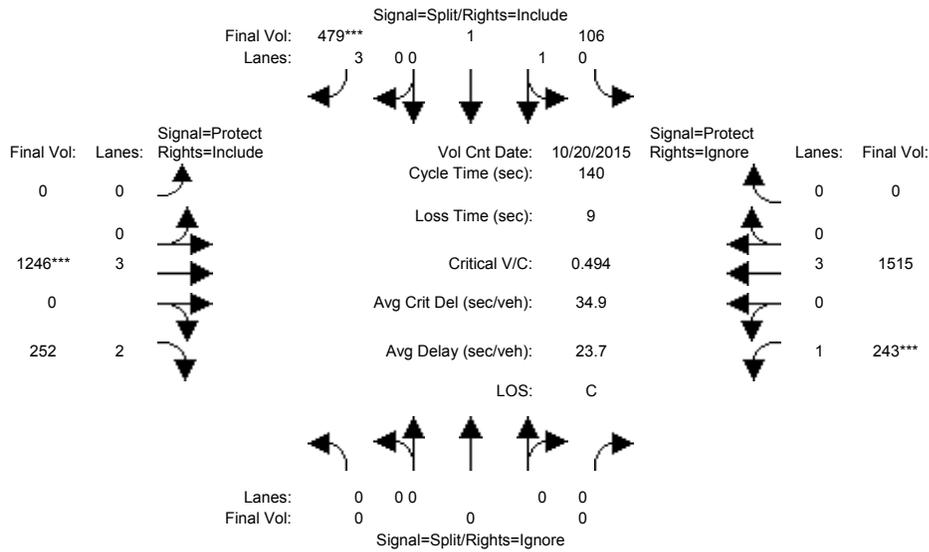
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	21	682	0	624	429	189	1576	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	682	0	624	129	189	1576	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	682	0	624	129	189	1576	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	682	0	624	129	189	1576	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.15	0.00	0.11	0.04	0.11	0.28	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	40.8	40.8	40.8	0.0	37.9	37.9	37.4	75.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.46	0.00	0.36	0.13	0.36	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	33.7	33.7	33.6	0.0	34.2	31.7	34.9	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	33.7	33.6	0.0	34.2	31.7	34.9	13.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	15	15	16	0	12	4	11	20	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	1	479	0	1246	839	243	1515	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	479	0	1246	252	243	1515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	479	0	1246	252	243	1515	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	479	0	1246	252	243	1515	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0

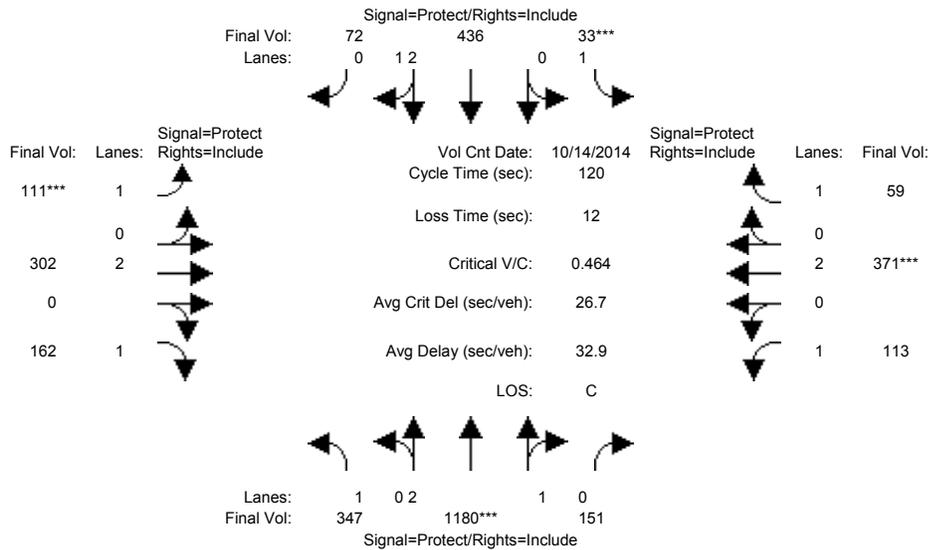
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.11	0.00	0.22	0.08	0.14	0.27	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	29.8	29.8	29.8	0.0	61.9	61.9	39.3	101	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.49	0.00	0.49	0.18	0.49	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	46.5	46.5	48.9	0.0	28.0	23.7	42.8	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	46.5	48.9	0.0	28.0	23.7	42.8	7.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	A	A
HCM2k95thQ:	0	0	0	8	8	15	0	22	8	17	15	0

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



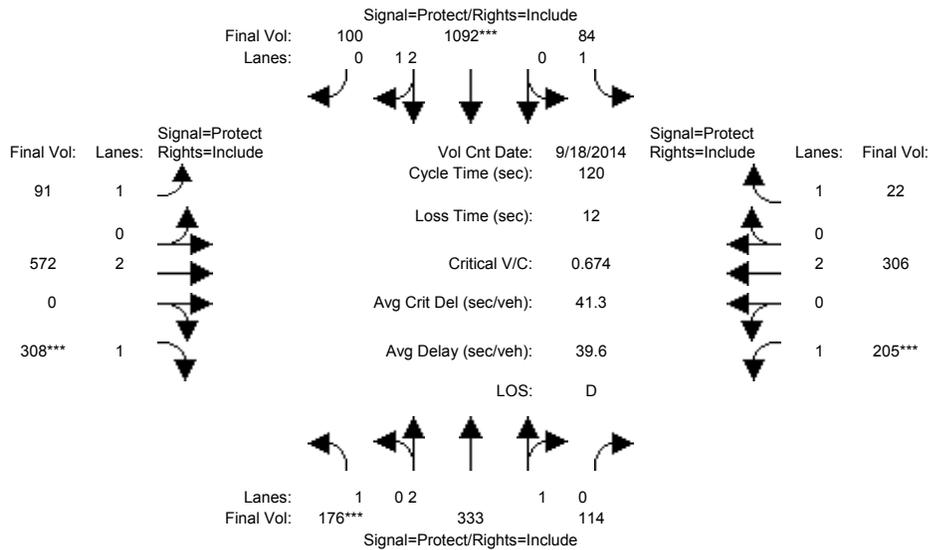
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	347	1180	151	33	436	72	111	302	162	113	371	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	1180	151	33	436	72	111	302	162	113	371	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	1180	151	33	436	72	111	302	162	113	371	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	1180	151	33	436	72	111	302	162	113	371	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	1180	151	33	436	72	111	302	162	113	371	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	347	1180	151	33	436	72	111	302	162	113	371	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4964	635	1750	4805	794	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.24	0.02	0.09	0.09	0.06	0.08	0.09	0.06	0.10	0.03
Crit Moves:	****			****			****			****		
Green Time:	46.1	60.2	60.2	7.0	21.1	21.1	16.1	24.0	24.0	16.8	24.7	24.7
Volume/Cap:	0.52	0.47	0.47	0.32	0.52	0.52	0.47	0.40	0.46	0.46	0.47	0.16
Delay/Veh:	29.1	19.7	19.7	56.1	45.3	45.3	49.6	42.0	43.3	48.9	42.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	19.7	19.7	56.1	45.3	45.3	49.6	42.0	43.3	48.9	42.4	39.4
LOS by Move:	C	B	B	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	20	20	20	3	12	12	8	9	11	8	11	4

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



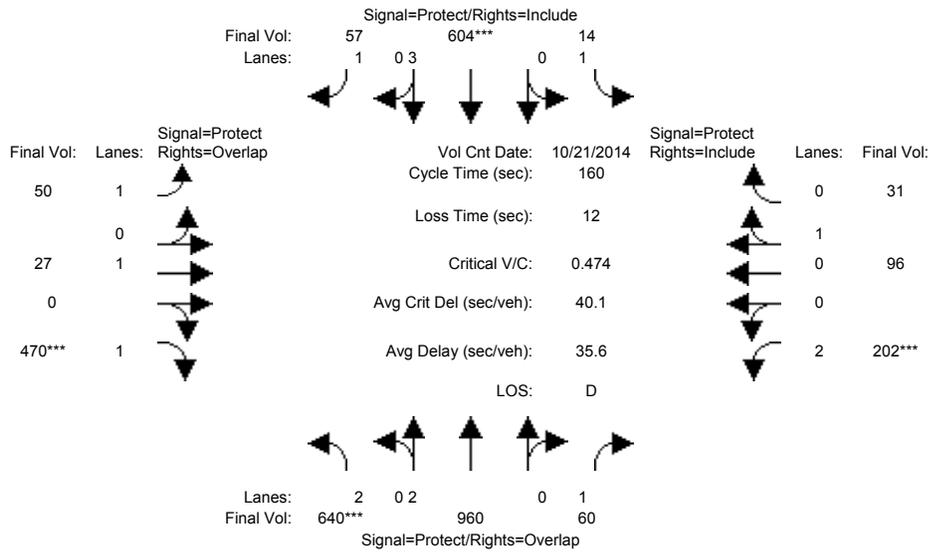
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	176	333	114	84	1092	100	91	572	308	205	306	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	333	114	84	1092	100	91	572	308	205	306	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	333	114	84	1092	100	91	572	308	205	306	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	333	114	84	1092	100	91	572	308	205	306	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	333	114	84	1092	100	91	572	308	205	306	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	333	114	84	1092	100	91	572	308	205	306	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.21	0.79	1.00	2.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4170	1428	1750	5130	470	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.05	0.21	0.21	0.05	0.15	0.18	0.12	0.08	0.01
Crit Moves:	****			****			****		****			
Green Time:	17.9	32.8	32.8	23.0	37.9	37.9	21.5	31.3	31.3	20.9	30.7	30.7
Volume/Cap:	0.67	0.29	0.29	0.25	0.67	0.67	0.29	0.58	0.67	0.67	0.31	0.05
Delay/Veh:	55.1	34.5	34.5	41.6	36.7	36.7	43.2	39.4	43.7	52.3	36.3	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	34.5	34.5	41.6	36.7	36.7	43.2	39.4	43.7	52.3	36.3	33.7
LOS by Move:	E	C	C	D	D	D	D	D	D	D	D	C
HCM2k95thQ:	15	9	9	6	24	24	6	17	20	15	9	1

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2014	<<	8:00-9:00AM
Base Vol:	640	960	60	14	604	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	960	60	14	604	57
Added Vol:	0	0	0	0	0	0
ATI:	0	0	0	0	0	0
Initial Fut:	640	960	60	14	604	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	960	60	14	604	57
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	640	960	60	14	604	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	640	960	60	14	604	57

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.76	
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1361	

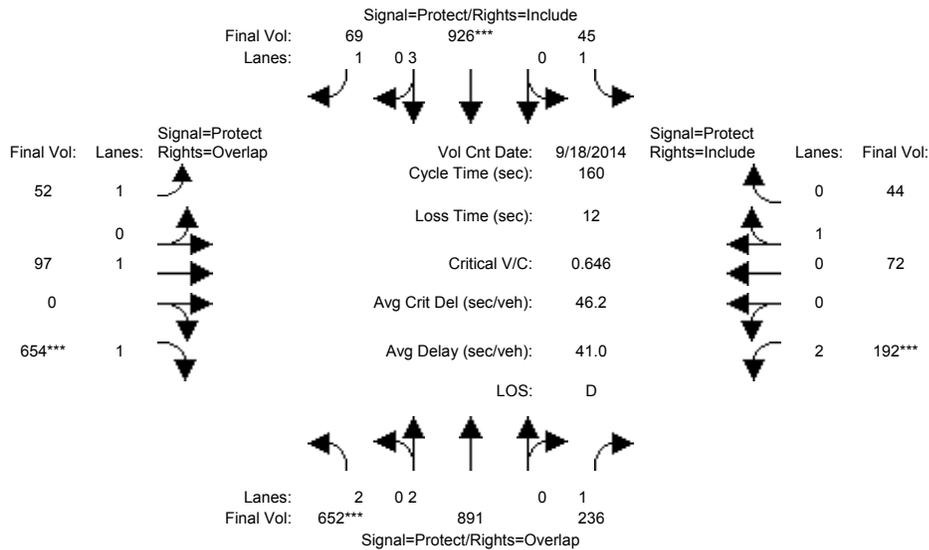
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.20	0.25	0.03	0.01	0.11	0.03	0.03	0.01	0.27	0.06	0.07	
Crit Moves:	****				****				****	****		
Green Time:	68.5	88.9	110.5	15.4	35.8	35.8	16.7	22.1	90.6	21.6	27.0	
Volume/Cap:	0.47	0.45	0.05	0.08	0.47	0.15	0.27	0.10	0.47	0.47	0.42	
Delay/Veh:	33.1	21.3	7.9	66.1	54.2	50.0	66.8	60.5	20.9	64.8	60.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	33.1	21.3	7.9	66.1	54.2	50.0	66.8	60.5	20.9	64.8	60.4	
LOS by Move:	C	C	A	E	D	D	E	E	C	E	E	
HCM2k95thQ:	23	24	2	1	15	5	5	2	25	11	12	

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



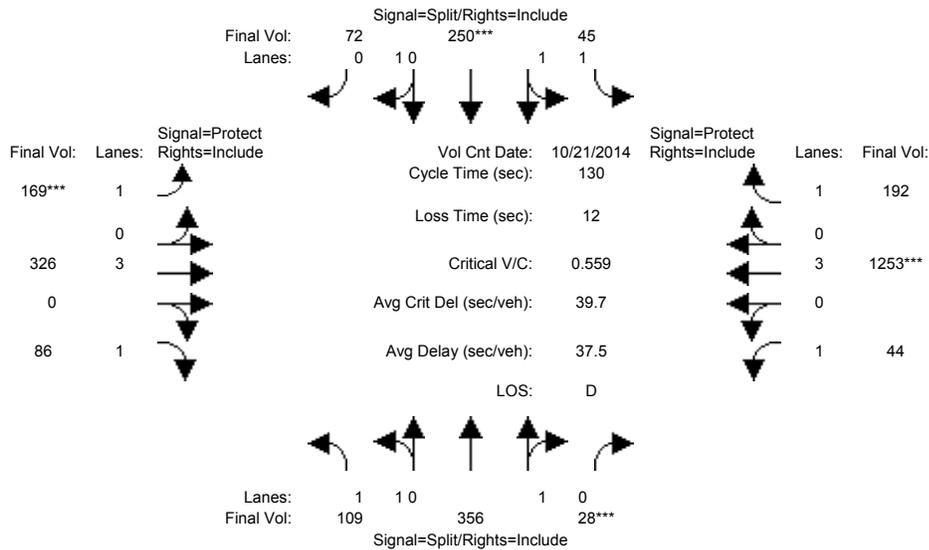
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	652	891	236	45	926	69	52	97	654	192	72	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:	652	891	236	45	926	69	52	97	654	192	72	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	652	891	236	45	926	69	52	97	654	192	72	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:	652	891	236	45	926	69	52	97	654	192	72	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	891	236	45	926	69	52	97	654	192	72	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	652	891	236	45	926	69	52	97	654	192	72	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.62	0.38
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1117	683
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.13	0.03	0.16	0.04	0.03	0.05	0.37	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	51.3	77.2	92.3	14.4	40.3	40.3	22.8	41.3	92.6	15.1	33.6	33.6
Volume/Cap:	0.65	0.49	0.23	0.29	0.65	0.16	0.21	0.20	0.65	0.65	0.31	0.31
Delay/Veh:	48.0	28.2	16.7	69.0	54.5	46.8	61.0	46.6	24.1	74.7	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	28.2	16.7	69.0	54.5	46.8	61.0	46.6	24.1	74.7	53.8	53.8
LOS by Move:	D	C	B	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	28	25	11	4	23	5	5	7	38	12	10	10

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2014	<<	8:00-9:00AM											
Base Vol:	109	356	28	45	250	72	169	326	86	44	1253	192					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	109	356	28	45	250	72	169	326	86	44	1253	192					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	109	356	28	45	250	72	169	326	86	44	1253	192					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	109	356	28	45	250	72	169	326	86	44	1253	192					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	109	356	28	45	250	72	169	326	86	44	1253	192					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	109	356	28	45	250	72	169	326	86	44	1253	192					

Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	1.85	0.15	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1750	3430	270	1750	2872	827	1750	5700	1750	1750	5700	1750				

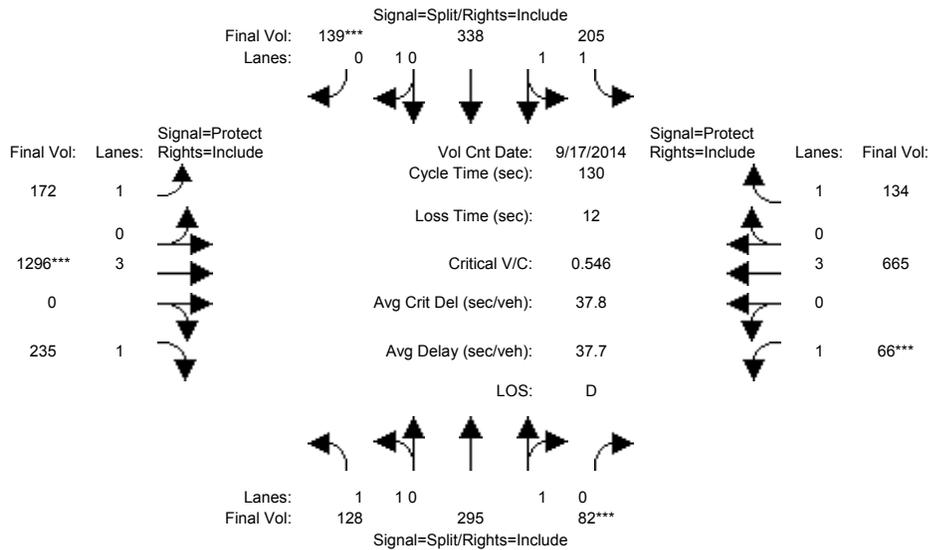
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10	0.03	0.09	0.09	0.10	0.06	0.05	0.03	0.22	0.11				
Crit Moves:			****		****		****				****					
Green Time:	24.1	24.1	24.1	20.2	20.2	20.2	22.5	43.3	43.3	30.3	51.1	51.1				
Volume/Cap:	0.34	0.56	0.56	0.17	0.56	0.56	0.56	0.17	0.15	0.11	0.56	0.28				
Delay/Veh:	46.1	48.9	48.9	47.6	51.8	51.8	51.6	30.7	30.5	39.3	31.0	27.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	46.1	48.9	48.9	47.6	51.8	51.8	51.6	30.7	30.5	39.3	31.0	27.1				
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C				
HCM2k95thQ:	8	14	14	4	13	13	13	6	5	3	22	10				

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



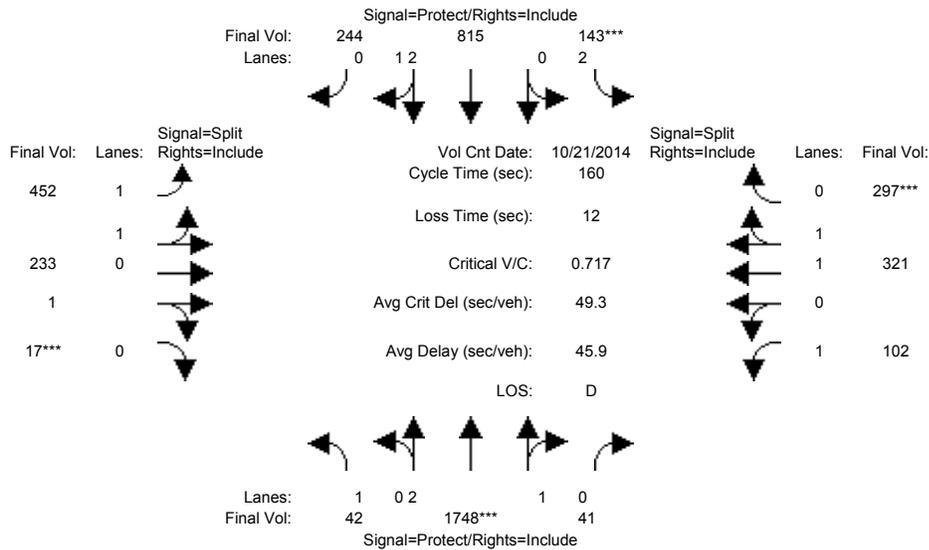
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	295	82	205	338	139	172	1296	235	66	665	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	295	82	205	338	139	172	1296	235	66	665	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	295	82	205	338	139	172	1296	235	66	665	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	295	82	205	338	139	172	1296	235	66	665	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	295	82	205	338	139	172	1296	235	66	665	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	295	82	205	338	139	172	1296	235	66	665	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2895	805	1750	2621	1078	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.12	0.13	0.13	0.10	0.23	0.13	0.04	0.12	0.08
Crit Moves:			****			****		****		****		
Green Time:	24.2	24.2	24.2	30.7	30.7	30.7	28.8	54.1	54.1	9.0	34.2	34.2
Volume/Cap:	0.39	0.55	0.55	0.50	0.55	0.55	0.44	0.55	0.32	0.55	0.44	0.29
Delay/Veh:	46.6	48.6	48.6	43.3	44.1	44.1	44.5	28.9	25.9	63.7	40.1	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	48.6	48.6	43.3	44.1	44.1	44.5	28.9	25.9	63.7	40.1	38.6
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	14	14	15	17	17	12	23	13	6	13	9

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



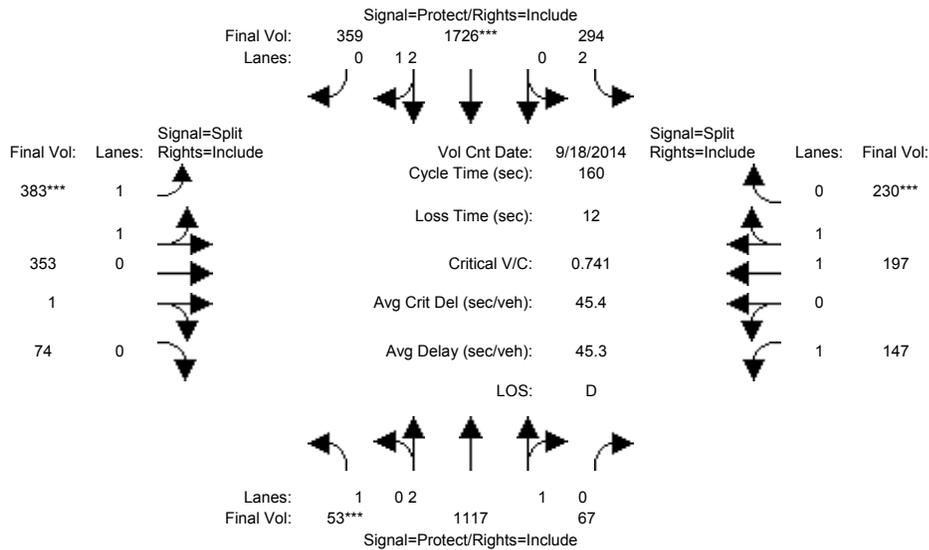
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	42	1748	41	143	815	244	452	233	17	102	321	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1748	41	143	815	244	452	233	17	102	321	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1748	41	143	815	244	452	233	17	102	321	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1748	41	143	815	244	452	233	17	102	321	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1748	41	143	815	244	452	233	17	102	321	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1748	41	143	815	244	452	233	17	102	321	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.93	0.07	2.00	2.28	0.72	1.94	0.99	0.07	1.00	1.01	0.99
Final Sat.:	1750	5471	128	3150	4308	1290	3445	1776	130	1750	1921	1777
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.05	0.19	0.19	0.13	0.13	0.13	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	15.3	71.3	71.3	10.1	66.1	66.1	29.3	29.3	29.3	37.3	37.3	37.3
Volume/Cap:	0.25	0.72	0.72	0.72	0.46	0.46	0.72	0.72	0.72	0.25	0.72	0.72
Delay/Veh:	67.8	37.2	37.2	85.3	34.1	34.1	64.0	64.0	64.0	50.3	59.4	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	37.2	37.2	85.3	34.1	34.1	64.0	64.0	64.0	50.3	59.4	59.4
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	4	40	40	9	22	22	23	23	23	9	27	27

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



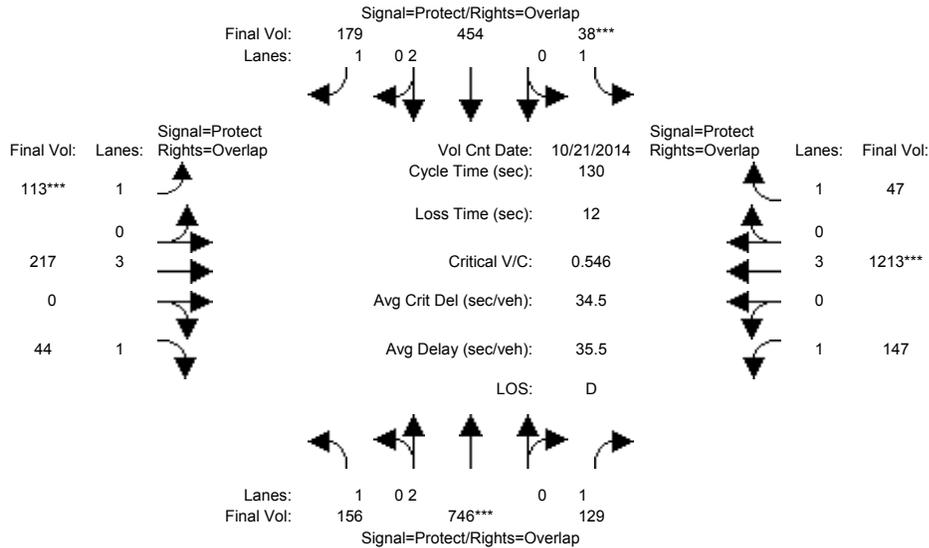
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1117	67	294	1726	359	383	353	74	147	197	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1117	67	294	1726	359	383	353	74	147	197	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1117	67	294	1726	359	383	353	74	147	197	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1117	67	294	1726	359	383	353	74	147	197	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1117	67	294	1726	359	383	353	74	147	197	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1117	67	294	1726	359	383	353	74	147	197	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.46	0.54	1.43	1.30	0.27	1.00	1.00	1.00
Final Sat.:	1750	5283	317	3150	4635	964	2529	2331	489	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.09	0.37	0.37	0.15	0.15	0.15	0.08	0.10	0.13
Crit Moves:	****			****			****					****
Green Time:	7.0	60.5	60.5	26.7	80.1	80.1	32.6	32.6	32.6	28.3	28.3	28.3
Volume/Cap:	0.69	0.56	0.56	0.56	0.74	0.74	0.74	0.74	0.74	0.48	0.59	0.74
Delay/Veh:	99.2	39.6	39.6	62.6	32.9	32.9	62.6	62.6	62.6	60.3	61.7	67.6
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:	99.2	39.6	39.6	62.6	32.9	32.9	62.6	62.6	62.6	60.3	61.7	67.6
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	27	27	15	44	44	26	26	26	14	17	23

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



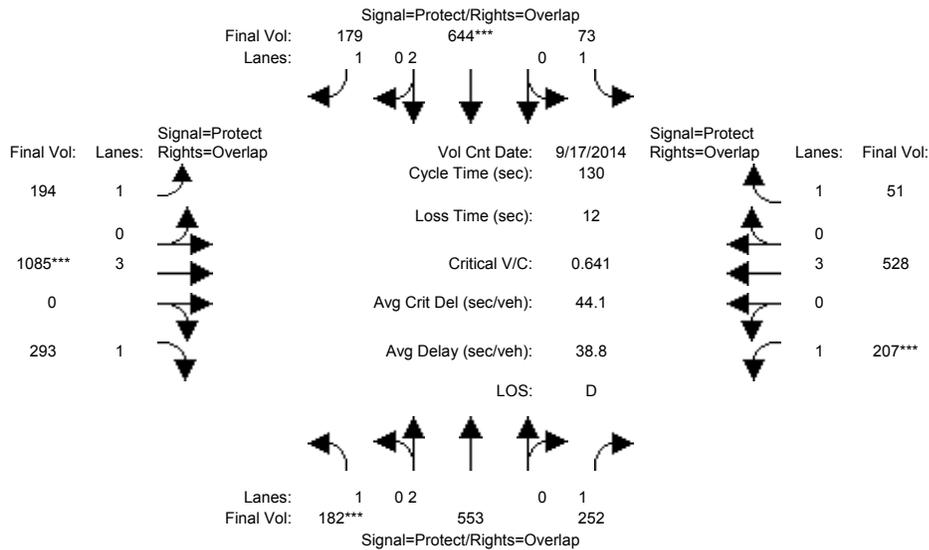
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	156	746	129	38	454	179	113	217	44	147	1213	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	746	129	38	454	179	113	217	44	147	1213	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	746	129	38	454	179	113	217	44	147	1213	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	746	129	38	454	179	113	217	44	147	1213	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	746	129	38	454	179	113	217	44	147	1213	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	746	129	38	454	179	113	217	44	147	1213	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.07	0.02	0.12	0.10	0.06	0.04	0.03	0.08	0.21	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	46.0	79.9	7.0	30.4	45.5	15.1	31.1	53.7	33.9	49.9	56.9
Volume/Cap:	0.51	0.55	0.12	0.40	0.51	0.29	0.55	0.16	0.06	0.32	0.55	0.06
Delay/Veh:	50.1	34.3	10.5	62.3	43.9	30.9	57.6	39.2	23.0	39.2	31.7	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:	50.1	34.3	10.5	62.3	43.9	30.9	57.6	39.2	23.0	39.2	31.7	21.2
LOS by Move:	D	C	B	E	D	C	E	D	C	D	C	C
HCM2k95thQ:	11	21	5	3	15	10	9	4	2	9	21	2

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



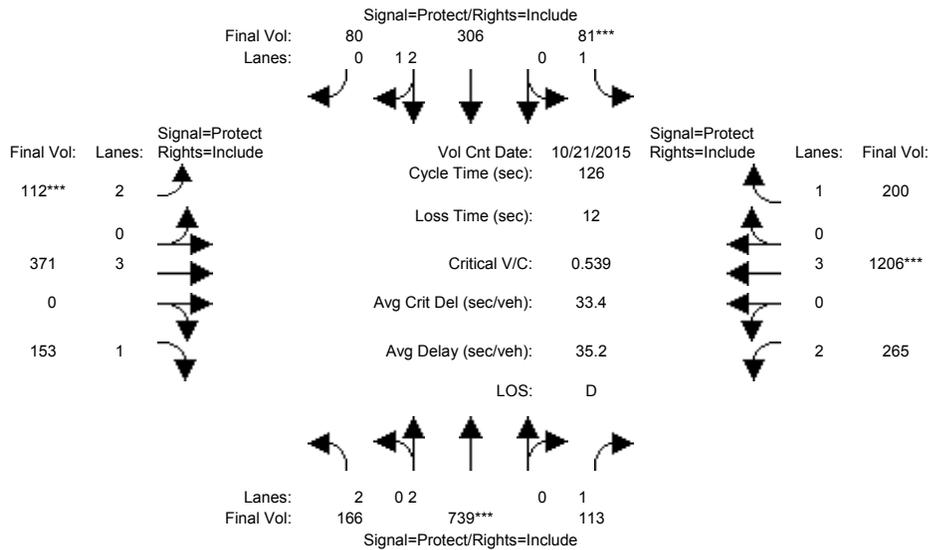
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	182	553	252	73	644	179	194	1085	293	207	528	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	553	252	73	644	179	194	1085	293	207	528	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	553	252	73	644	179	194	1085	293	207	528	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	553	252	73	644	179	194	1085	293	207	528	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	553	252	73	644	179	194	1085	293	207	528	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	553	252	73	644	179	194	1085	293	207	528	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.14	0.04	0.17	0.10	0.11	0.19	0.17	0.12	0.09	0.03
Crit Moves:	****				****			****			****	
Green Time:	21.1	40.5	64.4	15.0	34.4	68.4	34.1	38.6	59.7	24.0	28.5	43.5
Volume/Cap:	0.64	0.47	0.29	0.36	0.64	0.19	0.42	0.64	0.36	0.64	0.42	0.09
Delay/Veh:	55.8	36.4	19.5	54.2	43.8	16.3	40.4	40.5	23.1	53.4	43.9	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	36.4	19.5	54.2	43.8	16.3	40.4	40.5	23.1	53.4	43.9	29.7
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2k95thQ:	14	16	12	5	19	7	13	22	15	15	11	3

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



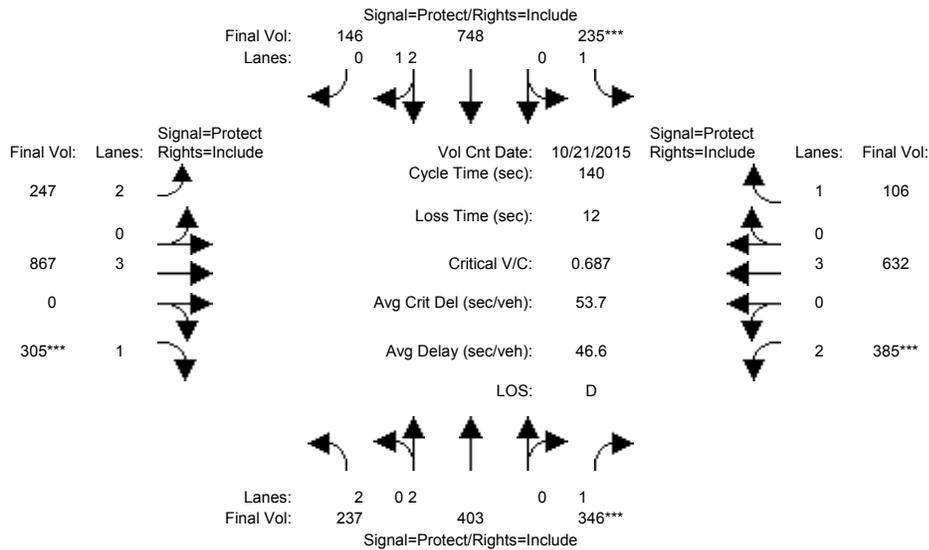
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	739	113	81	306	80	112	371	153	265	1206	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	739	113	81	306	80	112	371	153	265	1206	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	739	113	81	306	80	112	371	153	265	1206	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4438	1160	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.06	0.05	0.07	0.07	0.04	0.07	0.09	0.08	0.21	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.2	45.4	45.4	10.8	33.1	33.1	8.3	29.4	29.4	28.3	49.4	49.4
Volume/Cap:	0.29	0.54	0.18	0.54	0.26	0.26	0.54	0.28	0.37	0.37	0.54	0.29
Delay/Veh:	44.6	32.4	27.7	59.1	36.9	36.9	59.8	39.7	41.1	41.7	29.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	32.4	27.7	59.1	36.9	36.9	59.8	39.7	41.1	41.7	29.8	26.5
LOS by Move:	D	C	C	E	D	D	E	D	D	D	C	C
HCM2k95thQ:	7	21	6	8	8	8	7	8	11	10	21	11

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



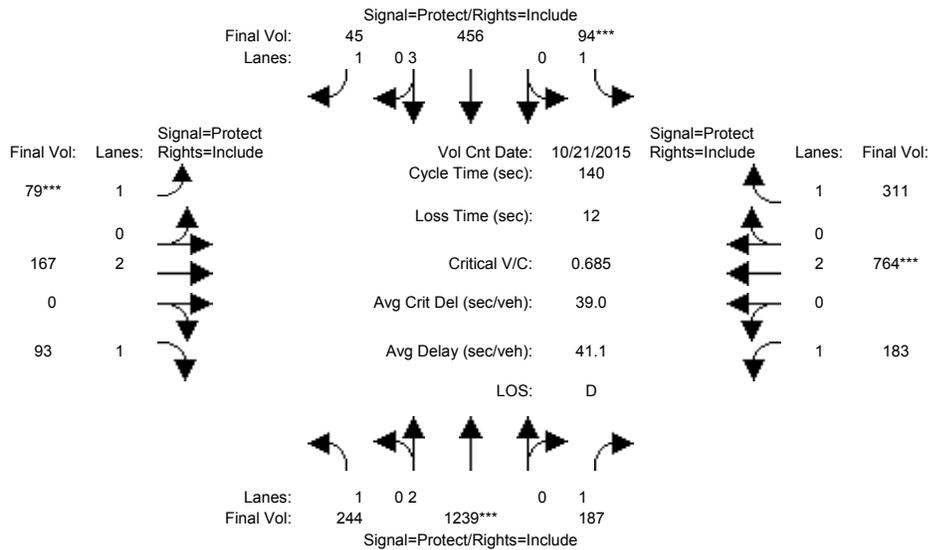
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	403	346	235	748	146	247	867	305	385	632	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	403	346	235	748	146	247	867	305	385	632	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	403	346	235	748	146	247	867	305	385	632	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	403	346	235	748	146	247	867	305	385	632	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4684	914	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.20	0.13	0.16	0.16	0.08	0.15	0.17	0.12	0.11	0.06
Crit Moves:			****	****					****	****		
Green Time:	21.7	40.3	40.3	27.3	46.0	46.0	25.0	35.5	35.5	24.9	35.4	35.4
Volume/Cap:	0.49	0.37	0.69	0.69	0.49	0.49	0.44	0.60	0.69	0.69	0.44	0.24
Delay/Veh:	54.9	40.0	48.3	58.1	37.8	37.8	51.8	46.7	51.7	57.5	44.2	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	40.0	48.3	58.1	37.8	37.8	51.8	46.7	51.7	57.5	44.2	41.9
LOS by Move:	D	D	D	E	D	D	D	D	D	E	D	D
HCM2k95thQ:	12	13	26	20	19	19	11	21	24	17	14	7

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



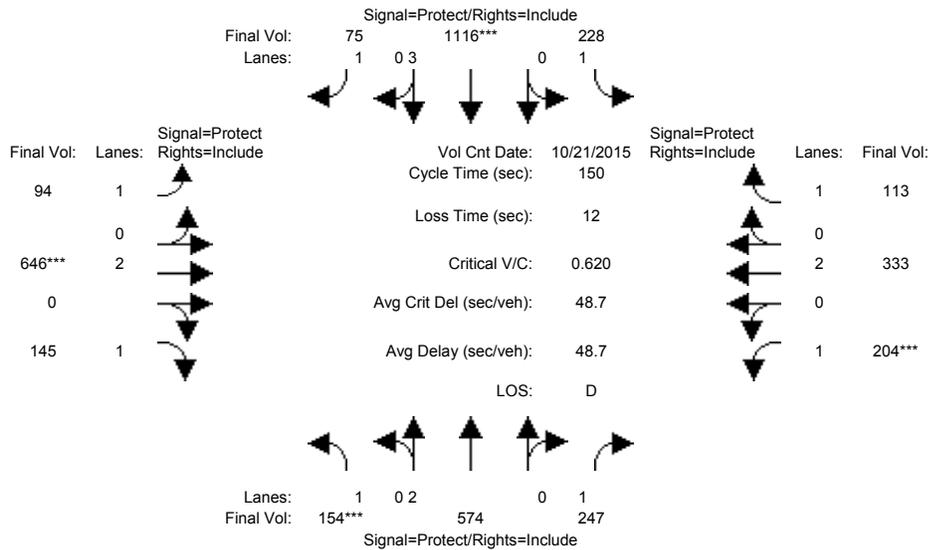
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	244	1239	187	94	456	45	79	167	93	183	764	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1239	187	94	456	45	79	167	93	183	764	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1239	187	94	456	45	79	167	93	183	764	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1239	187	94	456	45	79	167	93	183	764	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1239	187	94	456	45	79	167	93	183	764	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1239	187	94	456	45	79	167	93	183	764	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.11	0.05	0.08	0.03	0.05	0.04	0.05	0.10	0.20	0.18
Crit Moves:	****			****			****			****		
Green Time:	49.3	66.7	66.7	11.0	28.3	28.3	9.2	20.4	20.4	29.9	41.1	41.1
Volume/Cap:	0.40	0.68	0.22	0.68	0.40	0.13	0.68	0.30	0.36	0.49	0.68	0.61
Delay/Veh:	34.5	29.6	21.6	76.2	48.6	45.9	79.7	53.7	54.8	49.3	45.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	29.6	21.6	76.2	48.6	45.9	79.7	53.7	54.8	49.3	45.5	44.5
LOS by Move:	C	C	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	15	35	10	9	11	3	7	6	7	15	27	23

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 21 Oct 2015 <<

Base Vol:	154	574	247	228	1116	75	94	646	145	204	333	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	574	247	228	1116	75	94	646	145	204	333	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	574	247	228	1116	75	94	646	145	204	333	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	574	247	228	1116	75	94	646	145	204	333	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	574	247	228	1116	75	94	646	145	204	333	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	574	247	228	1116	75	94	646	145	204	333	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

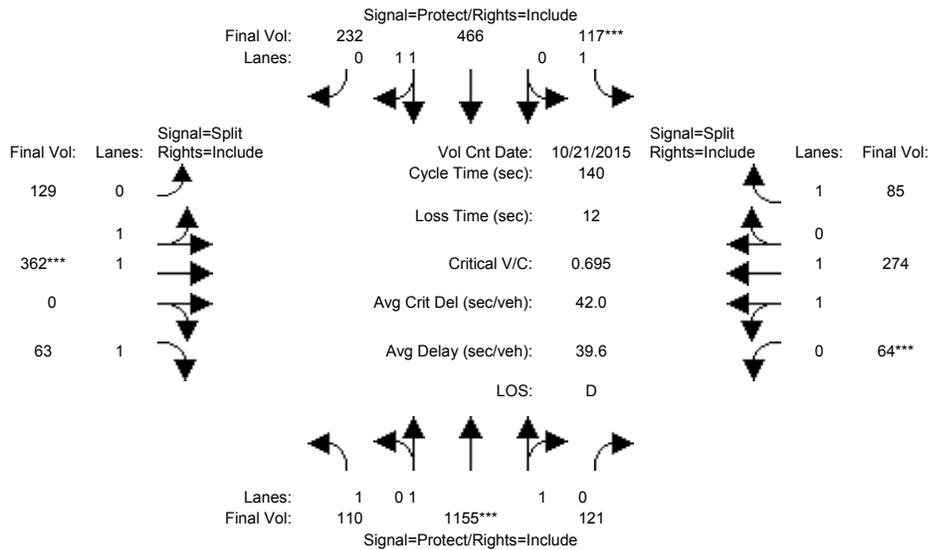
Vol/Sat:	0.09	0.15	0.14	0.13	0.20	0.04	0.05	0.17	0.08	0.12	0.09	0.06
Crit Moves:	****			****			****			****		
Green Time:	21.3	36.9	36.9	31.8	47.4	47.4	26.3	41.1	41.1	28.2	43.0	43.0
Volume/Cap:	0.62	0.61	0.57	0.61	0.62	0.14	0.31	0.62	0.30	0.62	0.31	0.23
Delay/Veh:	65.3	51.5	51.6	56.6	44.3	36.8	54.4	48.8	43.4	59.6	42.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	51.5	51.6	56.6	44.3	36.8	54.4	48.8	43.4	59.6	42.0	41.0
LOS by Move:	E	D	D	E	D	D	D	D	D	E	D	D
HCM2k95thQ:	14	21	19	18	25	5	8	23	11	18	11	8

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<	7:50-8:50AM
Base Vol:	110	1155	121	117	466	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1155	121	117	466	232
Added Vol:	0	0	0	0	0	0
ATI:	0	0	0	0	0	0
Initial Fut:	110	1155	121	117	466	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1155	121	117	466	232
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	110	1155	121	117	466	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1155	121	117	466	232

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.98	0.92	0.95	0.98	
Lanes:	1.00	1.81	0.19	1.00	1.32	0.68	0.54	1.46	1.00	0.39	1.61	
Final Sat.:	1750	3349	351	1750	2469	1229	972	2727	1750	700	2999	

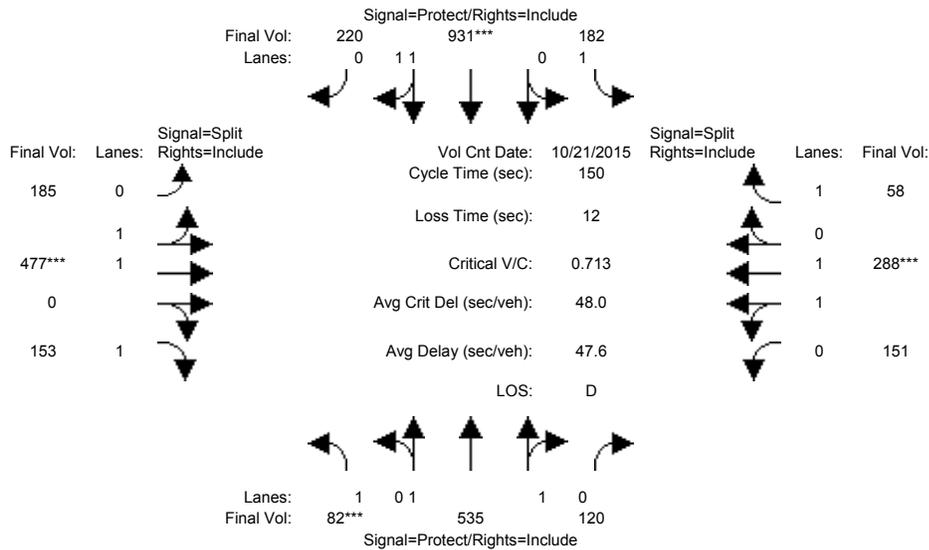
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.34	0.34	0.07	0.19	0.19	0.13	0.13	0.04	0.09	0.09	
Crit Moves:	****			****			****			****		
Green Time:	20.7	69.4	69.4	13.5	62.2	62.2	26.7	26.7	26.7	18.4	18.4	
Volume/Cap:	0.42	0.70	0.70	0.70	0.42	0.42	0.70	0.70	0.19	0.70	0.70	
Delay/Veh:	55.4	28.3	28.3	73.3	26.8	26.8	55.9	55.9	47.8	62.5	62.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	55.4	28.3	28.3	73.3	26.8	26.8	55.9	55.9	47.8	62.5	62.5	
LOS by Move:	E	C	C	E	C	C	E	E	D	E	E	
HCM2k95thQ:	9	36	36	11	19	19	19	19	5	14	14	

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	82	535	120	182	931	220	185	477	153	151	288	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	535	120	182	931	220	185	477	153	151	288	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	535	120	182	931	220	185	477	153	151	288	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	535	120	182	931	220	185	477	153	151	288	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	535	120	182	931	220	185	477	153	151	288	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	535	120	182	931	220	185	477	153	151	288	58

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.62	0.38	1.00	1.61	0.39	0.57	1.43	1.00	0.71	1.29	1.00
Final Sat.:	1750	3022	678	1750	2992	707	1034	2665	1750	1272	2426	1750

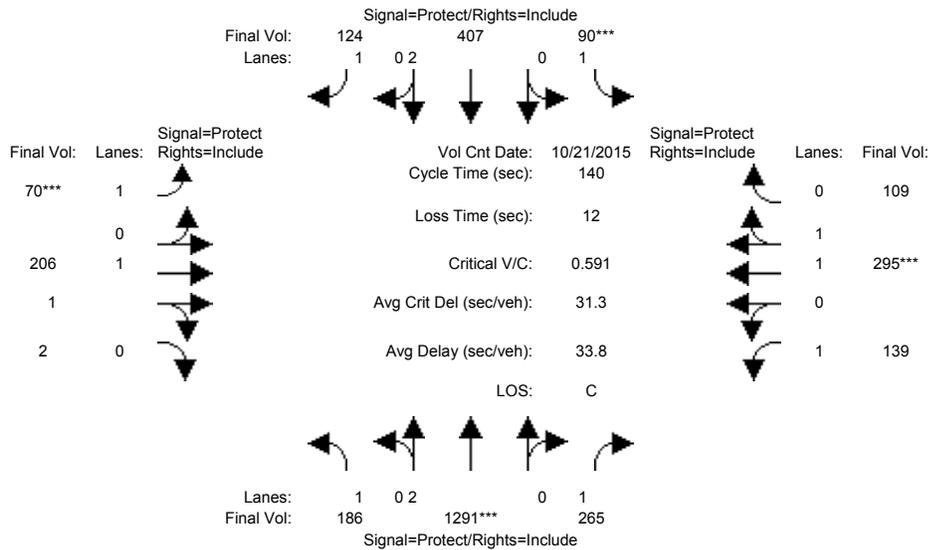
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.10	0.31	0.31	0.18	0.18	0.09	0.12	0.12	0.03
Crit Moves:	****				****			****			****	
Green Time:	9.9	47.5	47.5	27.9	65.5	65.5	37.7	37.7	37.7	25.0	25.0	25.0
Volume/Cap:	0.71	0.56	0.56	0.56	0.71	0.71	0.71	0.71	0.35	0.71	0.71	0.20
Delay/Veh:	87.6	43.2	43.2	57.7	36.1	36.1	53.9	53.9	46.6	63.0	63.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	43.2	43.2	57.7	36.1	36.1	53.9	53.9	46.6	63.0	63.0	54.2
LOS by Move:	F	D	D	E	D	D	D	D	D	E	E	D
HCM2k95thQ:	8	22	22	15	37	37	25	25	12	18	18	5

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



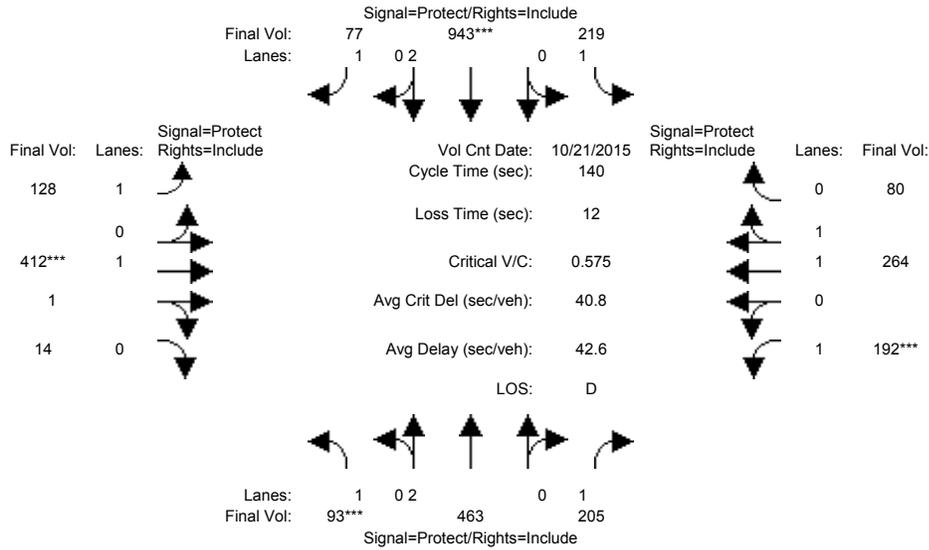
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	186	1291	265	90	407	124	70	206	2	139	295	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1291	265	90	407	124	70	206	2	139	295	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1291	265	90	407	124	70	206	2	139	295	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1291	265	90	407	124	70	206	2	139	295	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1291	265	90	407	124	70	206	2	139	295	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1291	265	90	407	124	70	206	2	139	295	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3664	36	1750	2701	998
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.15	0.05	0.11	0.07	0.04	0.06	0.06	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	46.1	80.5	80.5	12.2	46.5	46.5	9.5	16.7	16.7	18.6	25.9	25.9
Volume/Cap:	0.32	0.59	0.26	0.59	0.32	0.21	0.59	0.47	0.47	0.60	0.59	0.59
Delay/Veh:	35.5	19.6	15.1	67.6	35.1	33.8	71.1	58.3	58.3	61.4	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	19.6	15.1	67.6	35.1	33.8	71.1	58.3	58.3	61.4	53.6	53.6
LOS by Move:	D	B	B	E	D	C	E	E	E	E	D	D
HCM2k95thQ:	12	30	11	8	12	8	6	8	8	13	16	16

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



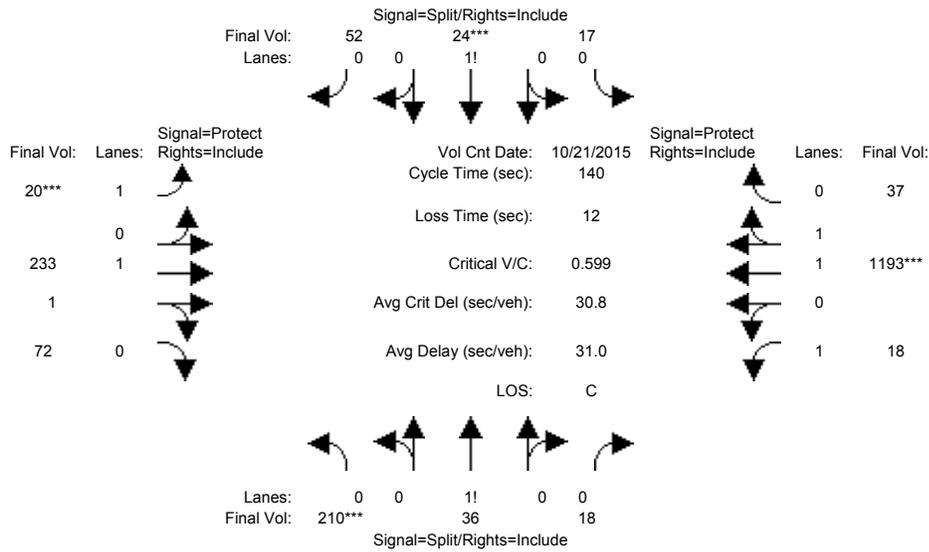
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	93	463	205	219	943	77	128	412	14	192	264	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	463	205	219	943	77	128	412	14	192	264	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	463	205	219	943	77	128	412	14	192	264	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	463	205	219	943	77	128	412	14	192	264	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	463	205	219	943	77	128	412	14	192	264	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	463	205	219	943	77	128	412	14	192	264	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3578	122	1750	2839	860
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.13	0.25	0.04	0.07	0.12	0.12	0.11	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	12.9	36.2	36.2	37.1	60.4	60.4	24.1	28.0	28.0	26.7	30.6	30.6
Volume/Cap:	0.58	0.47	0.45	0.47	0.58	0.10	0.43	0.58	0.58	0.58	0.43	0.43
Delay/Veh:	65.9	44.2	44.3	44.0	30.6	23.7	52.7	51.7	51.7	54.0	47.5	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	44.2	44.3	44.0	30.6	23.7	52.7	51.7	51.7	54.0	47.5	47.5
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	15	14	15	26	4	10	16	16	16	13	13

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



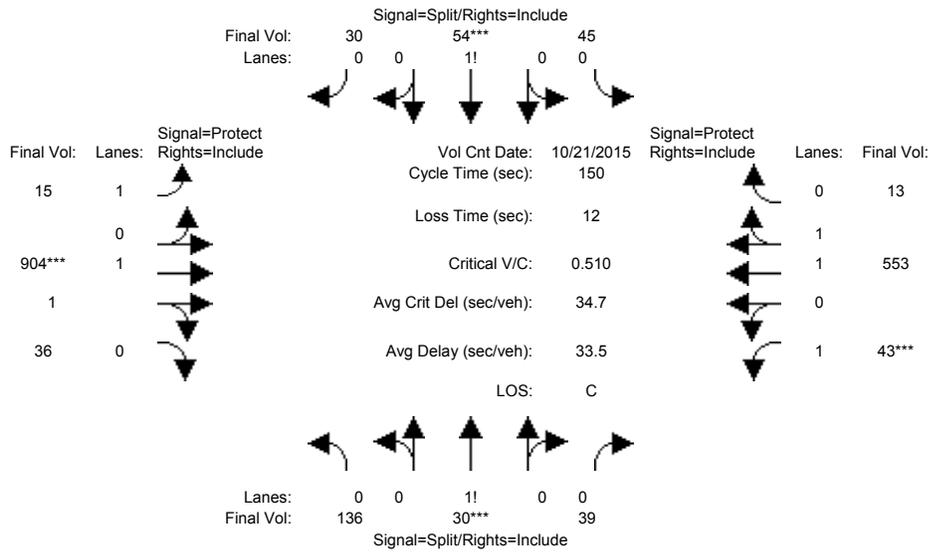
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	210	36	18	17	24	52	20	233	72	18	1193	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	36	18	17	24	52	20	233	72	18	1193	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	36	18	17	24	52	20	233	72	18	1193	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	36	18	17	24	52	20	233	72	18	1193	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	36	18	17	24	52	20	233	72	18	1193	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	36	18	17	24	52	20	233	72	18	1193	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.79	0.14	0.07	0.18	0.26	0.56	1.00	1.51	0.49	1.00	1.94	0.06
Final Sat.:	1392	239	119	320	452	978	1750	2826	873	1750	3589	111
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.01	0.08	0.08	0.01	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	34.0	34.0	34.0	12.0	12.0	12.0	7.0	51.0	51.0	30.9	75.0	75.0
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.23	0.23	0.23	0.05	0.62	0.62
Delay/Veh:	50.0	50.0	50.0	69.6	69.6	69.6	65.2	30.9	30.9	43.0	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	50.0	69.6	69.6	69.6	65.2	30.9	30.9	43.0	23.2	23.2
LOS by Move:	D	D	D	E	E	E	E	C	C	D	C	C
HCM2k95thQ:	21	21	21	10	10	10	2	9	9	1	31	31

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



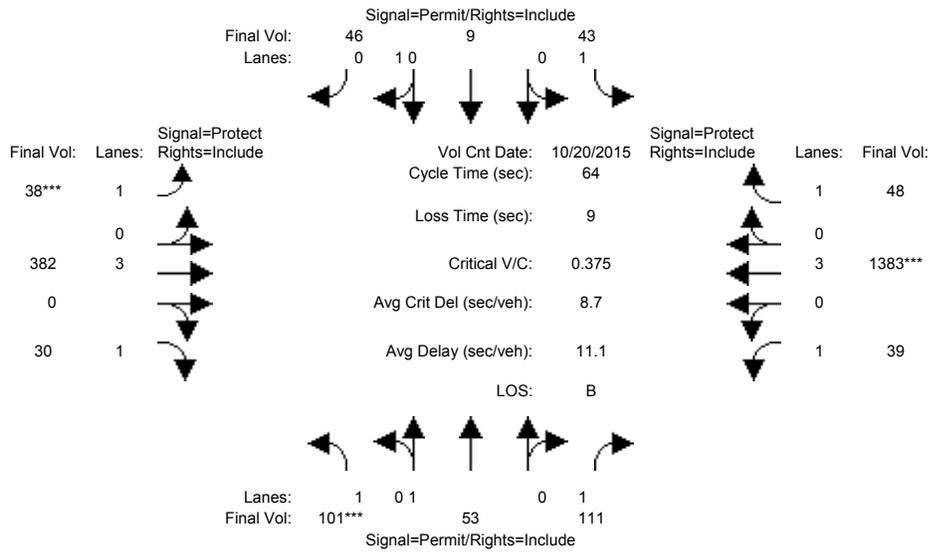
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	136	30	39	45	54	30	15	904	36	43	553	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	30	39	45	54	30	15	904	36	43	553	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	30	39	45	54	30	15	904	36	43	553	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	30	39	45	54	30	15	904	36	43	553	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	30	39	45	54	30	15	904	36	43	553	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	30	39	45	54	30	15	904	36	43	553	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.66	0.15	0.19	0.35	0.42	0.23	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1161	256	333	610	733	407	1750	3558	142	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.07	0.07	0.07	0.01	0.25	0.25	0.02	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	34.4	34.4	34.4	21.7	21.7	21.7	19.1	74.7	74.7	7.2	62.8	62.8
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.07	0.51	0.51	0.51	0.37	0.37
Delay/Veh:	51.5	51.5	51.5	61.0	61.0	61.0	57.7	25.6	25.6	74.8	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	51.5	51.5	61.0	61.0	61.0	57.7	25.6	25.6	74.8	30.1	30.1
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	17	17	17	12	12	12	1	25	25	4	16	16

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



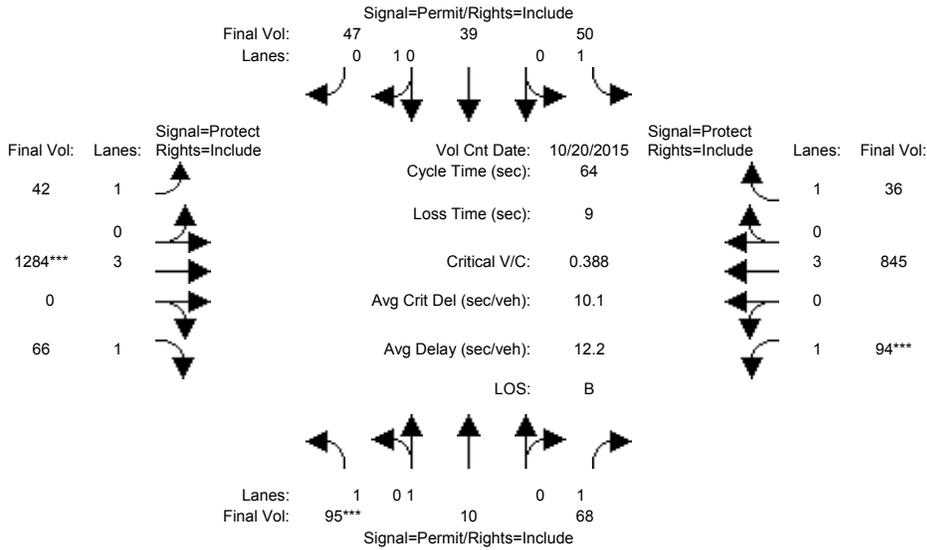
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	382	30	39	1383	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	382	30	39	1383	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	53	111	43	9	46	38	382	30	39	1383	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	382	30	39	1383	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	382	30	39	1383	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	382	30	39	1383	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.07	0.02	0.02	0.24	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.16	0.04	0.08	0.41	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	11.8	11.2	16.6	7.1	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	11.8	11.2	16.6	7.1	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	3	1	1	10	1

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



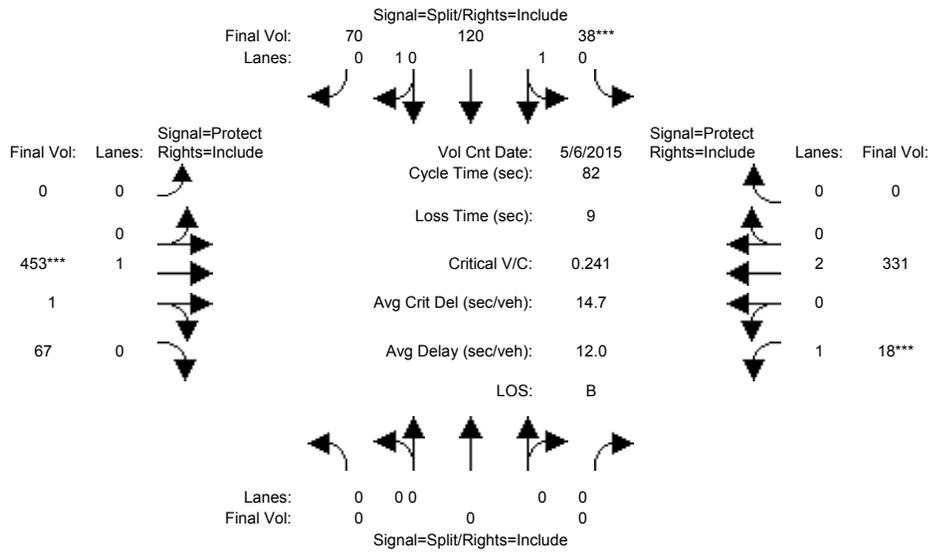
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1284	66	94	845	36
Growth 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:	95	10	68	50	39	47	42	1284	66	94	845	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	10	68	50	39	47	42	1284	66	94	845	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:	95	10	68	50	39	47	42	1284	66	94	845	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1284	66	94	845	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	10	68	50	39	47	42	1284	66	94	845	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.23	0.04	0.05	0.15	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	18.5	36.3	36.3	8.7	26.5	26.5
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.08	0.40	0.07	0.40	0.36	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	16.6	7.8	6.2	26.4	13.0	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	16.6	7.8	6.2	26.4	13.0	11.3
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	8	1

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

Santana Row West

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

Intersection #3446: DELMAS/SAN CARLOS



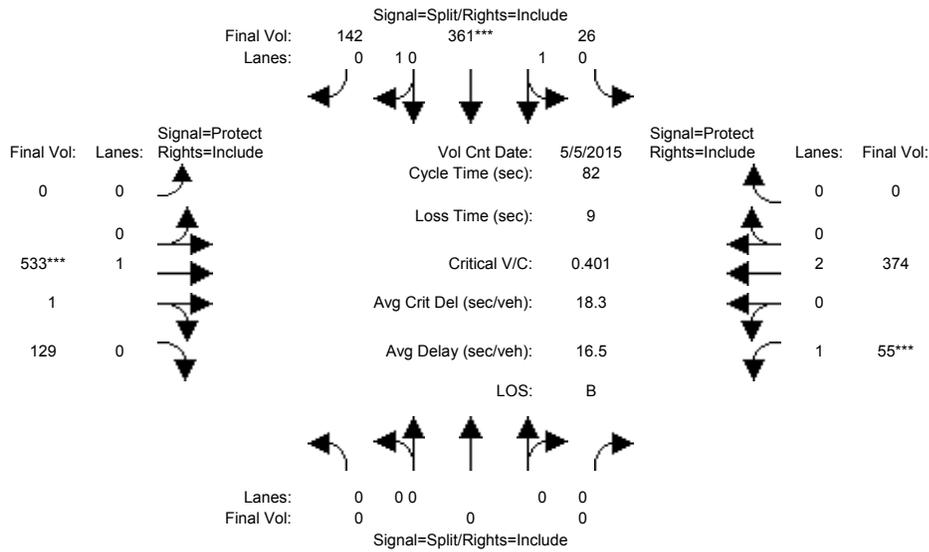
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	38	120	70	0	453	67	18	331	0
Growth 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	38	120	70	0	453	67	18	331	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	120	70	0	453	67	18	331	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	38	120	70	0	453	67	18	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	120	70	0	453	67	18	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	38	120	70	0	453	67	18	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	1.06	0.61	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	600	1895	1105	0	3223	477	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.14	0.14	0.01	0.09	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	20.5	20.5	20.5	0.0	45.5	45.5	7.0	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.25	0.12	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	24.8	24.8	0.0	9.5	9.5	35.0	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	24.8	24.8	0.0	9.5	9.5	35.0	5.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	D	A	A
HCM2k95thQ:	0	0	0	5	5	5	0	7	7	1	3	0

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

Santana Row West

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

Intersection #3446: DELMAS/SAN CARLOS



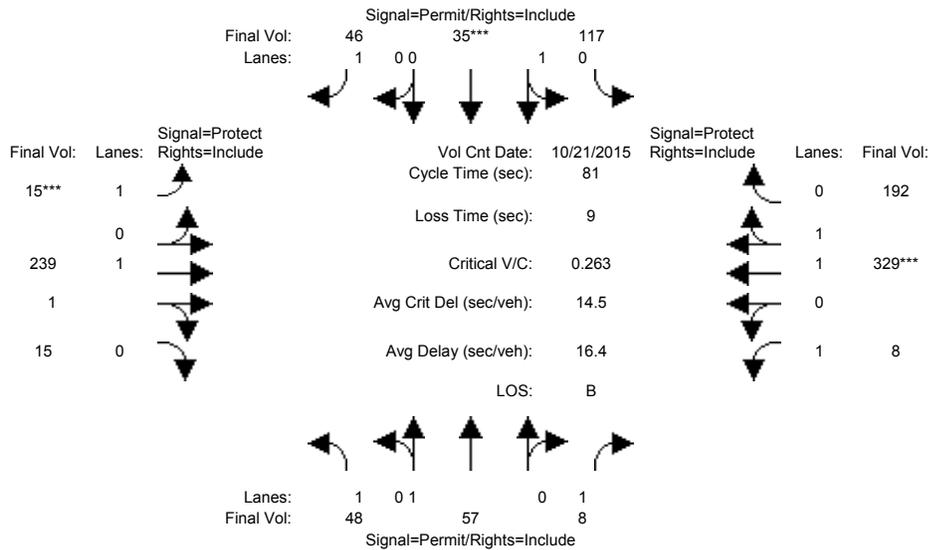
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	0	0	0	26	361	142	0	533	129	55	374	0
Growth Adj:	1.00	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	26	361	142	0	533	129	55	374	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	361	142	0	533	129	55	374	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	26	361	142	0	533	129	55	374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	361	142	0	533	129	55	374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	26	361	142	0	533	129	55	374	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	1.36	0.54	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	0	0	0	177	2457	966	0	2978	721	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.18	0.18	0.03	0.10	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.8	29.8	29.8	0.0	36.2	36.2	7.0	43.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.40	0.40	0.37	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	15.7	15.7	36.9	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	15.7	15.7	36.9	10.2	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	D	B	A
HCM2k95thQ:	0	0	0	11	11	11	0	11	11	3	5	0

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

Santana Row West

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

Intersection #3527: FOREST/MONROE



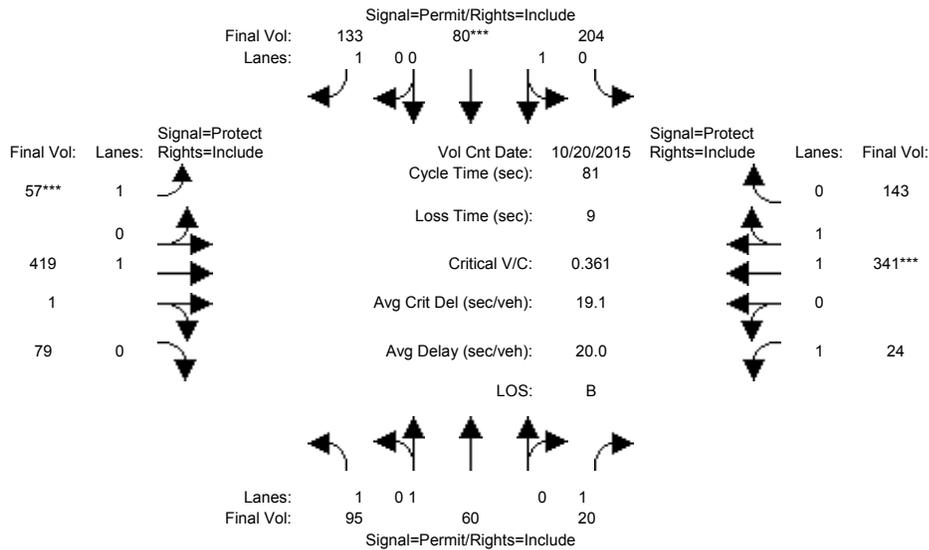
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	48	57	8	117	35	46	15	239	15	8	329	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	8	117	35	46	15	239	15	8	329	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	57	8	117	35	46	15	239	15	8	329	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	57	8	117	35	46	15	239	15	8	329	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	57	8	117	35	46	15	239	15	8	329	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	57	8	117	35	46	15	239	15	8	329	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.77	0.23	1.00	1.00	1.88	0.12	1.00	1.24	0.76
Final Sat.:	1750	1900	1750	1386	414	1750	1750	3481	218	1750	2335	1363
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.08	0.08	0.03	0.01	0.07	0.07	0.00	0.14	0.14
Crit Moves:				****			****			****		
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	7.0	28.0	28.0	19.6	40.6	40.6
Volume/Cap:	0.09	0.10	0.02	0.28	0.28	0.09	0.10	0.20	0.20	0.02	0.28	0.28
Delay/Veh:	20.4	20.5	19.9	21.9	21.9	20.4	34.4	18.7	18.7	23.4	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.5	19.9	21.9	21.9	20.4	34.4	18.7	18.7	23.4	11.8	11.8
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	2	2	0	6	6	2	1	4	4	0	7	7

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

Santana Row West

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

Intersection #3527: FOREST/MONROE



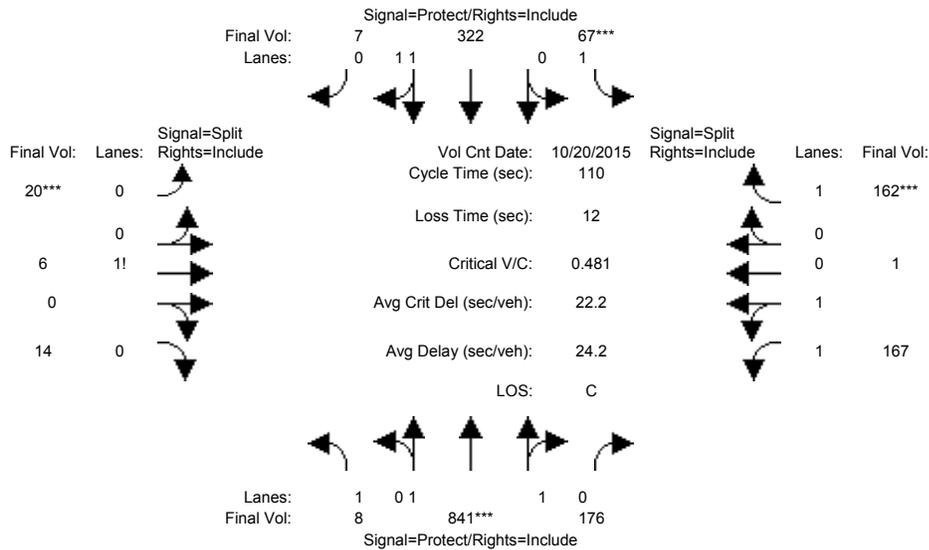
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	60	20	204	80	133	57	419	79	24	341	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	60	20	204	80	133	57	419	79	24	341	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	60	20	204	80	133	57	419	79	24	341	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	60	20	204	80	133	57	419	79	24	341	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	60	20	204	80	133	57	419	79	24	341	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	60	20	204	80	133	57	419	79	24	341	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.72	0.28	1.00	1.00	1.67	0.33	1.00	1.39	0.61
Final Sat.:	1750	1900	1750	1293	507	1750	1750	3113	587	1750	2606	1093
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.01	0.16	0.16	0.08	0.03	0.13	0.13	0.01	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	35.4	35.4	35.4	35.4	35.4	35.4	7.3	22.3	22.3	14.3	29.3	29.3
Volume/Cap:	0.12	0.07	0.03	0.36	0.36	0.17	0.36	0.49	0.49	0.08	0.36	0.36
Delay/Veh:	13.7	13.3	13.0	15.5	15.5	14.0	36.1	24.9	24.9	27.9	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.3	13.0	15.5	15.5	14.0	36.1	24.9	24.9	27.9	19.1	19.1
LOS by Move:	B	B	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	3	2	1	9	9	4	3	10	10	1	9	9

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

Santana Row West

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

Intersection #3530: FOREST/WINCHESTER



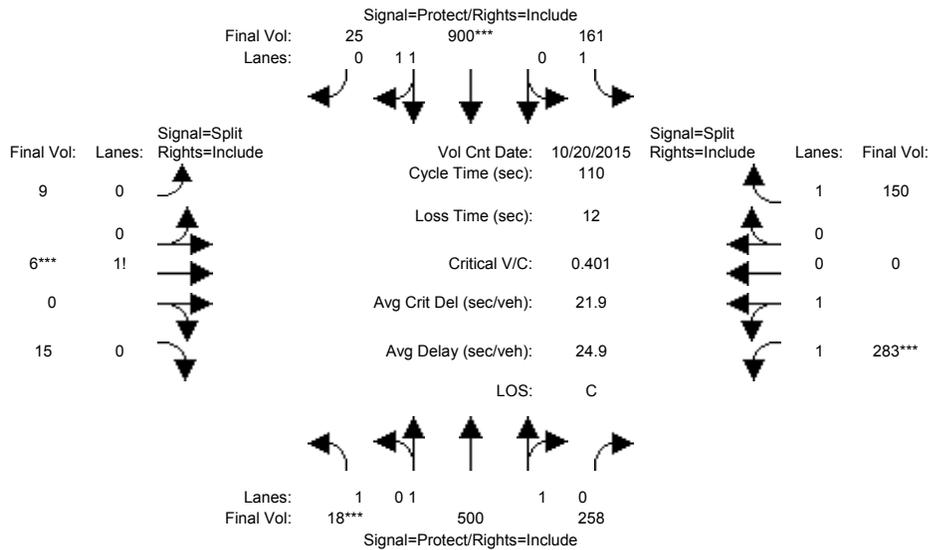
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	8	841	176	67	322	7	20	6	14	167	1	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	841	176	67	322	7	20	6	14	167	1	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	841	176	67	322	7	20	6	14	167	1	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	841	176	67	322	7	20	6	14	167	1	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	841	176	67	322	7	20	6	14	167	1	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	841	176	67	322	7	20	6	14	167	1	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	0.50	0.15	0.35	1.99	0.01	1.00
Final Sat.:	1750	3059	640	1750	3621	79	875	263	613	3529	21	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.04	0.09	0.09	0.02	0.02	0.02	0.05	0.05	0.09
Crit Moves:	****			****			****			****		
Green Time:	28.0	59.6	59.6	8.3	40.0	40.0	10.0	10.0	10.0	20.1	20.1	20.1
Volume/Cap:	0.02	0.51	0.51	0.51	0.24	0.24	0.25	0.25	0.25	0.26	0.26	0.51
Delay/Veh:	30.7	16.1	16.1	52.1	24.6	24.6	47.4	47.4	47.4	38.8	38.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	16.1	16.1	52.1	24.6	24.6	47.4	47.4	47.4	38.8	38.8	41.8
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	0	20	20	5	8	8	3	3	3	5	5	11

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

Santana Row West

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

Intersection #3530: FOREST/WINCHESTER



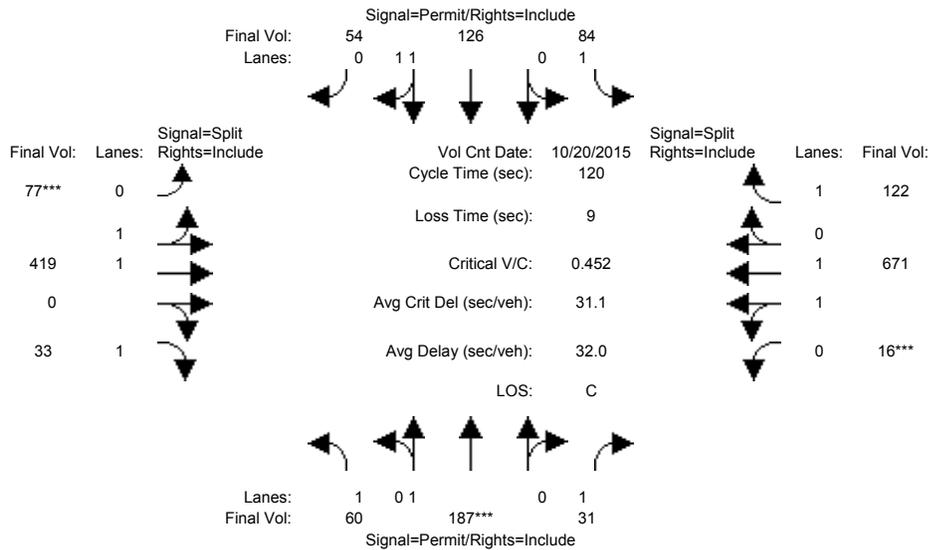
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	18	500	258	161	900	25	9	6	15	283	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	500	258	161	900	25	9	6	15	283	0	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	500	258	161	900	25	9	6	15	283	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	500	258	161	900	25	9	6	15	283	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	500	258	161	900	25	9	6	15	283	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	500	258	161	900	25	9	6	15	283	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	1.00	0.92
Lanes:	1.00	1.30	0.70	1.00	1.94	0.06	0.30	0.20	0.50	2.00	0.00	1.00
Final Sat.:	1750	2440	1259	1750	3600	100	525	350	875	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.09	0.25	0.25	0.02	0.02	0.02	0.08	0.00	0.09
Crit Moves:	****			****			****			****		
Green Time:	7.0	46.5	46.5	20.9	60.3	60.3	10.0	10.0	10.0	20.7	0.0	20.7
Volume/Cap:	0.16	0.49	0.49	0.49	0.46	0.46	0.19	0.19	0.19	0.42	0.00	0.46
Delay/Veh:	49.4	23.3	23.3	40.9	15.1	15.1	46.8	46.8	46.8	39.8	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	23.3	23.3	40.9	15.1	15.1	46.8	46.8	46.8	39.8	0.0	40.7
LOS by Move:	D	C	C	D	B	B	D	D	D	D	A	D
HCM2k95thQ:	1	17	17	10	17	17	2	2	2	9	0	10

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

Santana Row West

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

Intersection #3575: HEDDING/MONROE



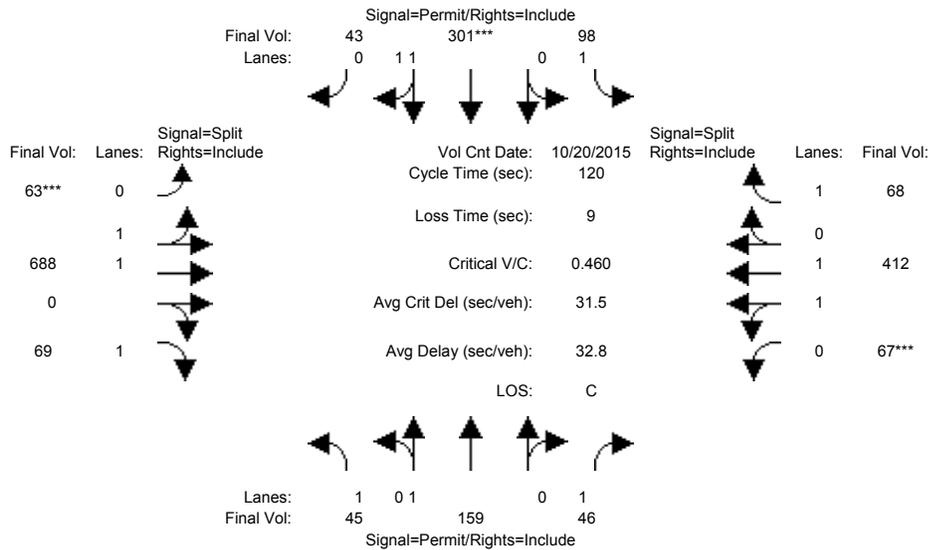
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	187	31	84	126	54	77	419	33	16	671	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	187	31	84	126	54	77	419	33	16	671	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	187	31	84	126	54	77	419	33	16	671	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	187	31	84	126	54	77	419	33	16	671	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	187	31	84	126	54	77	419	33	16	671	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	187	31	84	126	54	77	419	33	16	671	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	0.32	1.68	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2589	1110	574	3125	1750	86	3614	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.05	0.05	0.13	0.13	0.02	0.19	0.19	0.07
Crit Moves:	****						****			****		
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	35.6	35.6	35.6	49.3	49.3	49.3
Volume/Cap:	0.16	0.45	0.08	0.22	0.22	0.22	0.45	0.45	0.06	0.45	0.45	0.17
Delay/Veh:	38.2	41.5	37.5	38.9	38.7	38.7	34.6	34.6	30.3	25.8	25.8	22.5
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:	38.2	41.5	37.5	38.9	38.7	38.7	34.6	34.6	30.3	25.8	25.8	22.5
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	11	2	6	6	6	14	14	2	17	17	6

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

Santana Row West

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

Intersection #3575: HEDDING/MONROE



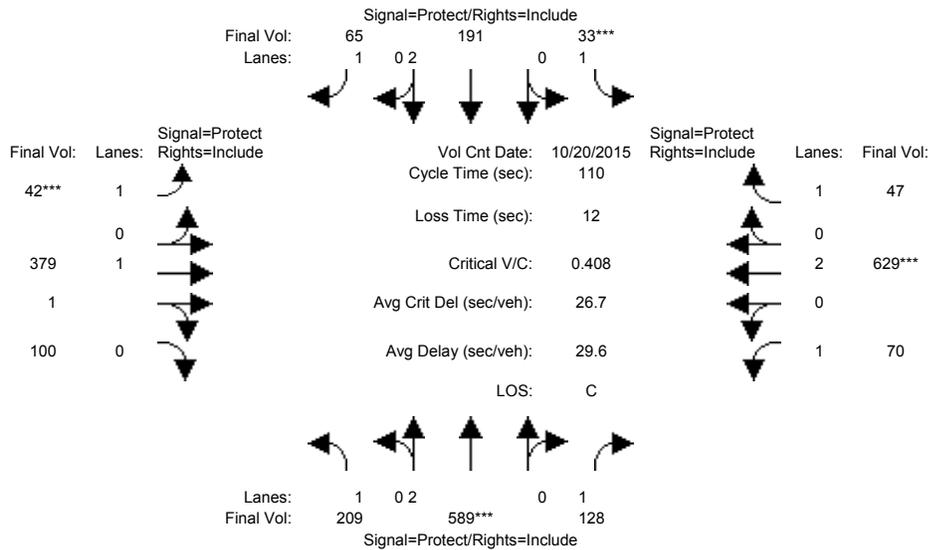
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	45	159	46	98	301	43	63	688	69	67	412	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	159	46	98	301	43	63	688	69	67	412	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	159	46	98	301	43	63	688	69	67	412	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	159	46	98	301	43	63	688	69	67	412	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	159	46	98	301	43	63	688	69	67	412	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	159	46	98	301	43	63	688	69	67	412	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.17	1.83	1.00	0.29	1.71	1.00
Final Sat.:	1750	1900	1750	1750	3237	462	310	3389	1750	517	3182	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.03	0.06	0.09	0.09	0.20	0.20	0.04	0.13	0.13	0.04
Crit Moves:				****			****			****		
Green Time:	24.3	24.3	24.3	24.3	24.3	24.3	53.0	53.0	53.0	33.8	33.8	33.8
Volume/Cap:	0.13	0.41	0.13	0.28	0.46	0.46	0.46	0.46	0.09	0.46	0.46	0.14
Delay/Veh:	39.4	42.4	39.4	40.9	42.6	42.6	23.7	23.7	19.5	35.9	35.9	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	42.4	39.4	40.9	42.6	42.6	23.7	23.7	19.5	35.9	35.9	32.4
LOS by Move:	D	D	D	D	D	D	C	C	B	D	D	C
HCM2k95thQ:	3	10	3	7	12	12	18	18	3	13	13	4

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

Santana Row West

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

Intersection #3582: HEDDING/WINCHESTER



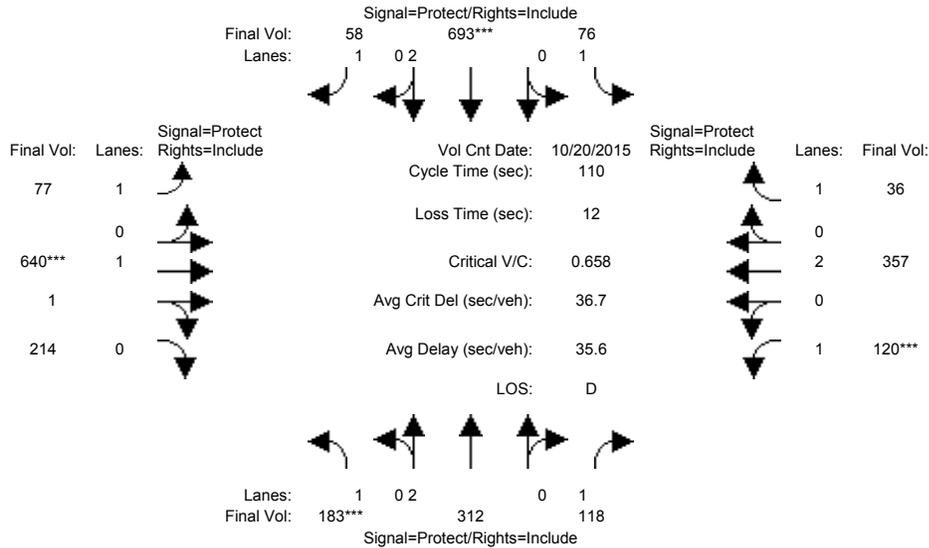
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	209	589	128	33	191	65	42	379	100	70	629	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	589	128	33	191	65	42	379	100	70	629	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	589	128	33	191	65	42	379	100	70	629	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	589	128	33	191	65	42	379	100	70	629	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	589	128	33	191	65	42	379	100	70	629	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	209	589	128	33	191	65	42	379	100	70	629	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2927	772	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.07	0.02	0.05	0.04	0.02	0.13	0.13	0.04	0.17	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	40.6	40.6	7.0	20.6	20.6	7.0	33.8	33.8	16.6	43.4	43.4
Volume/Cap:	0.49	0.42	0.20	0.30	0.27	0.20	0.38	0.42	0.42	0.27	0.42	0.07
Delay/Veh:	36.4	26.1	23.8	50.6	38.5	38.0	51.5	30.6	30.6	41.8	24.4	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	26.1	23.8	50.6	38.5	38.0	51.5	30.6	30.6	41.8	24.4	20.8
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	14	6	3	6	4	3	12	12	4	14	2

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

Santana Row West

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

Intersection #3582: HEDDING/WINCHESTER



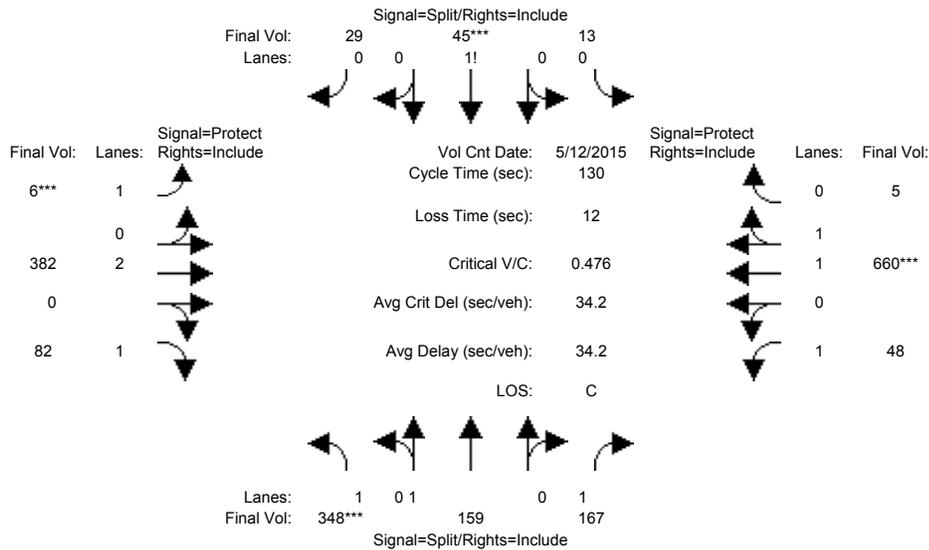
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	183	312	118	76	693	58	77	640	214	120	357	36
Growth 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:	183	312	118	76	693	58	77	640	214	120	357	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	312	118	76	693	58	77	640	214	120	357	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:	183	312	118	76	693	58	77	640	214	120	357	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	312	118	76	693	58	77	640	214	120	357	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	312	118	76	693	58	77	640	214	120	357	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2772	927	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.07	0.04	0.18	0.03	0.04	0.23	0.23	0.07	0.09	0.02
Crit Moves:	****				****			****			****	
Green Time:	17.5	28.2	28.2	19.7	30.5	30.5	20.2	38.6	38.6	11.5	29.8	29.8
Volume/Cap:	0.66	0.32	0.26	0.24	0.66	0.12	0.24	0.66	0.66	0.66	0.35	0.08
Delay/Veh:	49.1	33.3	32.9	39.1	36.7	29.8	38.7	31.4	31.4	55.9	32.4	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	33.3	32.9	39.1	36.7	29.8	38.7	31.4	31.4	55.9	32.4	29.9
LOS by Move:	D	C	C	D	D	C	D	C	C	E	C	C
HCM2k95thQ:	12	8	7	5	20	3	5	22	22	8	9	2

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

Santana Row West

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 May 2015 << 7:30-8:30AM											
Base Vol:	348	159	167	13	45	29	6	382	82	48	660	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	159	167	13	45	29	6	382	82	48	660	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	159	167	13	45	29	6	382	82	48	660	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	159	167	13	45	29	6	382	82	48	660	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	159	167	13	45	29	6	382	82	48	660	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	348	159	167	13	45	29	6	382	82	48	660	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.15	0.52	0.33	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	261	905	583	1750	3800	1750	1750	3672	28

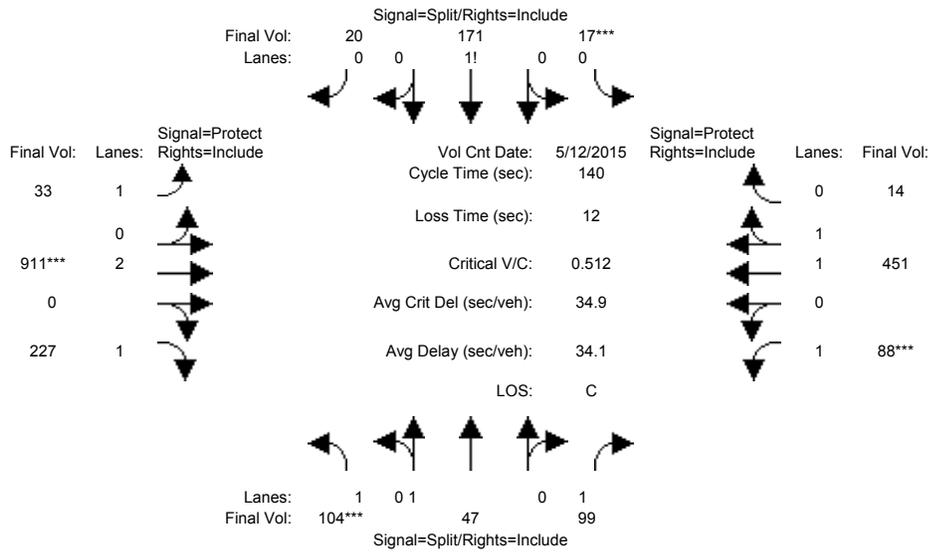
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.10	0.05	0.05	0.05	0.00	0.10	0.05	0.03	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	51.5	51.5	51.5	12.9	12.9	12.9	7.0	34.9	34.9	18.7	46.6	46.6
Volume/Cap:	0.50	0.21	0.24	0.50	0.50	0.50	0.06	0.37	0.17	0.19	0.50	0.50
Delay/Veh:	30.1	26.0	26.4	57.8	57.8	57.8	58.7	38.9	36.7	49.4	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	26.0	26.4	57.8	57.8	57.8	58.7	38.9	36.7	49.4	32.9	32.9
LOS by Move:	C	C	C	E	E	E	E	D	D	D	C	C
HCM2k95thQ:	21	8	9	8	8	8	0	11	5	4	19	19

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

Santana Row West

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 May 2015 <<

Base Vol:	104	47	99	17	171	20	33	911	227	88	451	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	47	99	17	171	20	33	911	227	88	451	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	47	99	17	171	20	33	911	227	88	451	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	47	99	17	171	20	33	911	227	88	451	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	47	99	17	171	20	33	911	227	88	451	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	47	99	17	171	20	33	911	227	88	451	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.82	0.10	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	143	1439	168	1750	3800	1750	1750	3589	111

Capacity Analysis Module:

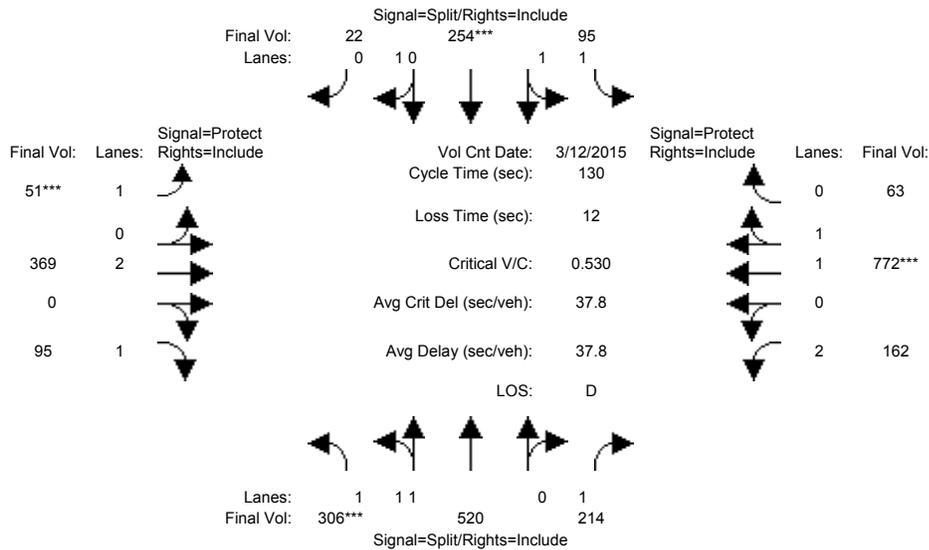
Vol/Sat:	0.06	0.02	0.06	0.12	0.12	0.12	0.02	0.24	0.13	0.05	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	16.2	16.2	16.2	32.5	32.5	32.5	22.6	65.5	65.5	13.7	56.7	56.7
Volume/Cap:	0.51	0.21	0.49	0.51	0.51	0.51	0.12	0.51	0.28	0.51	0.31	0.31
Delay/Veh:	60.4	56.6	59.8	48.0	48.0	48.0	50.4	26.3	22.9	62.5	28.5	28.5
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:	60.4	56.6	59.8	48.0	48.0	48.0	50.4	26.3	22.9	62.5	28.5	28.5
LOS by Move:	E	E	E	D	D	D	D	C	C	E	C	C
HCM2k95thQ:	10	4	9	16	16	16	3	24	12	8	13	13

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

Santana Row West

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

Intersection #3693: MERIDIAN/SAN CARLOS



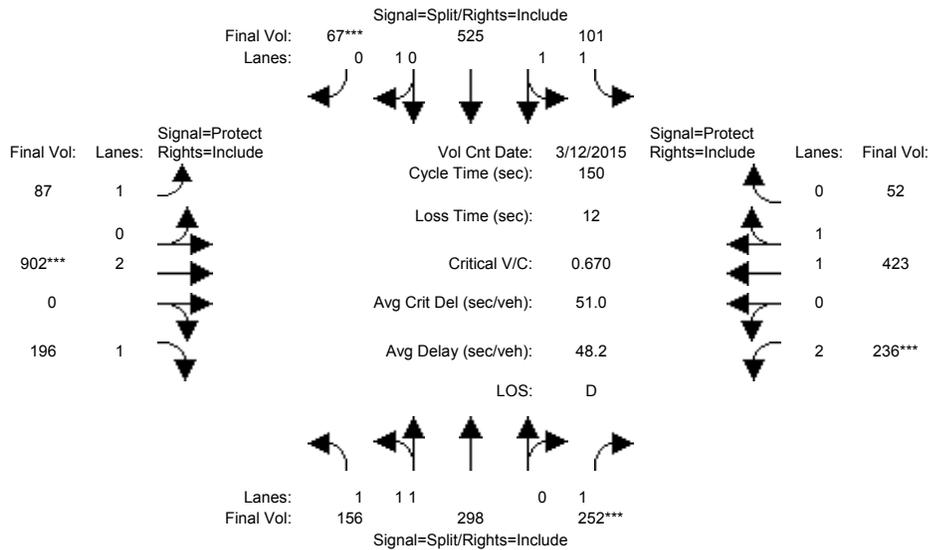
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 << 7:30-8:30AM												
Base Vol:	306	520	214	95	254	22	51	369	95	162	772	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	520	214	95	254	22	51	369	95	162	772	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	520	214	95	254	22	51	369	95	162	772	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	520	214	95	254	22	51	369	95	162	772	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	520	214	95	254	22	51	369	95	162	772	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	520	214	95	254	22	51	369	95	162	772	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.15	1.85	1.00	1.00	1.84	0.16	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	2018	3429	1750	1750	3405	295	1750	3800	1750	3150	3421	279
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.05	0.07	0.07	0.03	0.10	0.05	0.05	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	37.2	37.2	37.2	18.3	18.3	18.3	7.1	40.2	40.2	22.3	55.4	55.4
Volume/Cap:	0.53	0.53	0.43	0.39	0.53	0.53	0.53	0.31	0.18	0.30	0.53	0.53
Delay/Veh:	39.4	39.4	38.3	51.0	52.6	52.6	65.3	34.5	32.9	47.3	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	39.4	38.3	51.0	52.6	52.6	65.3	34.5	32.9	47.3	28.0	28.0
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	18	18	14	8	11	11	6	11	6	6	22	22

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

Santana Row West

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

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Mar 2015 <<

Base Vol:	156	298	252	101	525	67	87	902	196	236	423	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	298	252	101	525	67	87	902	196	236	423	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	298	252	101	525	67	87	902	196	236	423	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	298	252	101	525	67	87	902	196	236	423	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	298	252	101	525	67	87	902	196	236	423	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	298	252	101	525	67	87	902	196	236	423	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.07	1.93	1.00	1.00	1.77	0.23	1.00	2.00	1.00	2.00	1.77	0.23
Final Sat.:	1871	3575	1750	1750	3281	419	1750	3800	1750	3150	3295	405

Capacity Analysis Module:

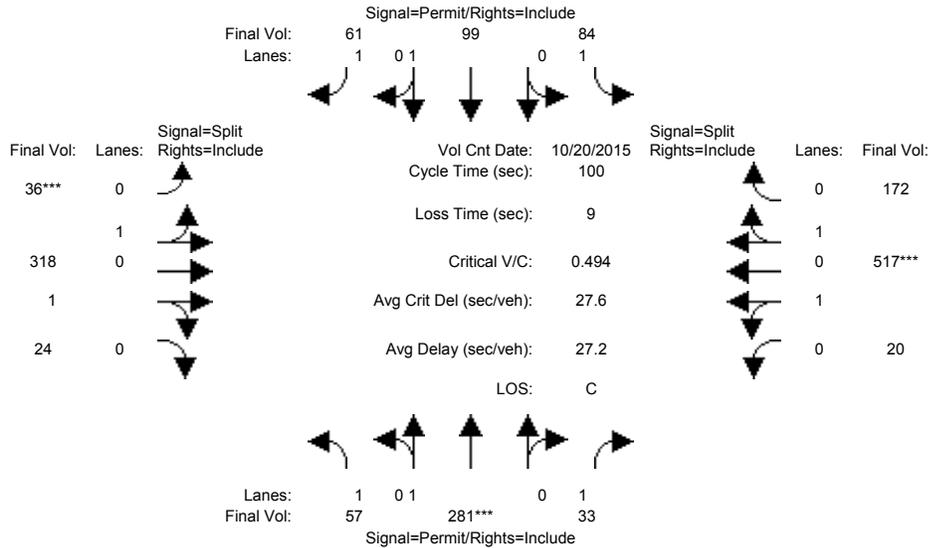
Vol/Sat:	0.08	0.08	0.14	0.06	0.16	0.16	0.05	0.24	0.11	0.07	0.13	0.13
Crit Moves:			****			****		****		****		
Green Time:	32.2	32.2	32.2	35.8	35.8	35.8	19.5	53.2	53.2	16.8	50.4	50.4
Volume/Cap:	0.39	0.39	0.67	0.24	0.67	0.67	0.38	0.67	0.32	0.67	0.38	0.38
Delay/Veh:	50.6	50.6	58.6	46.2	53.4	53.4	60.8	42.3	35.5	68.9	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	50.6	58.6	46.2	53.4	53.4	60.8	42.3	35.5	68.9	38.1	38.1
LOS by Move:	D	D	E	D	D	D	E	D	D	E	D	D
HCM2k95thQ:	12	12	22	8	24	24	8	31	13	12	15	15

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

Santana Row West

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

Intersection #3701: MONROE/NEWHALL



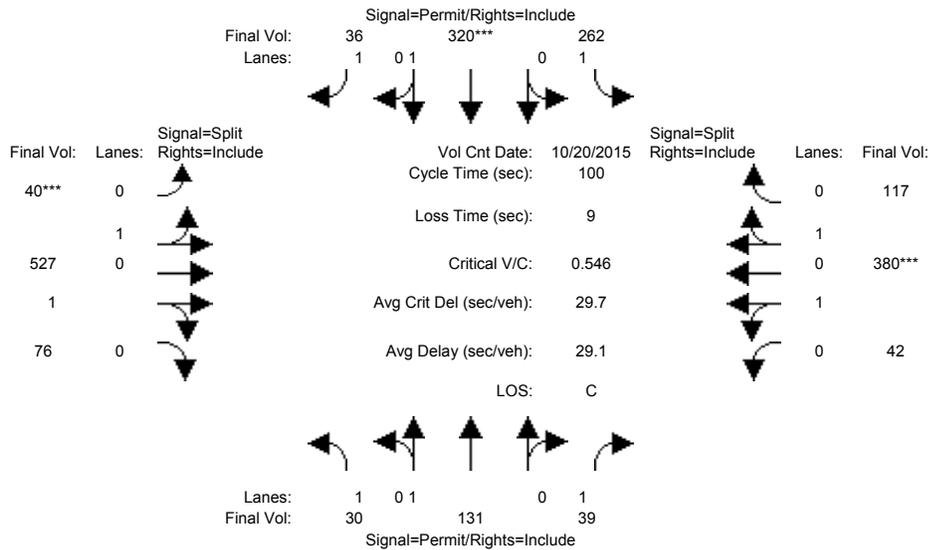
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	57	281	33	84	99	61	36	318	24	20	517	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	281	33	84	99	61	36	318	24	20	517	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	281	33	84	99	61	36	318	24	20	517	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	281	33	84	99	61	36	318	24	20	517	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	281	33	84	99	61	36	318	24	20	517	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	281	33	84	99	61	36	318	24	20	517	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	1.68	0.13	0.06	1.46	0.48
Final Sat.:	1750	1900	1750	1750	1900	1750	343	3029	229	102	2625	873
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.02	0.05	0.05	0.03	0.11	0.11	0.11	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	29.9	29.9	29.9	29.9	29.9	29.9	21.2	21.2	21.2	39.8	39.8	39.8
Volume/Cap:	0.11	0.49	0.06	0.16	0.17	0.12	0.49	0.49	0.49	0.49	0.49	0.49
Delay/Veh:	25.5	29.5	25.1	25.9	26.1	25.5	35.2	35.2	35.2	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	29.5	25.1	25.9	26.1	25.5	35.2	35.2	35.2	22.8	22.8	22.8
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	14	2	4	4	3	10	10	10	16	16	16

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

Santana Row West

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

Intersection #3701: MONROE/NEWHALL



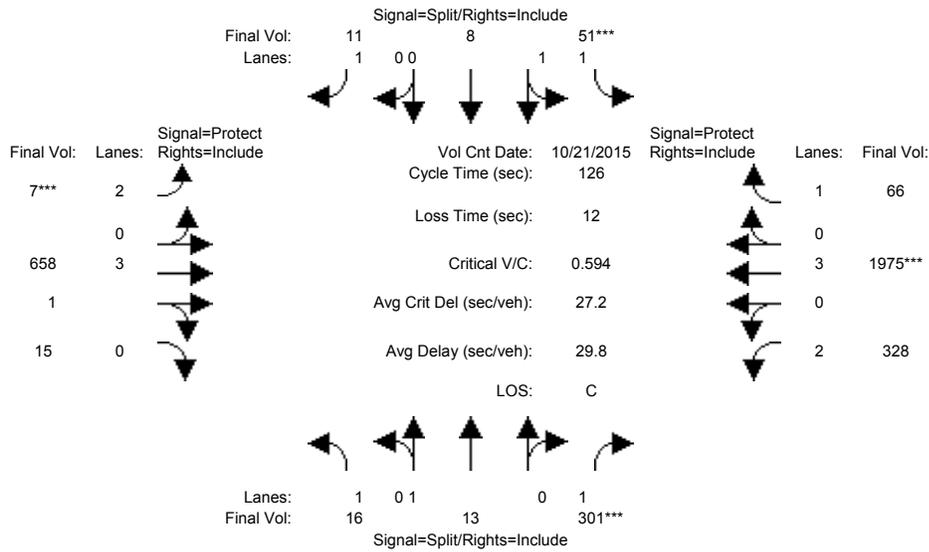
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	131	39	262	320	36	40	527	76	42	380	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	131	39	262	320	36	40	527	76	42	380	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	131	39	262	320	36	40	527	76	42	380	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	131	39	262	320	36	40	527	76	42	380	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	131	39	262	320	36	40	527	76	42	380	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	131	39	262	320	36	40	527	76	42	380	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.12	1.64	0.24	0.16	1.41	0.43
Final Sat.:	1750	1900	1750	1750	1900	1750	224	2951	426	281	2538	781
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.15	0.17	0.02	0.18	0.18	0.18	0.15	0.15	0.15
Crit Moves:					****		****				****	
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	32.7	32.7	32.7	27.4	27.4	27.4
Volume/Cap:	0.06	0.22	0.07	0.49	0.55	0.07	0.55	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	24.4	25.9	24.5	28.8	29.8	24.5	28.1	28.1	28.1	31.6	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	25.9	24.5	28.8	29.8	24.5	28.1	28.1	28.1	31.6	31.6	31.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	6	2	13	15	2	15	15	15	15	15	15

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

Santana Row West

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

Intersection #3702: MONROE/STEVENS CREEK



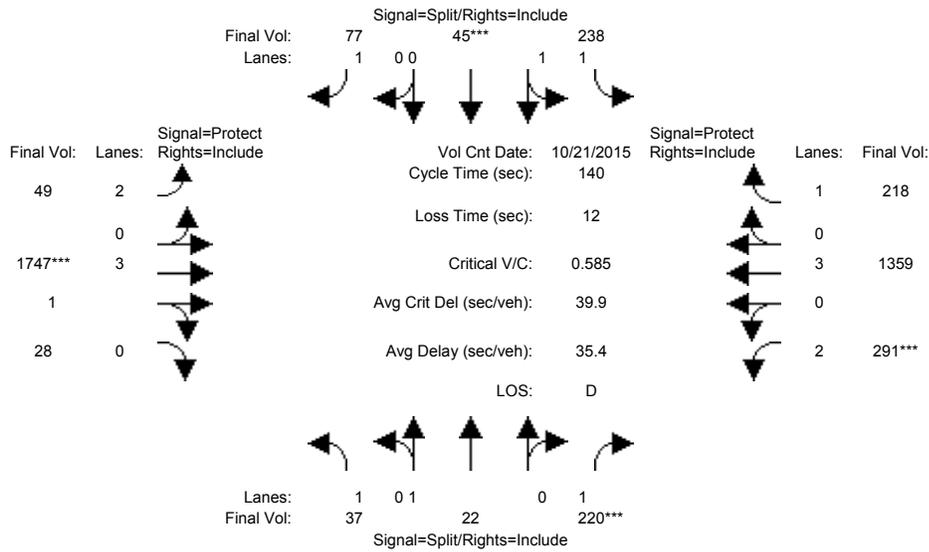
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	13	301	51	8	11	7	658	15	328	1975	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	13	301	51	8	11	7	658	15	328	1975	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	13	301	51	8	11	7	658	15	328	1975	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.73	0.27	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3069	481	1750	3150	7333	167	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.02	0.02	0.01	0.00	0.09	0.09	0.10	0.35	0.04
Crit Moves:			****	****			****				****	
Green Time:	32.2	32.2	32.2	10.0	10.0	10.0	7.0	33.2	33.2	38.6	64.8	64.8
Volume/Cap:	0.04	0.03	0.67	0.21	0.21	0.08	0.04	0.34	0.34	0.34	0.67	0.07
Delay/Veh:	35.3	35.2	46.2	54.7	54.7	54.0	56.4	37.6	37.6	34.1	23.4	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.2	46.2	54.7	54.7	54.0	56.4	37.6	37.6	34.1	23.4	15.5
LOS by Move:	D	D	D	D	D	D	E	D	D	C	C	B
HCM2k95thQ:	1	1	22	3	3	1	0	10	10	11	32	3

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

Santana Row West

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 21 Oct 2015 <<

Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	22	220	238	45	77	49	1747	28	291	1359	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	22	220	238	45	77	49	1747	28	291	1359	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	22	220	238	45	77	49	1747	28	291	1359	218

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.69	0.31	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2985	564	1750	3150	7381	118	3150	5700	1750

Capacity Analysis Module:

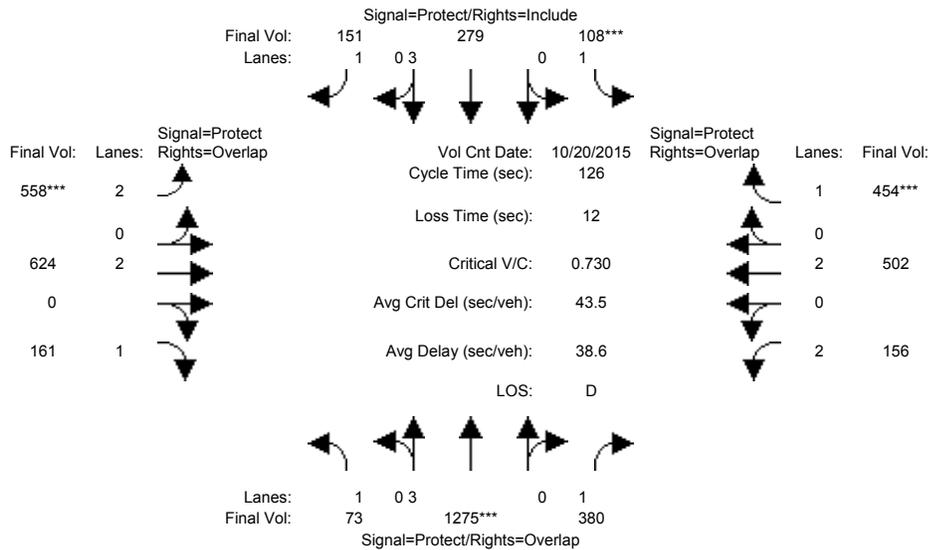
Vol/Sat:	0.02	0.01	0.13	0.08	0.08	0.04	0.02	0.24	0.24	0.09	0.24	0.12
Crit Moves:			****		****			****		****		
Green Time:	30.1	30.1	30.1	19.1	19.1	19.1	13.7	56.7	56.7	22.1	65.1	65.1
Volume/Cap:	0.10	0.05	0.58	0.58	0.58	0.32	0.16	0.58	0.58	0.58	0.51	0.27
Delay/Veh:	44.2	43.7	51.7	58.6	58.6	55.4	58.2	32.8	32.8	56.5	26.5	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	43.7	51.7	58.6	58.6	55.4	58.2	32.8	32.8	56.5	26.5	23.0
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	3	2	18	13	13	7	3	26	26	13	24	11

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

Santana Row West

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

Intersection #3711: MOORPARK/WINCHESTER



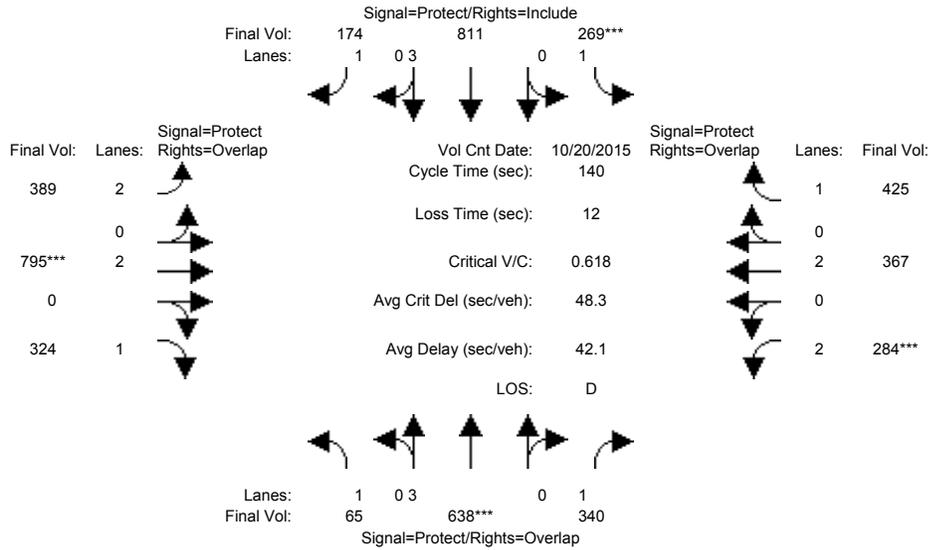
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	73	1275	380	108	279	151	558	624	161	156	502	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1275	380	108	279	151	558	624	161	156	502	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1275	380	108	279	151	558	624	161	156	502	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1275	380	108	279	151	558	624	161	156	502	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1275	380	108	279	151	558	624	161	156	502	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1275	380	108	279	151	558	624	161	156	502	454
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.06	0.05	0.09	0.18	0.16	0.09	0.05	0.13	0.26
Crit Moves:	****			****			****			****		
Green Time:	19.3	38.6	55.0	10.7	30.0	30.0	30.6	48.4	67.7	16.4	34.1	44.8
Volume/Cap:	0.27	0.73	0.50	0.73	0.21	0.36	0.73	0.43	0.17	0.38	0.49	0.73
Delay/Veh:	47.7	40.6	26.1	73.1	38.5	40.6	47.5	28.8	15.0	50.8	38.9	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	40.6	26.1	73.1	38.5	40.6	47.5	28.8	15.0	50.8	38.9	39.7
LOS by Move:	D	D	C	E	D	D	D	C	B	D	D	D
HCM2k95thQ:	6	27	21	9	6	10	22	16	7	7	16	30

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

Santana Row West

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

Intersection #3711: MOORPARK/WINCHESTER



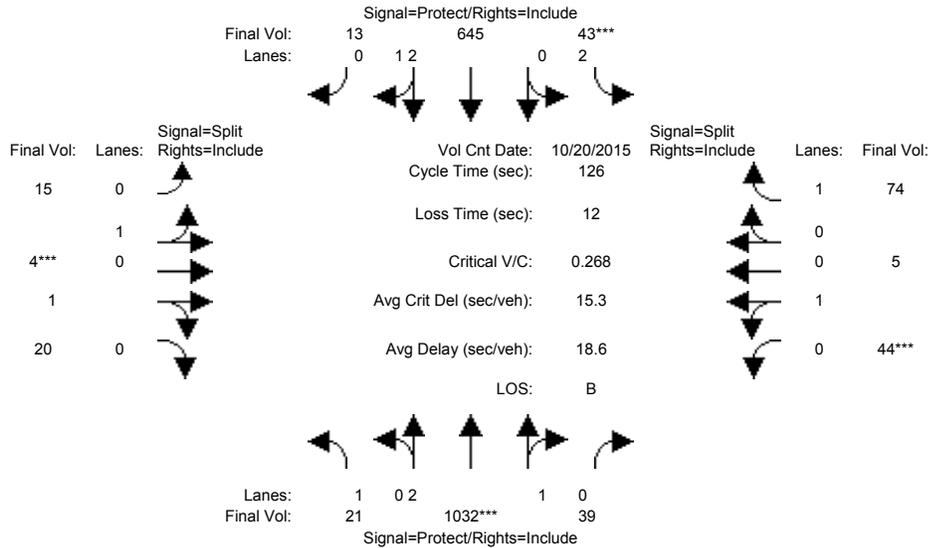
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	65	638	340	269	811	174	389	795	324	284	367	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	638	340	269	811	174	389	795	324	284	367	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	638	340	269	811	174	389	795	324	284	367	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	638	340	269	811	174	389	795	324	284	367	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	638	340	269	811	174	389	795	324	284	367	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	638	340	269	811	174	389	795	324	284	367	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.19	0.15	0.14	0.10	0.12	0.21	0.19	0.09	0.10	0.24
Crit Moves:	****			****			****			****		
Green Time:	15.6	25.4	45.8	34.8	44.5	44.5	38.1	47.4	63.0	20.4	29.8	64.6
Volume/Cap:	0.33	0.62	0.59	0.62	0.45	0.31	0.45	0.62	0.41	0.62	0.45	0.53
Delay/Veh:	58.4	54.0	41.0	49.4	38.1	36.5	42.7	39.7	26.3	58.7	48.4	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	54.0	41.0	49.4	38.1	36.5	42.7	39.7	26.3	58.7	48.4	27.5
LOS by Move:	E	D	D	D	D	D	D	D	C	E	D	C
HCM2k95thQ:	6	17	24	20	16	11	15	25	18	15	13	25

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

Santana Row West

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

Intersection #3726: OLIN/WINCHESTER



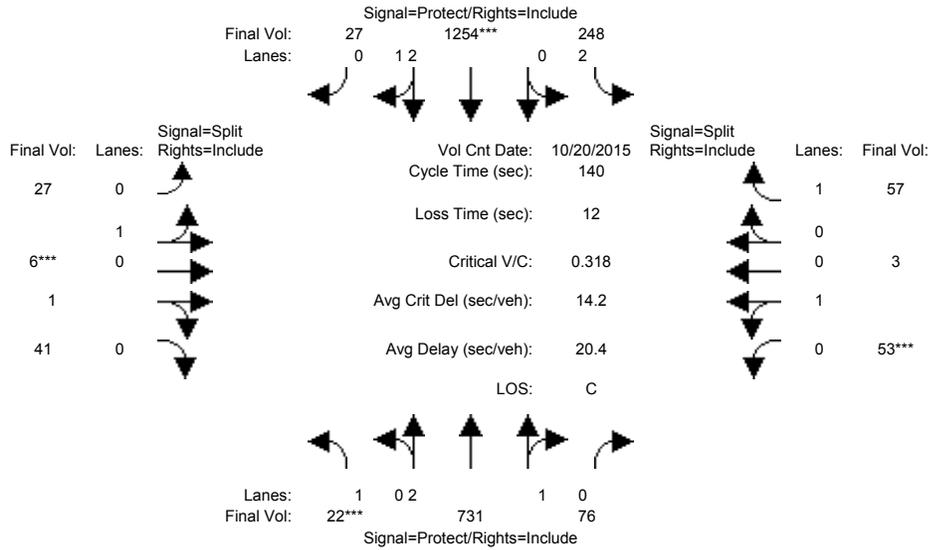
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1032	39	43	645	13	15	4	20	44	5	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1032	39	43	645	13	15	4	20	44	5	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1032	39	43	645	13	15	4	20	44	5	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.89	0.11	2.00	2.94	0.06	0.79	0.21	1.00	0.90	0.10	1.00
Final Sat.:	1750	5396	204	3150	5489	111	1421	379	1800	1616	184	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.01	0.12	0.12	0.01	0.01	0.01	0.03	0.03	0.04
Crit Moves:	****			****			****			****		
Green Time:	27.7	79.4	79.4	7.0	58.7	58.7	10.0	10.0	10.0	17.6	17.6	17.6
Volume/Cap:	0.05	0.30	0.30	0.25	0.25	0.25	0.13	0.13	0.14	0.20	0.20	0.30
Delay/Veh:	38.8	10.7	10.7	57.7	20.4	20.4	54.2	54.2	54.2	48.3	48.3	49.4
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:	38.8	10.7	10.7	57.7	20.4	20.4	54.2	54.2	54.2	48.3	48.3	49.4
LOS by Move:	D	B	B	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	12	12	2	10	10	2	2	2	4	4	6

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

Santana Row West

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	731	76	248	1254	27	27	6	41	53	3	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	731	76	248	1254	27	27	6	41	53	3	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	731	76	248	1254	27	27	6	41	53	3	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.71	0.29	2.00	2.93	0.07	0.82	0.18	1.00	0.95	0.05	1.00
Final Sat.:	1750	5072	527	3150	5482	118	1473	327	1800	1704	96	1750

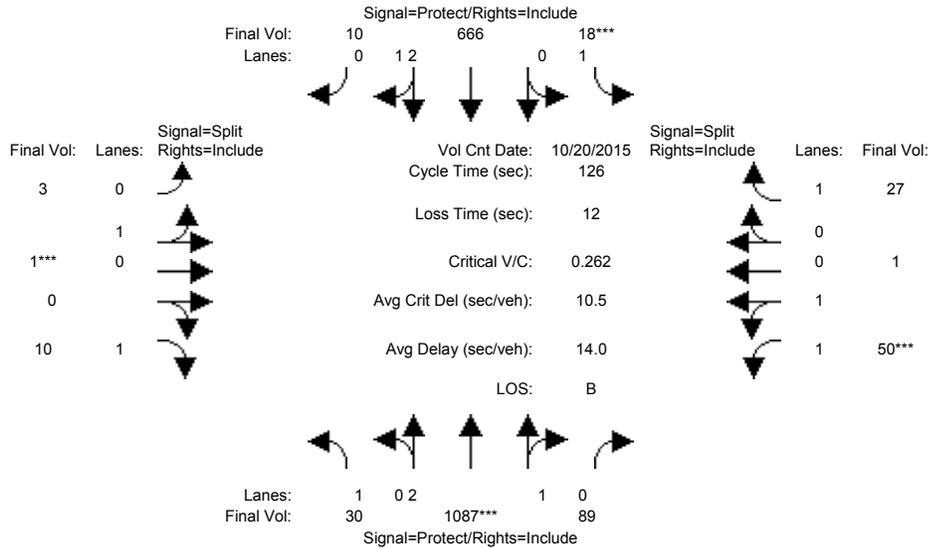
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.08	0.23	0.23	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	7.0	67.4	67.4	36.8	97.1	97.1	10.0	10.0	10.0	13.8	13.8	13.8
Volume/Cap:	0.25	0.30	0.30	0.30	0.33	0.33	0.26	0.26	0.32	0.31	0.31	0.33
Delay/Veh:	65.5	22.1	22.1	41.5	8.6	8.6	61.9	61.9	62.5	59.7	59.7	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	22.1	22.1	41.5	8.6	8.6	61.9	61.9	62.5	59.7	59.7	59.9
LOS by Move:	E	C	C	D	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	13	13	10	14	14	3	3	4	5	5	5

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

Santana Row West

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

Intersection #3727: OLSEN/WINCHESTER



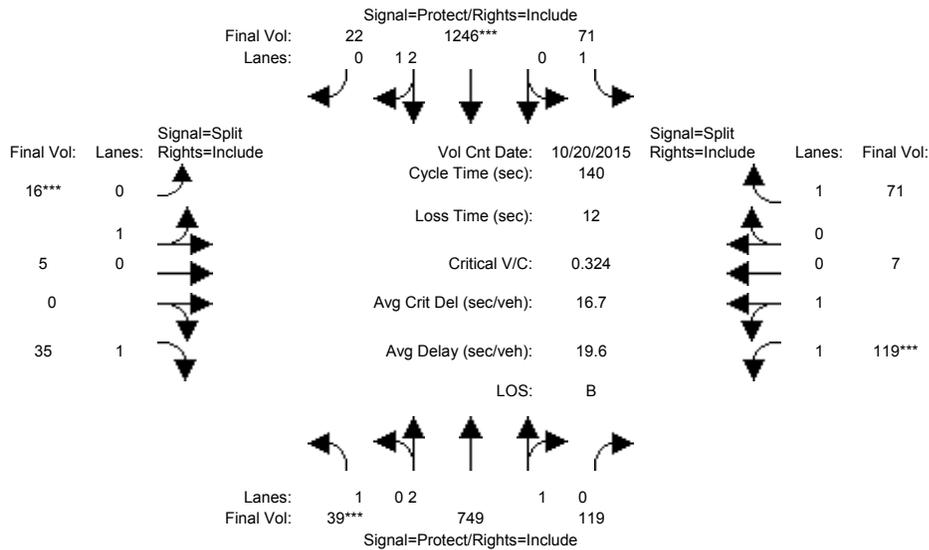
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1087	89	18	666	10	3	1	10	50	1	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1087	89	18	666	10	3	1	10	50	1	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1087	89	18	666	10	3	1	10	50	1	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.76	0.24	1.00	2.95	0.05	0.75	0.25	1.00	1.96	0.04	1.00
Final Sat.:	1750	5176	424	1750	5517	83	1350	450	1750	3480	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.12	0.12	0.00	0.00	0.01	0.01	0.01	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.6	87.0	87.0	7.0	64.4	64.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.30	0.30	0.19	0.24	0.24	0.03	0.03	0.07	0.18	0.18	0.19
Delay/Veh:	37.6	7.7	7.7	57.7	17.2	17.2	53.6	53.6	53.9	54.5	54.5	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	7.7	7.7	57.7	17.2	17.2	53.6	53.6	53.9	54.5	54.5	54.9
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	2	11	11	1	9	9	0	0	1	2	2	2

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

Santana Row West

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

Intersection #3727: OLSEN/WINCHESTER



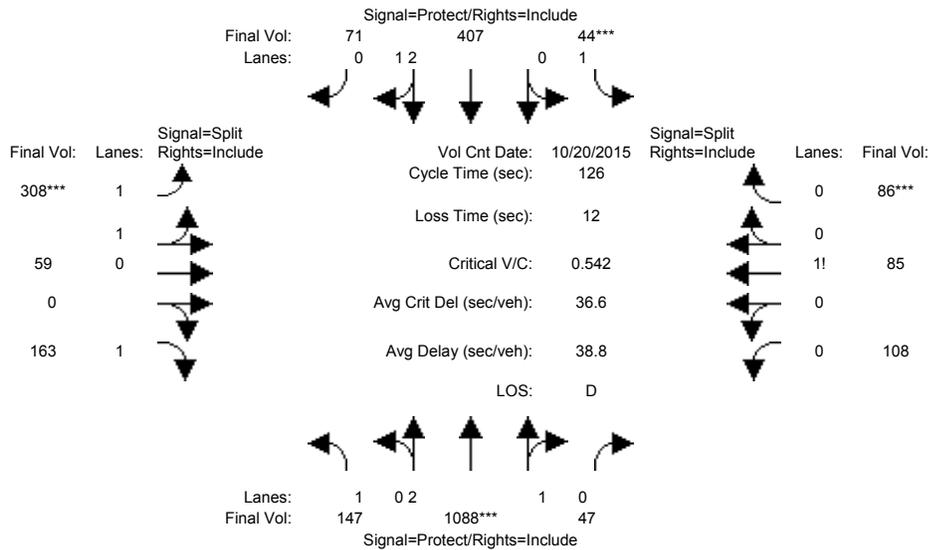
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	749	119	71	1246	22	16	5	35	119	7	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	749	119	71	1246	22	16	5	35	119	7	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	749	119	71	1246	22	16	5	35	119	7	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.57	0.43	1.00	2.95	0.05	0.76	0.24	1.00	1.89	0.11	1.00
Final Sat.:	1750	4831	768	1750	5503	97	1371	429	1750	3353	197	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.04	0.23	0.23	0.01	0.01	0.02	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.1	76.7	76.7	24.7	92.4	92.4	10.0	10.0	10.0	16.5	16.5	16.5
Volume/Cap:	0.34	0.28	0.28	0.23	0.34	0.34	0.16	0.16	0.28	0.30	0.30	0.34
Delay/Veh:	64.4	17.0	17.0	49.8	10.5	10.5	61.7	61.7	62.8	56.8	56.8	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	17.0	17.0	49.8	10.5	10.5	61.7	61.7	62.8	56.8	56.8	57.7
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	4	13	13	5	15	15	2	2	4	6	6	7

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

Santana Row West

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

Intersection #3737: PAYNE/WINCHESTER



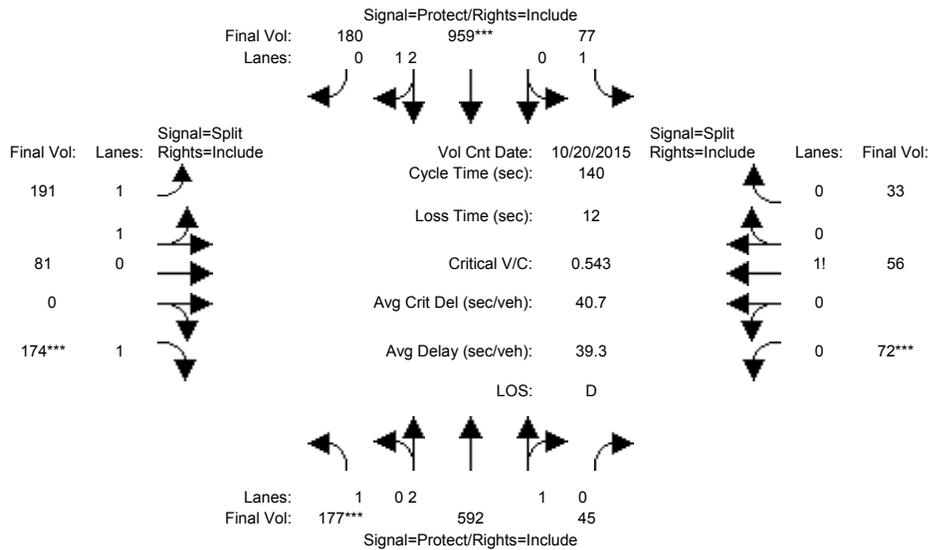
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1088	47	44	407	71	308	59	163	108	85	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1088	47	44	407	71	308	59	163	108	85	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1088	47	44	407	71	308	59	163	108	85	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1088	47	44	407	71	308	59	163	108	85	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1088	47	44	407	71	308	59	163	108	85	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1088	47	44	407	71	308	59	163	108	85	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	2.54	0.46	1.68	0.32	1.00	0.39	0.30	0.31
Final Sat.:	1750	5368	232	1750	4767	832	2979	571	1750	677	533	539
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.03	0.09	0.09	0.10	0.10	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	26.6	46.6	46.6	7.0	27.0	27.0	23.8	23.8	23.8	36.6	36.6	36.6
Volume/Cap:	0.40	0.55	0.55	0.45	0.40	0.40	0.55	0.55	0.49	0.55	0.55	0.55
Delay/Veh:	43.5	31.7	31.7	61.0	42.7	42.7	47.2	47.2	46.9	39.0	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	31.7	31.7	61.0	42.7	42.7	47.2	47.2	46.9	39.0	39.0	39.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	21	21	4	10	10	14	14	12	19	19	19

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

Santana Row West

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

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Count Date: 20 Oct 2015											
Base Vol:	177	592	45	77	959	180	191	81	174	72	56	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:	177	592	45	77	959	180	191	81	174	72	56	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	592	45	77	959	180	191	81	174	72	56	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:	177	592	45	77	959	180	191	81	174	72	56	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	592	45	77	959	180	191	81	174	72	56	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
Final Volume:	177	592	45	77	959	180	191	81	174	72	56	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.78	0.22	1.00	2.51	0.49	1.41	0.59	1.00	0.45	0.35	0.20
Final Sat.:	1750	5204	396	1750	4714	885	2493	1057	1750	783	609	359

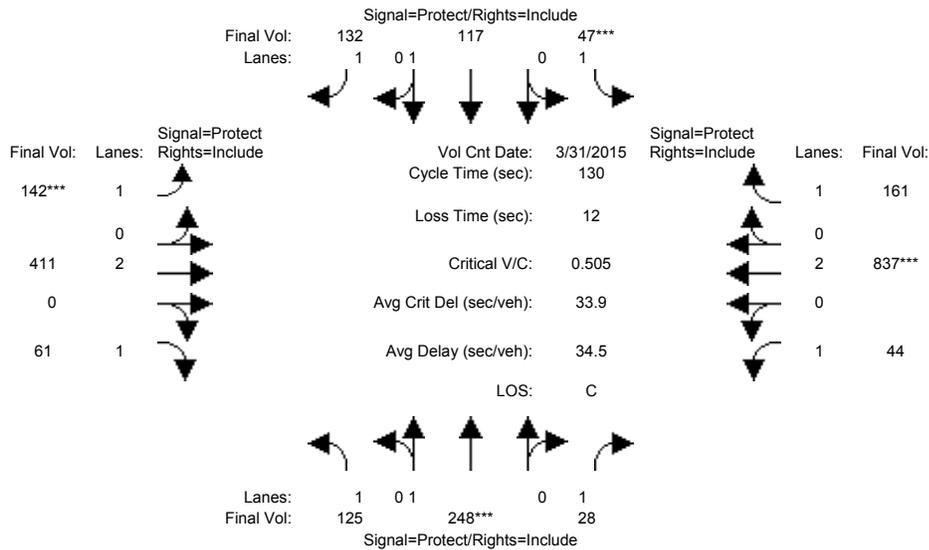
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.04	0.20	0.20	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****		****			****
Green Time:	26.1	54.6	54.6	24.0	52.5	52.5	25.7	25.7	25.7	23.7	23.7	23.7
Volume/Cap:	0.54	0.29	0.29	0.26	0.54	0.54	0.42	0.42	0.54	0.54	0.54	0.54
Delay/Veh:	53.4	29.5	29.5	50.7	34.6	34.6	51.0	51.0	53.7	55.2	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	29.5	29.5	50.7	34.6	34.6	51.0	51.0	53.7	55.2	55.2	55.2
LOS by Move:	D	C	C	D	C	C	D	D	D	E	E	E
HCM2k95thQ:	15	12	12	6	23	23	11	11	15	14	14	14

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

Santana Row West

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

Intersection #3748: RACE/SAN CARLOS



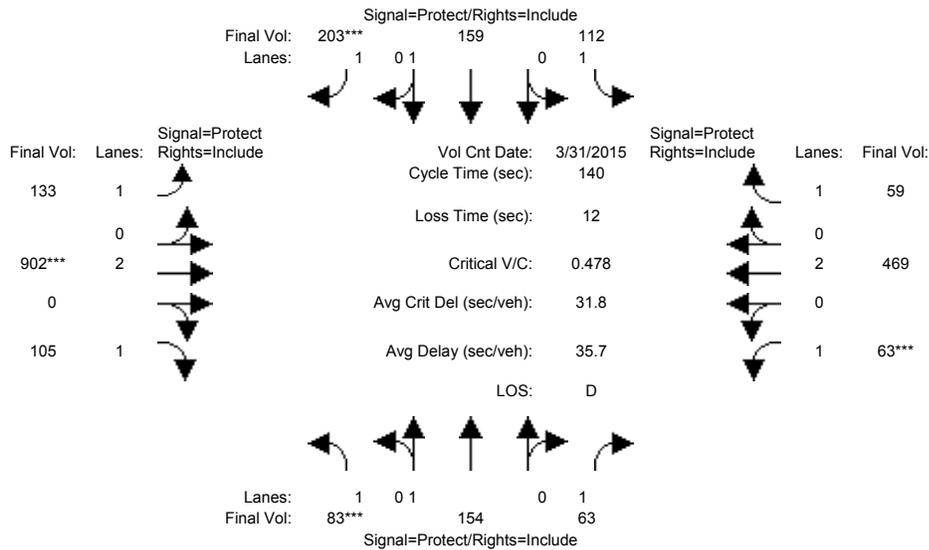
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 << 7:30-8:30AM												
Base Vol:	125	248	28	47	117	132	142	411	61	44	837	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:	125	248	28	47	117	132	142	411	61	44	837	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	248	28	47	117	132	142	411	61	44	837	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:	125	248	28	47	117	132	142	411	61	44	837	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	248	28	47	117	132	142	411	61	44	837	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	248	28	47	117	132	142	411	61	44	837	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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.02	0.03	0.06	0.08	0.08	0.11	0.03	0.03	0.22	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.5	33.5	33.5	7.0	21.0	21.0	20.9	51.7	51.7	25.7	56.6	56.6
Volume/Cap:	0.48	0.51	0.06	0.50	0.38	0.47	0.51	0.27	0.09	0.13	0.51	0.21
Delay/Veh:	51.9	42.0	36.4	63.9	49.5	50.6	51.4	26.5	24.5	43.0	26.8	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	42.0	36.4	63.9	49.5	50.6	51.4	26.5	24.5	43.0	26.8	23.0
LOS by Move:	D	D	D	E	D	D	D	C	C	D	C	C
HCM2k95thQ:	10	16	2	5	9	11	11	10	3	3	21	8

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

Santana Row West

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

Intersection #3748: RACE/SAN CARLOS



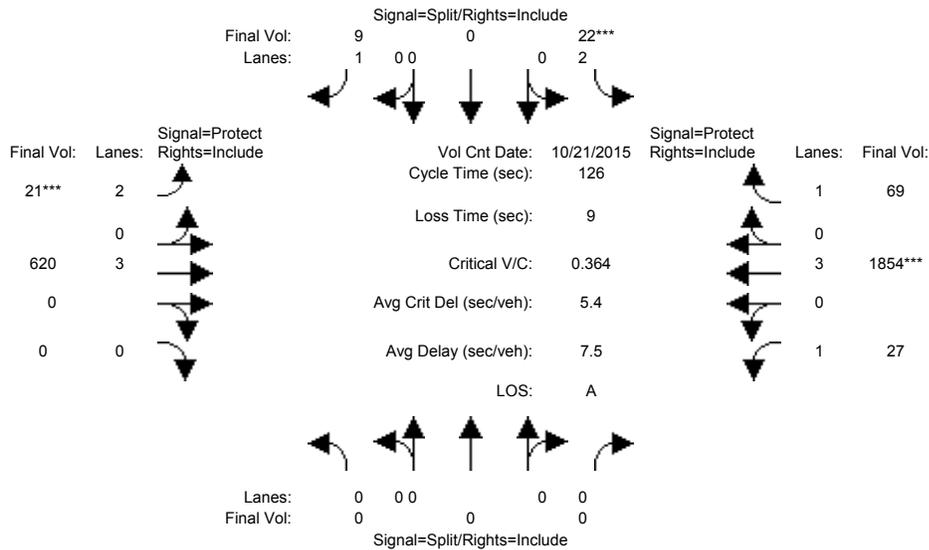
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	83	154	63	112	159	203	133	902	105	63	469	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	154	63	112	159	203	133	902	105	63	469	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	154	63	112	159	203	133	902	105	63	469	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	154	63	112	159	203	133	902	105	63	469	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	154	63	112	159	203	133	902	105	63	469	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	154	63	112	159	203	133	902	105	63	469	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.04	0.06	0.08	0.12	0.08	0.24	0.06	0.04	0.12	0.03
Crit Moves:	****					****		****		****		
Green Time:	13.9	26.8	26.8	21.1	34.0	34.0	30.5	69.6	69.6	10.5	49.6	49.6
Volume/Cap:	0.48	0.42	0.19	0.42	0.34	0.48	0.35	0.48	0.12	0.48	0.35	0.10
Delay/Veh:	61.7	50.6	47.8	55.0	44.2	46.2	46.9	23.4	18.9	64.8	33.5	30.3
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:	61.7	50.6	47.8	55.0	44.2	46.2	46.9	23.4	18.9	64.8	33.5	30.3
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	C
HCM2k95thQ:	8	12	5	10	11	15	10	22	5	6	13	4

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

Santana Row West

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

Intersection #3749: REDWOOD/STEVENS CREEK



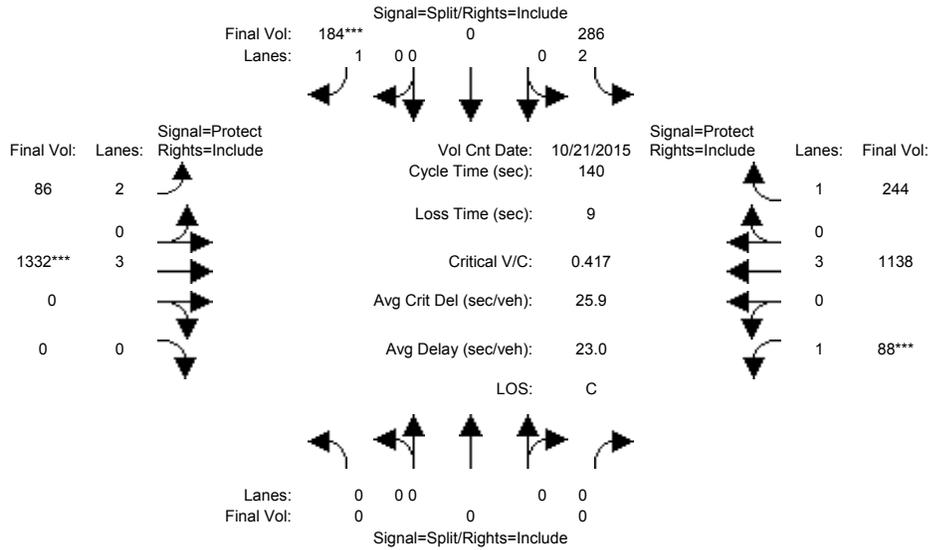
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	22	5	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	5	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	22	5	9	21	620	17	27	1854	69
User Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	9	21	620	0	27	1854	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	22	0	9	21	620	0	27	1854	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1750	3553	0	1800	3150	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.11	0.00	0.02	0.33	0.04
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	71.2	0.0	35.8	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.06	0.12	0.20	0.00	0.05	0.41	0.05
Delay/Veh:	0.0	0.0	0.0	53.8	0.0	53.7	56.9	13.4	0.0	32.9	4.0	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.8	0.0	53.7	56.9	13.4	0.0	32.9	4.0	2.8
LOS by Move:	A	A	A	D	A	D	E	B	A	C	A	A
HCM2k95thQ:	0	0	0	1	0	1	1	8	0	2	14	1

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

Santana Row West

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

Intersection #3749: REDWOOD/STEVENS CREEK



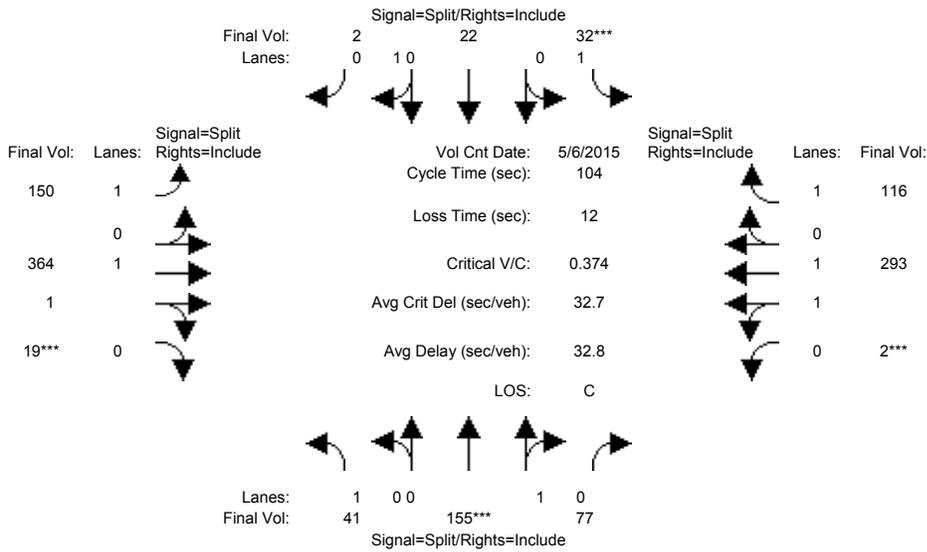
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	92	286	10	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	10	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	92	286	10	184	86	1332	25	88	1138	244
User Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	286	0	184	86	1332	0	88	1138	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	184	86	1332	0	88	1138	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	286	0	184	86	1332	0	88	1138	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.95	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1750	3545	0	1800	3150	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.03	0.24	0.00	0.05	0.20	0.14
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	34.3	0.0	34.3	19.4	79.8	0.0	16.9	77.3	77.3
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.42	0.20	0.42	0.00	0.42	0.36	0.25
Delay/Veh:	0.0	0.0	0.0	43.5	0.0	44.7	53.7	17.1	0.0	58.3	17.6	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.5	0.0	44.7	53.7	17.1	0.0	58.3	17.6	16.4
LOS by Move:	A	A	A	D	A	D	D	B	A	E	B	B
HCM2k95thQ:	0	0	0	10	0	13	4	19	0	8	16	11

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

Santana Row West

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

Intersection #3763: SAN CARLOS/WOZ



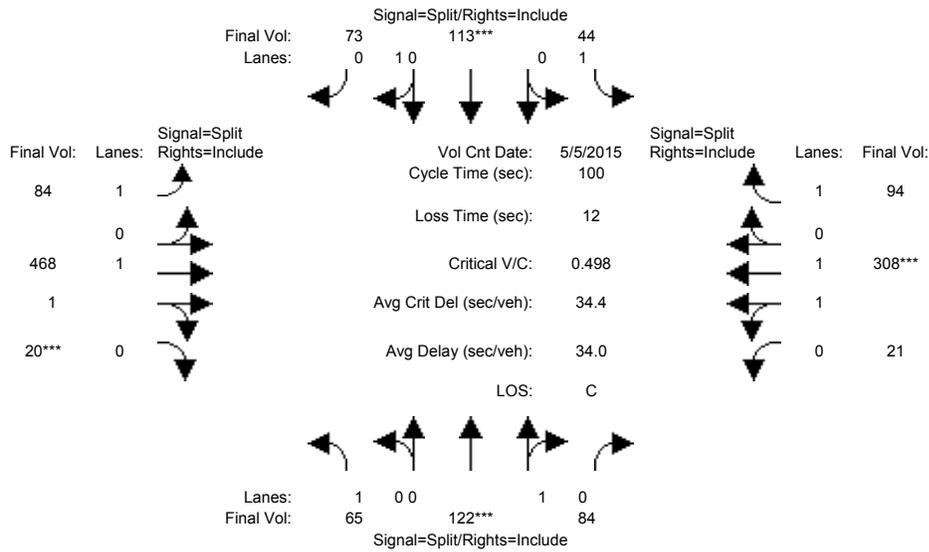
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	41	155	77	32	22	2	150	364	19	2	293	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	155	77	32	22	2	150	364	19	2	293	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	155	77	32	22	2	150	364	19	2	293	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	155	77	32	22	2	150	364	19	2	293	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	155	77	32	22	2	150	364	19	2	293	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	155	77	32	22	2	150	364	19	2	293	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	1.00	0.67	0.33	1.00	0.92	0.08	1.00	1.90	0.10	0.01	1.99	1.00
Final Sat.:	1750	1203	597	1750	1650	150	1750	3516	184	25	3675	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.02	0.01	0.01	0.09	0.10	0.10	0.08	0.08	0.07
Crit Moves:	****			****			****			****		
Green Time:	33.9	33.9	33.9	10.0	10.0	10.0	27.2	27.2	27.2	20.9	20.9	20.9
Volume/Cap:	0.07	0.40	0.40	0.19	0.14	0.14	0.33	0.40	0.40	0.40	0.40	0.33
Delay/Veh:	24.3	27.6	27.6	43.8	43.4	43.4	31.4	31.9	31.9	36.4	36.4	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	27.6	27.6	43.8	43.4	43.4	31.4	31.9	31.9	36.4	36.4	36.1
LOS by Move:	C	C	C	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	2	12	12	2	2	2	8	10	10	9	9	7

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

Santana Row West

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 May 2015	<<							
Base Vol:	65	122	84	44	113	73	84	468	20	21	308	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	122	84	44	113	73	84	468	20	21	308	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	122	84	44	113	73	84	468	20	21	308	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	122	84	44	113	73	84	468	20	21	308	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	122	84	44	113	73	84	468	20	21	308	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	122	84	44	113	73	84	468	20	21	308	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.59	0.41	1.00	0.61	0.39	1.00	1.92	0.08	0.13	1.87	1.00
Final Sat.:	1750	1066	734	1750	1094	706	1750	3548	152	236	3464	1750

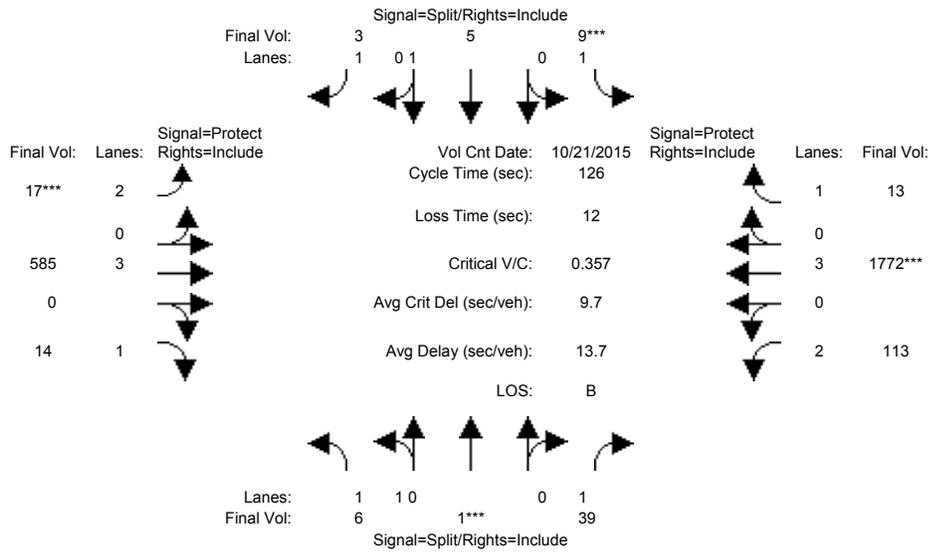
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.10	0.10	0.05	0.13	0.13	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	23.0	23.0	23.0	20.7	20.7	20.7	26.5	26.5	26.5	17.8	17.8	17.8
Volume/Cap:	0.16	0.50	0.50	0.12	0.50	0.50	0.18	0.50	0.50	0.50	0.50	0.30
Delay/Veh:	31.0	34.5	34.5	32.4	36.1	36.1	28.6	31.5	31.5	37.6	37.6	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	34.5	34.5	32.4	36.1	36.1	28.6	31.5	31.5	37.6	37.6	36.2
LOS by Move:	C	C	C	C	D	D	C	C	C	D	D	D
HCM2k95thQ:	4	12	12	3	11	11	4	12	12	10	10	6

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

Santana Row West

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



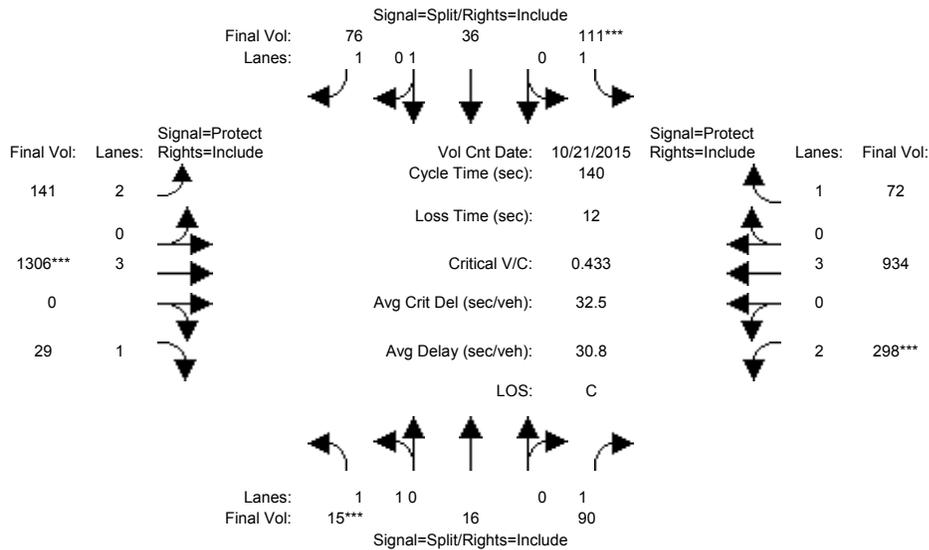
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	39	9	5	3	17	585	14	113	1772	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	39	9	5	3	17	585	14	113	1772	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1	39	9	5	3	17	585	14	113	1772	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.72	0.28	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3043	507	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.01	0.10	0.01	0.04	0.31	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	61.0	61.0	33.0	87.0	87.0
Volume/Cap:	0.02	0.02	0.28	0.06	0.03	0.02	0.10	0.21	0.02	0.14	0.45	0.01
Delay/Veh:	53.5	53.5	55.7	53.9	53.6	53.6	56.7	18.7	16.9	35.7	8.8	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	53.5	55.7	53.9	53.6	53.6	56.7	18.7	16.9	35.7	8.8	6.1
LOS by Move:	D	D	E	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	0	0	4	1	0	0	1	8	1	4	18	0

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

Santana Row West

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



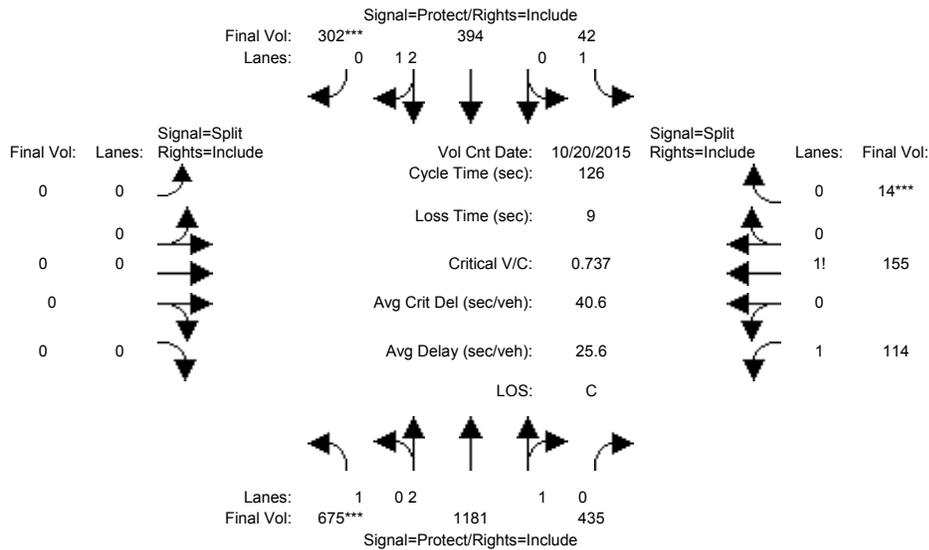
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	16	90	111	36	76	141	1306	29	298	934	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	111	36	76	141	1306	29	298	934	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	111	36	76	141	1306	29	298	934	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.02	0.04	0.04	0.23	0.02	0.09	0.16	0.04
Crit Moves:	****			****			****			****		
Green Time:	16.6	16.6	16.6	18.2	18.2	18.2	21.8	65.9	65.9	27.2	71.3	71.3
Volume/Cap:	0.07	0.07	0.43	0.49	0.15	0.33	0.29	0.49	0.04	0.49	0.32	0.08
Delay/Veh:	54.9	54.9	58.7	58.2	54.2	56.2	52.6	25.6	20.0	50.8	20.2	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	58.7	58.2	54.2	56.2	52.6	25.6	20.0	50.8	20.2	17.6
LOS by Move:	D	D	E	E	D	E	D	C	B	D	C	B
HCM2k95thQ:	1	1	8	10	3	7	6	22	1	13	14	3

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

Santana Row West

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

Intersection #3829: TISCH/WINCHESTER



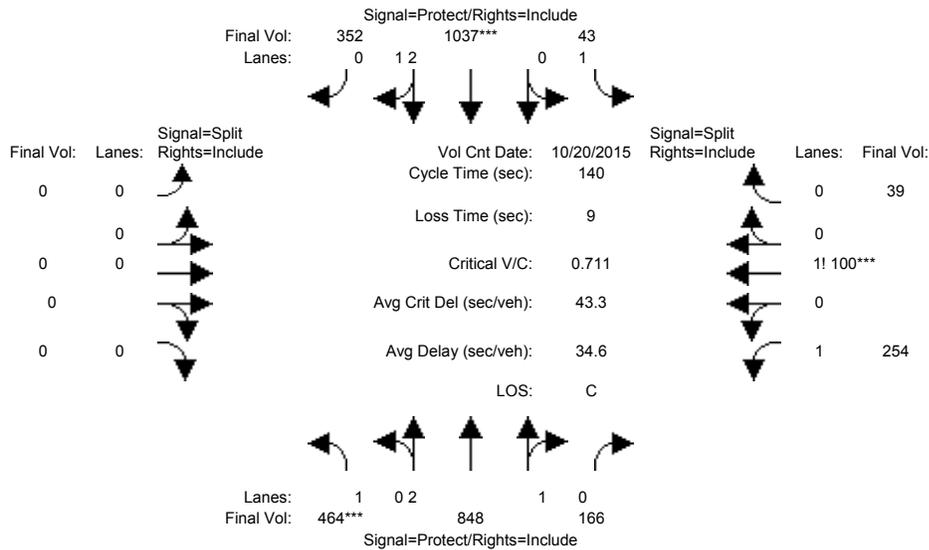
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	675	1181	435	42	394	302	0	0	0	114	155	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	675	1181	435	42	394	302	0	0	0	114	155	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	675	1181	435	42	394	302	0	0	0	114	155	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.16	0.84	1.00	2.00	1.00	0.00	0.00	0.00	1.26	0.68	0.06
Final Sat.:	1750	4091	1507	1750	3800	1750	0	0	0	2201	1226	111
Capacity Analysis Module:												
Vol/Sat:	0.39	0.29	0.29	0.02	0.10	0.17	0.00	0.00	0.00	0.05	0.13	0.13
Crit Moves:	****					****						****
Green Time:	65.9	80.0	80.0	15.4	29.5	29.5	0.0	0.0	0.0	21.6	21.6	21.6
Volume/Cap:	0.74	0.45	0.45	0.20	0.44	0.74	0.00	0.00	0.00	0.30	0.74	0.74
Delay/Veh:	26.5	11.9	11.9	50.2	41.4	47.8	0.0	0.0	0.0	45.8	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	11.9	11.9	50.2	41.4	47.8	0.0	0.0	0.0	45.8	56.9	56.9
LOS by Move:	C	B	B	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	36	19	19	3	13	23	0	0	0	6	17	17

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

Santana Row West

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

Intersection #3829: TISCH/WINCHESTER



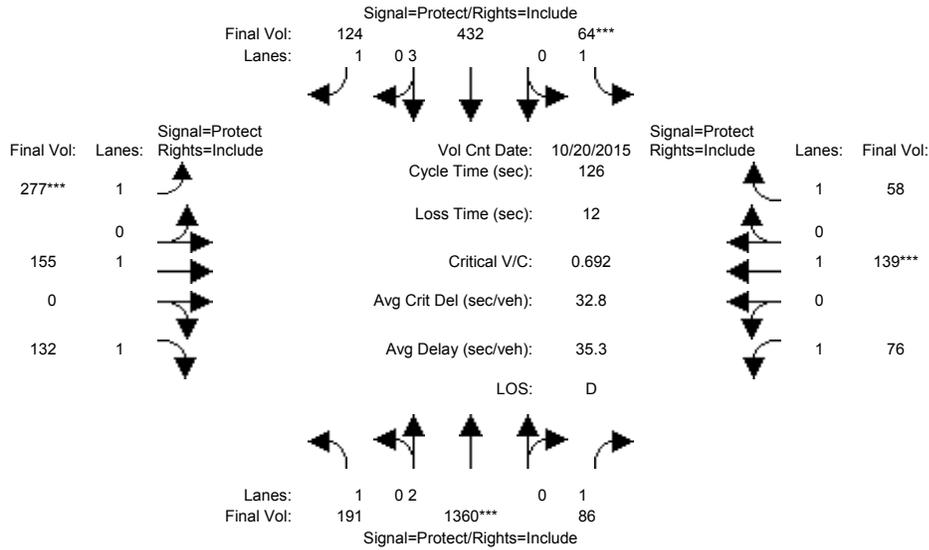
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	848	166	43	1037	352	0	0	0	254	100	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	464	848	166	43	1037	352	0	0	0	254	100	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.49	0.51	1.00	2.21	0.79	0.00	0.00	0.00	1.48	0.37	0.15
Final Sat.:	1750	4682	917	1750	4179	1419	0	0	0	2586	658	257
Capacity Analysis Module:												
Vol/Sat:	0.27	0.18	0.18	0.02	0.25	0.25	0.00	0.00	0.00	0.10	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	52.2	79.2	79.2	21.9	48.9	48.9	0.0	0.0	0.0	29.9	29.9	29.9
Volume/Cap:	0.71	0.32	0.32	0.16	0.71	0.71	0.00	0.00	0.00	0.46	0.71	0.71
Delay/Veh:	41.1	16.2	16.2	51.4	40.7	40.7	0.0	0.0	0.0	48.4	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	16.2	16.2	51.4	40.7	40.7	0.0	0.0	0.0	48.4	55.3	55.3
LOS by Move:	D	B	B	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	31	14	14	4	31	31	0	0	0	13	21	21

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

Santana Row West

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

Intersection #3836: WILLIAMS/WINCHESTER



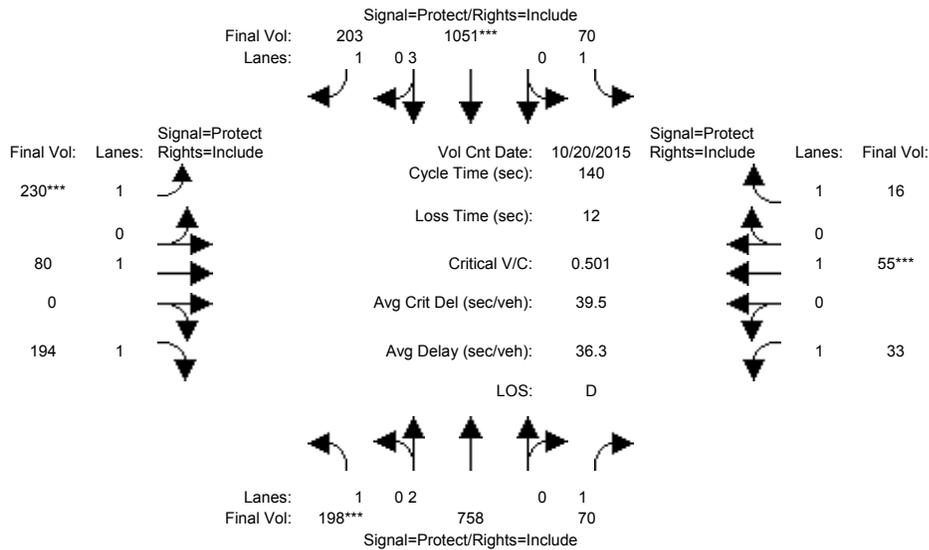
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	191	1360	86	64	432	124	277	155	132	76	139	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1360	86	64	432	124	277	155	132	76	139	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1360	86	64	432	124	277	155	132	76	139	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1360	86	64	432	124	277	155	132	76	139	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1360	86	64	432	124	277	155	132	76	139	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	1360	86	64	432	124	277	155	132	76	139	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.05	0.04	0.08	0.07	0.16	0.08	0.08	0.04	0.07	0.03
Crit Moves:	****			****			****			****		
Green Time:	41.7	65.0	65.0	7.0	30.3	30.3	28.7	25.0	25.0	17.0	13.3	13.3
Volume/Cap:	0.33	0.69	0.10	0.66	0.32	0.29	0.69	0.41	0.38	0.32	0.69	0.31
Delay/Veh:	32.0	24.1	15.6	73.7	39.5	39.5	49.8	44.8	44.5	50.1	64.5	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	24.1	15.6	73.7	39.5	39.5	49.8	44.8	44.5	50.1	64.5	53.1
LOS by Move:	C	C	B	E	D	D	D	D	D	D	E	D
HCM2k95thQ:	11	33	4	8	9	8	21	11	10	6	13	5

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

Santana Row West

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

Intersection #3836: WILLIAMS/WINCHESTER



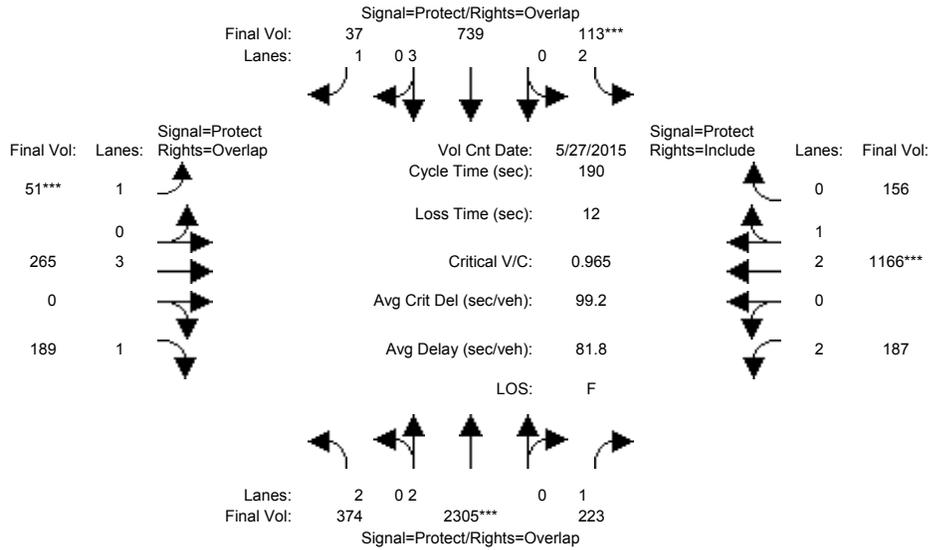
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	198	758	70	70	1051	203	230	80	194	33	55	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	758	70	70	1051	203	230	80	194	33	55	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	758	70	70	1051	203	230	80	194	33	55	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	758	70	70	1051	203	230	80	194	33	55	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	758	70	70	1051	203	230	80	194	33	55	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	758	70	70	1051	203	230	80	194	33	55	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.04	0.04	0.18	0.12	0.13	0.04	0.11	0.02	0.03	0.01
Crit Moves:	****				****		****				****	
Green Time:	31.1	65.4	65.4	16.4	50.7	50.7	36.2	31.8	31.8	14.3	10.0	10.0
Volume/Cap:	0.51	0.43	0.09	0.34	0.51	0.32	0.51	0.19	0.49	0.18	0.41	0.13
Delay/Veh:	48.9	25.0	20.7	57.8	35.1	32.5	45.3	43.9	48.0	58.0	64.1	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	25.0	20.7	57.8	35.1	32.5	45.3	43.9	48.0	58.0	64.1	61.4
LOS by Move:	D	C	C	E	D	C	D	D	D	E	E	E
HCM2k95thQ:	15	19	4	6	21	13	17	6	15	3	5	2

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

Santana Row West

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 27 May 2015 << 7:30-8:30AM											
Base Vol:	374	2712	223	113	739	37	51	265	189	187	1166	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37	51	265	189	187	1166	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2712	223	113	739	37	51	265	189	187	1166	156
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2305	223	113	739	37	51	265	189	187	1166	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2305	223	113	739	37	51	265	189	187	1166	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	2305	223	113	739	37	51	265	189	187	1166	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4938	661

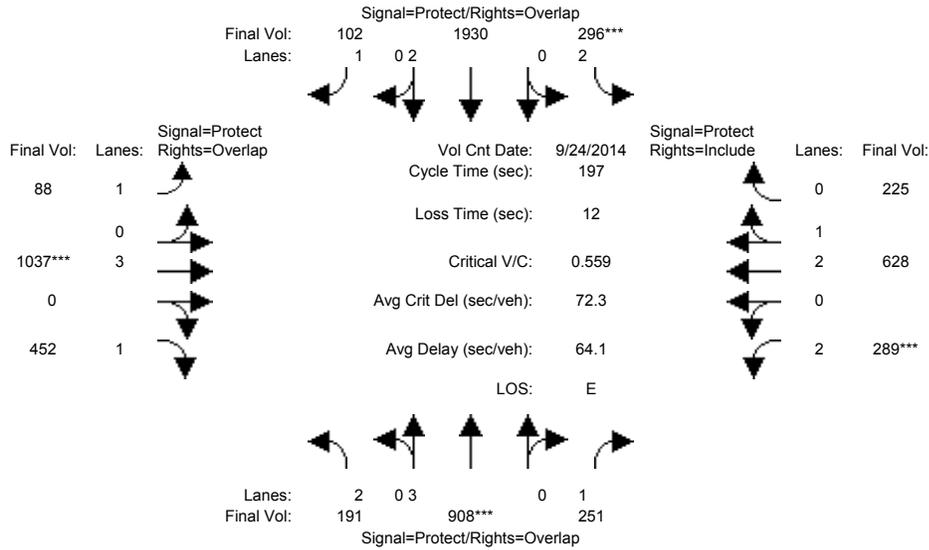
Capacity Analysis Module:												
Vol/Sat:	0.12	0.61	0.13	0.04	0.13	0.02	0.03	0.05	0.11	0.06	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.77	1.13	0.20	0.46	0.28	0.04	0.33	0.20	0.28	0.65	1.00	1.00
Delay/Veh:	89.3	98.4	8.2	90.7	28.0	14.4	88.1	62.5	42.6	94.5	102	101.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	98.4	8.2	90.7	28.0	14.4	88.1	62.5	42.6	94.5	102	101.8
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	22	124	5	8	13	1	6	8	16	13	50	50

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

Santana Row West

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	191	908	251	296	2507	102	88	1037	452	289	628	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	908	251	296	2507	102	88	1037	452	289	628	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	908	251	296	2507	102	88	1037	452	289	628	225
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	908	251	296	1930	102	88	1037	452	289	628	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	908	251	296	1930	102	88	1037	452	289	628	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	908	251	296	1930	102	88	1037	452	289	628	225

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.18	0.82
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4121	1476

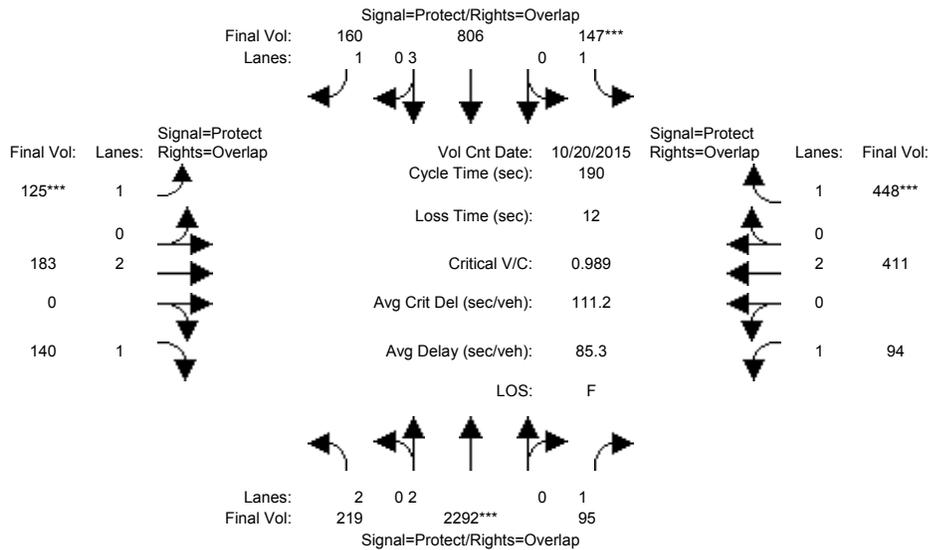
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.14	0.09	0.51	0.06	0.05	0.18	0.26	0.09	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.71	0.38	0.27	0.49	0.97	0.10	0.62	0.80	0.82	0.88	0.60	0.60
Delay/Veh:	101.8	48.7	35.5	76.6	49.0	9.9	101.6	79.9	76.2	114.7	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.8	48.7	35.5	76.6	49.0	9.9	101.6	79.9	76.2	114.7	70.0	70.0
LOS by Move:	F	D	D	E	D	A	F	E	E	F	E	E
HCM2k95thQ:	14	26	21	17	88	3	11	35	47	21	28	28

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

Santana Row West

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



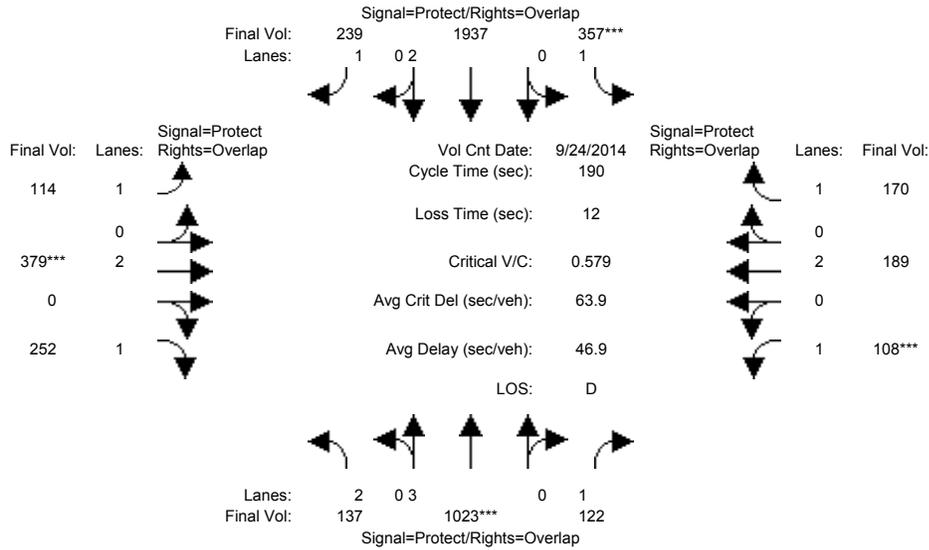
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << AM												
Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	2697	95	147	806	160	125	183	140	94	411	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	2292	95	147	806	160	125	183	140	94	411	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2292	95	147	806	160	125	183	140	94	411	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	2292	95	147	806	160	125	183	140	94	411	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.60	0.05	0.08	0.14	0.09	0.07	0.05	0.08	0.05	0.11	0.26
Crit Moves:	****			****			****			****		
Green Time:	24.7	110	125.1	19.8	105	126.2	20.7	33.9	58.6	14.6	29.2	48.9
Volume/Cap:	0.53	1.04	0.08	0.81	0.25	0.14	0.66	0.27	0.26	0.70	0.70	0.99
Delay/Veh:	91.7	111	28.5	111.3	15.7	5.0	94.4	71.9	52.8	105.7	85.1	115.7
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:	91.7	111	28.5	111.3	15.7	5.0	94.4	71.9	52.8	105.7	85.1	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	14	108	9	18	10	3	17	9	13	14	23	55

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

Santana Row West

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



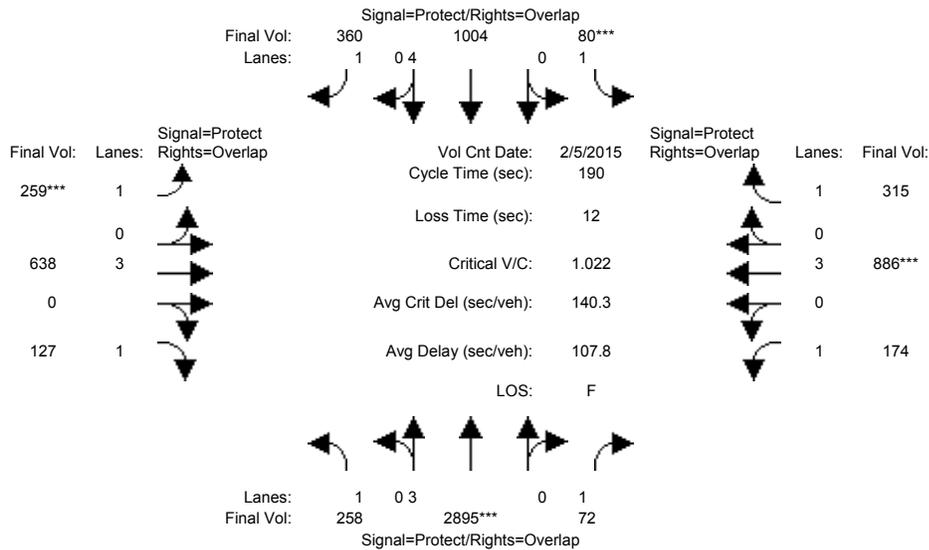
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	137	1023	122	357	2515	239	114	379	252	108	189	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1023	122	357	2515	239	114	379	252	108	189	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1023	122	357	2515	239	114	379	252	108	189	170
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1023	122	357	1937	239	114	379	252	108	189	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1023	122	357	1937	239	114	379	252	108	189	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	1023	122	357	1937	239	114	379	252	108	189	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.07	0.20	0.51	0.14	0.07	0.10	0.14	0.06	0.05	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.52	0.47	0.14	0.73	0.88	0.20	0.62	0.58	0.56	0.60	0.29	0.22
Delay/Veh:	90.9	52.9	35.2	71.3	26.7	3.7	93.2	78.5	67.2	92.3	73.7	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:	90.9	52.9	35.2	71.3	26.7	3.7	93.2	78.5	67.2	92.3	73.7	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	29	11	33	62	3	15	20	26	14	10	13

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

Santana Row West

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



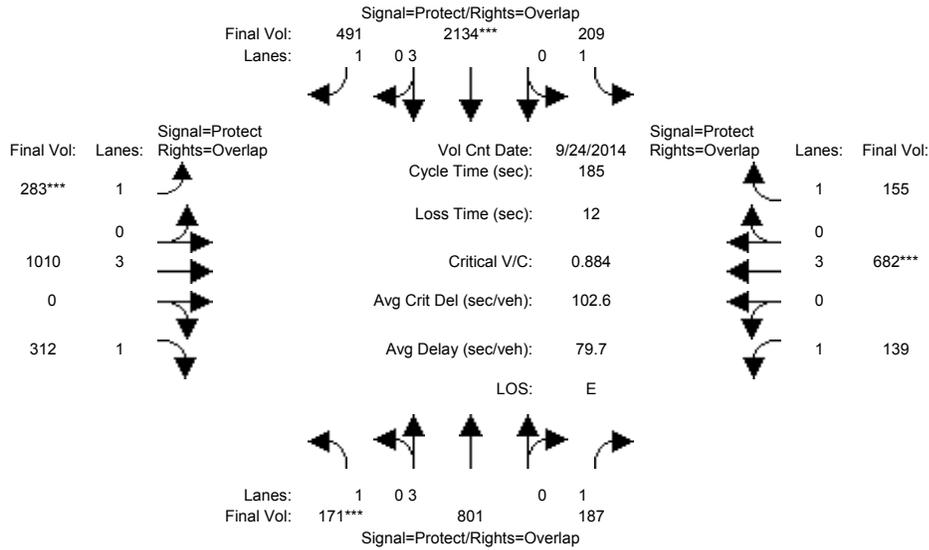
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2015 <<												
Base Vol:	258	3406	72	80	1004	360	259	638	127	174	886	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	3406	72	80	1004	360	259	638	127	174	886	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	3406	72	80	1004	360	259	638	127	174	886	315
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	2895	72	80	1004	360	259	638	127	174	886	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	2895	72	80	1004	360	259	638	127	174	886	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	258	2895	72	80	1004	360	259	638	127	174	886	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	4.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	4731	1750	1750	7600	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.61	0.04	0.05	0.13	0.21	0.15	0.11	0.07	0.10	0.16	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	67.7	23.5	34.8	49.9
Volume/Cap:	0.99	1.16	0.06	0.58	0.29	0.34	1.00	0.54	0.20	0.80	0.85	0.69
Delay/Veh:	149.6	158	28.6	95.6	40.5	27.7	140.7	71.8	45.3	105.2	86.5	71.3
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:	149.6	158	28.6	95.6	40.5	27.7	140.7	71.8	45.3	105.2	86.5	71.3
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	E
HCM2k95thQ:	29	107	7	11	20	27	36	21	11	23	33	33

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

Santana Row West

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



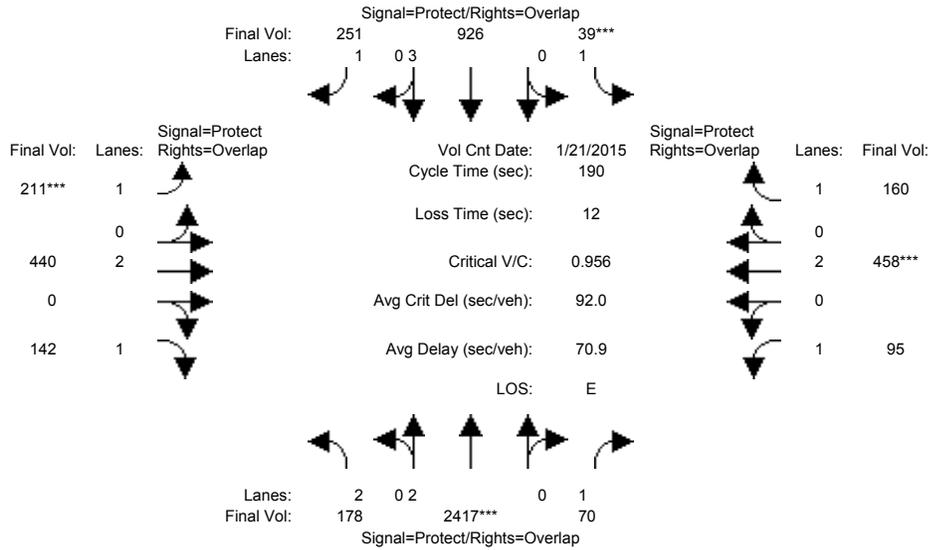
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1054	187	209	2771	491	283	1010	312	139	682	155
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	801	187	209	2134	491	283	1010	312	139	682	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	801	187	209	2134	491	283	1010	312	139	682	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	801	187	209	2134	491	283	1010	312	139	682	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.11	0.12	0.45	0.28	0.16	0.18	0.18	0.08	0.12	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.60	0.38	0.21	0.71	0.96	0.42	0.82	0.69	0.56	0.53	0.57	0.24
Delay/Veh:	403.6	51.3	32.8	95.9	90.3	35.3	89.6	67.5	57.1	79.6	70.9	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	403.6	51.3	32.8	95.9	90.3	35.3	89.6	67.5	57.1	79.6	70.9	42.3
LOS by Move:	F	D	C	F	F	D	F	E	E	E	E	D
HCM2k95thQ:	33	23	15	25	71	42	33	32	29	16	22	13

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

Santana Row West

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



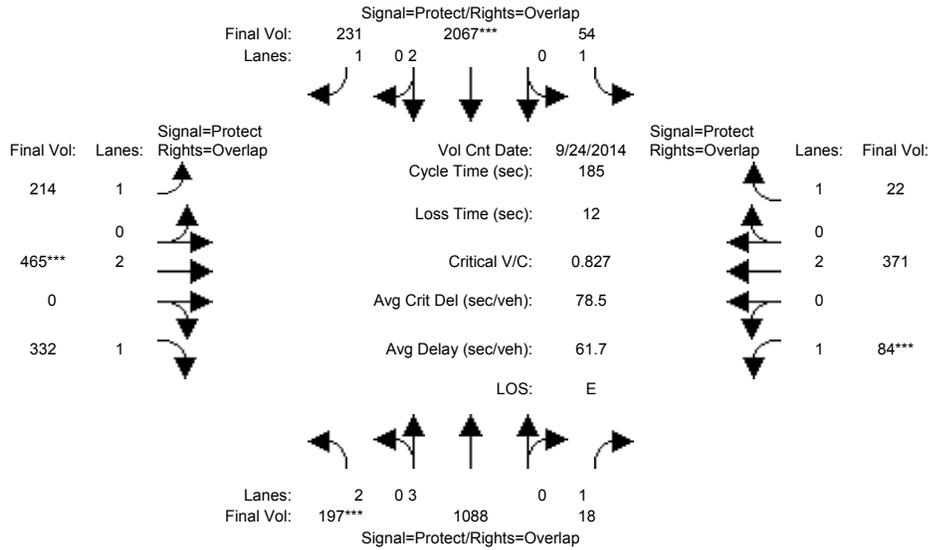
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jan 2015 << 8-9 AM												
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2843	70	39	926	251	211	440	142	95	458	160
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2417	70	39	926	251	211	440	142	95	458	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2417	70	39	926	251	211	440	142	95	458	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	2417	70	39	926	251	211	440	142	95	458	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.04	0.02	0.16	0.14	0.12	0.12	0.08	0.05	0.12	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.54	1.05	0.06	0.50	0.30	0.21	0.94	0.55	0.26	0.69	0.74	0.44
Delay/Veh:	88.2	89.6	16.9	100.0	17.3	4.6	131.6	72.1	51.9	104.8	85.7	71.1
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:	88.2	89.6	16.9	100.0	17.3	4.6	131.6	72.1	51.9	104.8	85.7	71.1
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	12	122	5	5	12	5	30	22	13	14	26	17

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

Santana Row West

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	197	1088	18	54	2685	231	214	465	332	84	371	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1088	18	54	2685	231	214	465	332	84	371	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	1088	18	54	2685	231	214	465	332	84	371	22
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1088	18	54	2067	231	214	465	332	84	371	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1088	18	54	2067	231	214	465	332	84	371	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	1088	18	54	2067	231	214	465	332	84	371	22

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

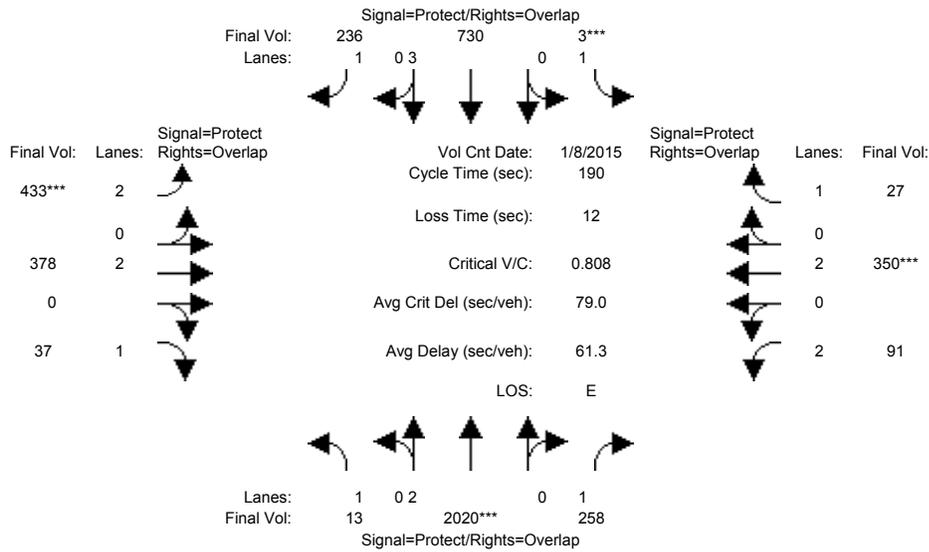
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.19	0.01	0.03	0.54	0.13	0.12	0.12	0.19	0.05	0.10	0.01
Crit Moves:	****			****			****			****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.65	0.37	0.02	0.38	1.07	0.20	0.80	0.55	0.59	0.43	0.53	0.05
Delay/Veh:	90.6	20.3	6.4	87.5	79.4	5.4	96.6	68.5	58.0	83.2	73.7	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.6	20.3	6.4	87.5	79.4	5.4	96.6	68.5	58.0	83.2	73.7	54.1
LOS by Move:	F	C	A	F	E	A	F	E	E	F	E	D
HCM2k95thQ:	13	16	0	6	103	4	27	22	31	10	19	2

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

Santana Row West

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



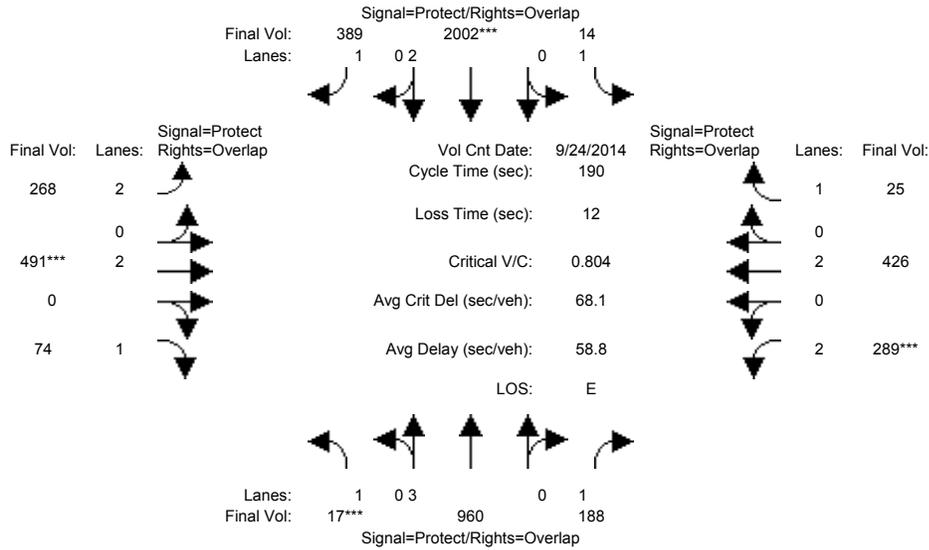
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	8 Jan 2015 << 7:45-8:45 AM											
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2376	258	3	730	236	433	378	37	91	350	27
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2020	258	3	730	236	433	378	37	91	350	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2020	258	3	730	236	433	378	37	91	350	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	2020	258	3	730	236	433	378	37	91	350	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.15	0.00	0.13	0.13	0.14	0.10	0.02	0.03	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	0.96	0.23	0.03	0.23	0.19	0.89	0.40	0.07	0.36	0.53	0.06
Delay/Veh:	93.6	72.5	25.0	93.7	17.4	2.9	107.0	67.7	51.1	94.0	81.5	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	72.5	25.0	93.7	17.4	2.9	107.0	67.7	51.1	94.0	81.5	63.1
LOS by Move:	F	E	C	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	2	92	20	0	10	3	31	18	4	7	19	3

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

Santana Row West

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	17	960	188	14	2600	389	268	491	74	289	426	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:	17	960	188	14	2600	389	268	491	74	289	426	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	960	188	14	2600	389	268	491	74	289	426	25
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	960	188	14	2002	389	268	491	74	289	426	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	960	188	14	2002	389	268	491	74	289	426	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	960	188	14	2002	389	268	491	74	289	426	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

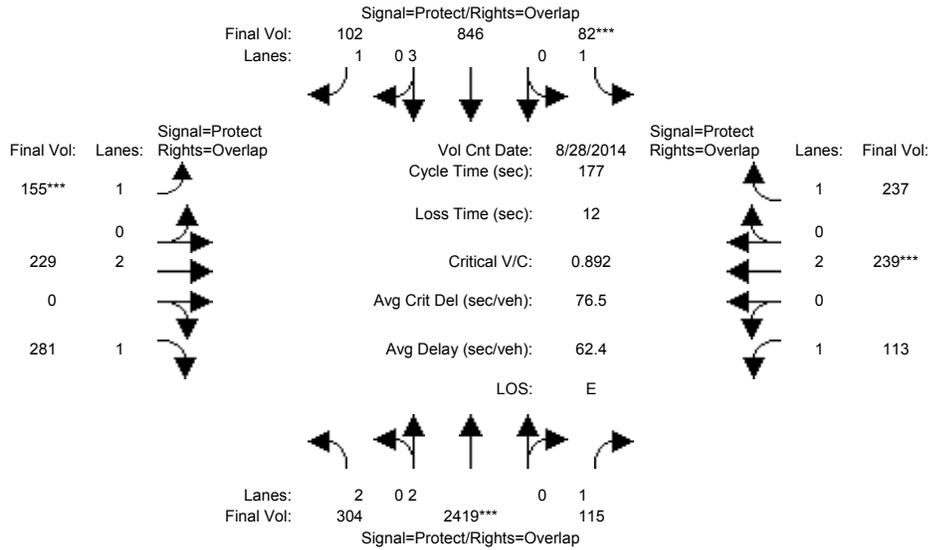
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.11	0.01	0.53	0.22	0.09	0.13	0.04	0.09	0.11	0.01
Crit Moves:	****				****			****			****	
Green Time:	12.7	112	130.8	12.8	112	130.3	18.5	35.5	48.2	19.1	36.1	48.9
Volume/Cap:	0.15	0.29	0.16	0.12	0.90	0.32	0.87	0.69	0.17	0.91	0.59	0.06
Delay/Veh:	92.4	29.3	18.4	92.1	56.5	21.5	116.2	82.4	61.0	122.5	78.6	58.5
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:	92.4	29.3	18.4	92.1	56.5	21.5	116.2	82.4	61.0	122.5	78.6	58.5
LOS by Move:	F	C	B	F	E	C	F	F	E	F	E	E
HCM2k95thQ:	2	24	14	2	88	28	20	25	7	22	22	3

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

Santana Row West

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

Intersection #5427: SAN TOMAS/WILLIAMS



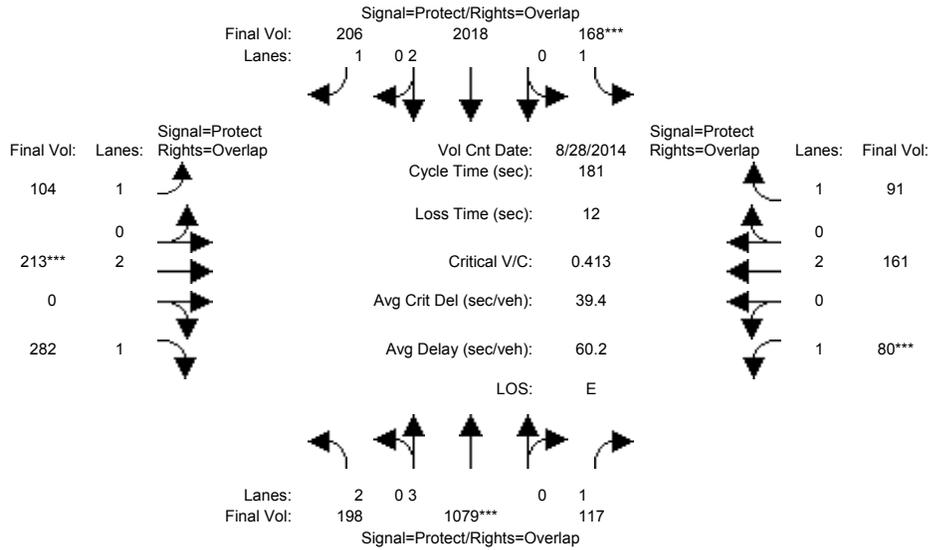
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	304	2846	115	82	846	102	155	229	281	113	239	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:	304	2846	115	82	846	102	155	229	281	113	239	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	2846	115	82	846	102	155	229	281	113	239	237
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	2419	115	82	846	102	155	229	281	113	239	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2419	115	82	846	102	155	229	281	113	239	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	304	2419	115	82	846	102	155	229	281	113	239	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.64	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.06	0.06	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.73	1.09	0.10	0.52	0.28	0.09	0.84	0.35	0.52	0.72	0.40	0.54
Delay/Veh:	85.2	74.5	4.0	85.2	16.5	5.7	109.9	68.8	55.0	98.4	71.8	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	74.5	4.0	85.2	16.5	5.7	109.9	68.8	55.0	98.4	71.8	63.1
LOS by Move:	F	E	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	117	2	9	11	2	21	11	25	15	12	23

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

Santana Row West

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

Intersection #5427: SAN TOMAS/WILLIAMS



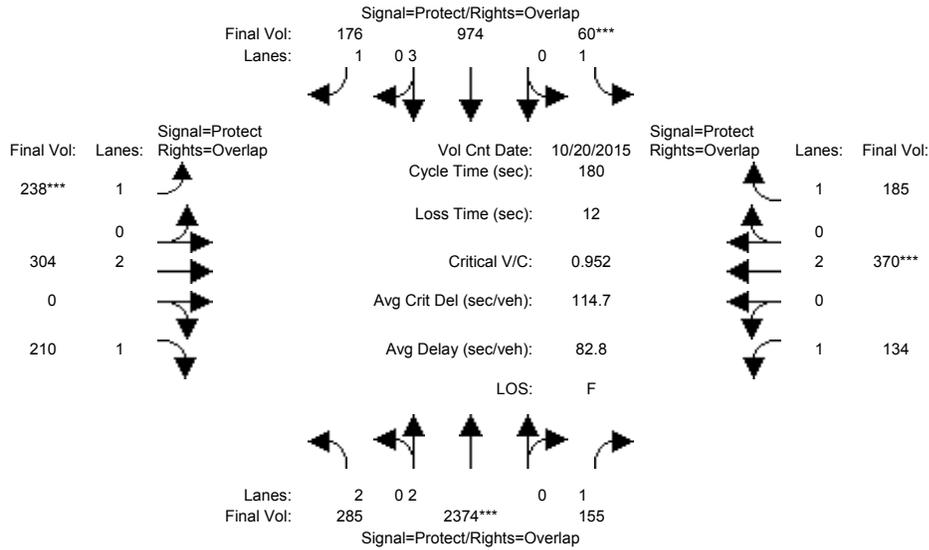
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 <<												
Base Vol:	198	1079	117	168	2522	206	104	213	282	80	161	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1079	117	168	2522	206	104	213	282	80	161	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1079	117	168	2522	206	104	213	282	80	161	91
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1079	117	168	2018	206	104	213	282	80	161	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1079	117	168	2018	206	104	213	282	80	161	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1079	117	168	2018	206	104	213	282	80	161	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.10	0.53	0.12	0.06	0.06	0.16	0.05	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.55	0.38	0.11	0.51	0.92	0.18	0.64	0.35	0.59	0.52	0.27	0.15
Delay/Veh:	82.7	22.5	10.4	82.9	77.8	28.3	92.5	72.4	62.4	87.2	72.1	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	22.5	10.4	82.9	77.8	28.3	92.5	72.4	62.4	87.2	72.1	44.2
LOS by Move:	F	C	B	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	12	16	3	18	87	18	14	11	27	11	8	8

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

Santana Row West

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

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << 7:45-8:45AM											
Base Vol:	285	2793	155	60	974	176	238	304	210	134	370	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:	285	2793	155	60	974	176	238	304	210	134	370	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	2793	155	60	974	176	238	304	210	134	370	185
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2374	155	60	974	176	238	304	210	134	370	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2374	155	60	974	176	238	304	210	134	370	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2374	155	60	974	176	238	304	210	134	370	185

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

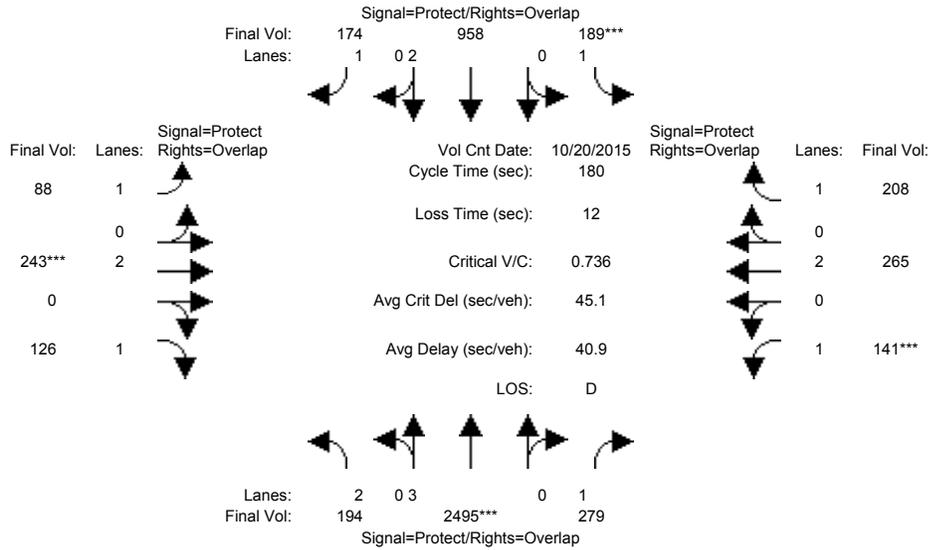
Capacity Analysis Module:												
Vol/Sat:	0.09	0.62	0.09	0.03	0.17	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.19	0.14	0.39	0.35	0.16	0.87	0.40	0.37	0.61	0.58	0.41
Delay/Veh:	87.3	123	5.6	84.2	23.7	6.1	103.7	67.5	50.4	84.7	75.3	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	123	5.6	84.2	23.7	6.1	103.7	67.5	50.4	84.7	75.3	60.2
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	131	3	7	16	4	30	15	18	16	19	18

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

Santana Row West

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

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	194	2495	279	189	1197	174	88	243	126	141	265	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	2495	279	189	1197	174	88	243	126	141	265	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	2495	279	189	1197	174	88	243	126	141	265	208
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	2495	279	189	958	174	88	243	126	141	265	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	2495	279	189	958	174	88	243	126	141	265	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	2495	279	189	958	174	88	243	126	141	265	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

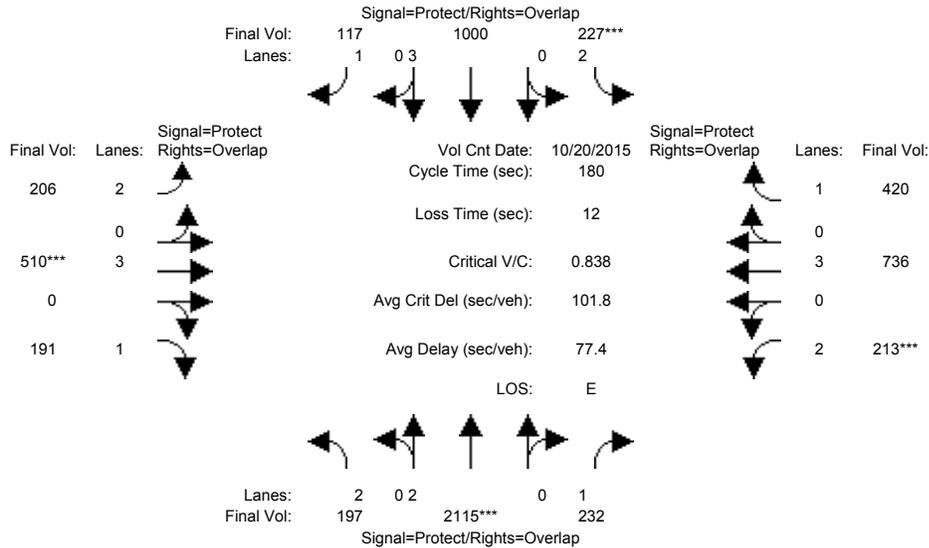
Vol/Sat:	0.06	0.44	0.16	0.11	0.25	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.54	0.87	0.27	0.74	0.47	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	81.8	34.7	11.3	89.5	19.7	7.3	86.5	66.2	49.1	133.4	67.6	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	34.7	11.3	89.5	19.7	7.3	86.5	66.2	49.1	133.4	67.6	48.0
LOS by Move:	F	C	B	F	B	A	F	E	D	F	E	D
HCM2k95thQ:	12	62	9	20	20	4	11	12	11	21	13	18

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

Santana Row West

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

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



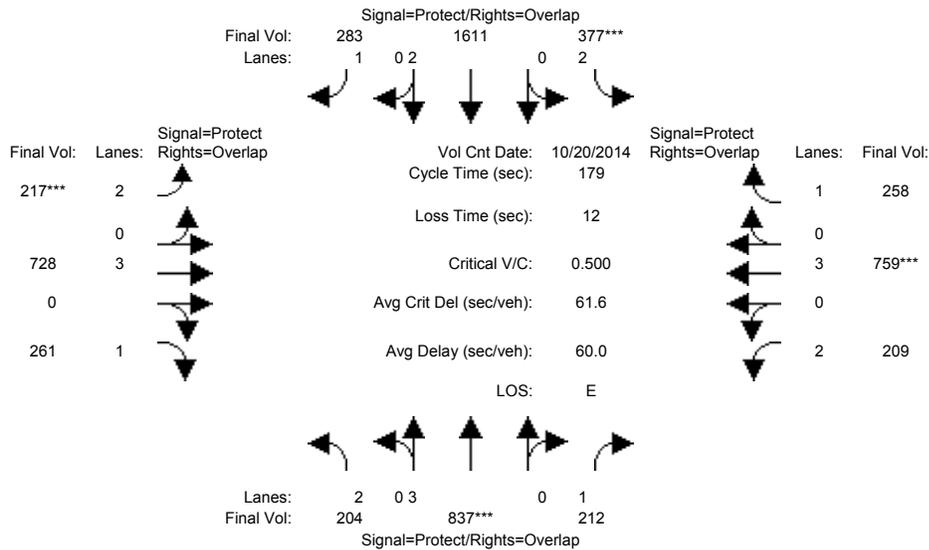
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	197	2488	232	227	1000	117	206	510	191	213	736	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2488	232	227	1000	117	206	510	191	213	736	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2488	232	227	1000	117	206	510	191	213	736	420
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2115	232	227	1000	117	206	510	191	213	736	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2115	232	227	1000	117	206	510	191	213	736	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	2115	232	227	1000	117	206	510	191	213	736	420
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.52	1.10	0.21	0.73	0.36	0.11	0.57	0.43	0.33	0.54	0.59	0.76
Delay/Veh:	80.7	113	22.2	92.4	37.9	23.1	82.7	66.3	49.0	80.4	68.0	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	113	22.2	92.4	37.9	23.1	82.7	66.3	49.0	80.4	68.0	64.7
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	114	16	15	25	9	14	16	16	14	23	41

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

Santana Row West

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

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2014 <<												
Base Vol:	204	837	212	377	2092	283	217	728	261	209	759	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	837	212	377	2092	283	217	728	261	209	759	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	837	212	377	2092	283	217	728	261	209	759	258
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	837	212	377	1611	283	217	728	261	209	759	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	837	212	377	1611	283	217	728	261	209	759	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	837	212	377	1611	283	217	728	261	209	759	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.12	0.42	0.16	0.07	0.13	0.15	0.07	0.13	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.56	0.39	0.24	0.60	0.92	0.27	0.53	0.53	0.42	0.55	0.58	0.34
Delay/Veh:	82.0	48.7	34.1	71.7	66.0	26.3	78.7	63.5	47.0	80.9	65.9	36.8
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:	82.0	48.7	34.1	71.7	66.0	26.3	78.7	63.5	47.0	80.9	65.9	36.8
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	22	73	21	14	22	22	14	24	19

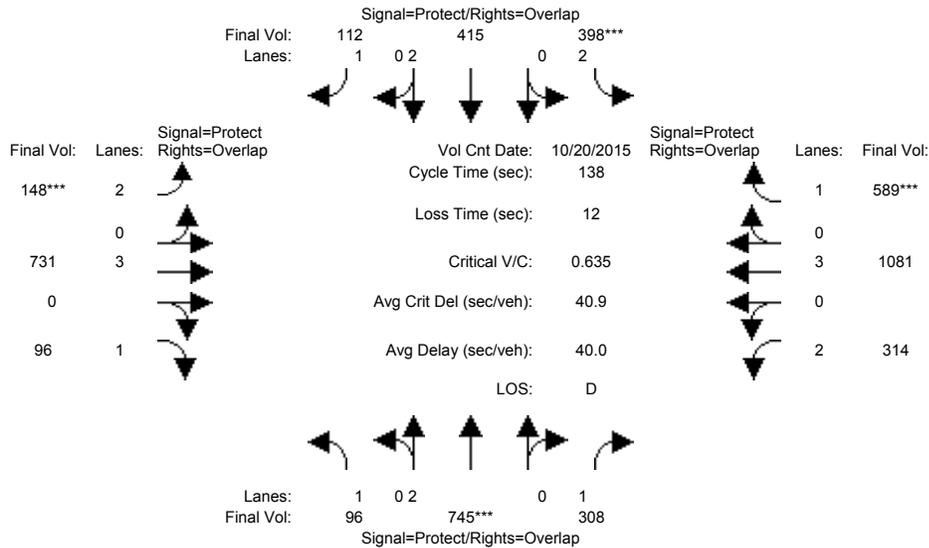
Note: Queue reported is the number of cars per lane.

Existing Plus Project Conditions

Santana Row West

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

Intersection #102: Winchester/Hamilton



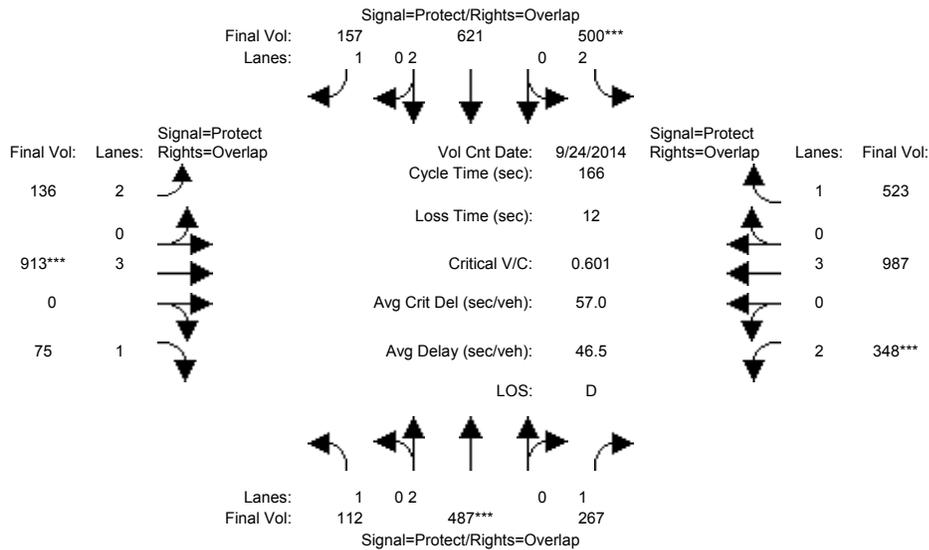
Street Name:	Winchester						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	96	708	308	396	410	110	136	731	96	314	1081	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	708	308	396	410	110	136	731	96	314	1081	577
Added Vol:	0	37	0	2	5	2	12	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	745	308	398	415	112	148	731	96	314	1081	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	745	308	398	415	112	148	731	96	314	1081	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	745	308	398	415	112	148	731	96	314	1081	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	745	308	398	415	112	148	731	96	314	1081	589
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.18	0.13	0.11	0.06	0.05	0.13	0.05	0.10	0.19	0.34
Crit Moves:	****			****			****			****		
Green Time:	23.4	42.6	67.1	27.5	46.7	56.9	10.2	31.5	54.9	24.5	45.7	73.2
Volume/Cap:	0.32	0.63	0.36	0.63	0.32	0.16	0.63	0.56	0.14	0.56	0.57	0.63
Delay/Veh:	51.0	42.2	22.4	52.8	34.1	25.6	67.7	47.7	26.6	53.2	38.5	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	42.2	22.4	52.8	34.1	25.6	67.7	47.7	26.6	53.2	38.5	24.4
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	C
HCM2k95thQ:	7	24	16	18	12	6	9	18	5	15	23	33

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

Santana Row West

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

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	112	481	267	489	588	146	134	913	75	348	987	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	481	267	489	588	146	134	913	75	348	987	521
Added Vol:	0	6	0	11	33	11	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	487	267	500	621	157	136	913	75	348	987	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	487	267	500	621	157	136	913	75	348	987	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	487	267	500	621	157	136	913	75	348	987	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	487	267	500	621	157	136	913	75	348	987	523

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

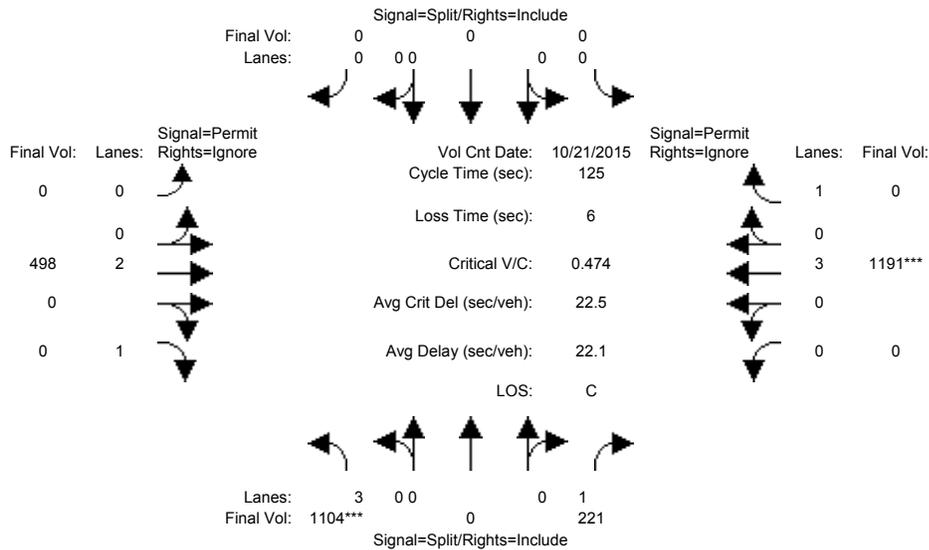
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.15	0.16	0.16	0.09	0.04	0.16	0.04	0.11	0.17	0.30
Crit Moves:	****			****			****			****		
Green Time:	22.3	35.4	65.9	43.8	56.9	71.9	14.9	44.2	66.5	30.5	59.8	103.7
Volume/Cap:	0.48	0.60	0.38	0.60	0.48	0.21	0.48	0.60	0.11	0.60	0.48	0.48
Delay/Veh:	68.0	60.2	36.0	54.7	43.1	29.5	73.1	53.8	31.2	63.9	41.2	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	60.2	36.0	54.7	43.1	29.5	73.1	53.8	31.2	63.9	41.2	17.0
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	24	22	10	9	24	5	19	23	26

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	310	0	0	0	0	0	0	18	23	0	149	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1104	0	221	0	0	0	0	498	424	0	1191	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1104	0	221	0	0	0	0	498	0	0	1191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1104	0	221	0	0	0	0	498	0	0	1191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1104	0	221	0	0	0	0	498	0	0	1191	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

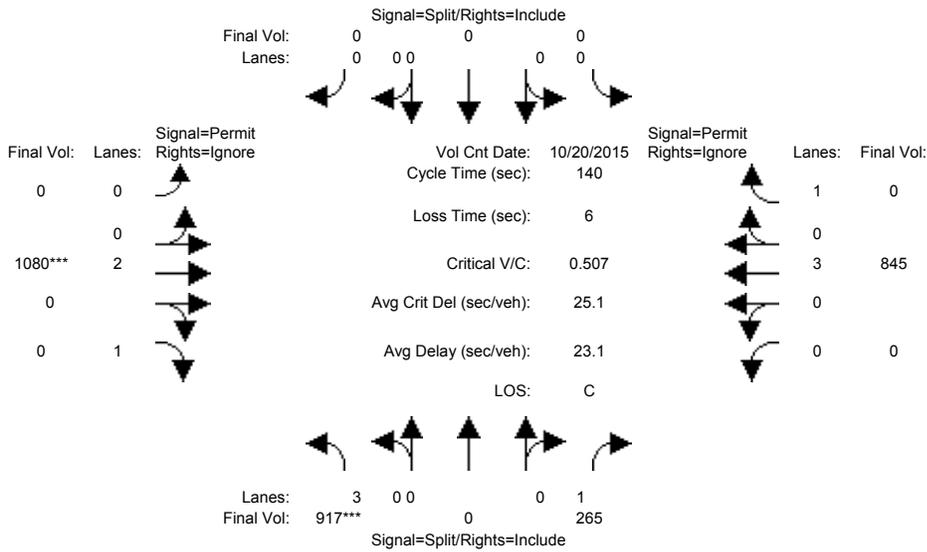
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.13	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.21	0.00
Crit Moves:	****										****	
Green Time:	63.9	0.0	63.9	0.0	0.0	0.0	0.0	55.1	0.0	0.0	55.1	0.0
Volume/Cap:	0.47	0.00	0.25	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.47	0.00
Delay/Veh:	19.8	0.0	17.2	0.0	0.0	0.0	0.0	22.6	0.0	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	0.0	17.2	0.0	0.0	0.0	0.0	22.6	0.0	0.0	24.9	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	20	0	10	0	0	0	0	11	0	0	19	0

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	52	0	0	0	0	0	0	133	166	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	917	0	265	0	0	0	0	1080	584	0	845	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	917	0	265	0	0	0	0	1080	0	0	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	917	0	265	0	0	0	0	1080	0	0	845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	917	0	265	0	0	0	0	1080	0	0	845	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

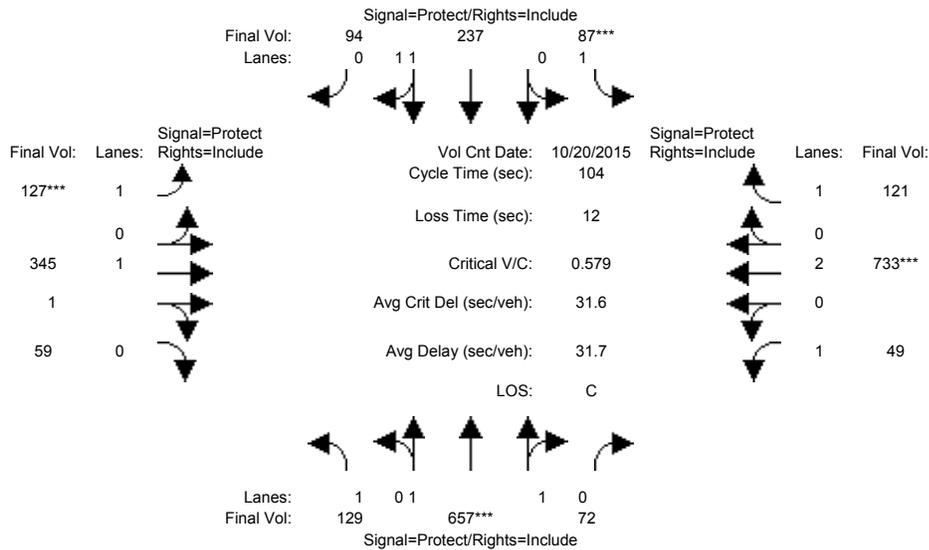
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.15	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	55.6	0.0	55.6	0.0	0.0	0.0	0.0	78.4	0.0	0.0	78.4	0.0
Volume/Cap:	0.51	0.00	0.38	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.26	0.00
Delay/Veh:	32.1	0.0	30.3	0.0	0.0	0.0	0.0	19.1	0.0	0.0	16.0	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:	32.1	0.0	30.3	0.0	0.0	0.0	0.0	19.1	0.0	0.0	16.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	22	0	16	0	0	0	0	24	0	0	12	0

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<											
Base Vol:	129	657	72	75	237	94	127	333	59	49	731	119				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	129	657	72	75	237	94	127	333	59	49	731	119				
Added Vol:	0	0	0	12	0	0	0	12	0	0	2	2				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	129	657	72	87	237	94	127	345	59	49	733	121				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	129	657	72	87	237	94	127	345	59	49	733	121				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	129	657	72	87	237	94	127	345	59	49	733	121				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	129	657	72	87	237	94	127	345	59	49	733	121				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.42	0.58	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1750	3334	365	1750	2648	1050	1750	3159	540	1750	3800	1750

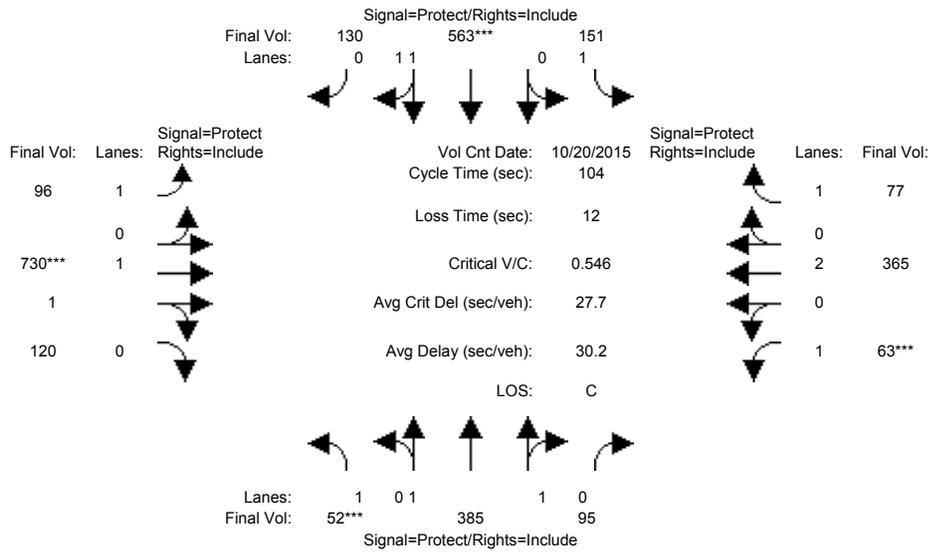
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.05	0.09	0.09	0.07	0.11	0.11	0.03	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.2	35.4	35.4	8.9	25.1	25.1	13.0	29.5	29.5	18.2	34.6	34.6
Volume/Cap:	0.40	0.58	0.58	0.58	0.37	0.37	0.58	0.39	0.39	0.16	0.58	0.21
Delay/Veh:	38.1	28.9	28.9	51.3	33.1	33.1	46.7	30.2	30.2	36.7	29.3	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	28.9	28.9	51.3	33.1	33.1	46.7	30.2	30.2	36.7	29.3	25.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	8	19	19	8	9	9	10	11	11	3	17	6

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	52	385	95	149	563	130	96	728	120	63	354	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	385	95	149	563	130	96	728	120	63	354	66
Added Vol:	0	0	0	2	0	0	0	2	0	0	11	11
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	385	95	151	563	130	96	730	120	63	365	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	385	95	151	563	130	96	730	120	63	365	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	385	95	151	563	130	96	730	120	63	365	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	385	95	151	563	130	96	730	120	63	365	77

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.98 0.95 0.92 0.98 0.95 0.92 0.98 0.95 0.92 1.00 0.92
Lanes:	1.00 1.59 0.41 1.00 1.61 0.39 1.00 1.71 0.29 1.00 2.00 1.00
Final Sat.:	1750 2967 732 1750 3005 694 1750 3177 522 1750 3800 1750

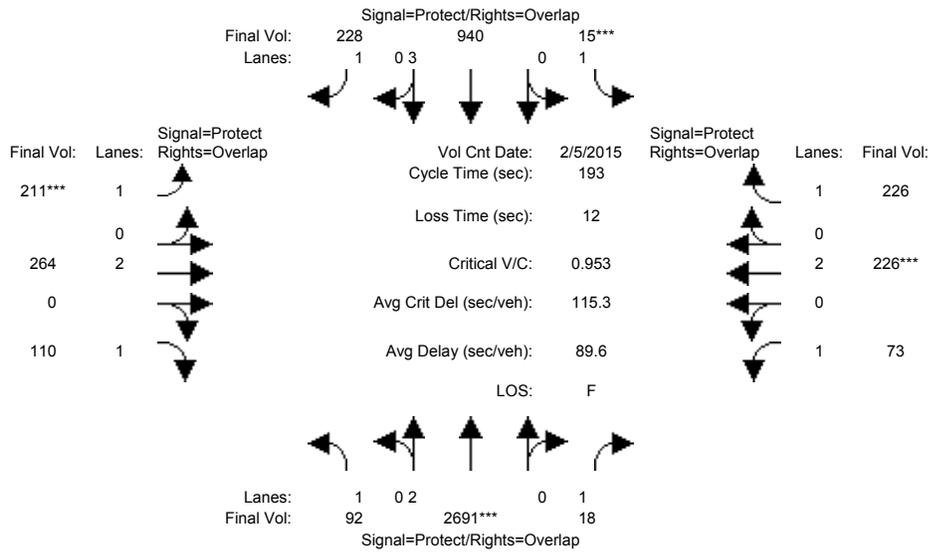
Capacity Analysis Module:	
Vol/Sat:	0.03 0.13 0.13 0.09 0.19 0.19 0.05 0.23 0.23 0.04 0.10 0.04
Crit Moves:	*** **
Green Time:	7.0 25.2 25.2 16.8 35.0 35.0 20.6 43.0 43.0 7.0 29.4 29.4
Volume/Cap:	0.44 0.53 0.53 0.53 0.56 0.56 0.28 0.56 0.56 0.53 0.34 0.16
Delay/Veh:	49.3 34.9 34.9 42.0 28.7 28.7 35.8 23.7 23.7 51.7 29.8 28.1
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	49.3 34.9 34.9 42.0 28.7 28.7 35.8 23.7 23.7 51.7 29.8 28.1
LOS by Move:	D C C D C C D C C D C C
HCM2k95thQ:	5 14 14 11 18 18 6 20 20 4 9 4

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	91	3163	17	15	915	228	211	264	104	67	226	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	3163	17	15	915	228	211	264	104	67	226	226
Added Vol:	1	3	1	0	25	0	0	0	6	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	3166	18	15	940	228	211	264	110	73	226	226
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2691	18	15	940	228	211	264	110	73	226	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2691	18	15	940	228	211	264	110	73	226	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	2691	18	15	940	228	211	264	110	73	226	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

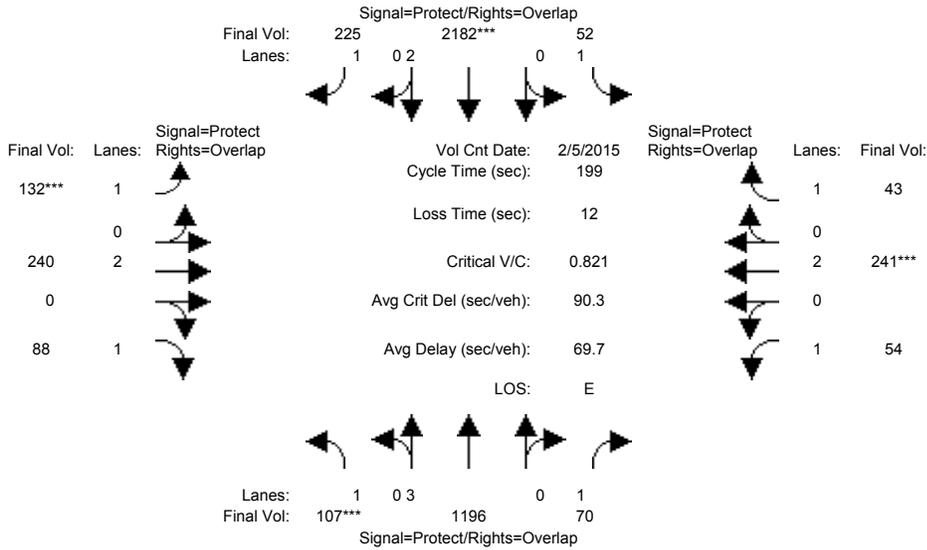
Capacity Analysis Module:												
Vol/Sat:	0.05	0.71	0.01	0.01	0.16	0.13	0.12	0.07	0.06	0.04	0.06	0.13
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.43	1.13	0.01	0.16	0.29	0.19	0.88	0.37	0.20	0.57	0.49	0.74
Delay/Veh:	84.8	118	15.2	93.4	31.4	17.8	116.4	73.4	52.7	97.9	84.8	88.9
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:	84.8	118	15.2	93.4	31.4	17.8	116.4	73.4	52.7	97.9	84.8	88.9
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	11	145	1	2	23	16	29	14	10	11	13	27

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Added Vol:	6	22	6	0	4	0	0	0	1	1	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	107	1196	70	52	2727	225	132	240	88	54	241	43				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	107	1196	70	52	2182	225	132	240	88	54	241	43				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	107	1196	70	52	2182	225	132	240	88	54	241	43				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	107	1196	70	52	2182	225	132	240	88	54	241	43				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

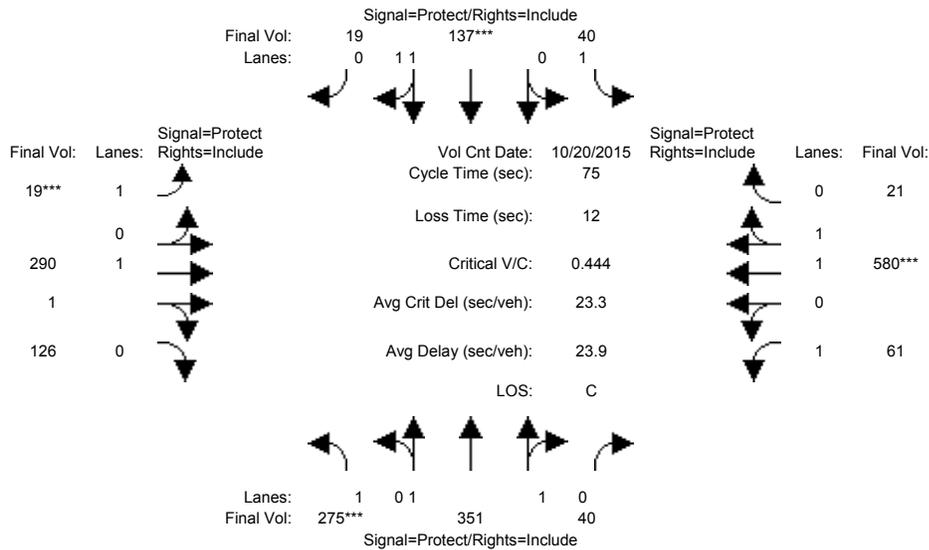
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.03	0.57	0.13	0.08	0.06	0.05	0.03	0.06	0.02
Crit Moves:	***			****			****			****		
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.81	0.37	0.06	0.28	0.95	0.18	0.69	0.34	0.19	0.38	0.41	0.09
Delay/Veh:	125.2	32.8	20.0	94.9	89.0	26.8	101.0	75.1	60.9	93.8	80.6	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.2	32.8	20.0	94.9	89.0	26.8	101.0	75.1	60.9	93.8	80.6	59.2
LOS by Move:	F	C	B	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	15	30	5	7	101	21	19	14	11	8	14	5

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



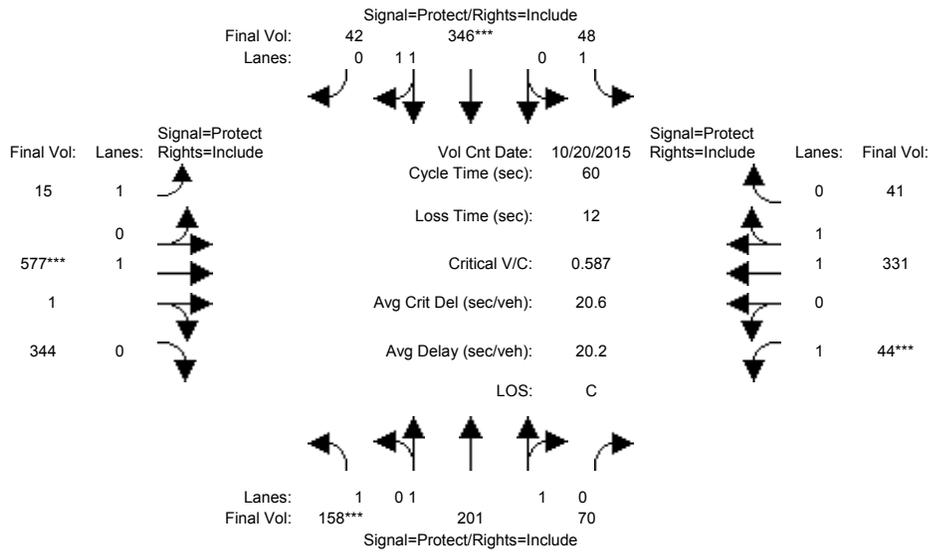
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	270	346	36	40	100	19	19	290	89	30	580	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	346	36	40	100	19	19	290	89	30	580	21
Added Vol:	5	5	4	0	37	0	0	0	37	31	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	351	40	40	137	19	19	290	126	61	580	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	351	40	40	137	19	19	290	126	61	580	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	351	40	40	137	19	19	290	126	61	580	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	351	40	40	137	19	19	290	126	61	580	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.79	0.21	1.00	1.75	0.25	1.00	1.38	0.62	1.00	1.93	0.07
Final Sat.:	1750	3321	378	1750	3249	451	1750	2578	1120	1750	3571	129
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.02	0.04	0.04	0.01	0.11	0.11	0.03	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	22.6	19.2	19.2	13.4	10.0	10.0	7.0	17.9	17.9	12.5	23.4	23.4
Volume/Cap:	0.52	0.41	0.41	0.13	0.32	0.32	0.12	0.47	0.47	0.21	0.52	0.52
Delay/Veh:	22.6	23.5	23.5	26.0	29.8	29.8	31.5	24.9	24.9	27.3	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	23.5	23.5	26.0	29.8	29.8	31.5	24.9	24.9	27.3	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	12	8	8	2	3	3	1	8	8	3	11	11

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



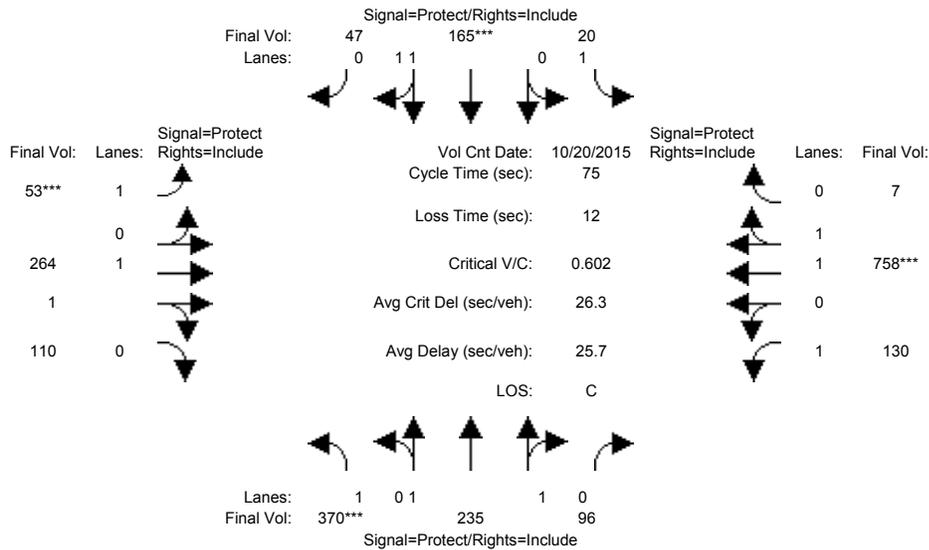
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	125	168	42	48	340	42	15	577	338	39	331	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	168	42	48	340	42	15	577	338	39	331	41
Added Vol:	33	33	28	0	6	0	0	0	6	5	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	201	70	48	346	42	15	577	344	44	331	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	201	70	48	346	42	15	577	344	44	331	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	201	70	48	346	42	15	577	344	44	331	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	201	70	48	346	42	15	577	344	44	331	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.47	0.53	1.00	1.78	0.22	1.00	1.23	0.77	1.00	1.77	0.23
Final Sat.:	1750	2744	955	1750	3299	400	1750	2317	1381	1750	3292	408
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.03	0.10	0.10	0.01	0.25	0.25	0.03	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.2	10.7	10.7	7.5	10.0	10.0	12.3	22.8	22.8	7.0	17.5	17.5
Volume/Cap:	0.66	0.41	0.41	0.22	0.63	0.63	0.04	0.66	0.66	0.22	0.34	0.34
Delay/Veh:	31.0	22.2	22.2	24.1	25.4	25.4	19.2	16.5	16.5	24.5	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	22.2	22.2	24.1	25.4	25.4	19.2	16.5	16.5	24.5	16.9	16.9
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	9	6	6	2	7	7	0	14	14	2	5	5

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



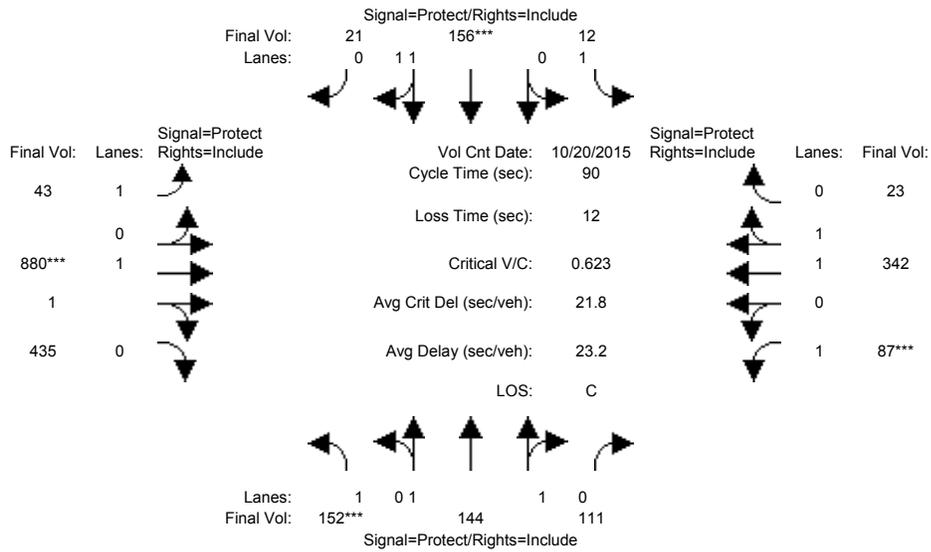
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	370	235	96	14	165	47	53	233	110	130	754	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	235	96	14	165	47	53	233	110	130	754	6
Added Vol:	0	0	0	6	0	0	0	31	0	0	4	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	235	96	20	165	47	53	264	110	130	758	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	235	96	20	165	47	53	264	110	130	758	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	235	96	20	165	47	53	264	110	130	758	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	235	96	20	165	47	53	264	110	130	758	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.40	0.60	1.00	1.54	0.46	1.00	1.40	0.60	1.00	1.98	0.02
Final Sat.:	1750	2626	1073	1750	2879	820	1750	2611	1088	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.21	0.09	0.09	0.01	0.06	0.06	0.03	0.10	0.10	0.07	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	23.3	19.6	19.6	13.7	10.0	10.0	7.0	17.5	17.5	12.2	22.7	22.7
Volume/Cap:	0.68	0.34	0.34	0.06	0.43	0.43	0.32	0.43	0.43	0.45	0.68	0.68
Delay/Veh:	26.2	22.7	22.7	25.4	30.5	30.5	32.9	24.9	24.9	29.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	22.7	22.7	25.4	30.5	30.5	32.9	24.9	24.9	29.5	24.7	24.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	15	6	6	1	6	6	3	7	7	6	15	15

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



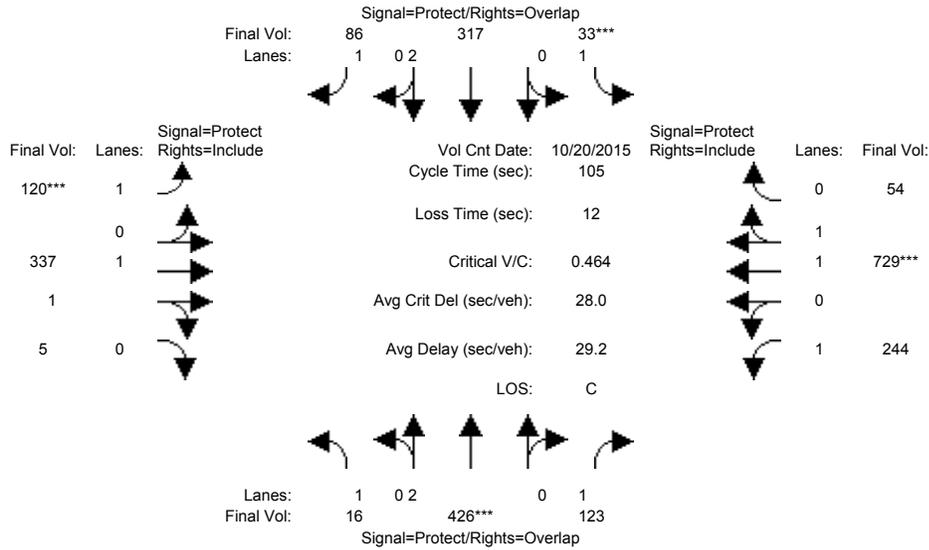
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	152	144	111	11	156	21	43	875	435	87	314	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	144	111	11	156	21	43	875	435	87	314	17
Added Vol:	0	0	0	1	0	0	0	5	0	0	28	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	144	111	12	156	21	43	880	435	87	342	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	144	111	12	156	21	43	880	435	87	342	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	144	111	12	156	21	43	880	435	87	342	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	144	111	12	156	21	43	880	435	87	342	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.11	0.89	1.00	1.76	0.24	1.00	1.32	0.68	1.00	1.87	0.13
Final Sat.:	1750	2088	1610	1750	3261	439	1750	2475	1224	1750	3467	233
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.05	0.05	0.02	0.36	0.36	0.05	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	12.0	12.9	12.9	9.0	10.0	10.0	23.1	49.0	49.0	7.0	33.0	33.0
Volume/Cap:	0.65	0.48	0.48	0.07	0.43	0.43	0.10	0.65	0.65	0.64	0.27	0.27
Delay/Veh:	43.5	36.1	36.1	36.8	38.1	38.1	25.6	15.3	15.3	50.1	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	36.1	36.1	36.8	38.1	38.1	25.6	15.3	15.3	50.1	20.2	20.2
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2k95thQ:	9	7	7	1	6	6	2	23	23	5	7	7

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



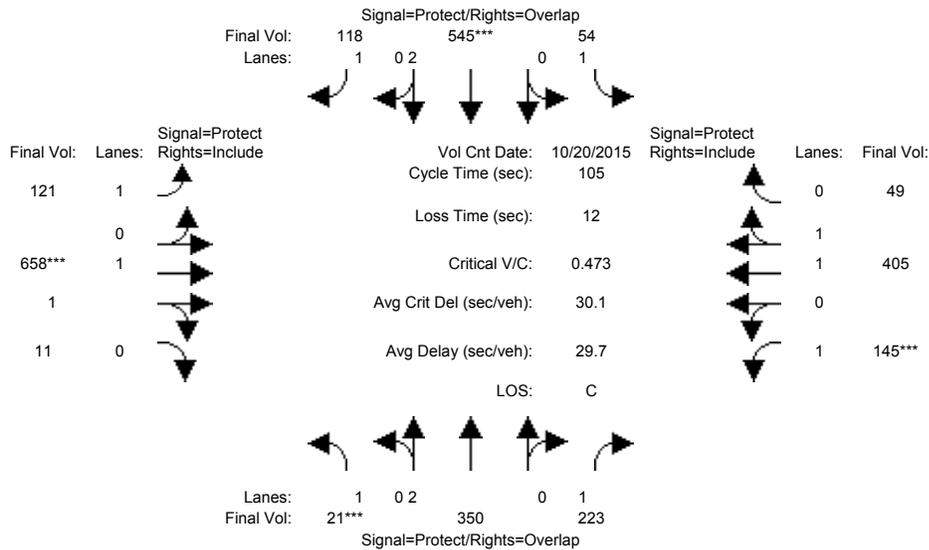
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	426	123	33	317	86	120	307	5	244	725	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	426	123	33	317	86	120	307	5	244	725	54
Added Vol:	0	0	0	0	0	0	0	30	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	426	123	33	317	86	120	337	5	244	729	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	426	123	33	317	86	120	337	5	244	729	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	426	123	33	317	86	120	337	5	244	729	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	426	123	33	317	86	120	337	5	244	729	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3646	54	1750	3445	255
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.07	0.02	0.08	0.05	0.07	0.09	0.09	0.14	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	13.0	24.6	61.1	7.0	18.6	33.6	15.0	24.9	24.9	36.5	46.4	46.4
Volume/Cap:	0.07	0.48	0.12	0.28	0.47	0.15	0.48	0.39	0.39	0.40	0.48	0.48
Delay/Veh:	40.8	35.1	9.9	47.9	39.3	25.7	42.8	33.9	33.9	26.4	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	35.1	9.9	47.9	39.3	25.7	42.8	33.9	33.9	26.4	21.0	21.0
LOS by Move:	D	D	A	D	D	C	D	C	C	C	C	C
HCM2k95thQ:	1	11	4	2	9	4	8	9	9	12	17	17

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



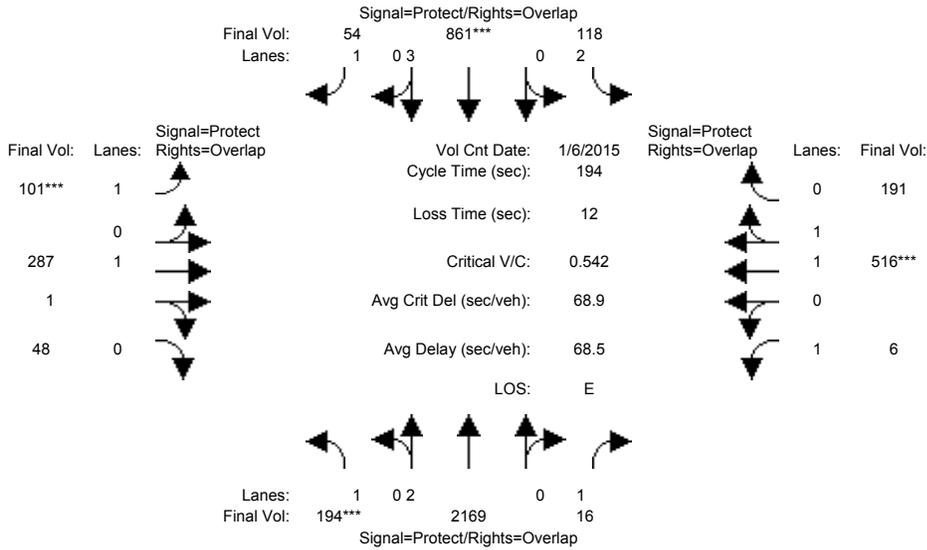
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	350	223	54	545	118	121	653	11	145	378	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	350	223	54	545	118	121	653	11	145	378	49
Added Vol:	0	0	0	0	0	0	0	5	0	0	27	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	350	223	54	545	118	121	658	11	145	405	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	350	223	54	545	118	121	658	11	145	405	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	350	223	54	545	118	121	658	11	145	405	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	350	223	54	545	118	121	658	11	145	405	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.78	0.22
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3639	61	1750	3300	399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.14	0.07	0.07	0.18	0.18	0.08	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	21.9	39.4	15.4	30.3	50.4	20.1	38.2	38.2	17.5	35.6	35.6
Volume/Cap:	0.18	0.44	0.34	0.21	0.50	0.14	0.36	0.50	0.50	0.50	0.36	0.36
Delay/Veh:	47.0	36.6	23.8	39.9	31.4	15.3	37.6	26.2	26.2	41.1	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	36.6	23.8	39.9	31.4	15.3	37.6	26.2	26.2	41.1	26.3	26.3
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	9	10	3	13	4	7	15	15	9	11	11

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Jan 2015	<<	7:30-8:30 AM						
Base Vol:	192	2547	16	96	821	54	101	278	32	6	515	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2547	16	96	821	54	101	278	32	6	515	188
Added Vol:	2	5	0	22	40	0	0	9	16	0	1	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	2552	16	118	861	54	101	287	48	6	516	191
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	2169	16	118	861	54	101	287	48	6	516	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	2169	16	118	861	54	101	287	48	6	516	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
Final Volume:	194	2169	16	118	861	54	101	287	48	6	516	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.71	0.29	1.00	1.44	0.56
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3169	530	1750	2700	999

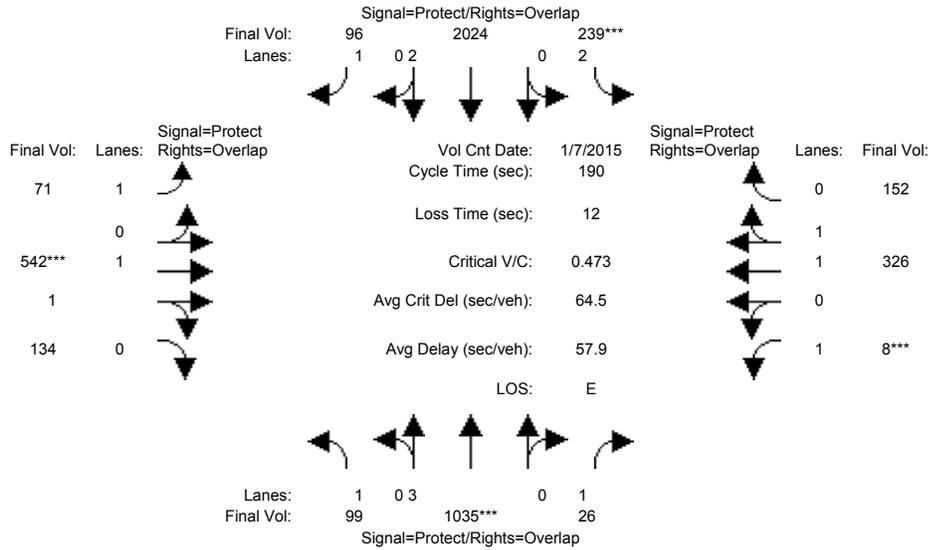
Capacity Analysis Module:												
Vol/Sat:	0.11	0.57	0.01	0.04	0.15	0.03	0.06	0.09	0.09	0.00	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.79	0.98	0.01	0.46	0.29	0.05	0.66	0.37	0.24	0.09	0.99	0.69
Delay/Veh:	102.0	73.5	21.8	91.9	20.5	9.1	102.1	65.7	43.6	96.6	114	69.3
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:	102.0	73.5	21.8	91.9	20.5	9.1	102.1	65.7	43.6	96.6	114	69.3
LOS by Move:	F	E	C	F	C	A	F	E	D	F	F	E
HCM2k95thQ:	22	100	1	8	13	2	13	16	13	1	42	34

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<							
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133
Added Vol:	14	36	0	4	7	0	0	1	3	0	8	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1035	26	239	2530	96	71	542	134	8	326	152
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1035	26	239	2024	96	71	542	134	8	326	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1035	26	239	2024	96	71	542	134	8	326	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	1035	26	239	2024	96	71	542	134	8	326	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.59	0.41	1.00	1.35	0.65
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2966	733	1750	2523	1176

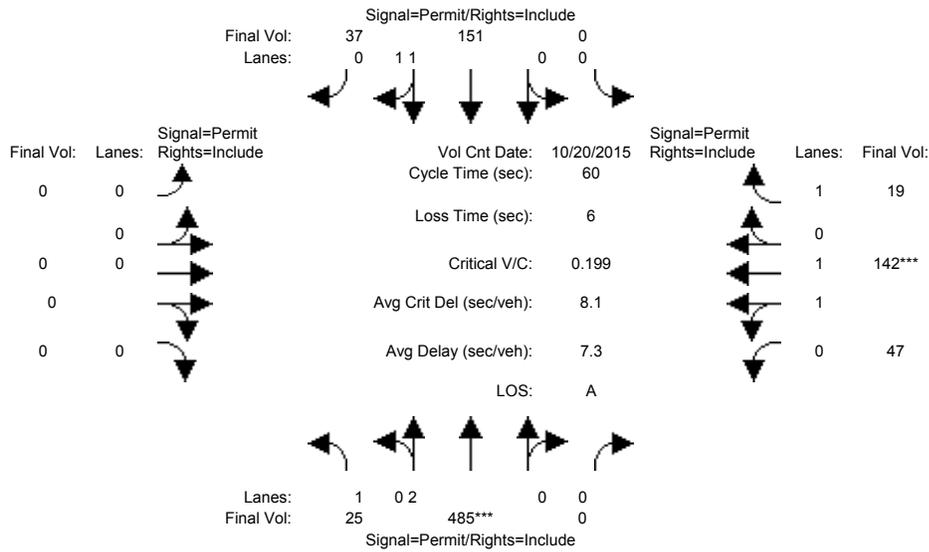
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.01	0.08	0.53	0.05	0.04	0.18	0.18	0.00	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.71	0.36	0.03	0.38	0.86	0.08	0.51	0.95	0.67	0.09	0.79	0.36
Delay/Veh:	106.9	38.3	27.2	71.1	48.5	16.1	92.5	102	67.2	92.1	88.2	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.9	38.3	27.2	71.1	48.5	16.1	92.5	102	67.2	92.1	88.2	47.5
LOS by Move:	F	D	C	E	D	B	F	F	E	F	F	D
HCM2k95thQ:	13	27	2	14	83	7	9	38	32	1	26	19

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



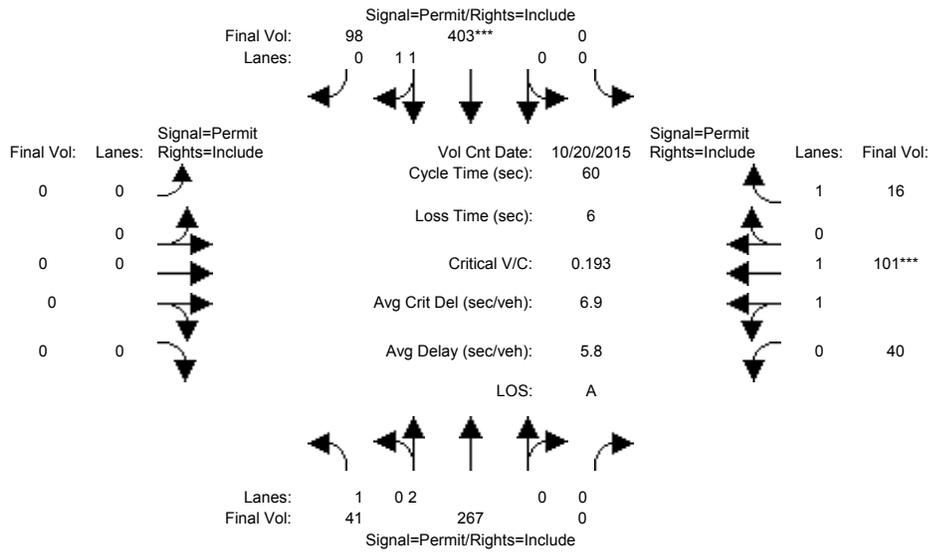
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	23	483	0	0	139	37	0	0	0	35	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	483	0	0	139	37	0	0	0	35	142	19
Added Vol:	2	2	0	0	12	0	0	0	0	12	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	485	0	0	151	37	0	0	0	47	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	485	0	0	151	37	0	0	0	47	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	485	0	0	151	37	0	0	0	47	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	485	0	0	151	37	0	0	0	47	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.51	1.49	1.00
Final Sat.:	1750	3800	0	0	2971	728	0	0	0	920	2779	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	38.6	38.6	0.0	0.0	38.6	38.6	0.0	0.0	0.0	15.4	15.4	15.4
Volume/Cap:	0.02	0.20	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.20	0.20	0.04
Delay/Veh:	3.9	4.4	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.5	17.5	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.4	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.5	17.5	16.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



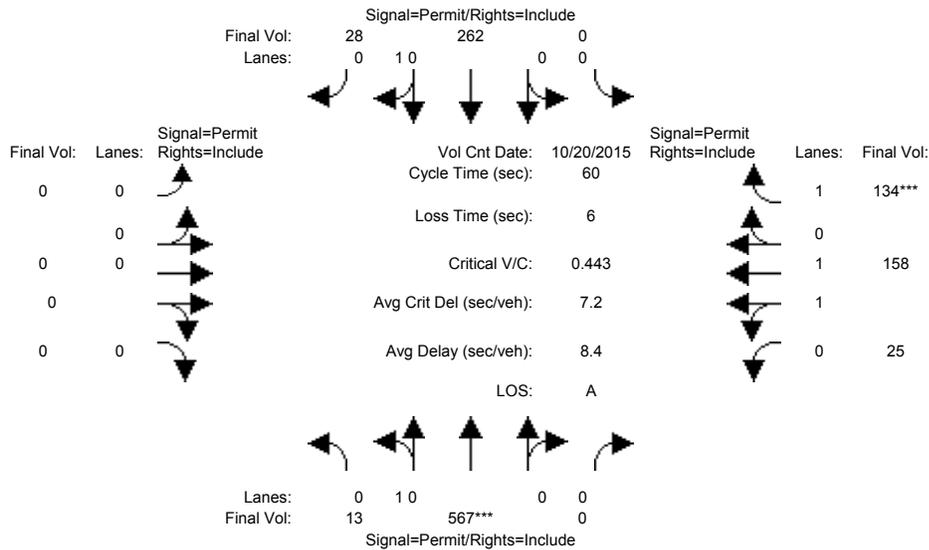
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	256	0	0	401	98	0	0	0	38	101	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	256	0	0	401	98	0	0	0	38	101	16
Added Vol:	11	11	0	0	2	0	0	0	0	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	267	0	0	403	98	0	0	0	40	101	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	267	0	0	403	98	0	0	0	40	101	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	267	0	0	403	98	0	0	0	40	101	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	267	0	0	403	98	0	0	0	40	101	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.58	1.42	1.00
Final Sat.:	1750	3800	0	0	2976	724	0	0	0	1049	2650	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	*****											
Green Time:	42.1	42.1	0.0	0.0	42.1	42.1	0.0	0.0	0.0	11.9	11.9	11.9
Volume/Cap:	0.03	0.10	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.19	0.19	0.05
Delay/Veh:	2.7	2.9	0.0	0.0	3.1	3.1	0.0	0.0	0.0	20.2	20.2	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	2.9	0.0	0.0	3.1	3.1	0.0	0.0	0.0	20.2	20.2	19.5
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B
HCM2k95thQ:	1	2	0	0	4	4	0	0	0	3	3	1

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

Santana Row West

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

Intersection #607: MONROE / MARKET



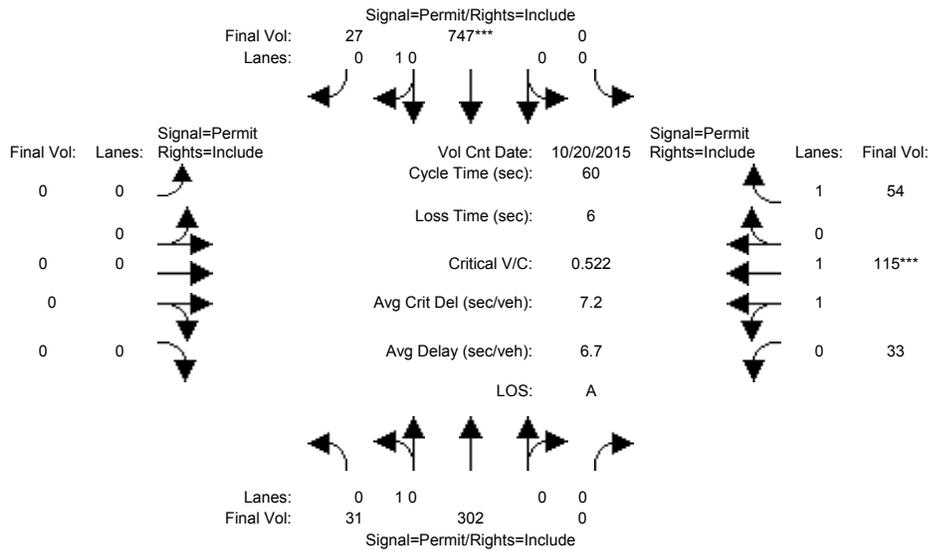
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	12	565	0	0	250	28	0	0	0	19	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	565	0	0	250	28	0	0	0	19	158	134
Added Vol:	1	2	0	0	12	0	0	0	0	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	567	0	0	262	28	0	0	0	25	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	567	0	0	262	28	0	0	0	25	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	567	0	0	262	28	0	0	0	25	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	567	0	0	262	28	0	0	0	25	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.90	0.10	0.00	0.00	0.00	0.28	1.72	1.00
Final Sat.:	40	1760	0	0	1626	174	0	0	0	505	3194	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	43.6	43.6	0.0	0.0	43.6	43.6	0.0	0.0	0.0	10.4	10.4	10.4
Volume/Cap:	0.44	0.44	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.29	0.29	0.44
Delay/Veh:	3.5	3.5	0.0	0.0	2.7	2.7	0.0	0.0	0.0	21.8	21.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.7	2.7	0.0	0.0	0.0	21.8	21.8	23.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	4	4	6

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

Santana Row West

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

Intersection #607: MONROE / MARKET



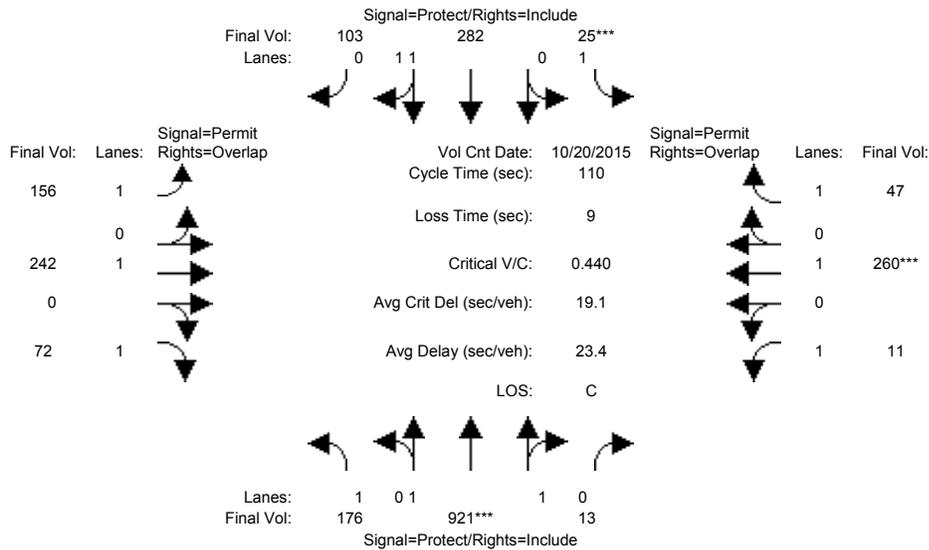
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	291	0	0	745	27	0	0	0	32	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	291	0	0	745	27	0	0	0	32	115	54
Added Vol:	6	11	0	0	2	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	302	0	0	747	27	0	0	0	33	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	302	0	0	747	27	0	0	0	33	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	302	0	0	747	27	0	0	0	33	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	302	0	0	747	27	0	0	0	33	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.09	0.91	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.46	1.54	1.00
Final Sat.:	168	1632	0	0	1737	63	0	0	0	825	2874	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.25	0.25	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.4	4.4	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.4	4.4	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	15	15	0	0	0	3	3	2

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



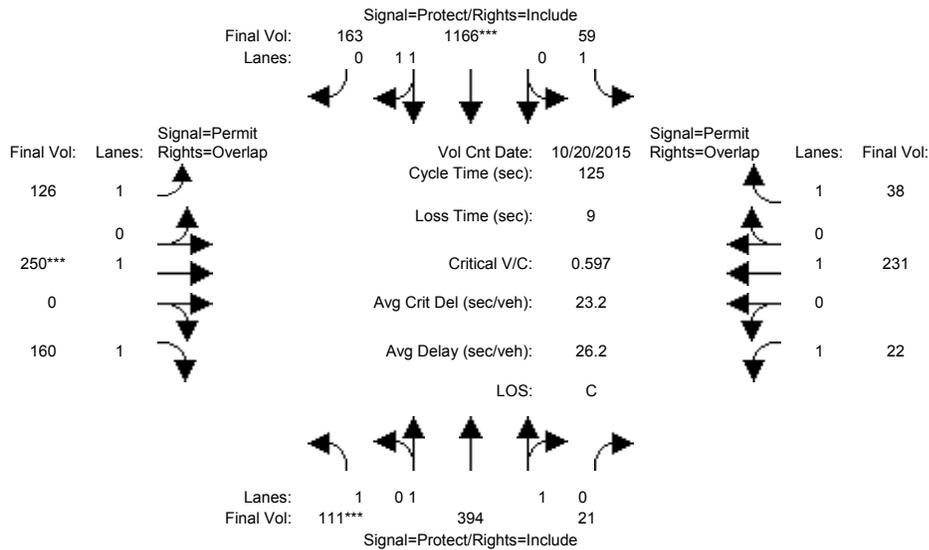
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	175	919	12	25	263	103	156	242	66	5	260	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	919	12	25	263	103	156	242	66	5	260	47
Added Vol:	1	2	1	0	19	0	0	0	6	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	921	13	25	282	103	156	242	72	11	260	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	921	13	25	282	103	156	242	72	11	260	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	921	13	25	282	103	156	242	72	11	260	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	921	13	25	282	103	156	242	72	11	260	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3648	51	1750	2709	990	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.01	0.10	0.10	0.09	0.13	0.04	0.01	0.14	0.03
Crit Moves:	****			****						****		
Green Time:	33.4	61.0	61.0	7.0	34.6	34.6	33.0	33.0	66.4	33.0	33.0	40.0
Volume/Cap:	0.33	0.46	0.46	0.22	0.33	0.33	0.30	0.42	0.07	0.02	0.46	0.07
Delay/Veh:	30.0	14.8	14.8	49.9	29.0	29.0	29.9	31.4	9.0	27.1	31.8	22.9
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:	30.0	14.8	14.8	49.9	29.0	29.0	29.9	31.4	9.0	27.1	31.8	22.9
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	17	17	2	10	10	9	13	2	1	14	2

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



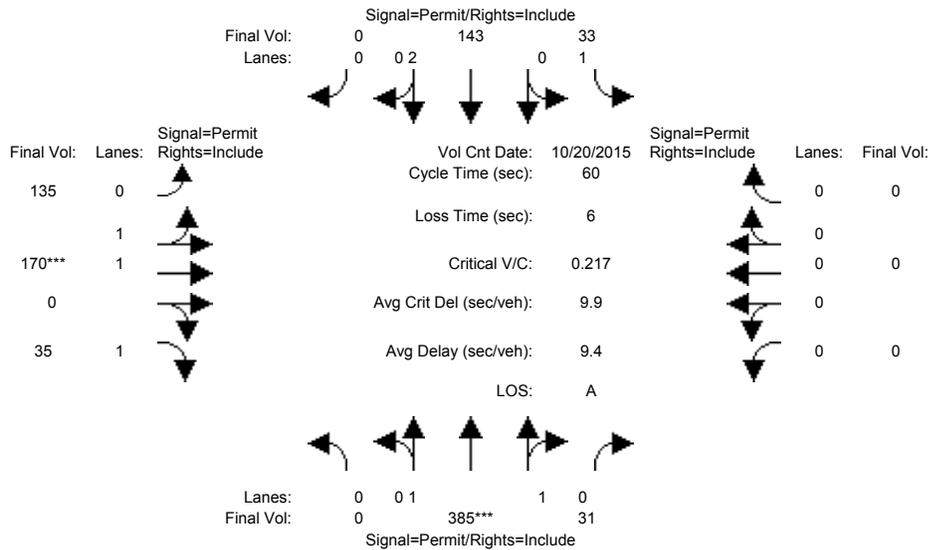
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	105	377	15	59	1163	163	126	250	159	21	231	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	377	15	59	1163	163	126	250	159	21	231	38
Added Vol:	6	17	6	0	3	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	394	21	59	1166	163	126	250	160	22	231	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	394	21	59	1166	163	126	250	160	22	231	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	394	21	59	1166	163	126	250	160	22	231	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	394	21	59	1166	163	126	250	160	22	231	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3513	187	1750	3246	454	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.03	0.36	0.36	0.07	0.13	0.09	0.01	0.12	0.02
Crit Moves:	****			****			****					
Green Time:	13.3	59.0	59.0	29.5	75.2	75.2	27.5	27.5	40.8	27.5	27.5	57.0
Volume/Cap:	0.60	0.24	0.24	0.14	0.60	0.60	0.33	0.60	0.28	0.06	0.55	0.05
Delay/Veh:	58.6	19.7	19.7	37.9	15.9	15.9	41.4	46.1	31.5	38.5	44.8	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	19.7	19.7	37.9	15.9	15.9	41.4	46.1	31.5	38.5	44.8	18.9
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	B
HCM2k95thQ:	9	9	9	4	28	28	9	17	10	1	16	2

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



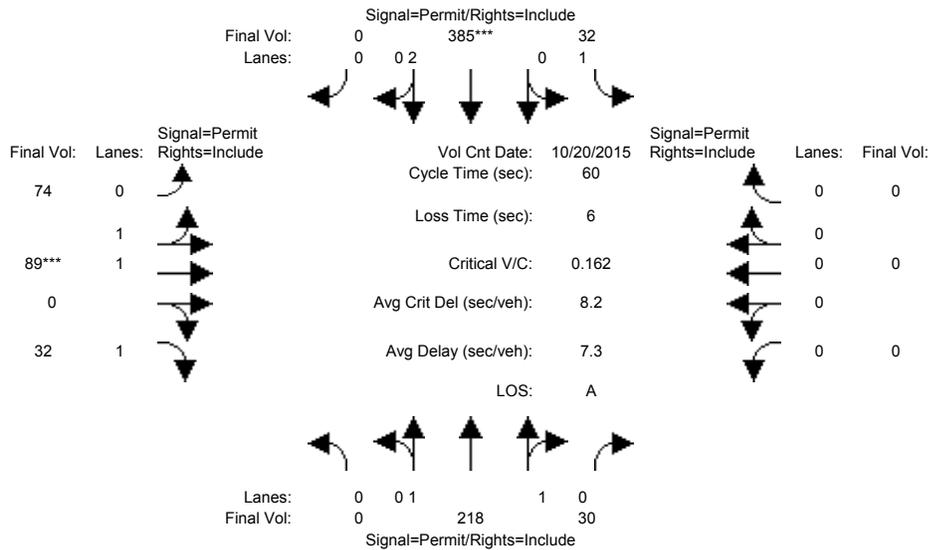
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	382	29	33	118	0	135	170	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	29	33	118	0	135	170	23	0	0	0
Added Vol:	0	3	2	0	25	0	0	0	12	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	31	33	143	0	135	170	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	31	33	143	0	135	170	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	31	33	143	0	135	170	35	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	31	33	143	0	135	170	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.91	1.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3424	276	1750	3800	0	1637	2061	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.04	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	31.1	31.1	31.1	31.1	0.0	22.9	22.9	22.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.07	0.00	0.22	0.22	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	7.9	7.9	7.1	7.2	0.0	12.6	12.6	11.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.9	7.1	7.2	0.0	12.6	12.6	11.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



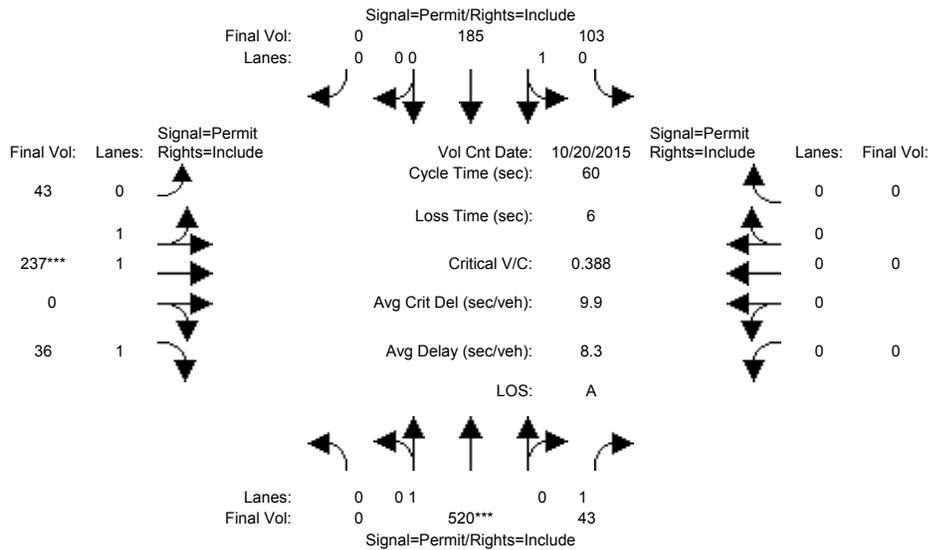
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	196	19	32	381	0	74	89	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	19	32	381	0	74	89	30	0	0	0
Added Vol:	0	22	11	0	4	0	0	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	218	30	32	385	0	74	89	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	218	30	32	385	0	74	89	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	218	30	32	385	0	74	89	32	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	218	30	32	385	0	74	89	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.75	0.25	1.00	2.00	0.00	0.93	1.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3252	448	1750	3800	0	1679	2019	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.10	0.00	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.6	37.6	37.6	37.6	0.0	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.11	0.03	0.16	0.00	0.16	0.16	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	0	3	0	3	3	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



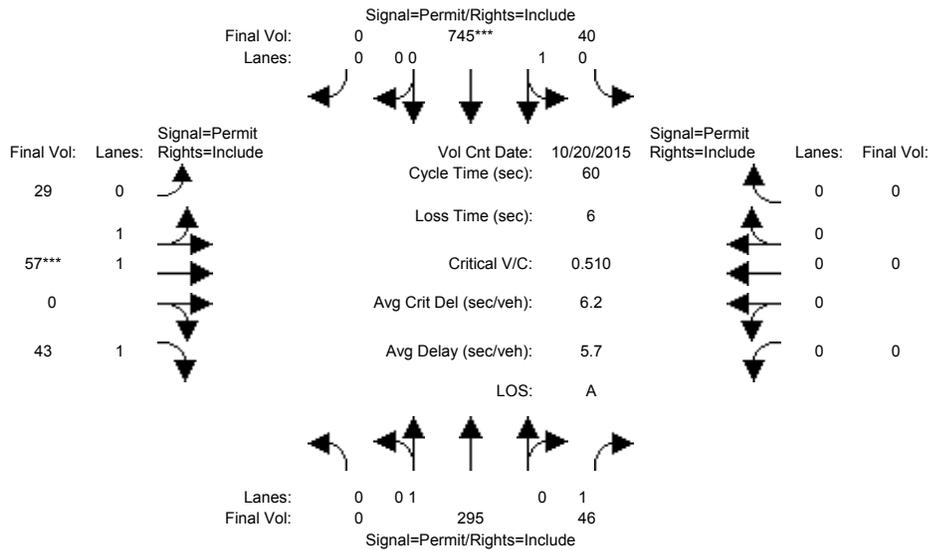
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	518	42	103	166	0	43	237	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	42	103	166	0	43	237	30	0	0	0
Added Vol:	0	2	1	0	19	0	0	0	6	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	43	103	185	0	43	237	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	43	103	185	0	43	237	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	43	103	185	0	43	237	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	520	43	103	185	0	43	237	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.36	0.64	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	644	1156	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.02	0.16	0.16	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.3	42.3	42.3	42.3	0.0	11.7	11.7	11.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.03	0.23	0.23	0.00	0.39	0.39	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	2.7	3.2	3.2	0.0	21.4	21.4	20.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	2.7	3.2	3.2	0.0	21.4	21.4	20.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	B	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	5	5	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



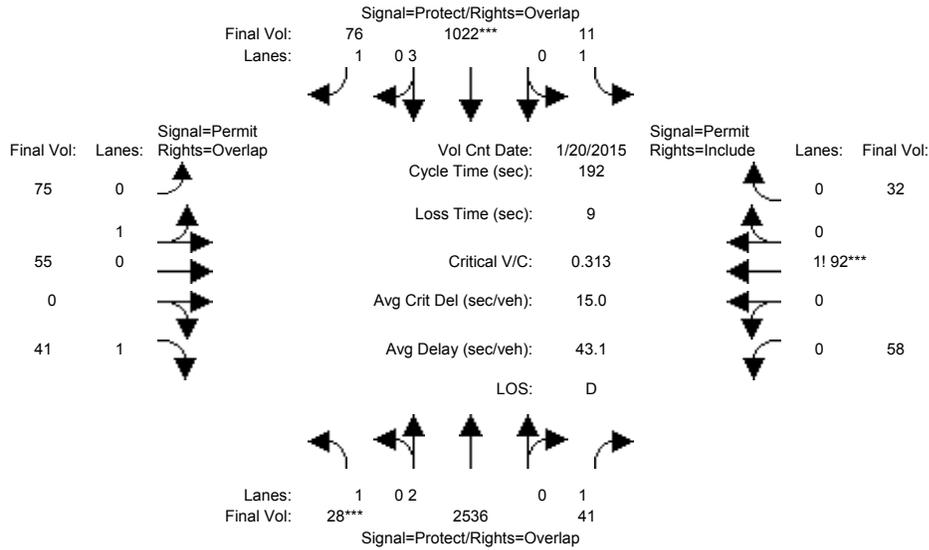
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	278	40	40	742	0	29	57	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	40	40	742	0	29	57	42	0	0	0
Added Vol:	0	17	6	0	3	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	295	46	40	745	0	29	57	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	295	46	40	745	0	29	57	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	295	46	40	745	0	29	57	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	295	46	40	745	0	29	57	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	92	1708	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.03	0.44	0.44	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.21	0.04	0.59	0.59	0.00	0.14	0.14	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.5	4.5	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.5	4.5	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	4	1	14	14	0	2	2	2	0	0	0

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



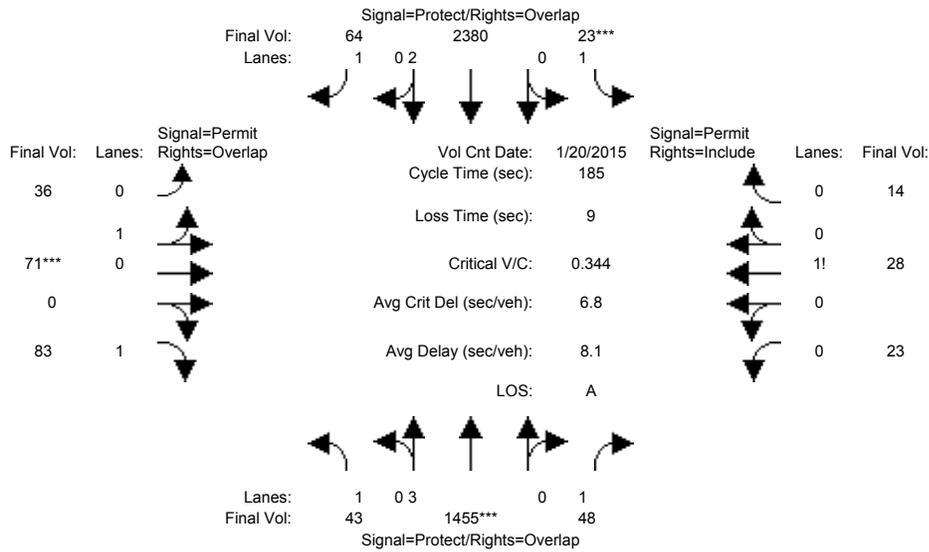
Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Jan 2015 << 8-9 AM												
Base Vol:	27	2977	40	11	972	76	75	55	35	52	92	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2977	40	11	972	76	75	55	35	52	92	32
Added Vol:	1	6	1	0	50	0	0	0	6	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2983	41	11	1022	76	75	55	41	58	92	32
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2536	41	11	1022	76	75	55	41	58	92	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2536	41	11	1022	76	75	55	41	58	92	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2536	41	11	1022	76	75	55	41	58	92	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.58	0.42	1.00	0.32	0.50	0.18
Final Sat.:	1750	3800	1750	1750	5700	1750	1038	762	1750	558	885	308
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.02	0.01	0.18	0.04	0.07	0.07	0.02	0.10	0.10	0.10
Crit Moves:	***			****						****		
Green Time:	10.5	147	146.8	5.1	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.29	0.87	0.03	0.24	0.24	0.06	0.44	0.44	0.11	0.63	0.63	0.63
Delay/Veh:	96.5	56.2	18.1	98.5	0.7	0.6	76.7	76.7	62.9	82.9	82.9	82.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	56.2	18.1	98.5	0.7	0.6	76.7	76.7	62.9	82.9	82.9	82.9
LOS by Move:	F	E	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	3	104	4	1	2	0	14	14	4	21	21	21

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<											
Base Vol:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Added Vol:	6	44	6	0	8	0	0	0	1	1	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	43	1455	48	23	2975	64	36	71	83	23	28	14				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	43	1455	48	23	2380	64	36	71	83	23	28	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	1455	48	23	2380	64	36	71	83	23	28	14				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	43	1455	48	23	2380	64	36	71	83	23	28	14				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.34	0.66	1.00	0.35	0.43	0.22
Final Sat.:	1750	5700	1750	1750	3800	1750	606	1194	1750	619	754	377

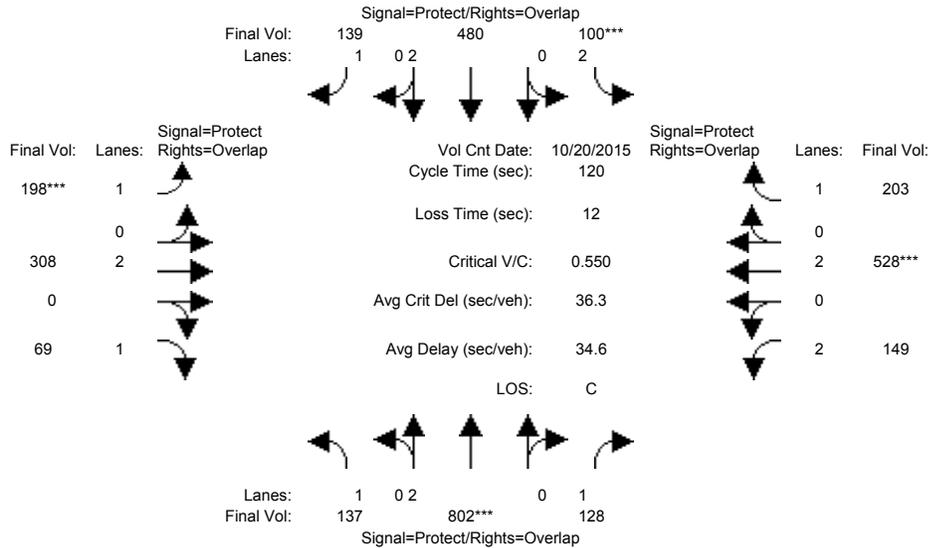
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.01	0.63	0.04	0.06	0.06	0.05	0.04	0.04	0.04
Crit Moves:	****			****			****					
Green Time:	11.6	137	137.1	10.5	136	136.0	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.39	0.34	0.04	0.23	0.85	0.05	0.38	0.38	0.22	0.24	0.24	0.24
Delay/Veh:	89.3	0.5	0.4	88.1	4.2	0.6	74.1	74.1	63.3	71.9	71.9	71.9
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:	89.3	0.5	0.4	88.1	4.2	0.6	74.1	74.1	63.3	71.9	71.9	71.9
LOS by Move:	F	A	A	F	A	A	E	E	E	E	E	E
HCM2k95thQ:	5	2	0	3	16	0	12	12	9	8	8	8

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



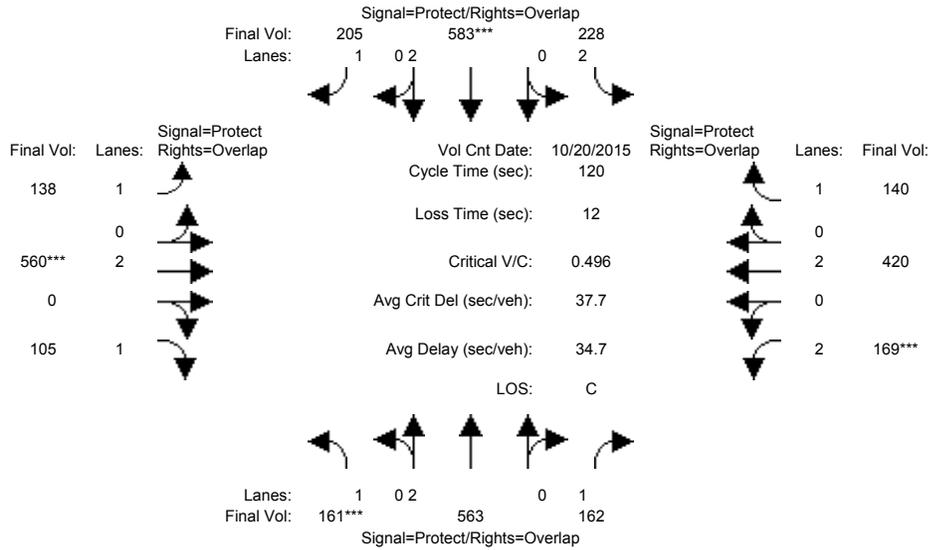
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	137	790	128	98	478	137	186	308	69	149	528	191
Growth 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:	137	790	128	98	478	137	186	308	69	149	528	191
Added Vol:	0	12	0	2	2	2	12	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	802	128	100	480	139	198	308	69	149	528	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	802	128	100	480	139	198	308	69	149	528	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	802	128	100	480	139	198	308	69	149	528	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	802	128	100	480	139	198	308	69	149	528	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.12
Crit Moves:	****			****			****			****		
Green Time:	20.3	46.0	68.7	7.0	32.7	57.4	24.7	32.3	52.6	22.6	30.3	37.3
Volume/Cap:	0.46	0.55	0.13	0.54	0.46	0.17	0.55	0.30	0.09	0.25	0.55	0.37
Delay/Veh:	46.1	29.4	11.9	58.3	36.6	17.8	44.5	35.0	19.7	41.7	39.6	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	29.4	11.9	58.3	36.6	17.8	44.5	35.0	19.7	41.7	39.6	32.7
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	4	14	6	14	9	3	6	16	12

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



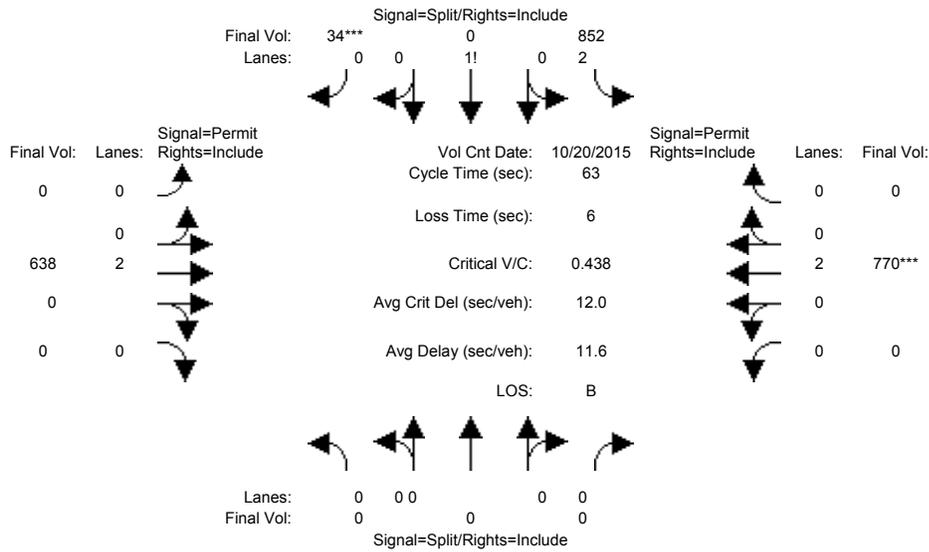
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	161	561	162	217	572	194	136	560	105	169	420	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	561	162	217	572	194	136	560	105	169	420	138
Added Vol:	0	2	0	11	11	11	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	563	162	228	583	205	138	560	105	169	420	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:	161	563	162	228	583	205	138	560	105	169	420	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	563	162	228	583	205	138	560	105	169	420	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	563	162	228	583	205	138	560	105	169	420	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.15	0.12	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.3	39.9	52.9	19.5	37.1	57.4	20.2	35.7	57.9	13.0	28.4	47.9
Volume/Cap:	0.50	0.45	0.21	0.45	0.50	0.25	0.47	0.50	0.12	0.50	0.47	0.20
Delay/Veh:	45.0	31.6	20.8	46.0	34.1	18.7	46.2	35.1	17.2	51.6	39.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	31.6	20.8	46.0	34.1	18.7	46.2	35.1	17.2	51.6	39.7	23.7
LOS by Move:	D	C	C	D	C	B	D	D	B	D	D	C
HCM2k95thQ:	12	15	8	9	16	9	10	16	5	8	13	7

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



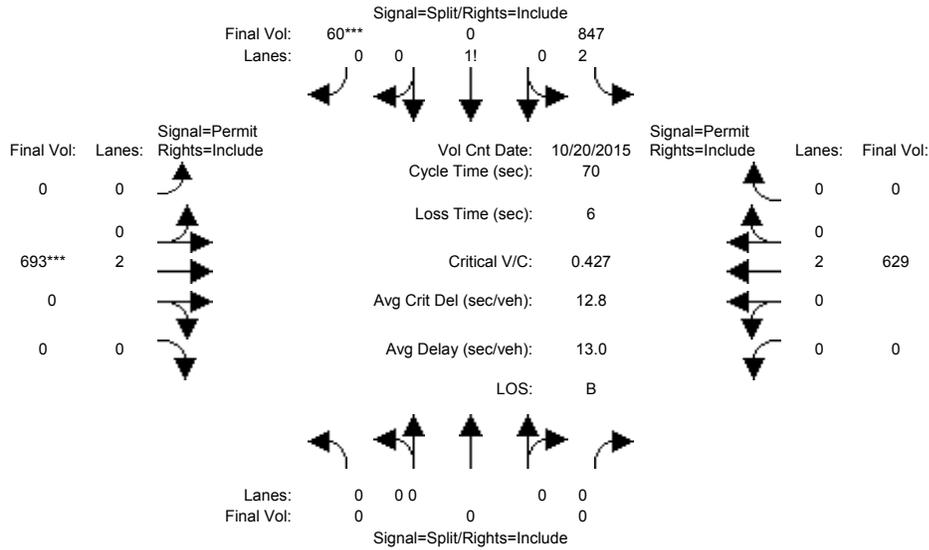
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	728	0	34	0	588	0	0	764	0
Growth Adj:	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	728	0	34	0	588	0	0	764	0
Added Vol:	0	0	0	124	0	0	0	50	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	852	0	34	0	638	0	0	770	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	852	0	34	0	638	0	0	770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	852	0	34	0	638	0	0	770	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	852	0	34	0	638	0	0	770	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4723	0	175	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.00	0.17	0.00	0.00	0.20	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	27.9	0.0	27.9	0.0	29.1	0.0	0.0	29.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.44	0.00	0.36	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	12.1	0.0	12.3	0.0	11.1	0.0	0.0	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.1	0.0	12.3	0.0	11.1	0.0	0.0	11.6	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	8	0	0	10	0

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



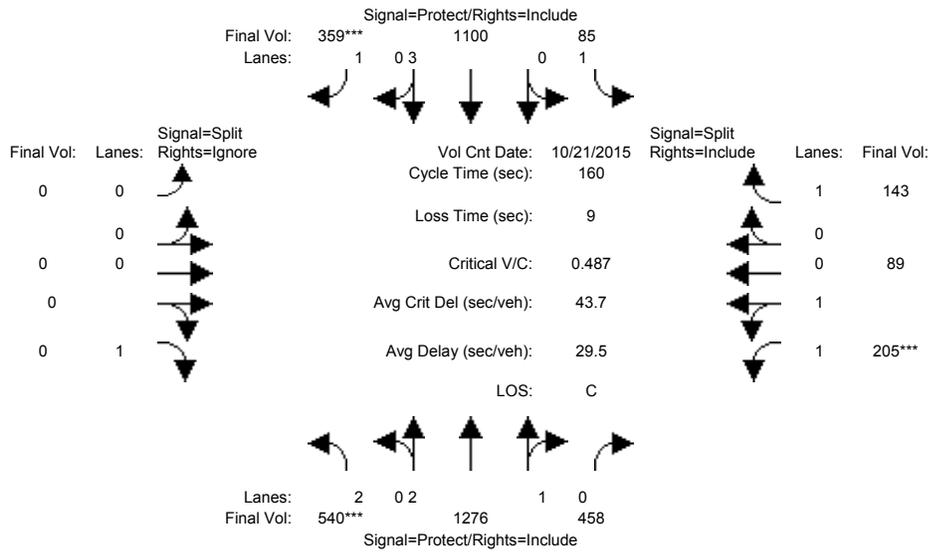
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	826	0	60	0	685	0	0	585	0
Growth Adj:	1.00	1.00	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	826	0	60	0	685	0	0	585	0
Added Vol:	0	0	0	21	0	0	0	8	0	0	44	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	847	0	60	0	693	0	0	629	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	847	0	60	0	693	0	0	629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	847	0	60	0	693	0	0	629	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	847	0	60	0	693	0	0	629	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.84	0.00	0.16	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4607	0	288	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	0.18	0.00	0.00	0.17	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	34.1	0.0	34.1	0.0	29.9	0.0	0.0	29.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.43	0.00	0.43	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	11.4	0.0	11.8	0.0	14.2	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	0.0	11.8	0.0	14.2	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	10	0	11	0	11	0	0	9	0

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



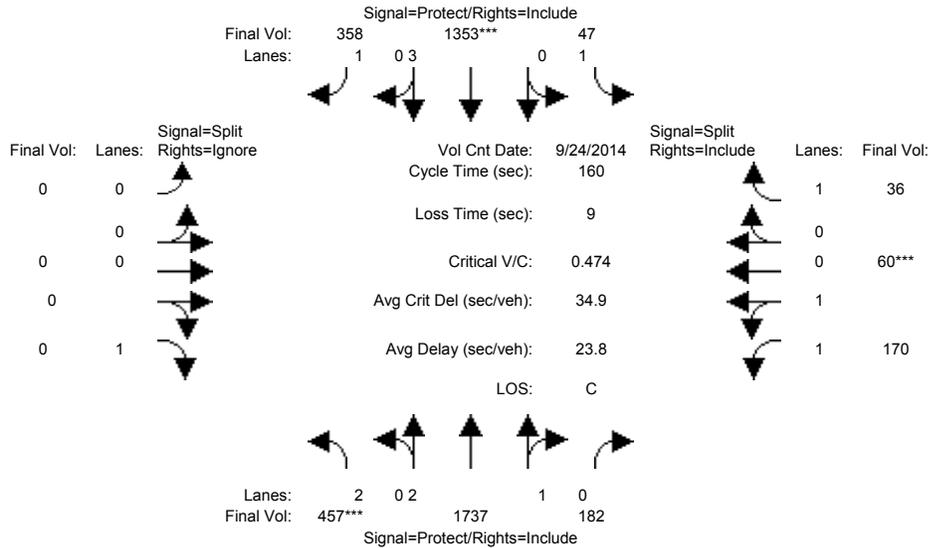
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1276	458	85	1100	359	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	540	1276	458	85	1100	359	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1276	458	85	1100	359	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	540	1276	458	85	1100	359	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.18	0.82	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4119	1478	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.3	107	107.0	16.8	67.4	67.4	0.0	0.0	0.0	27.2	27.2	27.2
Volume/Cap:	0.49	0.46	0.46	0.46	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.48
Delay/Veh:	40.9	12.8	12.8	69.2	33.3	34.2	0.0	0.0	0.0	60.7	60.7	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	12.8	12.8	69.2	33.3	34.2	0.0	0.0	0.0	60.7	60.7	61.2
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	21	24	24	8	22	24	0	0	0	14	14	14

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



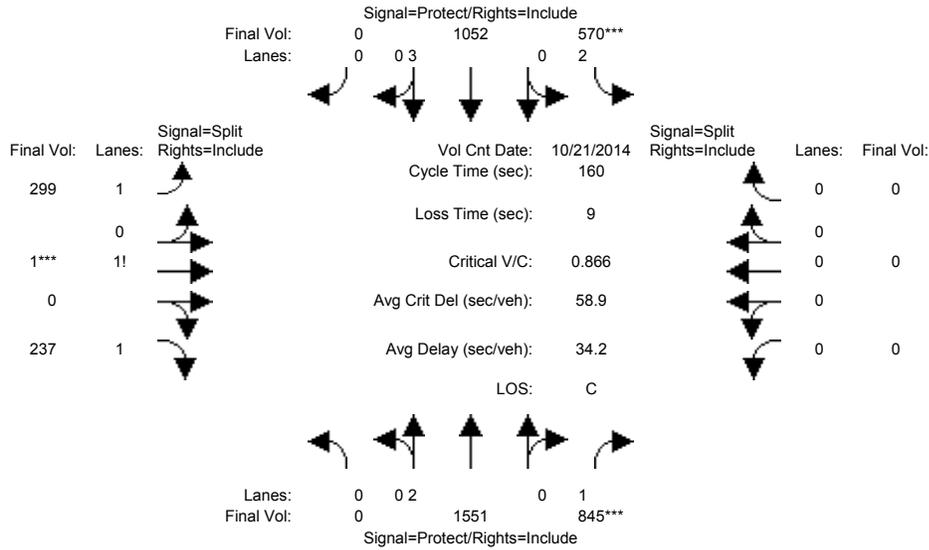
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	457	1731	182	47	1320	358	0	0	945	170	60	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:	457	1731	182	47	1320	358	0	0	945	170	60	36
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1737	182	47	1353	358	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	457	1737	182	47	1353	358	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1737	182	47	1353	358	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	457	1737	182	47	1353	358	0	0	0	170	60	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5068	531	1750	5700	1750	0	0	1750	2624	926	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.34	0.03	0.24	0.20	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****			****						****		
Green Time:	49.0	115	114.5	14.6	80.1	80.1	0.0	0.0	0.0	21.9	21.9	21.9
Volume/Cap:	0.47	0.48	0.48	0.29	0.47	0.41	0.00	0.00	0.00	0.47	0.47	0.15
Delay/Veh:	45.4	9.9	9.9	68.9	26.3	25.4	0.0	0.0	0.0	64.5	64.5	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	9.9	9.9	68.9	26.3	25.4	0.0	0.0	0.0	64.5	64.5	61.2
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	19	24	24	5	24	21	0	0	0	11	11	3

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



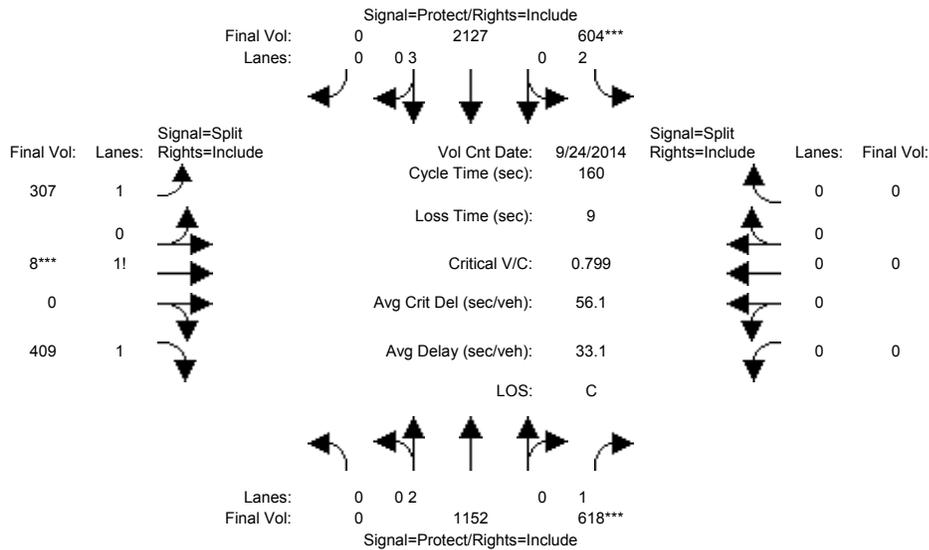
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1514	845	570	1047	0	299	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1514	845	570	1047	0	299	1	237	0	0	0
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	845	570	1052	0	299	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	845	570	1052	0	299	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	845	570	1052	0	299	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1551	845	570	1052	0	299	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2723	7	2521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.48	0.18	0.18	0.00	0.11	0.15	0.09	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	89.2	89.2	33.4	123	0.0	28.4	28.4	28.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.87	0.87	0.24	0.00	0.62	0.87	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	27.8	38.6	72.8	5.4	0.0	62.2	76.2	60.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	38.6	72.8	5.4	0.0	62.2	76.2	60.3	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	45	60	30	9	0	19	29	16	0	0	0

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



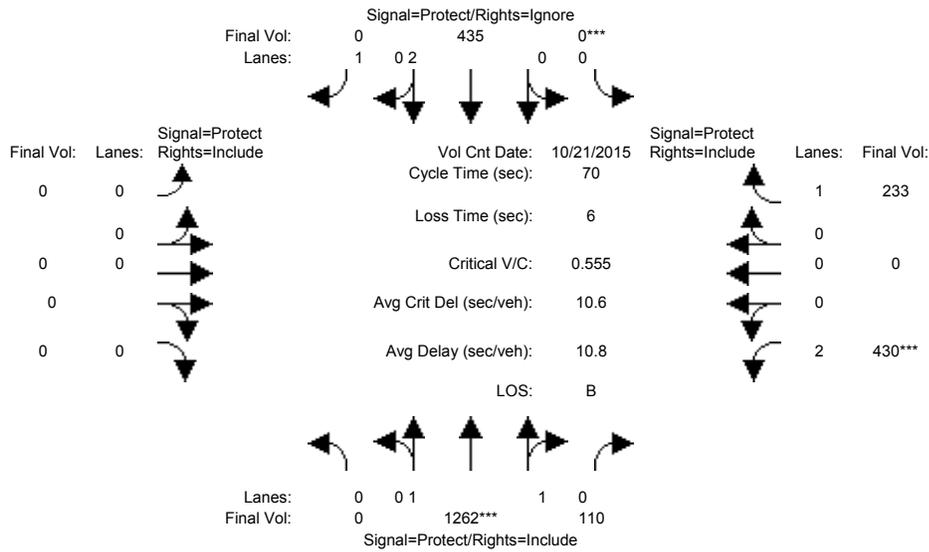
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1146	618	604	2094	0	307	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1146	618	604	2094	0	307	8	409	0	0	0
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1152	618	604	2127	0	307	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1152	618	604	2127	0	307	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1152	618	604	2127	0	307	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1152	618	604	2127	0	307	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.42	0.02	1.56	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2484	38	2728	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.35	0.19	0.37	0.00	0.12	0.21	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	70.7	70.7	38.4	109	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.80	0.80	0.55	0.00	0.47	0.80	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	36.9	44.4	63.2	13.1	0.0	50.0	60.2	51.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.9	44.4	63.2	13.1	0.0	50.0	60.2	51.9	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	37	46	30	30	0	18	33	22	0	0	0

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



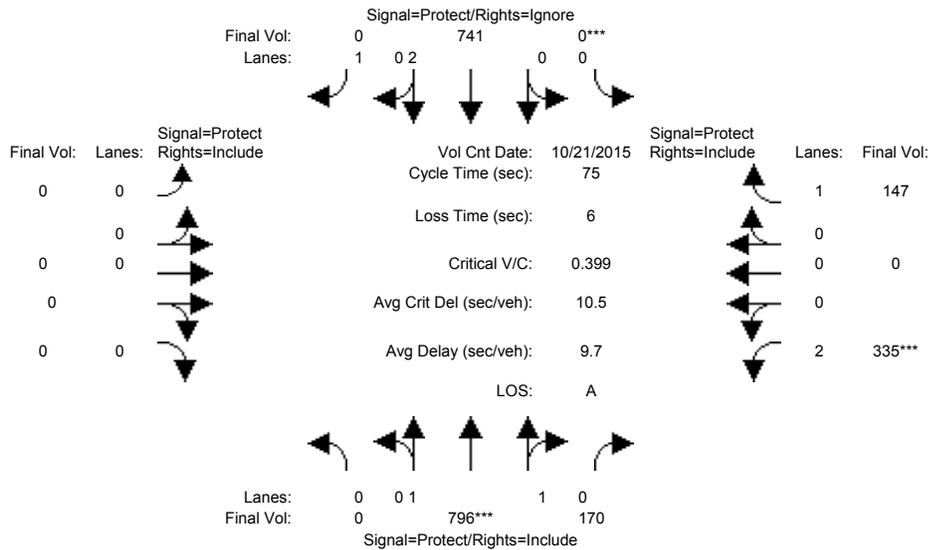
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1259	110	0	410	400	0	0	0	430	0	233
Growth Adj:	1.00	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	1259	110	0	410	400	0	0	0	430	0	233
Added Vol:	0	3	0	0	25	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1262	110	0	435	400	0	0	0	430	0	233
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1262	110	0	435	0	0	0	0	430	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1262	110	0	435	0	0	0	0	430	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1262	110	0	435	0	0	0	0	430	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.84	0.16	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3403	297	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	46.8	46.8	0.0	46.8	0.0	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.00	0.55	0.55	0.00	0.17	0.00	0.00	0.00	0.00	0.55	0.00	0.54
Delay/Veh:	0.0	6.4	6.4	0.0	4.4	0.0	0.0	0.0	0.0	23.9	0.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	6.4	0.0	4.4	0.0	0.0	0.0	0.0	23.9	0.0	24.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	15	15	0	4	0	0	0	0	11	0	11

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



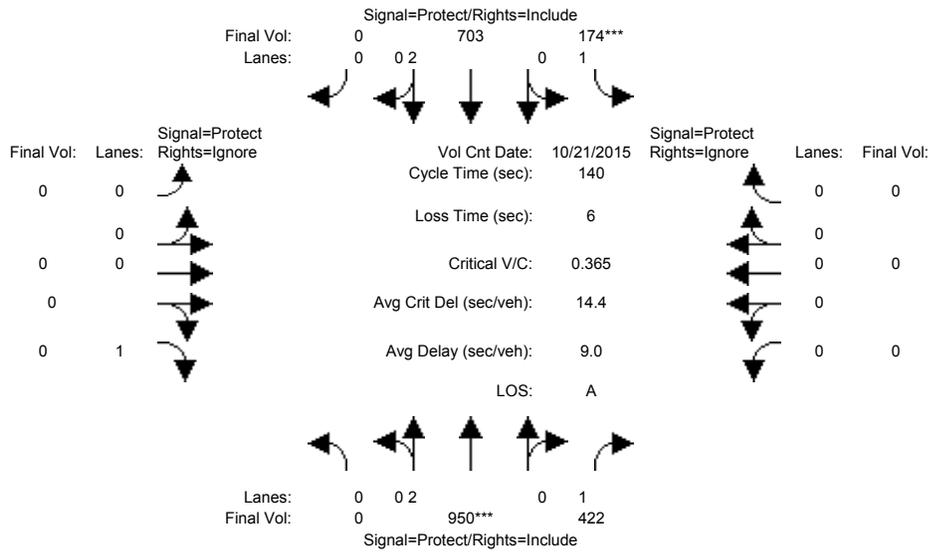
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	774	170	0	737	737	0	0	0	335	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	170	0	737	737	0	0	0	335	0	147
Added Vol:	0	22	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	796	170	0	741	737	0	0	0	335	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	170	0	741	0	0	0	0	335	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	170	0	741	0	0	0	0	335	0	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	796	170	0	741	0	0	0	0	335	0	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.64	0.36	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3048	651	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	0.0	49.0	49.0	0.0	49.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0
Volume/Cap:	0.00	0.40	0.40	0.00	0.30	0.00	0.00	0.00	0.00	0.40	0.00	0.32
Delay/Veh:	0.0	6.2	6.2	0.0	5.7	0.0	0.0	0.0	0.0	22.9	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	6.2	0.0	5.7	0.0	0.0	0.0	0.0	22.9	0.0	22.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	10	0	7	0	0	0	0	8	0	6

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



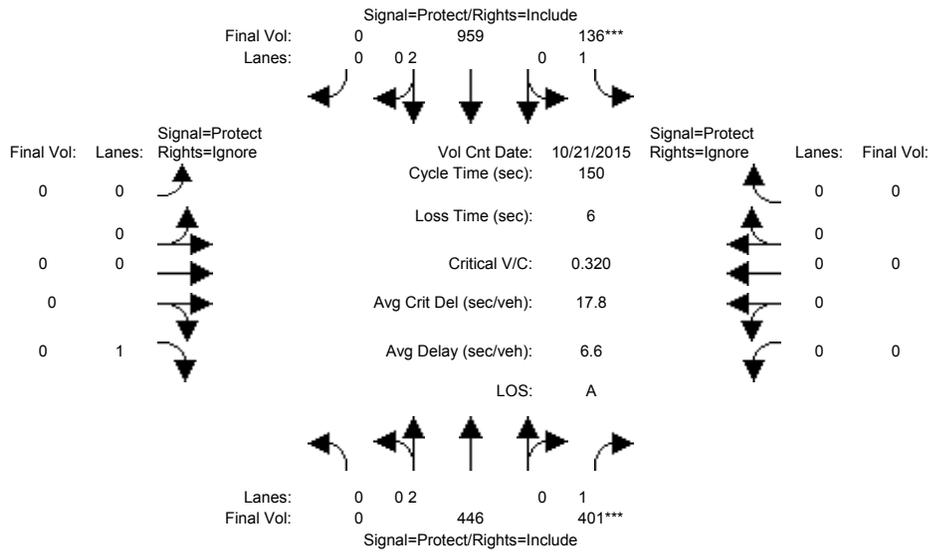
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	947	422	174	678	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	947	422	174	678	0	0	0	118	0	0	0
Added Vol:	0	3	0	0	25	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	950	422	174	703	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	950	422	174	703	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	422	174	703	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	950	422	174	703	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.24	0.10	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****		****									
Green Time:	0.0	95.9	95.9	38.1	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.35	0.37	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	9.3	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	9.3	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	15	15	12	2	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



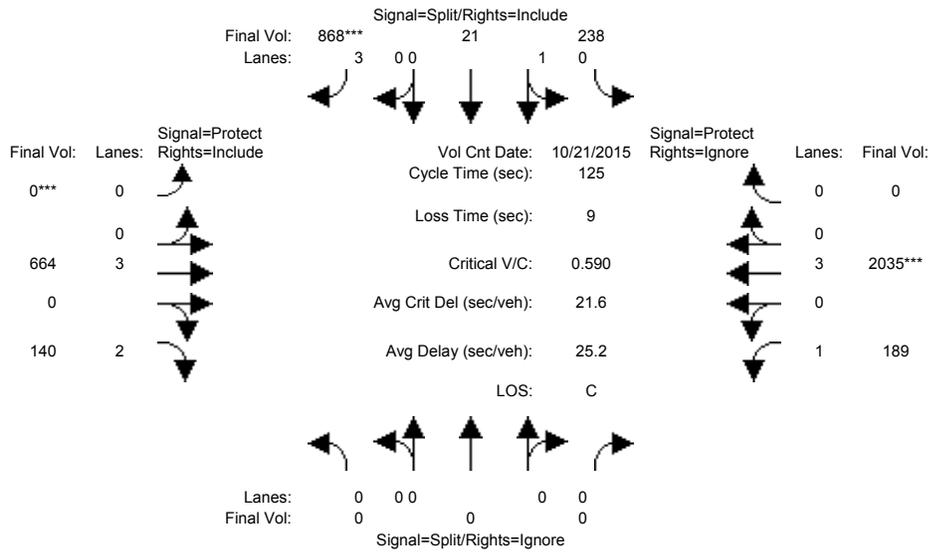
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	424	401	136	955	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	401	136	955	0	0	0	357	0	0	0
Added Vol:	0	22	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	446	401	136	959	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	446	401	136	959	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	401	136	959	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	446	401	136	959	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.23	0.08	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	108	107.5	36.5	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.32	0.32	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	7.9	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	7.9	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	13	10	3	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



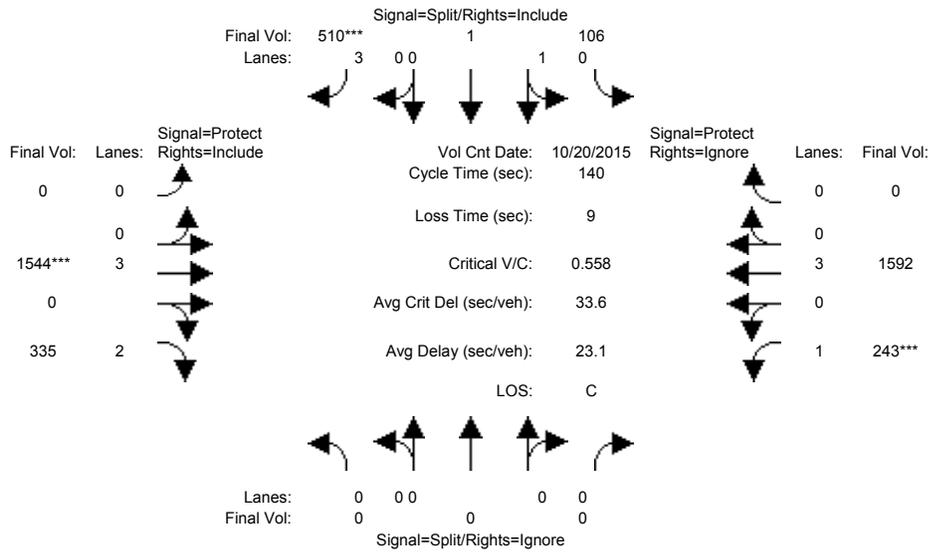
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	186	0	40	38	0	459	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	21	868	0	664	467	189	2035	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	868	0	664	140	189	2035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	868	0	664	140	189	2035	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	868	0	664	140	189	2035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.19	0.00	0.12	0.04	0.11	0.36	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	40.4	40.4	40.4	0.0	39.2	39.2	36.4	75.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.59	0.00	0.37	0.14	0.37	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	34.0	34.0	36.0	0.0	33.4	30.9	35.7	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.0	34.0	36.0	0.0	33.4	30.9	35.7	15.5	0.0
LOS by Move:	A	A	A	C	C	D	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	16	16	22	0	13	5	12	27	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



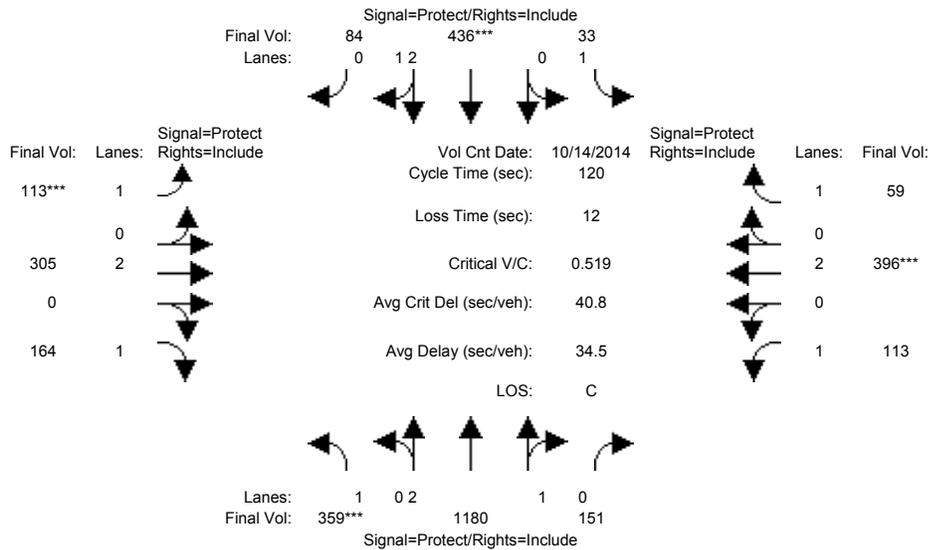
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	0
Growth Adj:	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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	31	0	298	276	0	77	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	1	510	0	1544	1115	243	1592	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	510	0	1544	335	243	1592	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	510	0	1544	335	243	1592	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	106	1	510	0	1544	335	243	1592	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.11	0.00	0.27	0.11	0.14	0.28	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	28.1	28.1	28.1	0.0	68.0	68.0	34.9	103	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.56	0.00	0.56	0.22	0.56	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	48.0	48.0	51.1	0.0	25.6	20.8	47.5	6.9	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	48.0	48.0	51.1	0.0	25.6	20.8	47.5	6.9	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	A	A
HCM2k95thQ:	0	0	0	8	8	16	0	27	9	18	16	0

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



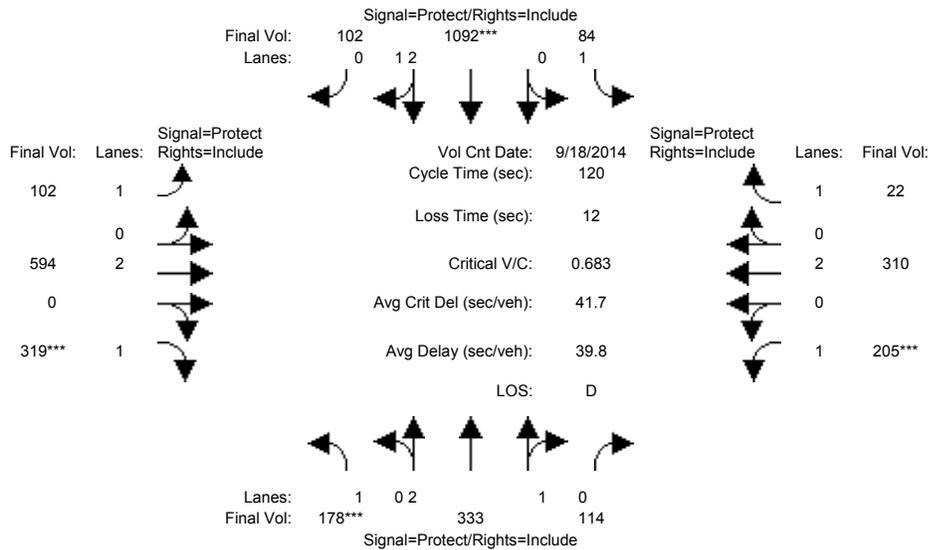
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	347	1180	151	33	436	72	111	302	162	113	371	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	1180	151	33	436	72	111	302	162	113	371	59
Added Vol:	12	0	0	0	0	12	2	3	2	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	1180	151	33	436	84	113	305	164	113	396	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1180	151	33	436	84	113	305	164	113	396	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1180	151	33	436	84	113	305	164	113	396	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	359	1180	151	33	436	84	113	305	164	113	396	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4964	635	1750	4694	904	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.24	0.02	0.09	0.09	0.06	0.08	0.09	0.06	0.10	0.03
Crit Moves:	****			****			****			****		
Green Time:	47.5	55.4	55.4	13.6	21.5	21.5	14.9	23.1	23.1	15.9	24.1	24.1
Volume/Cap:	0.52	0.52	0.52	0.17	0.52	0.52	0.52	0.42	0.49	0.49	0.52	0.17
Delay/Veh:	28.3	23.0	23.0	48.5	45.1	45.1	51.4	42.9	44.3	49.8	43.4	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	23.0	23.0	48.5	45.1	45.1	51.4	42.9	44.3	49.8	43.4	39.9
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	20	21	21	3	12	12	8	9	11	8	12	4

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



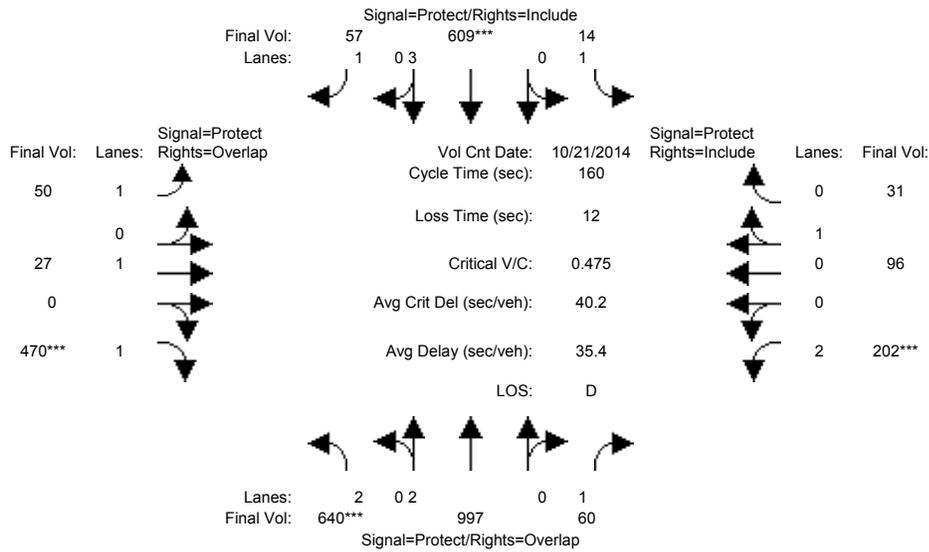
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	176	333	114	84	1092	100	91	572	308	205	306	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	333	114	84	1092	100	91	572	308	205	306	22
Added Vol:	2	0	0	0	0	2	11	22	11	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	333	114	84	1092	102	102	594	319	205	310	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	333	114	84	1092	102	102	594	319	205	310	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	333	114	84	1092	102	102	594	319	205	310	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	333	114	84	1092	102	102	594	319	205	310	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.21	0.79	1.00	2.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4170	1428	1750	5121	478	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.05	0.21	0.21	0.06	0.16	0.18	0.12	0.08	0.01
Crit Moves:	****			****			****		****	****		
Green Time:	17.9	32.6	32.6	22.8	37.5	37.5	21.7	32.0	32.0	20.6	31.0	31.0
Volume/Cap:	0.68	0.29	0.29	0.25	0.68	0.68	0.32	0.59	0.68	0.68	0.32	0.05
Delay/Veh:	55.6	34.7	34.7	41.8	37.2	37.2	43.4	39.1	43.5	53.0	36.2	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	34.7	34.7	41.8	37.2	37.2	43.4	39.1	43.5	53.0	36.2	33.5
LOS by Move:	E	C	C	D	D	D	D	D	D	D	D	C
HCM2k95thQ:	15	9	9	6	25	25	7	17	21	15	9	1

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



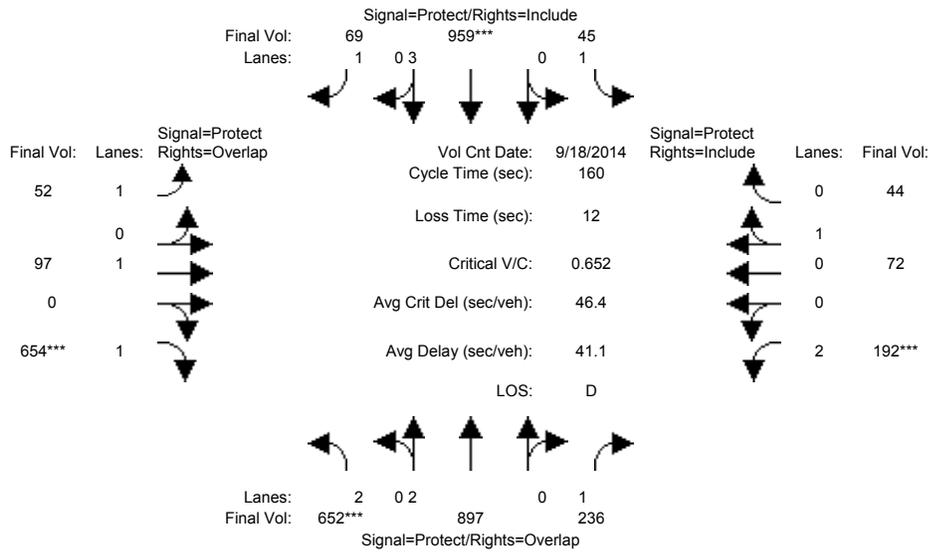
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	640	960	60	14	604	57	50	27	470	202	96	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	960	60	14	604	57	50	27	470	202	96	31
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	997	60	14	609	57	50	27	470	202	96	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	997	60	14	609	57	50	27	470	202	96	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	997	60	14	609	57	50	27	470	202	96	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	640	997	60	14	609	57	50	27	470	202	96	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.76	0.24
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1361	439
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.03	0.01	0.11	0.03	0.03	0.01	0.27	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	68.4	89.5	111.1	14.9	36.0	36.0	16.7	22.0	90.4	21.6	26.9	26.9
Volume/Cap:	0.48	0.47	0.05	0.09	0.48	0.14	0.27	0.10	0.48	0.48	0.42	0.42
Delay/Veh:	33.2	21.2	7.8	66.5	54.1	49.9	66.9	60.5	21.0	64.8	60.5	60.5
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:	33.2	21.2	7.8	66.5	54.1	49.9	66.9	60.5	21.0	64.8	60.5	60.5
LOS by Move:	C	C	A	E	D	D	E	E	C	E	E	E
HCM2k95thQ:	23	25	2	1	16	5	5	2	25	11	12	12

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2014 <<											
Base Vol:	652	891	236	45	926	69	52	97	654	192	72	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:	652	891	236	45	926	69	52	97	654	192	72	44
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	652	897	236	45	959	69	52	97	654	192	72	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:	652	897	236	45	959	69	52	97	654	192	72	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	897	236	45	959	69	52	97	654	192	72	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	652	897	236	45	959	69	52	97	654	192	72	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.62	0.38
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1117	683

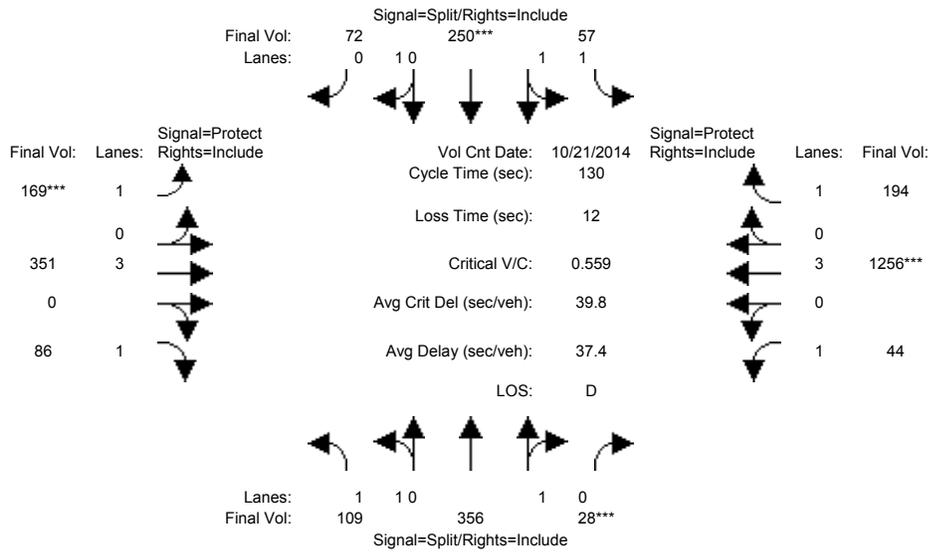
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.13	0.03	0.17	0.04	0.03	0.05	0.37	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	50.8	77.7	92.7	14.4	41.3	41.3	22.6	40.9	91.7	15.0	33.3	33.3
Volume/Cap:	0.65	0.49	0.23	0.29	0.65	0.15	0.21	0.20	0.65	0.65	0.31	0.31
Delay/Veh:	48.5	27.9	16.5	69.0	54.0	46.0	61.2	46.9	24.8	75.1	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	27.9	16.5	69.0	54.0	46.0	61.2	46.9	24.8	75.1	54.1	54.1
LOS by Move:	D	C	B	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	28	25	11	4	24	5	5	7	39	13	10	10

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



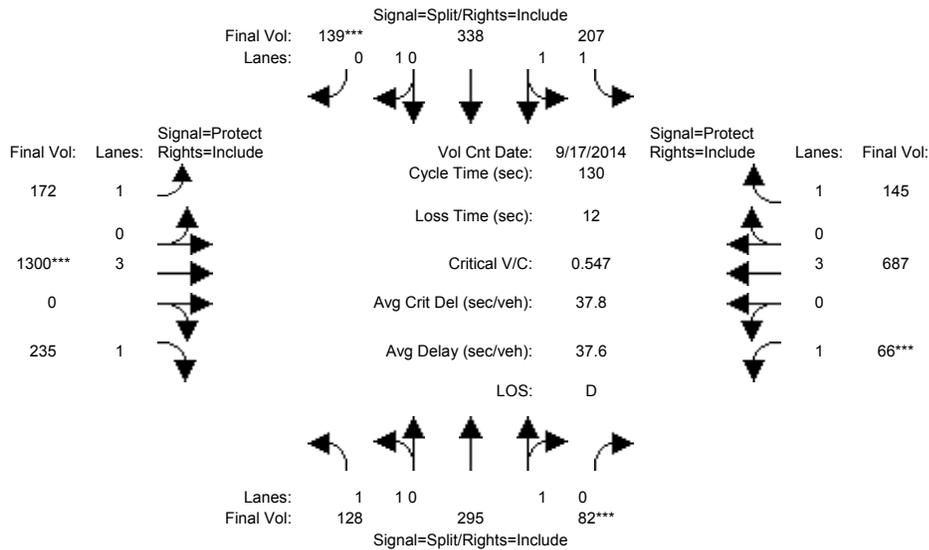
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	109	356	28	45	250	72	169	326	86	44	1253	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	356	28	45	250	72	169	326	86	44	1253	192
Added Vol:	0	0	0	12	0	0	0	25	0	0	3	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	356	28	57	250	72	169	351	86	44	1256	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	356	28	57	250	72	169	351	86	44	1256	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	356	28	57	250	72	169	351	86	44	1256	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	356	28	57	250	72	169	351	86	44	1256	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3430	270	1750	2872	827	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.09	0.09	0.10	0.06	0.05	0.03	0.22	0.11
Crit Moves:			****		****		****				****	
Green Time:	24.1	24.1	24.1	20.2	20.2	20.2	22.4	43.3	43.3	30.3	51.2	51.2
Volume/Cap:	0.34	0.56	0.56	0.21	0.56	0.56	0.56	0.18	0.15	0.11	0.56	0.28
Delay/Veh:	46.1	48.9	48.9	48.0	51.8	51.8	51.6	30.8	30.5	39.3	30.9	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	48.9	48.9	48.0	51.8	51.8	51.6	30.8	30.5	39.3	30.9	27.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	8	15	15	4	13	13	13	6	5	3	22	11

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



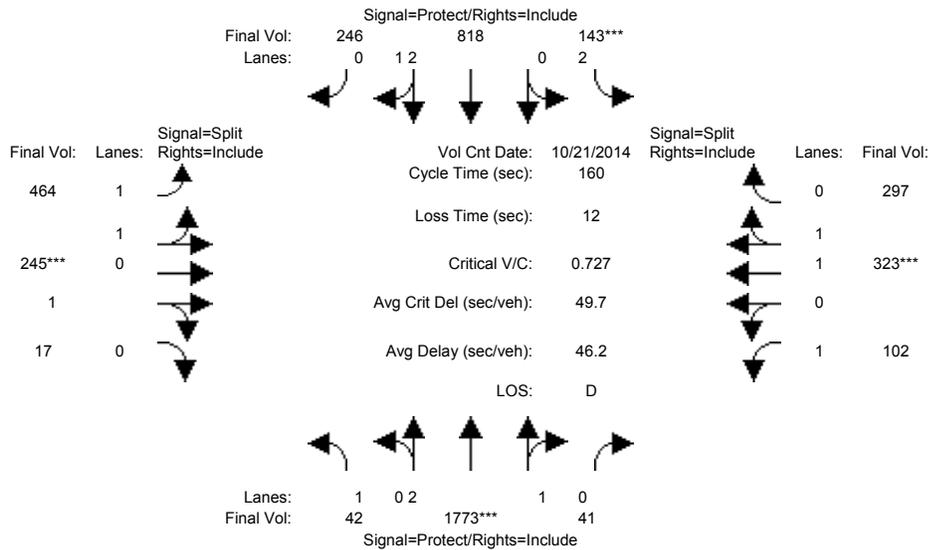
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	295	82	205	338	139	172	1296	235	66	665	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	295	82	205	338	139	172	1296	235	66	665	134
Added Vol:	0	0	0	2	0	0	0	4	0	0	22	11
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	295	82	207	338	139	172	1300	235	66	687	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	295	82	207	338	139	172	1300	235	66	687	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	295	82	207	338	139	172	1300	235	66	687	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	295	82	207	338	139	172	1300	235	66	687	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2895	805	1750	2621	1078	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.12	0.13	0.13	0.10	0.23	0.13	0.04	0.12	0.08
Crit Moves:			****			****		****		****		
Green Time:	24.2	24.2	24.2	30.6	30.6	30.6	28.4	54.2	54.2	9.0	34.8	34.8
Volume/Cap:	0.39	0.55	0.55	0.50	0.55	0.55	0.45	0.55	0.32	0.55	0.45	0.31
Delay/Veh:	46.6	48.6	48.6	43.4	44.1	44.1	44.9	28.9	25.8	63.8	39.9	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	48.6	48.6	43.4	44.1	44.1	44.9	28.9	25.8	63.8	39.9	38.4
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	14	14	15	17	17	12	23	13	6	14	9

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



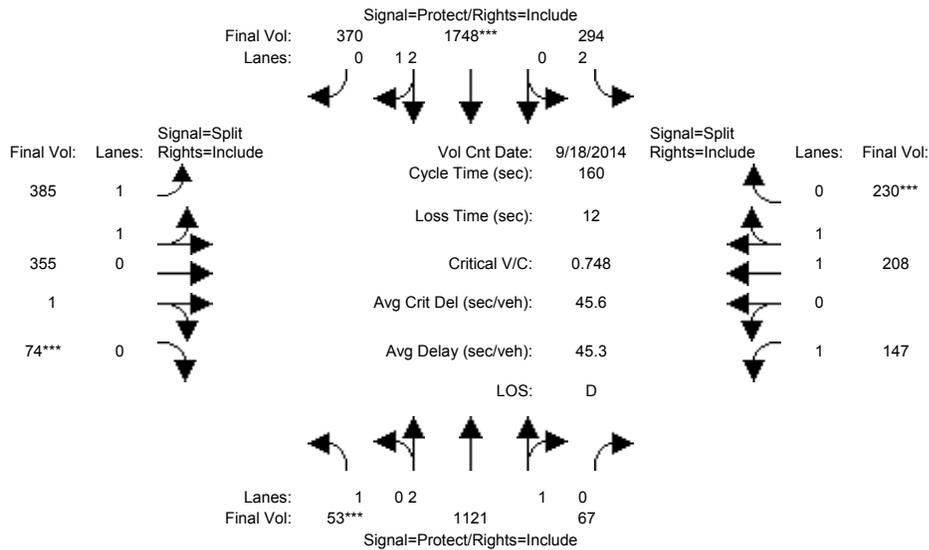
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	42	1748	41	143	815	244	452	233	17	102	321	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1748	41	143	815	244	452	233	17	102	321	297
Added Vol:	0	25	0	0	3	2	12	12	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1773	41	143	818	246	464	245	17	102	323	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1773	41	143	818	246	464	245	17	102	323	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1773	41	143	818	246	464	245	17	102	323	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1773	41	143	818	246	464	245	17	102	323	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.93	0.07	2.00	2.28	0.72	1.93	1.00	0.07	1.00	1.02	0.98
Final Sat.:	1750	5473	127	3150	4304	1294	3419	1805	125	1750	1926	1771
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.05	0.19	0.19	0.14	0.14	0.14	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	15.2	71.3	71.3	10.0	66.1	66.1	29.9	29.9	29.9	36.9	36.9	36.9
Volume/Cap:	0.25	0.73	0.73	0.73	0.46	0.46	0.73	0.73	0.73	0.25	0.73	0.73
Delay/Veh:	67.9	37.5	37.5	86.5	34.2	34.2	64.0	64.0	64.0	50.6	60.1	60.1
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:	67.9	37.5	37.5	86.5	34.2	34.2	64.0	64.0	64.0	50.6	60.1	60.1
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	4	41	41	9	22	22	23	23	23	9	27	27

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



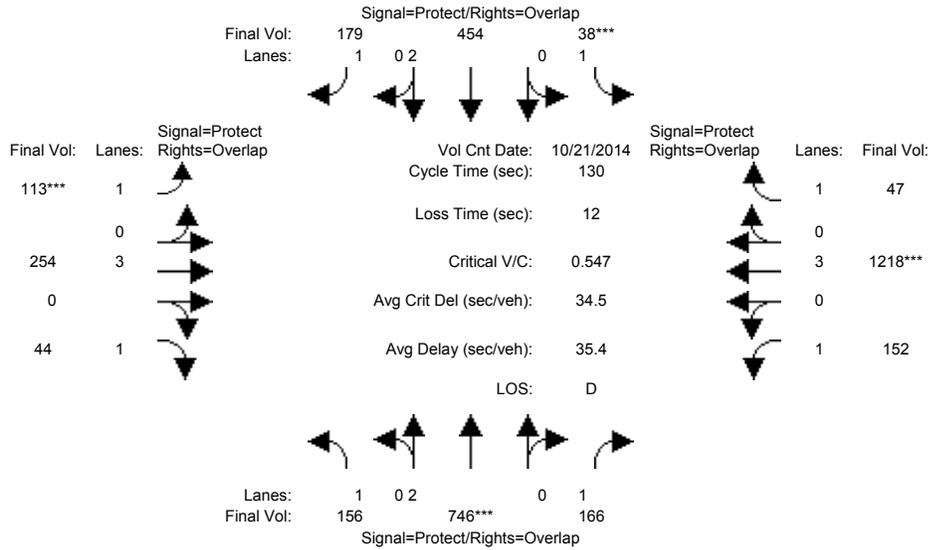
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1117	67	294	1726	359	383	353	74	147	197	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1117	67	294	1726	359	383	353	74	147	197	230
Added Vol:	0	4	0	0	22	11	2	2	0	0	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1121	67	294	1748	370	385	355	74	147	208	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1121	67	294	1748	370	385	355	74	147	208	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1121	67	294	1748	370	385	355	74	147	208	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1121	67	294	1748	370	385	355	74	147	208	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.46	0.54	1.43	1.30	0.27	1.00	1.00	1.00
Final Sat.:	1750	5284	316	3150	4620	978	2530	2333	486	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.09	0.38	0.38	0.15	0.15	0.15	0.08	0.11	0.13
Crit Moves:	****			****			****					****
Green Time:	7.0	60.8	60.8	26.8	80.6	80.6	32.4	32.4	32.4	28.0	28.0	28.0
Volume/Cap:	0.69	0.56	0.56	0.56	0.75	0.75	0.75	0.75	0.75	0.48	0.63	0.75
Delay/Veh:	99.2	39.3	39.3	62.5	32.9	32.9	63.0	63.0	63.0	60.6	62.9	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	39.3	39.3	62.5	32.9	32.9	63.0	63.0	63.0	60.6	62.9	68.1
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	27	27	15	45	45	26	26	26	14	19	23

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



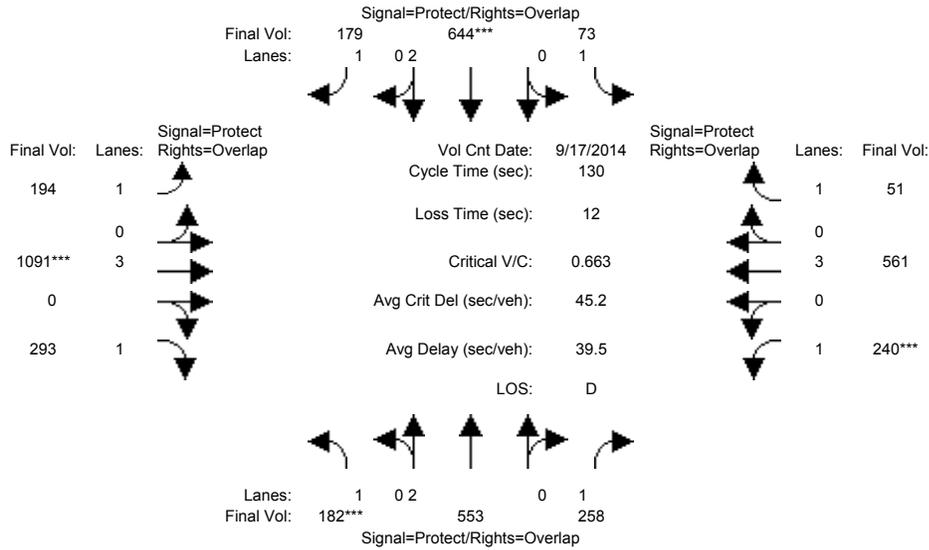
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	156	746	129	38	454	179	113	217	44	147	1213	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	746	129	38	454	179	113	217	44	147	1213	47
Added Vol:	0	0	37	0	0	0	0	37	0	5	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	746	166	38	454	179	113	254	44	152	1218	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	746	166	38	454	179	113	254	44	152	1218	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	746	166	38	454	179	113	254	44	152	1218	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	746	166	38	454	179	113	254	44	152	1218	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.02	0.12	0.10	0.06	0.04	0.03	0.09	0.21	0.03
Crit Moves:	****			****			****			****		
Green Time:	22.6	45.9	80.4	7.0	30.3	45.4	15.1	30.6	53.2	34.5	50.0	57.0
Volume/Cap:	0.51	0.56	0.15	0.40	0.51	0.29	0.56	0.19	0.06	0.33	0.56	0.06
Delay/Veh:	50.2	34.4	10.5	62.3	43.9	30.9	57.6	39.9	23.3	38.8	31.6	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	34.4	10.5	62.3	43.9	30.9	57.6	39.9	23.3	38.8	31.6	21.1
LOS by Move:	D	C	B	E	D	C	E	D	C	D	C	C
HCM2k95thQ:	11	21	6	3	15	10	9	5	2	9	21	2

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 17 Sep 2014 <<											
Base Vol:	182	553	252	73	644	179	194	1085	293	207	528	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	553	252	73	644	179	194	1085	293	207	528	51
Added Vol:	0	0	6	0	0	0	0	6	0	33	33	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	553	258	73	644	179	194	1091	293	240	561	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	553	258	73	644	179	194	1091	293	240	561	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	553	258	73	644	179	194	1091	293	240	561	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	553	258	73	644	179	194	1091	293	240	561	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

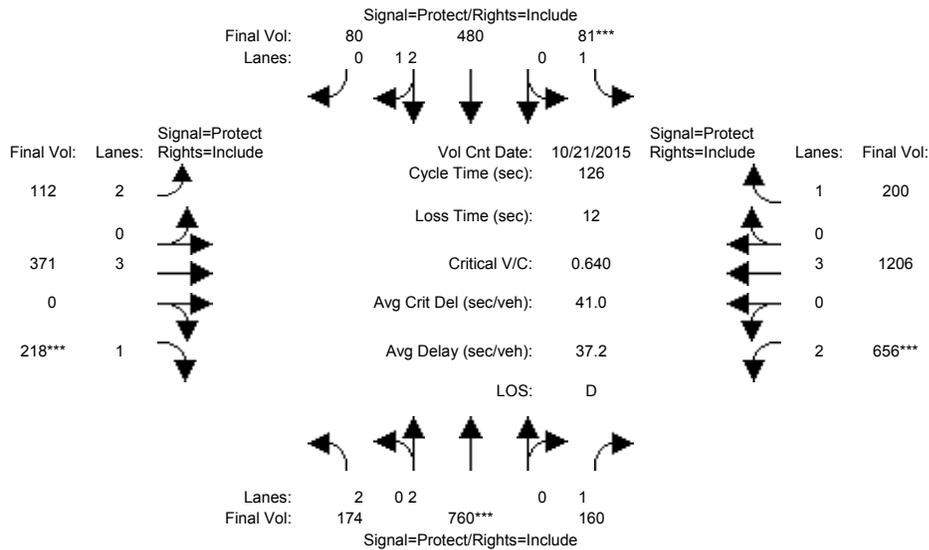
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.04	0.17	0.10	0.11	0.19	0.17	0.14	0.10	0.03
Crit Moves:	****				****			****			****	
Green Time:	20.4	39.1	66.0	14.5	33.2	67.3	34.1	37.5	57.9	26.9	30.3	44.8
Volume/Cap:	0.66	0.48	0.29	0.37	0.66	0.20	0.42	0.66	0.38	0.66	0.42	0.08
Delay/Veh:	57.6	37.5	18.7	54.8	45.1	16.9	40.4	41.7	24.3	52.0	42.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	37.5	18.7	54.8	45.1	16.9	40.4	41.7	24.3	52.0	42.6	28.8
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2k95thQ:	14	16	12	5	20	8	13	22	15	17	12	3

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



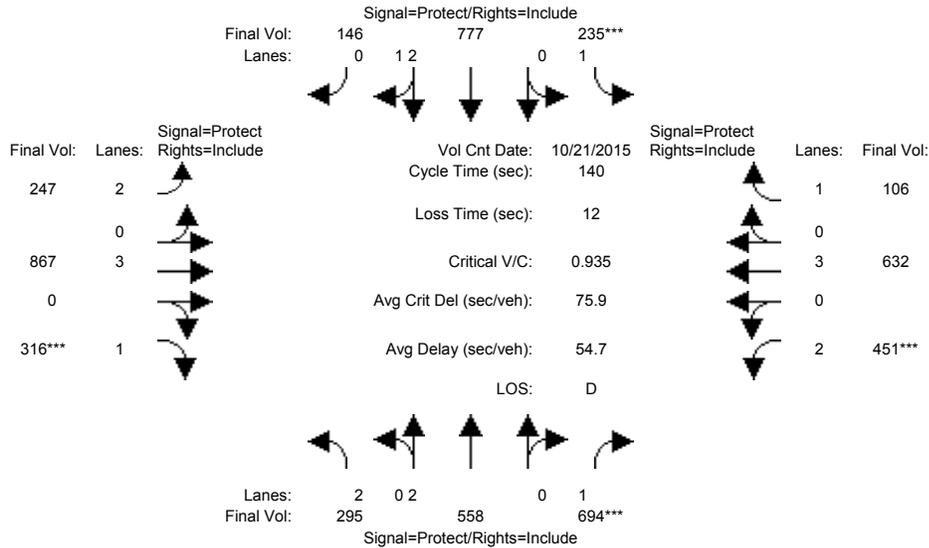
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	8	21	47	0	174	0	0	0	65	391	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	760	160	81	480	80	112	371	218	656	1206	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	760	160	81	480	80	112	371	218	656	1206	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	760	160	81	480	80	112	371	218	656	1206	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	760	160	81	480	80	112	371	218	656	1206	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.56	0.44	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4799	800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.09	0.05	0.10	0.10	0.04	0.07	0.12	0.21	0.21	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.3	39.4	39.4	9.1	31.2	31.2	13.6	24.5	24.5	41.0	51.9	51.9
Volume/Cap:	0.40	0.64	0.29	0.64	0.40	0.40	0.33	0.33	0.64	0.64	0.51	0.28
Delay/Veh:	50.2	38.4	33.1	67.4	39.8	39.8	52.5	43.9	50.8	37.6	27.8	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:	50.2	38.4	33.1	67.4	39.8	39.8	52.5	43.9	50.8	37.6	27.8	24.8
LOS by Move:	D	D	C	E	D	D	D	D	D	D	C	C
HCM2k95thQ:	8	23	10	9	12	12	5	8	17	23	20	10

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



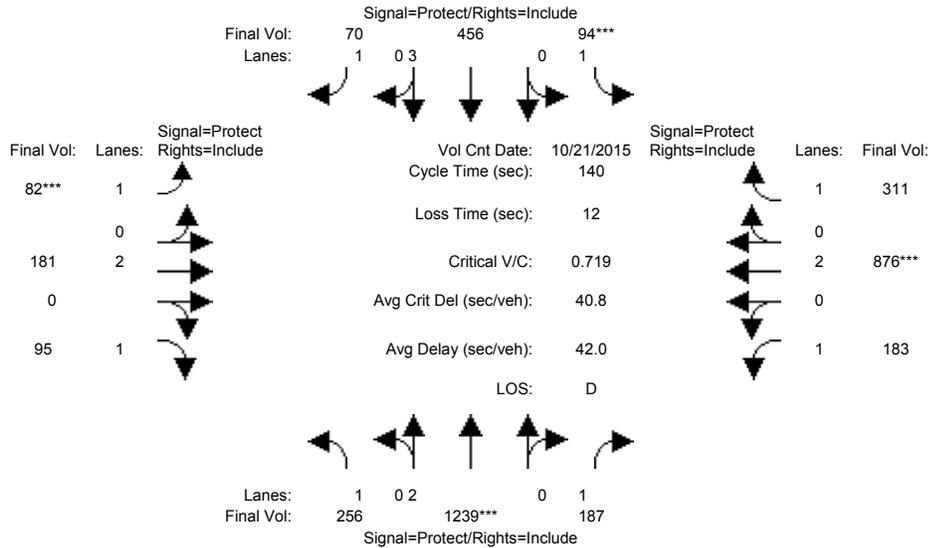
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	58	155	348	0	29	0	0	0	11	66	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	558	694	235	777	146	247	867	316	451	632	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	558	694	235	777	146	247	867	316	451	632	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	558	694	235	777	146	247	867	316	451	632	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	295	558	694	235	777	146	247	867	316	451	632	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4713	886	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.40	0.13	0.16	0.16	0.08	0.15	0.18	0.14	0.11	0.06
Crit Moves:			****	****					****	****		
Green Time:	28.8	59.4	59.4	20.1	50.7	50.7	20.1	27.0	27.0	21.4	28.4	28.4
Volume/Cap:	0.46	0.35	0.93	0.93	0.46	0.46	0.55	0.79	0.93	0.93	0.55	0.30
Delay/Veh:	49.2	27.3	57.4	98.6	34.3	34.3	57.1	57.6	88.1	84.2	50.6	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	27.3	57.4	98.6	34.3	34.3	57.1	57.6	88.1	84.2	50.6	47.8
LOS by Move:	D	C	E	F	C	C	E	E	F	F	D	D
HCM2k95thQ:	13	15	55	26	19	19	12	24	32	24	15	8

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



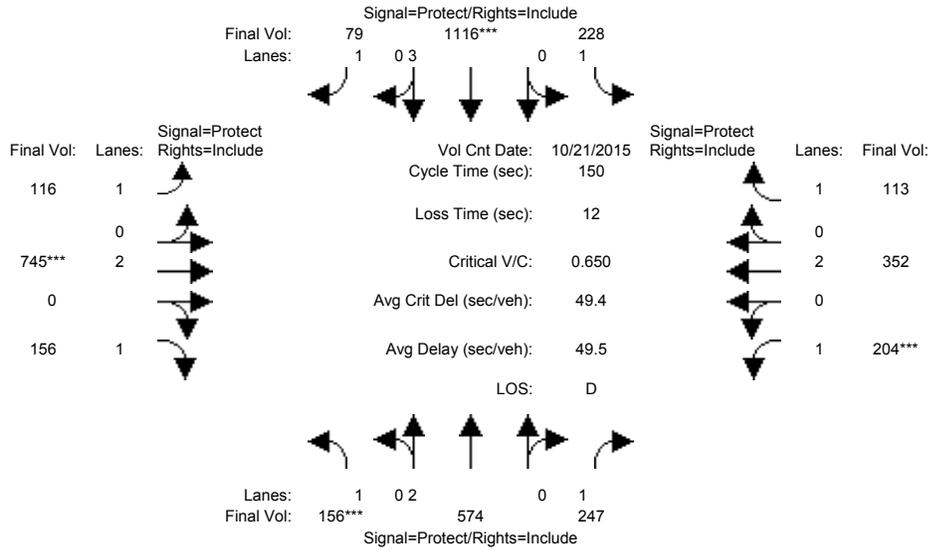
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	244	1239	187	94	456	45	79	167	93	183	764	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1239	187	94	456	45	79	167	93	183	764	311
Added Vol:	12	0	0	0	0	25	3	14	2	0	112	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1239	187	94	456	70	82	181	95	183	876	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1239	187	94	456	70	82	181	95	183	876	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1239	187	94	456	70	82	181	95	183	876	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	1239	187	94	456	70	82	181	95	183	876	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.11	0.05	0.08	0.04	0.05	0.05	0.05	0.10	0.23	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.8	63.5	63.5	10.5	26.2	26.2	9.1	21.9	21.9	32.1	44.9	44.9
Volume/Cap:	0.43	0.72	0.24	0.72	0.43	0.21	0.72	0.30	0.35	0.46	0.72	0.55
Delay/Veh:	36.0	32.5	23.5	80.8	50.6	48.5	83.9	52.6	53.4	47.3	44.1	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	32.5	23.5	80.8	50.6	48.5	83.9	52.6	53.4	47.3	44.1	40.5
LOS by Move:	D	C	C	F	D	D	F	D	D	D	D	D
HCM2k95thQ:	17	36	10	9	11	5	8	7	8	14	30	22

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



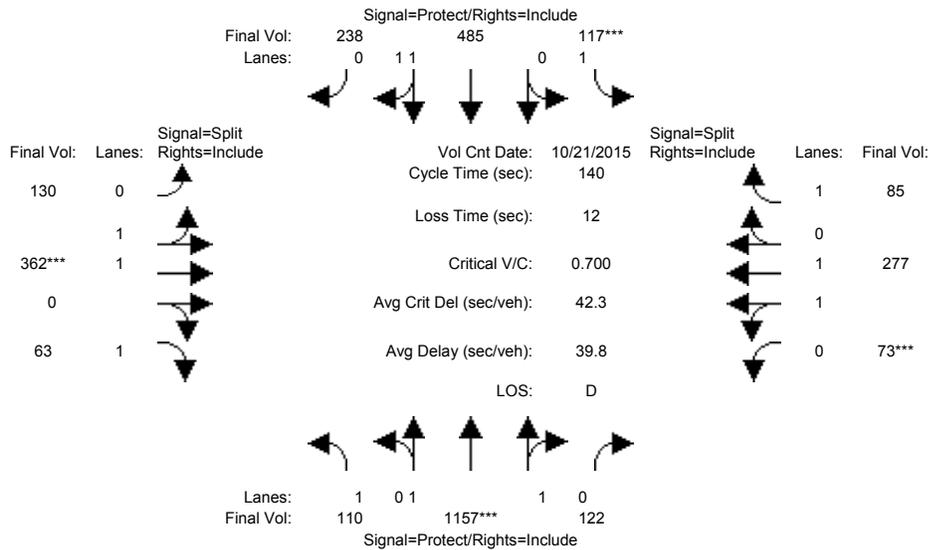
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	154	574	247	228	1116	75	94	646	145	204	333	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	574	247	228	1116	75	94	646	145	204	333	113
Added Vol:	2	0	0	0	0	4	22	99	11	0	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	574	247	228	1116	79	116	745	156	204	352	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	574	247	228	1116	79	116	745	156	204	352	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	574	247	228	1116	79	116	745	156	204	352	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	574	247	228	1116	79	116	745	156	204	352	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.14	0.13	0.20	0.05	0.07	0.20	0.09	0.12	0.09	0.06
Crit Moves:	****				****			****			****	
Green Time:	20.6	35.3	35.3	30.5	45.2	45.2	30.1	45.3	45.3	26.9	42.1	42.1
Volume/Cap:	0.65	0.64	0.60	0.64	0.65	0.15	0.33	0.65	0.30	0.65	0.33	0.23
Delay/Veh:	67.4	53.2	53.5	58.7	46.4	38.5	51.9	46.8	40.4	61.9	43.0	41.7
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:	67.4	53.2	53.5	58.7	46.4	38.5	51.9	46.8	40.4	61.9	43.0	41.7
LOS by Move:	E	D	D	E	D	D	D	D	D	E	D	D
HCM2k95thQ:	14	21	20	19	25	5	9	26	11	19	12	8

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



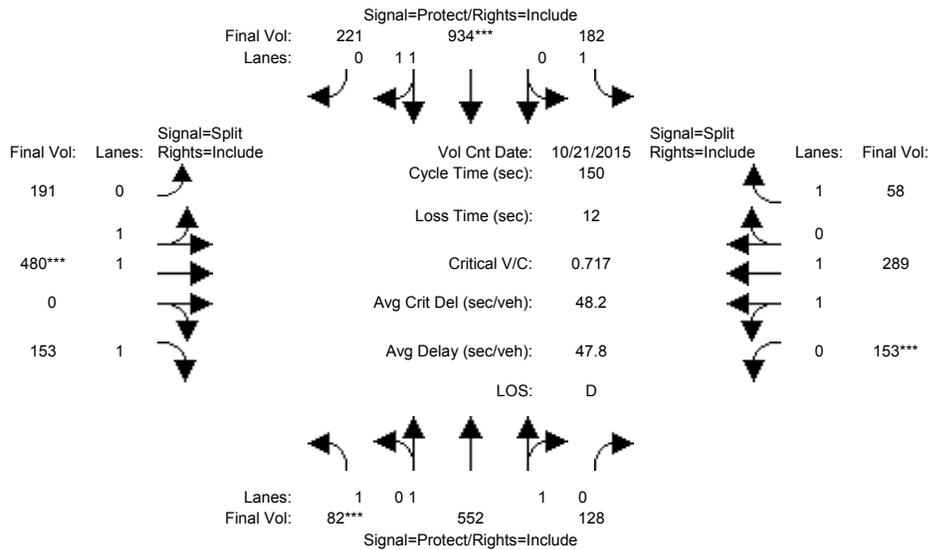
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:50-8:50AM												
Base Vol:	110	1155	121	117	466	232	129	362	63	64	274	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:	110	1155	121	117	466	232	129	362	63	64	274	85
Added Vol:	0	2	1	0	19	6	1	0	0	9	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1157	122	117	485	238	130	362	63	73	277	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:	110	1157	122	117	485	238	130	362	63	73	277	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1157	122	117	485	238	130	362	63	73	277	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1157	122	117	485	238	130	362	63	73	277	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.80	0.20	1.00	1.32	0.68	0.54	1.46	1.00	0.43	1.57	1.00
Final Sat.:	1750	3347	353	1750	2481	1218	977	2722	1750	772	2928	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.20	0.20	0.13	0.13	0.04	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.1	69.1	69.1	13.4	62.4	62.4	26.6	26.6	26.6	18.9	18.9	18.9
Volume/Cap:	0.44	0.70	0.70	0.70	0.44	0.44	0.70	0.70	0.19	0.70	0.70	0.36
Delay/Veh:	56.0	28.7	28.7	73.8	26.9	26.9	56.1	56.1	47.9	62.2	62.2	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	28.7	28.7	73.8	26.9	26.9	56.1	56.1	47.9	62.2	62.2	56.0
LOS by Move:	E	C	C	E	C	C	E	E	D	E	E	E
HCM2k95thQ:	9	36	36	11	19	19	19	19	5	14	14	7

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	82	535	120	182	931	220	185	477	153	151	288	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	535	120	182	931	220	185	477	153	151	288	58
Added Vol:	0	17	8	0	3	1	6	3	0	2	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	552	128	182	934	221	191	480	153	153	289	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	552	128	182	934	221	191	480	153	153	289	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	552	128	182	934	221	191	480	153	153	289	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	552	128	182	934	221	191	480	153	153	289	58

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.61	0.39	1.00	1.61	0.39	0.58	1.42	1.00	0.71	1.29	1.00
Final Sat.:	1750	3003	696	1750	2992	708	1053	2646	1750	1280	2418	1750

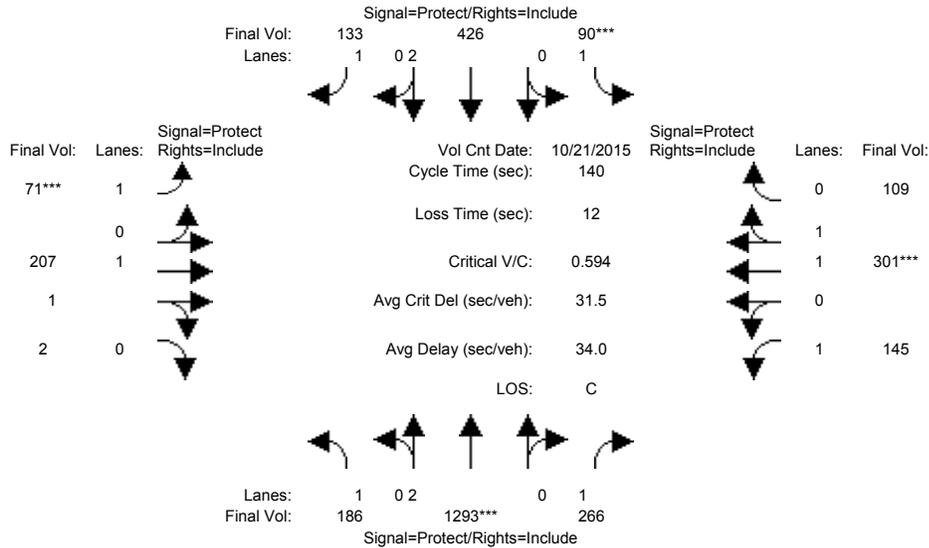
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.10	0.31	0.31	0.18	0.18	0.09	0.12	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	9.8	48.0	48.0	27.1	65.3	65.3	37.9	37.9	37.9	25.0	25.0	25.0
Volume/Cap:	0.72	0.58	0.58	0.58	0.72	0.72	0.72	0.72	0.35	0.72	0.72	0.20
Delay/Veh:	88.3	43.2	43.2	58.7	36.4	36.4	53.8	53.8	46.3	63.2	63.2	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	43.2	43.2	58.7	36.4	36.4	53.8	53.8	46.3	63.2	63.2	54.2
LOS by Move:	F	D	D	E	D	D	D	D	D	E	E	D
HCM2k95thQ:	8	23	23	15	37	37	25	25	11	19	19	5

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



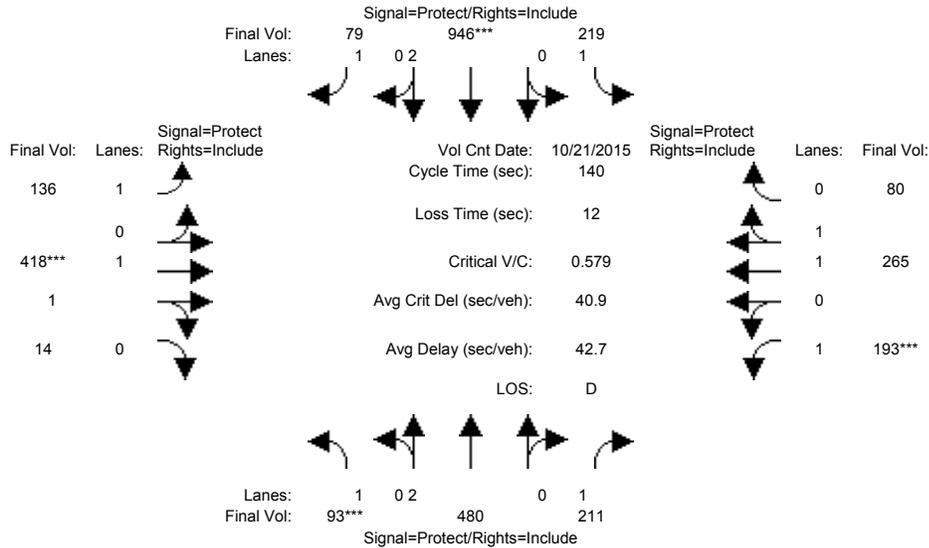
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	186	1291	265	90	407	124	70	206	2	139	295	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1291	265	90	407	124	70	206	2	139	295	109
Added Vol:	0	2	1	0	19	9	1	1	0	6	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1293	266	90	426	133	71	207	2	145	301	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1293	266	90	426	133	71	207	2	145	301	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1293	266	90	426	133	71	207	2	145	301	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1293	266	90	426	133	71	207	2	145	301	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3665	35	1750	2716	983
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.15	0.05	0.11	0.08	0.04	0.06	0.06	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	44.9	80.2	80.2	12.1	47.4	47.4	9.6	16.5	16.5	19.2	26.1	26.1
Volume/Cap:	0.33	0.59	0.27	0.59	0.33	0.22	0.59	0.48	0.48	0.61	0.59	0.59
Delay/Veh:	36.5	19.8	15.2	67.8	34.7	33.3	71.2	58.5	58.5	61.2	53.5	53.5
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:	36.5	19.8	15.2	67.8	34.7	33.3	71.2	58.5	58.5	61.2	53.5	53.5
LOS by Move:	D	B	B	E	C	C	E	E	E	E	D	D
HCM2k95thQ:	12	30	11	8	12	8	7	8	8	14	17	17

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



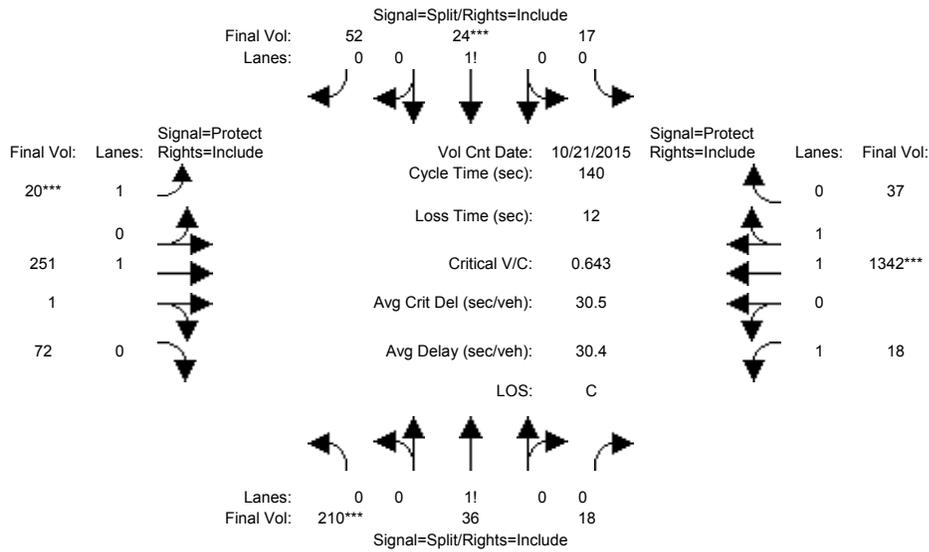
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	93	463	205	219	943	77	128	412	14	192	264	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	463	205	219	943	77	128	412	14	192	264	80
Added Vol:	0	17	6	0	3	2	8	6	0	1	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	480	211	219	946	79	136	418	14	193	265	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	480	211	219	946	79	136	418	14	193	265	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	480	211	219	946	79	136	418	14	193	265	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	480	211	219	946	79	136	418	14	193	265	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3580	120	1750	2841	858
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.12	0.13	0.25	0.05	0.08	0.12	0.12	0.11	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.9	36.7	36.7	36.4	60.2	60.2	25.0	28.2	28.2	26.7	30.0	30.0
Volume/Cap:	0.58	0.48	0.46	0.48	0.58	0.10	0.44	0.58	0.58	0.58	0.44	0.44
Delay/Veh:	66.2	44.0	44.1	44.6	30.8	23.9	52.2	51.6	51.6	54.1	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	44.0	44.1	44.6	30.8	23.9	52.2	51.6	51.6	54.1	48.1	48.1
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	16	15	15	26	4	11	16	16	16	13	13

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



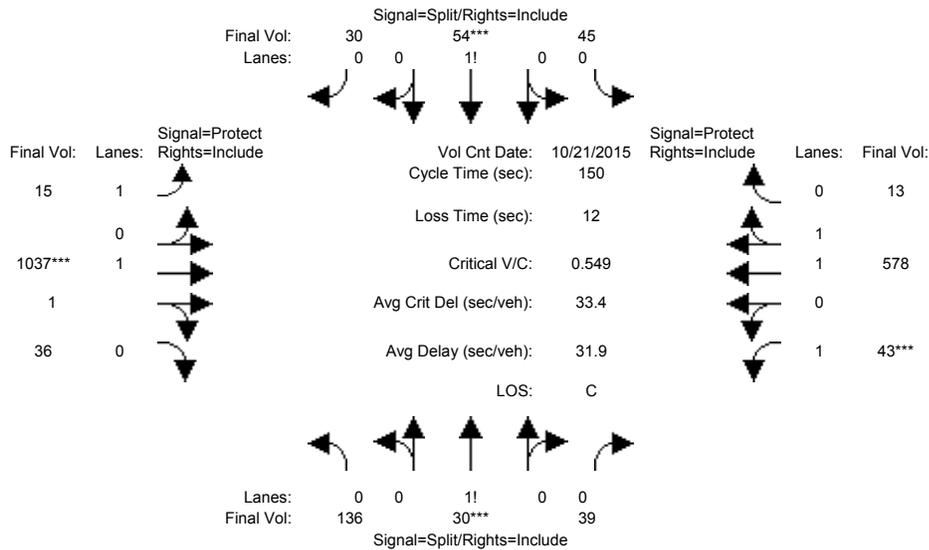
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	210	36	18	17	24	52	20	233	72	18	1193	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	36	18	17	24	52	20	233	72	18	1193	37
Added Vol:	0	0	0	0	0	0	0	18	0	0	149	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	36	18	17	24	52	20	251	72	18	1342	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	36	18	17	24	52	20	251	72	18	1342	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	36	18	17	24	52	20	251	72	18	1342	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	36	18	17	24	52	20	251	72	18	1342	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.79	0.14	0.07	0.18	0.26	0.56	1.00	1.54	0.46	1.00	1.94	0.06
Final Sat.:	1392	239	119	320	452	978	1750	2875	825	1750	3601	99
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.01	0.09	0.09	0.01	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	31.7	31.7	31.7	11.1	11.1	11.1	7.0	54.2	54.2	31.0	78.2	78.2
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.23	0.23	0.23	0.05	0.67	0.67
Delay/Veh:	53.7	53.7	53.7	74.3	74.3	74.3	65.2	28.9	28.9	42.9	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	53.7	74.3	74.3	74.3	65.2	28.9	28.9	42.9	22.6	22.6
LOS by Move:	D	D	D	E	E	E	E	C	C	D	C	C
HCM2k95thQ:	22	22	22	11	11	11	2	9	9	1	35	35

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



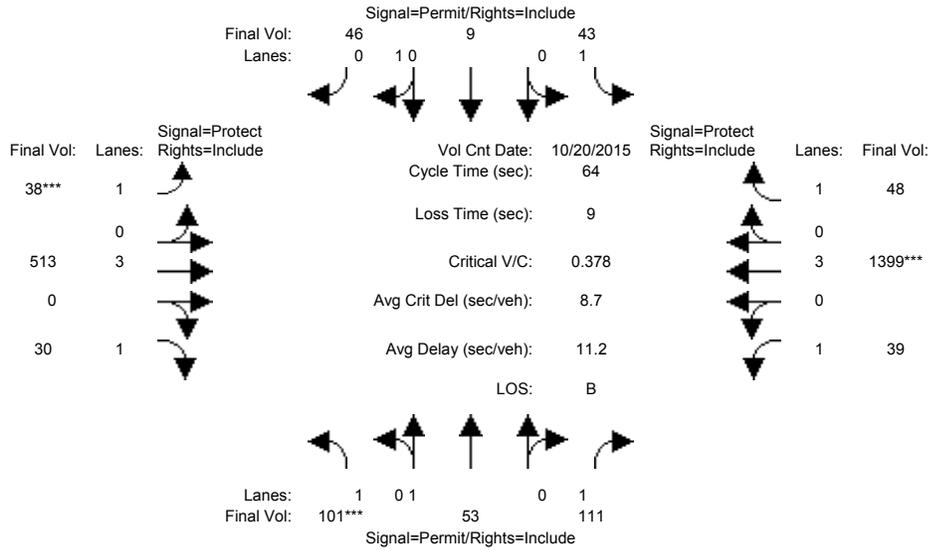
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	136	30	39	45	54	30	15	904	36	43	553	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	30	39	45	54	30	15	904	36	43	553	13
Added Vol:	0	0	0	0	0	0	0	133	0	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	30	39	45	54	30	15	1037	36	43	578	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	30	39	45	54	30	15	1037	36	43	578	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	30	39	45	54	30	15	1037	36	43	578	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	30	39	45	54	30	15	1037	36	43	578	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.66	0.15	0.19	0.35	0.42	0.23	1.00	1.93	0.07	1.00	1.95	0.05
Final Sat.:	1161	256	333	610	733	407	1750	3576	124	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.07	0.07	0.07	0.01	0.29	0.29	0.02	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	31.9	31.9	31.9	20.1	20.1	20.1	19.4	79.0	79.0	7.0	66.6	66.6
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.55	0.07	0.55	0.55	0.53	0.36	0.36
Delay/Veh:	54.4	54.4	54.4	63.5	63.5	63.5	57.4	24.0	24.0	76.1	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.4	63.5	63.5	63.5	57.4	24.0	24.0	76.1	27.8	27.8
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	18	18	18	13	13	13	1	28	28	4	16	16

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



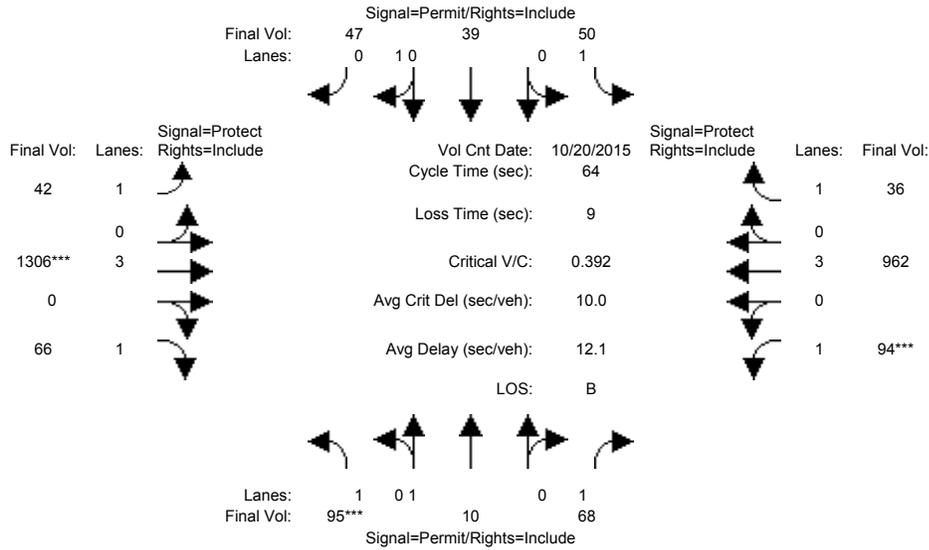
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	382	30	39	1383	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	382	30	39	1383	48
Added Vol:	0	0	0	0	0	0	0	131	0	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	53	111	43	9	46	38	513	30	39	1399	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	513	30	39	1399	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	513	30	39	1399	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	513	30	39	1399	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.09	0.02	0.02	0.25	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.22	0.04	0.08	0.41	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.1	11.2	16.6	7.1	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.1	11.2	16.6	7.1	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	4	1	1	10	1

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



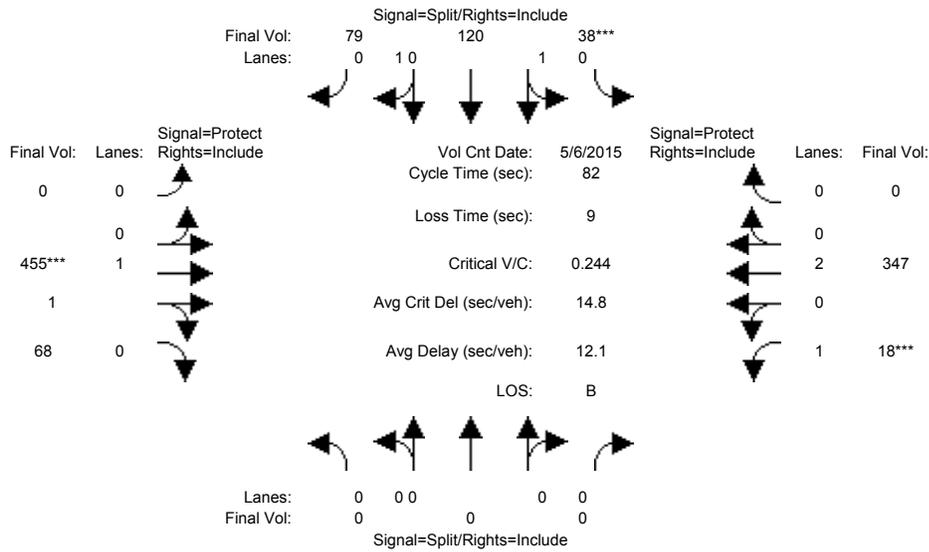
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1284	66	94	845	36
Growth 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:	95	10	68	50	39	47	42	1284	66	94	845	36
Added Vol:	0	0	0	0	0	0	0	22	0	0	117	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	10	68	50	39	47	42	1306	66	94	962	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:	95	10	68	50	39	47	42	1306	66	94	962	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1306	66	94	962	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	10	68	50	39	47	42	1306	66	94	962	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.23	0.04	0.05	0.17	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	17.7	36.5	36.5	8.5	27.3	27.3
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.09	0.40	0.07	0.40	0.40	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.2	7.8	6.2	26.5	12.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.2	7.8	6.2	26.5	12.8	10.8
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	9	1

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

Santana Row West

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

Intersection #3446: DELMAS/SAN CARLOS



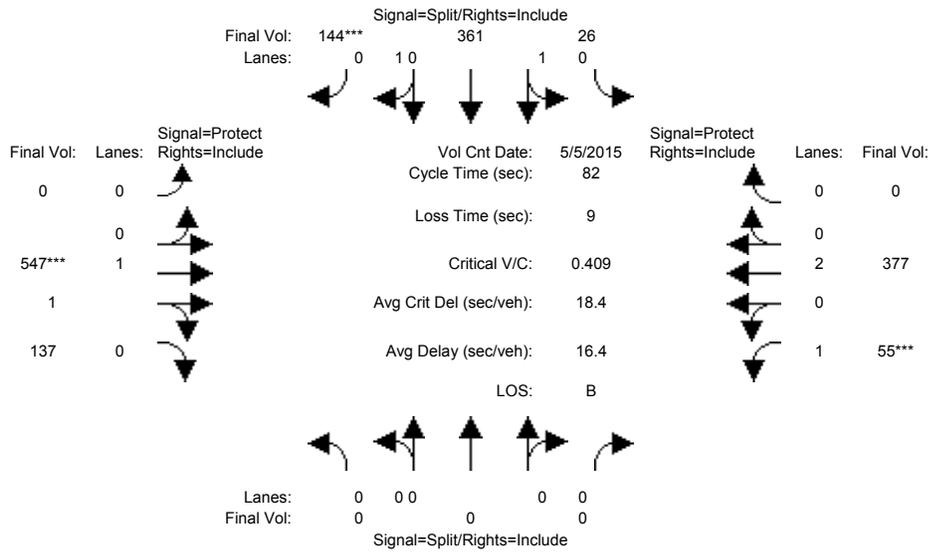
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	38	120	70	0	453	67	18	331	0
Growth 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	38	120	70	0	453	67	18	331	0
Added Vol:	0	0	0	0	0	9	0	2	1	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	120	79	0	455	68	18	347	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	38	120	79	0	455	68	18	347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	120	79	0	455	68	18	347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	38	120	79	0	455	68	18	347	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	1.01	0.67	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	577	1823	1200	0	3219	481	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.14	0.14	0.01	0.09	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	21.0	21.0	21.0	0.0	45.0	45.0	7.0	52.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.26	0.12	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	9.8	9.8	35.0	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	9.8	9.8	35.0	6.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	D	A	A
HCM2k95thQ:	0	0	0	5	5	5	0	7	7	1	3	0

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

Santana Row West

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

Intersection #3446: DELMAS/SAN CARLOS



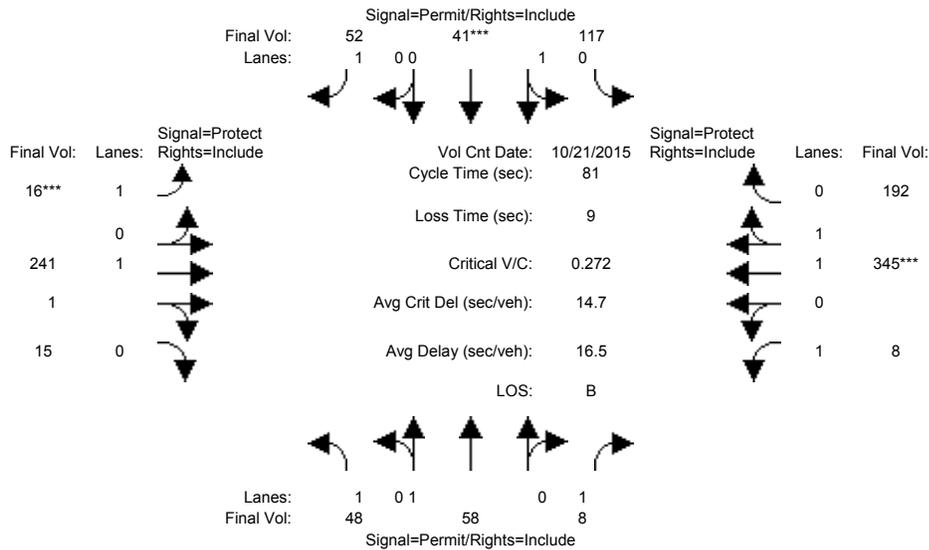
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	0	0	0	26	361	142	0	533	129	55	374	0
Growth Adj:	1.00	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	26	361	142	0	533	129	55	374	0
Added Vol:	0	0	0	0	0	2	0	14	8	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	361	144	0	547	137	55	377	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	26	361	144	0	547	137	55	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	361	144	0	547	137	55	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	26	361	144	0	547	137	55	377	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	1.36	0.54	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	176	2447	976	0	2958	741	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.18	0.18	0.03	0.10	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.3	29.3	29.3	0.0	36.7	36.7	7.0	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.41	0.41	0.37	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	20.1	20.1	20.1	0.0	15.5	15.5	36.9	10.0	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	20.1	20.1	20.1	0.0	15.5	15.5	36.9	10.0	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	11	11	11	0	11	11	3	5	0

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

Santana Row West

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

Intersection #3527: FOREST/MONROE



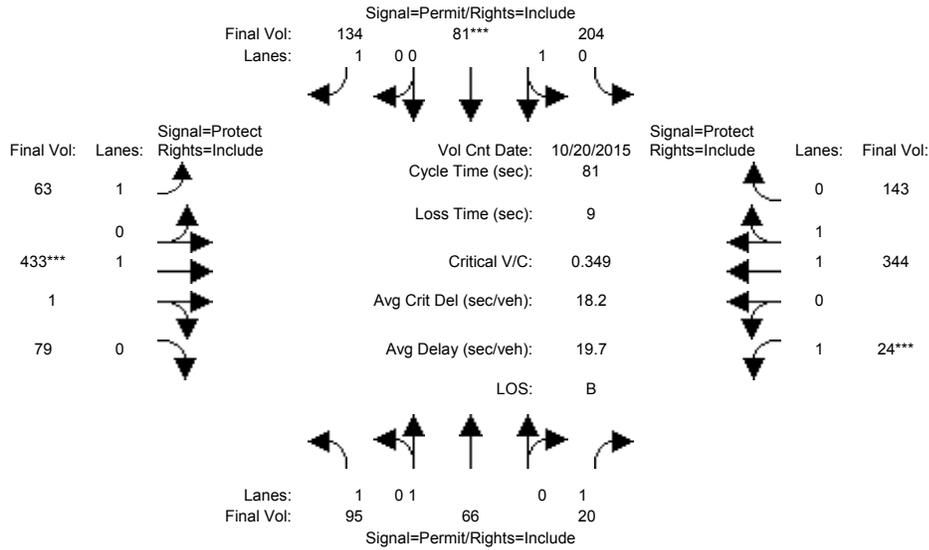
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	48	57	8	117	35	46	15	239	15	8	329	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	8	117	35	46	15	239	15	8	329	192
Added Vol:	0	1	0	0	6	6	1	2	0	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	58	8	117	41	52	16	241	15	8	345	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	58	8	117	41	52	16	241	15	8	345	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	58	8	117	41	52	16	241	15	8	345	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	58	8	117	41	52	16	241	15	8	345	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.74	0.26	1.00	1.00	1.88	0.12	1.00	1.27	0.73
Final Sat.:	1750	1900	1750	1333	467	1750	1750	3483	217	1750	2376	1322
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.09	0.09	0.03	0.01	0.07	0.07	0.00	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	7.0	27.9	27.9	19.6	40.5	40.5
Volume/Cap:	0.09	0.10	0.02	0.29	0.29	0.10	0.11	0.20	0.20	0.02	0.29	0.29
Delay/Veh:	20.3	20.4	19.8	21.9	21.9	20.4	34.4	18.7	18.7	23.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.4	19.8	21.9	21.9	20.4	34.4	18.7	18.7	23.4	11.9	11.9
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	2	2	0	6	6	2	1	4	4	0	8	8

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

Santana Row West

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

Intersection #3527: FOREST/MONROE



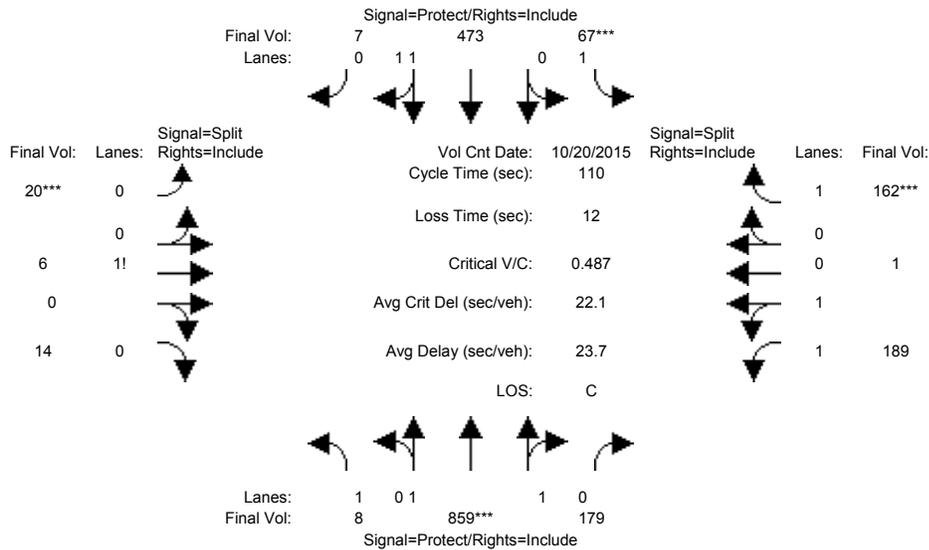
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	60	20	204	80	133	57	419	79	24	341	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	60	20	204	80	133	57	419	79	24	341	143
Added Vol:	0	6	0	0	1	1	6	14	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	66	20	204	81	134	63	433	79	24	344	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	66	20	204	81	134	63	433	79	24	344	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	66	20	204	81	134	63	433	79	24	344	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	66	20	204	81	134	63	433	79	24	344	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.72	0.28	1.00	1.00	1.68	0.32	1.00	1.40	0.60
Final Sat.:	1750	1900	1750	1288	512	1750	1750	3129	571	1750	2613	1086
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.01	0.16	0.16	0.08	0.04	0.14	0.14	0.01	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	34.7	34.7	34.7	34.7	34.7	34.7	14.8	30.3	30.3	7.0	22.5	22.5
Volume/Cap:	0.13	0.08	0.03	0.37	0.37	0.18	0.20	0.37	0.37	0.16	0.47	0.47
Delay/Veh:	14.1	13.8	13.4	16.0	16.0	14.5	28.4	18.6	18.6	34.8	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	13.8	13.4	16.0	16.0	14.5	28.4	18.6	18.6	34.8	24.6	24.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2k95thQ:	3	2	1	10	10	4	3	9	9	1	10	10

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

Santana Row West

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

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<	8:00-9:00AM
Base Vol:	8	841	176	67	322	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	841	176	67	322	7
Added Vol:	0	18	3	0	151	0
ATI:	0	0	0	0	0	0
Initial Fut:	8	859	179	67	473	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	859	179	67	473	7
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	8	859	179	67	473	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	859	179	67	473	7

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	0.50	0.15	0.35	1.99	0.01	
Final Sat.:	1750	3061	638	1750	3646	54	875	263	613	3531	19	

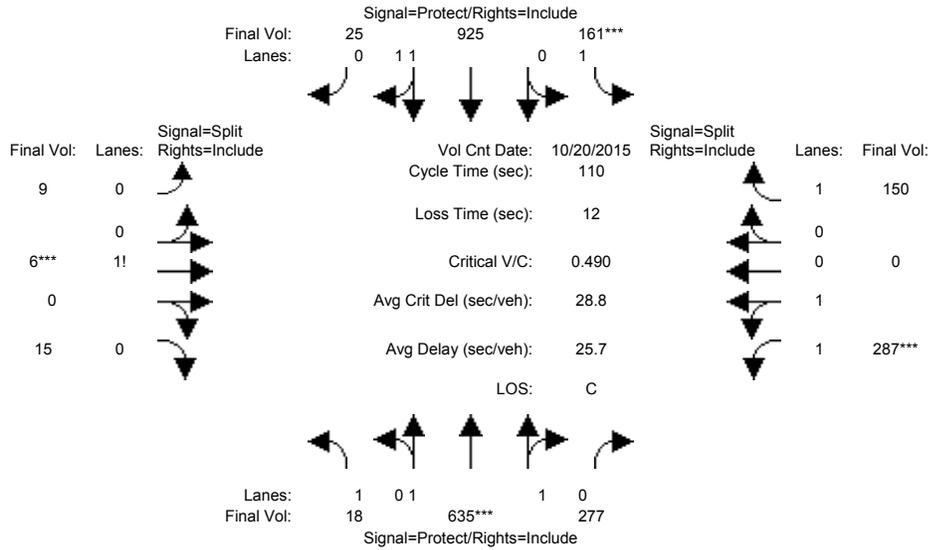
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.28	0.04	0.13	0.13	0.02	0.02	0.02	0.05	0.05	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	22.4	60.0	60.0	8.2	45.8	45.8	10.0	10.0	10.0	19.8	19.8	
Volume/Cap:	0.02	0.51	0.51	0.51	0.31	0.31	0.25	0.25	0.25	0.30	0.30	
Delay/Veh:	35.0	16.0	16.0	52.5	21.7	21.7	47.4	47.4	47.4	39.3	39.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	35.0	16.0	16.0	52.5	21.7	21.7	47.4	47.4	47.4	39.3	39.3	
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	
HCM2k95thQ:	0	20	20	5	10	10	3	3	3	6	11	

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

Santana Row West

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

Intersection #3530: FOREST/WINCHESTER



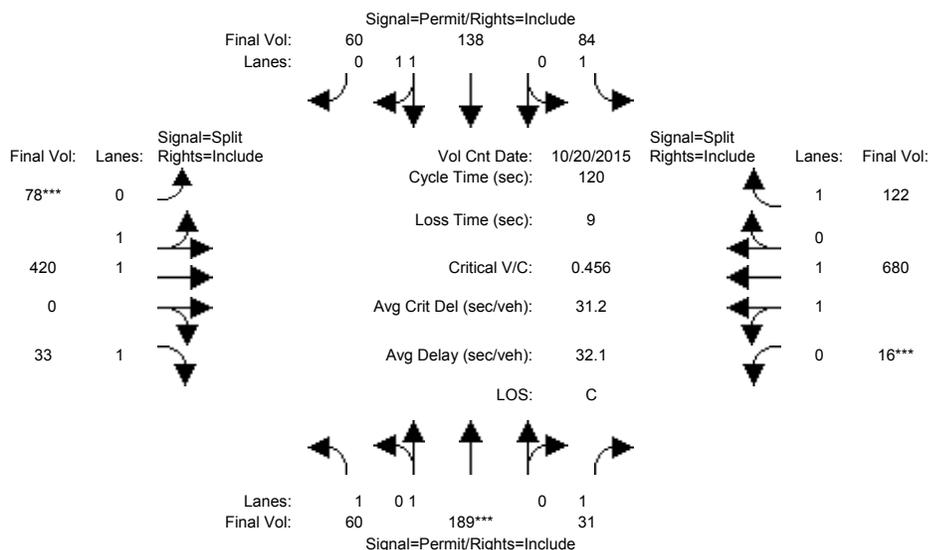
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	18	500	258	161	900	25	9	6	15	283	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	500	258	161	900	25	9	6	15	283	0	150
Added Vol:	0	135	19	0	25	0	0	0	0	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	635	277	161	925	25	9	6	15	287	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	635	277	161	925	25	9	6	15	287	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	635	277	161	925	25	9	6	15	287	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	635	277	161	925	25	9	6	15	287	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	1.00	0.92
Lanes:	1.00	1.38	0.62	1.00	1.95	0.05	0.30	0.20	0.50	2.00	0.00	1.00
Final Sat.:	1750	2575	1123	1750	3603	97	525	350	875	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.09	0.26	0.26	0.02	0.02	0.02	0.08	0.00	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.9	51.1	51.1	19.1	56.3	56.3	10.0	10.0	10.0	17.8	0.0	17.8
Volume/Cap:	0.08	0.53	0.53	0.53	0.50	0.50	0.19	0.19	0.19	0.50	0.00	0.53
Delay/Veh:	42.5	21.2	21.2	43.2	17.9	17.9	46.8	46.8	46.8	42.7	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	21.2	21.2	43.2	17.9	17.9	46.8	46.8	46.8	42.7	0.0	44.2
LOS by Move:	D	C	C	D	B	B	D	D	D	D	A	D
HCM2k95thQ:	1	20	20	10	19	19	2	2	2	10	0	11

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

Santana Row West

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

Intersection #3575: HEDDING/MONROE



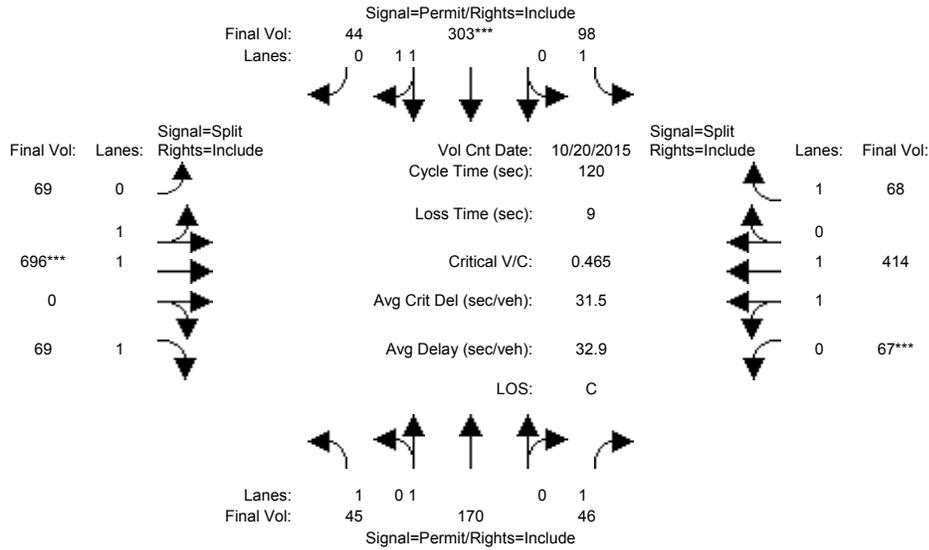
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	187	31	84	126	54	77	419	33	16	671	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	187	31	84	126	54	77	419	33	16	671	122
Added Vol:	0	2	0	0	12	6	1	1	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	189	31	84	138	60	78	420	33	16	680	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	189	31	84	138	60	78	420	33	16	680	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	189	31	84	138	60	78	420	33	16	680	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	189	31	84	138	60	78	420	33	16	680	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	0.32	1.68	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2578	1121	579	3120	1750	85	3615	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.05	0.05	0.13	0.13	0.02	0.19	0.19	0.07
Crit Moves:	****						****			****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	35.4	35.4	35.4	49.5	49.5	49.5
Volume/Cap:	0.16	0.46	0.08	0.22	0.25	0.25	0.46	0.46	0.06	0.46	0.46	0.17
Delay/Veh:	38.2	41.6	37.5	38.8	38.9	38.9	34.8	34.8	30.5	25.8	25.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	41.6	37.5	38.8	38.9	38.9	34.8	34.8	30.5	25.8	25.8	22.4
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	11	2	6	6	6	14	14	2	17	17	6

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

Santana Row West

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

Intersection #3575: HEDDING/MONROE



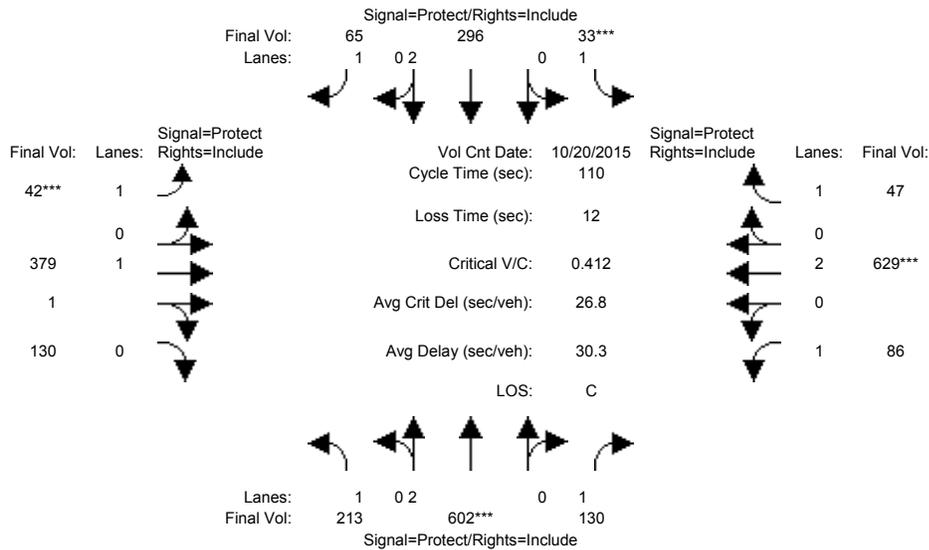
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	45	159	46	98	301	43	63	688	69	67	412	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	159	46	98	301	43	63	688	69	67	412	68
Added Vol:	0	11	0	0	2	1	6	8	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	170	46	98	303	44	69	696	69	67	414	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	170	46	98	303	44	69	696	69	67	414	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	170	46	98	303	44	69	696	69	67	414	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	170	46	98	303	44	69	696	69	67	414	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.19	1.81	1.00	0.29	1.71	1.00
Final Sat.:	1750	1900	1750	1750	3230	469	334	3366	1750	515	3184	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.03	0.06	0.09	0.09	0.21	0.21	0.04	0.13	0.13	0.04
Crit Moves:				****			****			****		
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	53.3	53.3	53.3	33.5	33.5	33.5
Volume/Cap:	0.13	0.44	0.13	0.28	0.47	0.47	0.47	0.47	0.09	0.47	0.47	0.14
Delay/Veh:	39.4	42.8	39.5	41.0	42.7	42.7	23.6	23.6	19.3	36.2	36.2	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	42.8	39.5	41.0	42.7	42.7	23.6	23.6	19.3	36.2	36.2	32.6
LOS by Move:	D	D	D	D	D	D	C	C	B	D	D	C
HCM2k95thQ:	3	10	3	7	12	12	18	18	3	14	14	4

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

Santana Row West

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

Intersection #3582: HEDDING/WINCHESTER



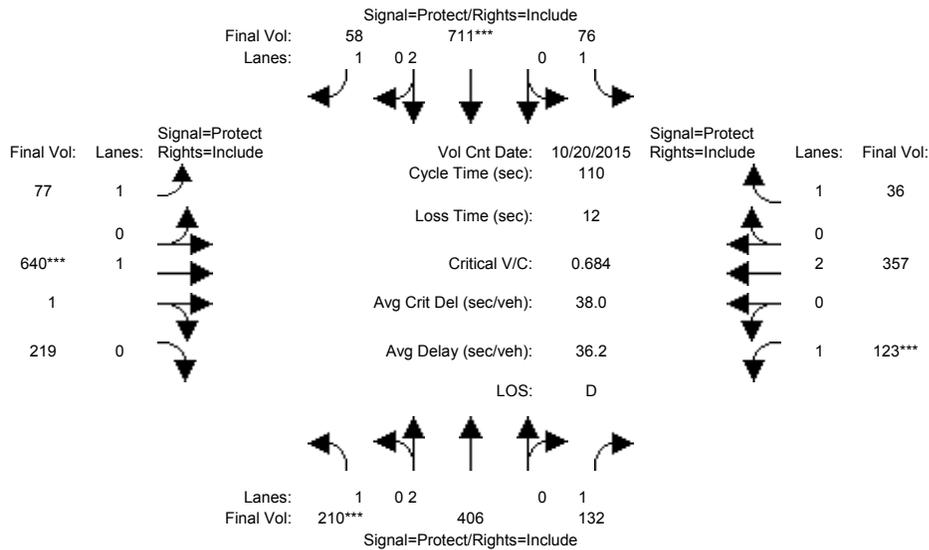
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	209	589	128	33	191	65	42	379	100	70	629	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	589	128	33	191	65	42	379	100	70	629	47
Added Vol:	4	13	2	0	105	0	0	0	30	16	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	602	130	33	296	65	42	379	130	86	629	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	602	130	33	296	65	42	379	130	86	629	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	602	130	33	296	65	42	379	130	86	629	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	602	130	33	296	65	42	379	130	86	629	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2754	945	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.07	0.02	0.08	0.04	0.02	0.14	0.14	0.05	0.17	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.5	41.1	41.1	7.0	20.6	20.6	7.0	34.1	34.1	15.8	42.9	42.9
Volume/Cap:	0.49	0.42	0.20	0.30	0.42	0.20	0.38	0.44	0.44	0.34	0.42	0.07
Delay/Veh:	36.1	25.9	23.5	50.6	39.8	38.1	51.5	30.6	30.6	43.3	24.7	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	25.9	23.5	50.6	39.8	38.1	51.5	30.6	30.6	43.3	24.7	21.1
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	14	6	3	9	4	3	13	13	6	14	2

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

Santana Row West

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

Intersection #3582: HEDDING/WINCHESTER



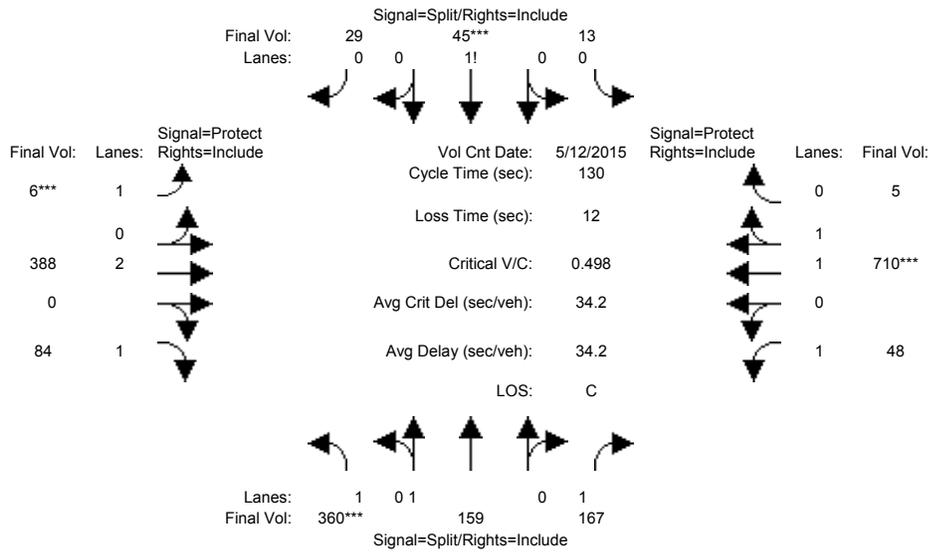
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	183	312	118	76	693	58	77	640	214	120	357	36
Growth 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:	183	312	118	76	693	58	77	640	214	120	357	36
Added Vol:	27	94	14	0	18	0	0	0	5	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	406	132	76	711	58	77	640	219	123	357	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:	210	406	132	76	711	58	77	640	219	123	357	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	406	132	76	711	58	77	640	219	123	357	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	406	132	76	711	58	77	640	219	123	357	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2756	943	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.08	0.04	0.19	0.03	0.04	0.23	0.23	0.07	0.09	0.02
Crit Moves:	****				****			****			****	
Green Time:	19.3	30.9	30.9	18.4	30.1	30.1	19.6	37.3	37.3	11.3	29.0	29.0
Volume/Cap:	0.68	0.38	0.27	0.26	0.68	0.12	0.25	0.68	0.68	0.68	0.36	0.08
Delay/Veh:	48.8	32.0	31.0	40.3	37.6	30.1	39.2	32.8	32.8	58.0	33.1	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	32.0	31.0	40.3	37.6	30.1	39.2	32.8	32.8	58.0	33.1	30.5
LOS by Move:	D	C	C	D	D	C	D	C	C	E	C	C
HCM2k95thQ:	14	10	7	5	21	3	5	23	23	9	9	2

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

Santana Row West

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

Intersection #3653: LINCOLN/SAN CARLOS



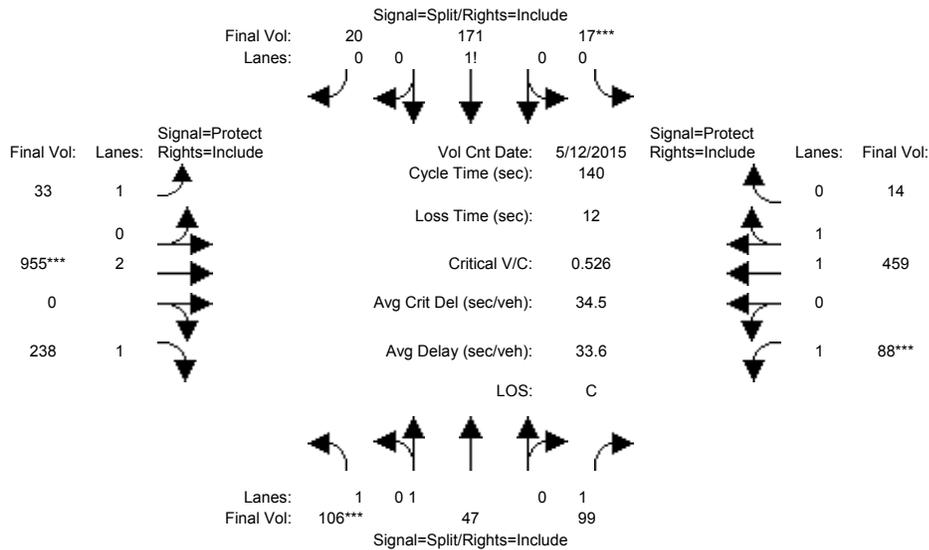
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	348	159	167	13	45	29	6	382	82	48	660	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	159	167	13	45	29	6	382	82	48	660	5
Added Vol:	12	0	0	0	0	0	0	6	2	0	50	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	159	167	13	45	29	6	388	84	48	710	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	159	167	13	45	29	6	388	84	48	710	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	159	167	13	45	29	6	388	84	48	710	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	159	167	13	45	29	6	388	84	48	710	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.15	0.52	0.33	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	261	905	583	1750	3800	1750	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.10	0.05	0.05	0.05	0.00	0.10	0.05	0.03	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	50.9	50.9	50.9	12.3	12.3	12.3	7.0	35.9	35.9	18.9	47.8	47.8
Volume/Cap:	0.53	0.21	0.24	0.53	0.53	0.53	0.06	0.37	0.17	0.19	0.53	0.53
Delay/Veh:	31.1	26.4	26.8	59.2	59.2	59.2	58.7	38.2	36.0	49.2	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	26.4	26.8	59.2	59.2	59.2	58.7	38.2	36.0	49.2	32.6	32.6
LOS by Move:	C	C	C	E	E	E	E	D	D	D	C	C
HCM2k95thQ:	22	8	9	8	8	8	0	12	5	4	20	20

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

Santana Row West

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 May 2015 <<

Base Vol:	104	47	99	17	171	20	33	911	227	88	451	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	47	99	17	171	20	33	911	227	88	451	14
Added Vol:	2	0	0	0	0	0	0	44	11	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	47	99	17	171	20	33	955	238	88	459	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	47	99	17	171	20	33	955	238	88	459	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	47	99	17	171	20	33	955	238	88	459	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	47	99	17	171	20	33	955	238	88	459	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.82	0.10	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	143	1439	168	1750	3800	1750	1750	3590	110

Capacity Analysis Module:

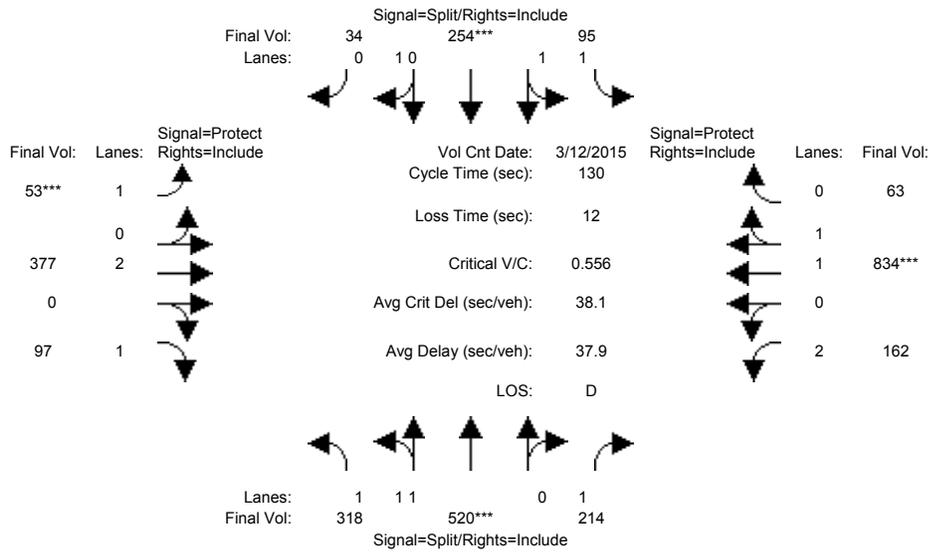
Vol/Sat:	0.06	0.02	0.06	0.12	0.12	0.12	0.02	0.25	0.14	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	16.1	16.1	16.1	31.6	31.6	31.6	22.6	66.9	66.9	13.4	57.7	57.7
Volume/Cap:	0.53	0.21	0.49	0.53	0.53	0.53	0.12	0.53	0.28	0.53	0.31	0.31
Delay/Veh:	60.9	56.7	60.0	48.9	48.9	48.9	50.4	25.8	22.3	63.4	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	56.7	60.0	48.9	48.9	48.9	50.4	25.8	22.3	63.4	27.9	27.9
LOS by Move:	E	E	E	D	D	D	D	C	C	E	C	C
HCM2k95thQ:	10	4	9	16	16	16	3	24	12	8	13	13

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

Santana Row West

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

Intersection #3693: MERIDIAN/SAN CARLOS



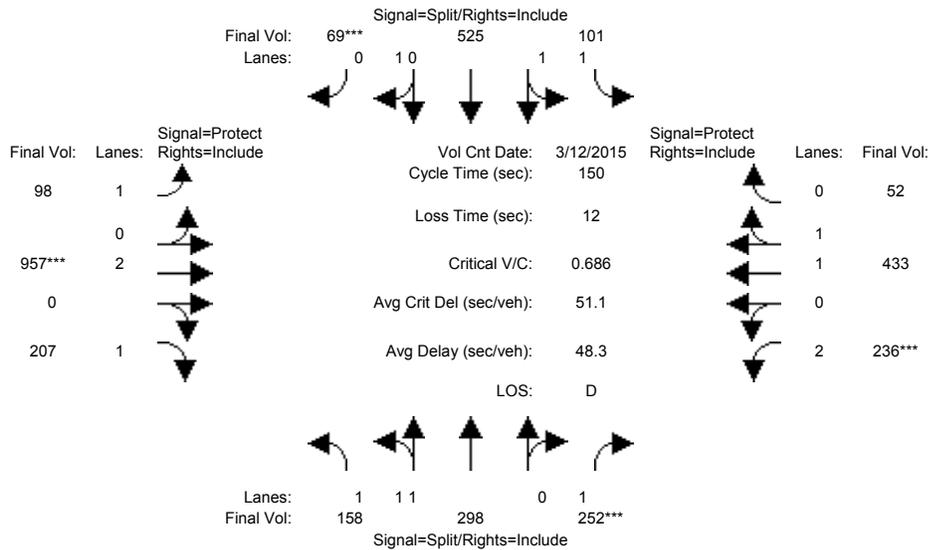
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 << 7:30-8:30AM												
Base Vol:	306	520	214	95	254	22	51	369	95	162	772	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	520	214	95	254	22	51	369	95	162	772	63
Added Vol:	12	0	0	0	0	12	2	8	2	0	62	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	520	214	95	254	34	53	377	97	162	834	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	520	214	95	254	34	53	377	97	162	834	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	520	214	95	254	34	53	377	97	162	834	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	520	214	95	254	34	53	377	97	162	834	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.18	1.82	1.00	1.00	1.76	0.24	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	2067	3380	1750	1750	3263	437	1750	3800	1750	3150	3440	260
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.05	0.08	0.08	0.03	0.10	0.06	0.05	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	36.0	36.0	36.0	18.2	18.2	18.2	7.1	41.4	41.4	22.4	56.7	56.7
Volume/Cap:	0.56	0.56	0.44	0.39	0.56	0.56	0.56	0.31	0.17	0.30	0.56	0.56
Delay/Veh:	40.6	40.6	39.4	51.1	53.1	53.1	67.0	33.7	32.1	47.2	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	39.4	51.1	53.1	53.1	67.0	33.7	32.1	47.2	27.7	27.7
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	19	19	15	8	12	12	6	11	6	6	24	24

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

Santana Row West

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

Intersection #3693: MERIDIAN/SAN CARLOS



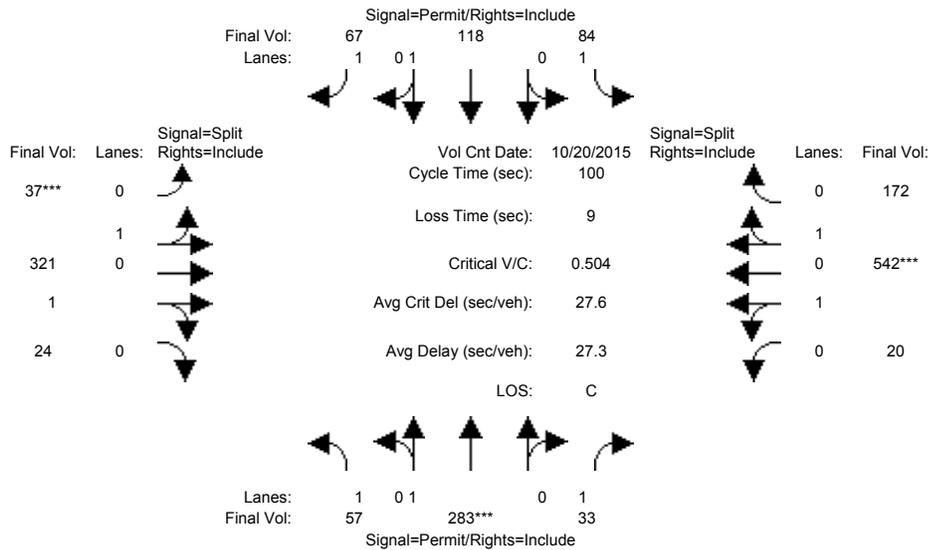
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 <<												
Base Vol:	156	298	252	101	525	67	87	902	196	236	423	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	298	252	101	525	67	87	902	196	236	423	52
Added Vol:	2	0	0	0	0	2	11	55	11	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	298	252	101	525	69	98	957	207	236	433	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	298	252	101	525	69	98	957	207	236	433	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	298	252	101	525	69	98	957	207	236	433	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	298	252	101	525	69	98	957	207	236	433	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.08	1.92	1.00	1.00	1.76	0.24	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	1887	3559	1750	1750	3270	430	1750	3800	1750	3150	3303	397
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.06	0.16	0.16	0.06	0.25	0.12	0.07	0.13	0.13
Crit Moves:			****			****		****		****		
Green Time:	31.5	31.5	31.5	35.1	35.1	35.1	21.4	55.1	55.1	16.4	50.0	50.0
Volume/Cap:	0.40	0.40	0.69	0.25	0.69	0.69	0.39	0.69	0.32	0.69	0.39	0.39
Delay/Veh:	51.3	51.3	60.1	46.8	54.4	54.4	59.4	41.6	34.4	70.0	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	51.3	60.1	46.8	54.4	54.4	59.4	41.6	34.4	70.0	38.5	38.5
LOS by Move:	D	D	E	D	D	D	E	D	C	E	D	D
HCM2k95thQ:	12	12	22	8	24	24	9	32	14	12	16	16

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

Santana Row West

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

Intersection #3701: MONROE/NEWHALL



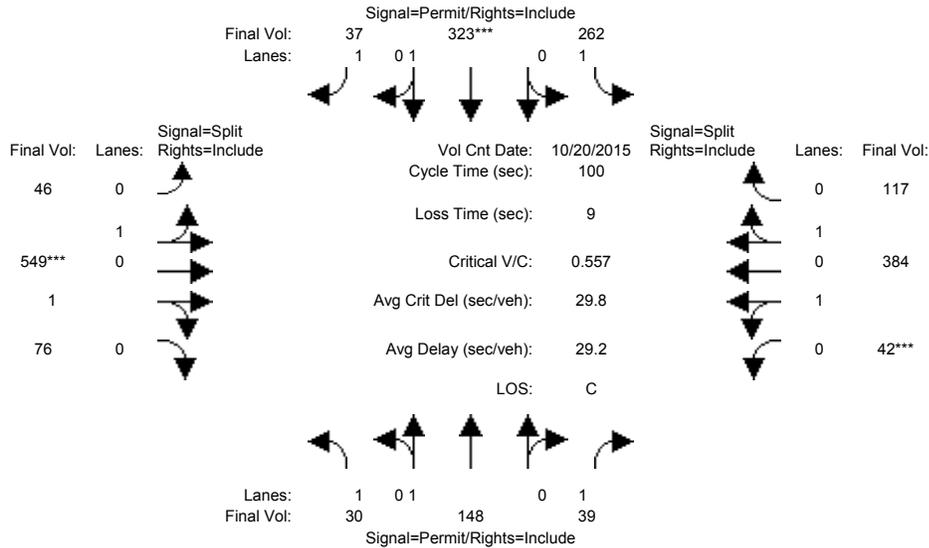
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	57	281	33	84	99	61	36	318	24	20	517	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	281	33	84	99	61	36	318	24	20	517	172
Added Vol:	0	2	0	0	19	6	1	3	0	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	283	33	84	118	67	37	321	24	20	542	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	283	33	84	118	67	37	321	24	20	542	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	283	33	84	118	67	37	321	24	20	542	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	283	33	84	118	67	37	321	24	20	542	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	1.68	0.13	0.05	1.48	0.47
Final Sat.:	1750	1900	1750	1750	1900	1750	349	3025	226	98	2658	844
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.02	0.05	0.06	0.04	0.11	0.11	0.11	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	21.0	21.0	21.0	40.4	40.4	40.4
Volume/Cap:	0.11	0.50	0.06	0.16	0.21	0.13	0.50	0.50	0.50	0.50	0.50	0.50
Delay/Veh:	25.8	29.9	25.4	26.2	26.7	25.9	35.4	35.4	35.4	22.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	29.9	25.4	26.2	26.7	25.9	35.4	35.4	35.4	22.6	22.6	22.6
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	14	2	4	5	3	10	10	10	17	17	17

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

Santana Row West

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

Intersection #3701: MONROE/NEWHALL



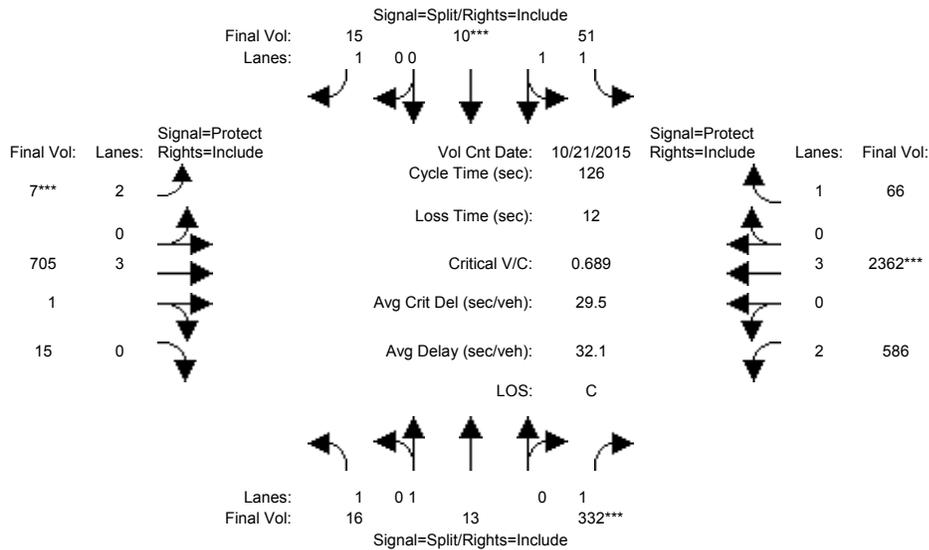
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	131	39	262	320	36	40	527	76	42	380	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	131	39	262	320	36	40	527	76	42	380	117
Added Vol:	0	17	0	0	3	1	6	22	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	148	39	262	323	37	46	549	76	42	384	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	148	39	262	323	37	46	549	76	42	384	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	148	39	262	323	37	46	549	76	42	384	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	148	39	262	323	37	46	549	76	42	384	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.14	1.63	0.23	0.15	1.42	0.43
Final Sat.:	1750	1900	1750	1750	1900	1750	247	2945	408	278	2546	776
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.02	0.15	0.17	0.02	0.19	0.19	0.19	0.15	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	30.5	30.5	30.5	30.5	30.5	30.5	33.4	33.4	33.4	27.1	27.1	27.1
Volume/Cap:	0.06	0.26	0.07	0.49	0.56	0.07	0.56	0.56	0.56	0.56	0.56	0.56
Delay/Veh:	24.6	26.4	24.8	29.1	30.3	24.7	27.8	27.8	27.8	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	26.4	24.8	29.1	30.3	24.7	27.8	27.8	27.8	32.0	32.0	32.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	7	2	13	15	2	16	16	16	15	15	15

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

Santana Row West

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

Intersection #3702: MONROE/STEVENS CREEK



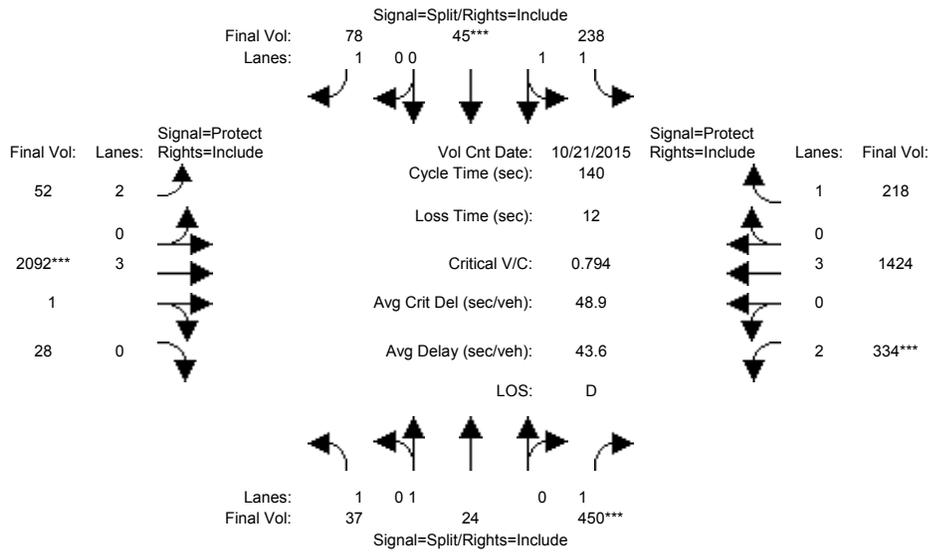
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	31	0	2	4	0	47	0	258	387	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	13	332	51	10	15	7	705	15	586	2362	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	13	332	51	10	15	7	705	15	586	2362	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	13	332	51	10	15	7	705	15	586	2362	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	13	332	51	10	15	7	705	15	586	2362	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.68	0.32	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2968	582	1750	3150	7343	156	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.19	0.02	0.02	0.01	0.00	0.10	0.10	0.19	0.41	0.04
Crit Moves:			****		****		****				****	
Green Time:	30.5	30.5	30.5	10.0	10.0	10.0	7.0	25.0	25.0	48.5	66.5	66.5
Volume/Cap:	0.04	0.03	0.78	0.22	0.22	0.11	0.04	0.48	0.48	0.48	0.78	0.07
Delay/Veh:	36.6	36.5	54.0	54.7	54.7	54.2	56.4	45.0	45.0	29.6	25.4	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.5	54.0	54.7	54.7	54.2	56.4	45.0	45.0	29.6	25.4	14.6
LOS by Move:	D	D	D	D	D	D	E	D	D	C	C	B
HCM2k95thQ:	1	1	26	3	3	1	0	13	13	18	41	3

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

Santana Row West

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

Intersection #3702: MONROE/STEVENS CREEK



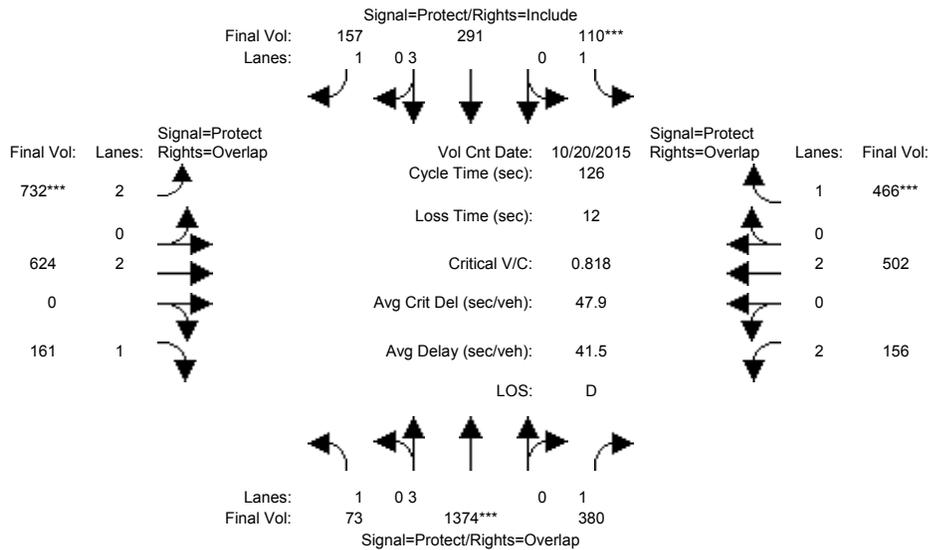
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	2	230	0	0	1	3	345	0	43	65	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	24	450	238	45	78	52	2092	28	334	1424	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	24	450	238	45	78	52	2092	28	334	1424	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	24	450	238	45	78	52	2092	28	334	1424	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	24	450	238	45	78	52	2092	28	334	1424	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.69	0.31	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2985	564	1750	3150	7401	99	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.26	0.08	0.08	0.04	0.02	0.28	0.28	0.11	0.25	0.12
Crit Moves:			****		****			****		****		
Green Time:	45.4	45.4	45.4	14.1	14.1	14.1	11.4	49.9	49.9	18.7	57.1	57.1
Volume/Cap:	0.07	0.04	0.79	0.79	0.79	0.44	0.20	0.79	0.79	0.79	0.61	0.31
Delay/Veh:	32.7	32.4	50.6	73.1	73.1	61.1	60.4	42.2	42.2	68.7	33.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	32.4	50.6	73.1	73.1	61.1	60.4	42.2	42.2	68.7	33.2	28.3
LOS by Move:	C	C	D	E	E	E	E	D	D	E	C	C
HCM2k95thQ:	2	1	35	16	16	8	3	37	37	17	28	13

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

Santana Row West

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

Intersection #3711: MOORPARK/WINCHESTER



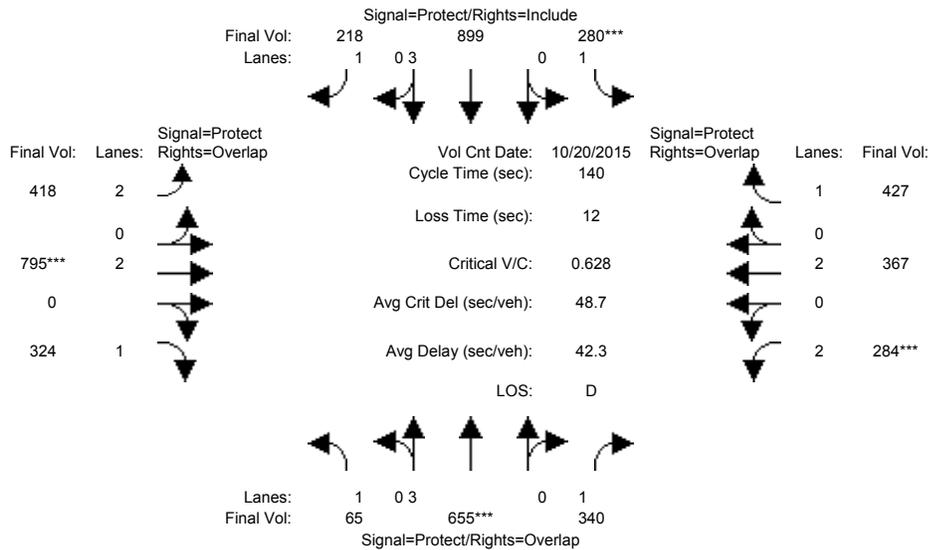
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	73	1275	380	108	279	151	558	624	161	156	502	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1275	380	108	279	151	558	624	161	156	502	454
Added Vol:	0	99	0	2	12	6	174	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1374	380	110	291	157	732	624	161	156	502	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1374	380	110	291	157	732	624	161	156	502	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1374	380	110	291	157	732	624	161	156	502	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1374	380	110	291	157	732	624	161	156	502	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.22	0.06	0.05	0.09	0.23	0.16	0.09	0.05	0.13	0.27
Crit Moves:	****			****			****			****		
Green Time:	17.9	37.1	54.1	9.7	28.9	28.9	35.8	50.2	68.1	17.0	31.4	41.0
Volume/Cap:	0.29	0.82	0.51	0.82	0.22	0.39	0.82	0.41	0.17	0.37	0.53	0.82
Delay/Veh:	49.0	44.5	26.7	88.1	39.5	41.7	48.0	27.5	14.7	50.2	41.5	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	44.5	26.7	88.1	39.5	41.7	48.0	27.5	14.7	50.2	41.5	48.1
LOS by Move:	D	D	C	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	6	32	21	10	6	10	29	16	7	7	16	34

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

Santana Row West

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

Intersection #3711: MOORPARK/WINCHESTER



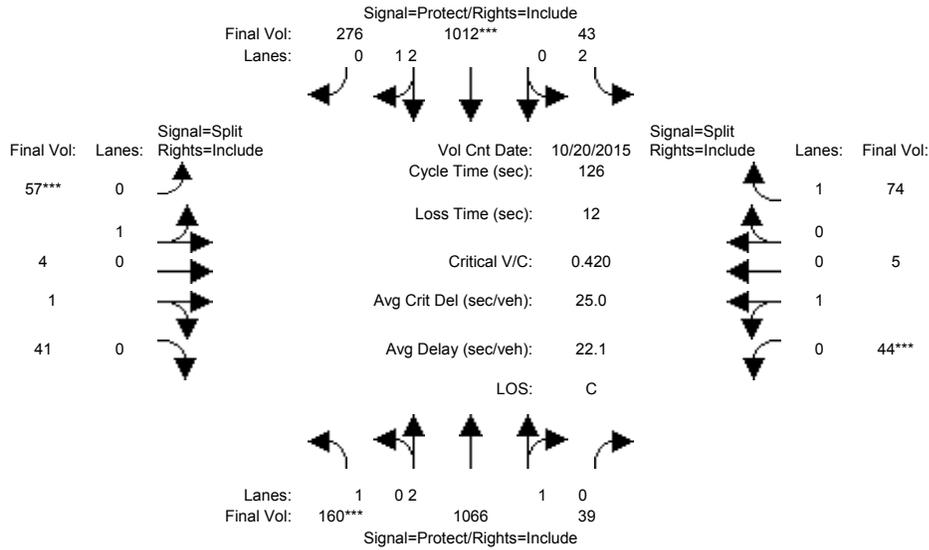
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	65	638	340	269	811	174	389	795	324	284	367	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	638	340	269	811	174	389	795	324	284	367	425
Added Vol:	0	17	0	11	88	44	29	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	655	340	280	899	218	418	795	324	284	367	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	655	340	280	899	218	418	795	324	284	367	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	655	340	280	899	218	418	795	324	284	367	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	655	340	280	899	218	418	795	324	284	367	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.19	0.16	0.16	0.12	0.13	0.21	0.19	0.09	0.10	0.24
Crit Moves:	****			****			****			****		
Green Time:	14.7	25.6	45.7	35.7	46.5	46.5	38.6	46.6	61.4	20.1	28.1	63.8
Volume/Cap:	0.35	0.63	0.60	0.63	0.47	0.37	0.48	0.63	0.42	0.63	0.48	0.54
Delay/Veh:	59.4	54.0	41.1	49.1	37.2	36.1	42.7	40.4	27.5	59.2	50.0	28.2
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:	59.4	54.0	41.1	49.1	37.2	36.1	42.7	40.4	27.5	59.2	50.0	28.2
LOS by Move:	E	D	D	D	D	D	D	D	C	E	D	C
HCM2k95thQ:	6	17	24	20	18	14	16	25	18	15	14	25

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

Santana Row West

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

Intersection #3726: OLIN/WINCHESTER



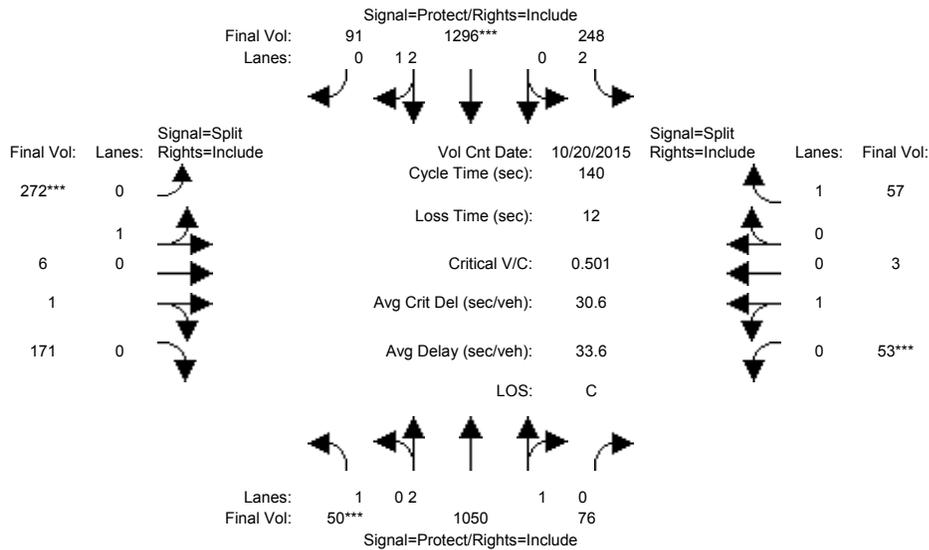
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	139	34	0	0	367	263	42	0	21	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1066	39	43	1012	276	57	4	41	44	5	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1066	39	43	1012	276	57	4	41	44	5	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1066	39	43	1012	276	57	4	41	44	5	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1066	39	43	1012	276	57	4	41	44	5	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.89	0.11	2.00	2.33	0.67	1.00	0.09	0.91	0.90	0.10	1.00
Final Sat.:	1750	5402	198	3150	4398	1200	1800	160	1640	1616	184	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.01	0.23	0.23	0.03	0.03	0.03	0.03	0.03	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.0	71.3	71.3	20.1	65.4	65.4	10.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.44	0.35	0.35	0.09	0.44	0.44	0.40	0.32	0.32	0.27	0.27	0.42
Delay/Veh:	44.6	14.9	14.9	45.2	19.1	19.1	56.2	55.3	55.3	53.2	53.2	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	14.9	14.9	45.2	19.1	19.1	56.2	55.3	55.3	53.2	53.2	54.8
LOS by Move:	D	B	B	D	B	B	E	E	E	D	D	D
HCM2k95thQ:	11	14	14	2	19	19	5	4	4	4	4	7

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

Santana Row West

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	28	319	0	0	42	64	245	0	130	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1050	76	248	1296	91	272	6	171	53	3	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1050	76	248	1296	91	272	6	171	53	3	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1050	76	248	1296	91	272	6	171	53	3	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1050	76	248	1296	91	272	6	171	53	3	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.80	0.20	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1750	5222	378	3150	5232	367	1800	61	1739	1704	96	1750

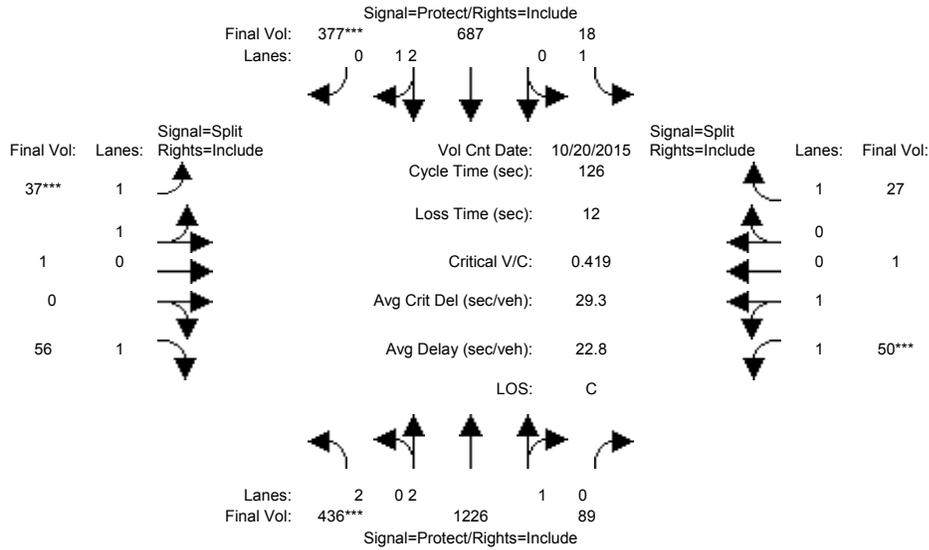
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.08	0.25	0.25	0.15	0.10	0.10	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	7.9	54.8	54.8	21.5	68.4	68.4	41.7	41.7	41.7	10.0	10.0	10.0
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.44	0.44	0.46
Delay/Veh:	68.4	32.6	32.6	55.4	24.5	24.5	41.1	38.4	38.4	64.7	64.7	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:	68.4	32.6	32.6	55.4	24.5	24.5	41.1	38.4	38.4	64.7	64.7	65.0
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	E
HCM2k95thQ:	5	22	22	12	24	24	19	12	12	6	6	6

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

Santana Row West

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

Intersection #3727: OLSEN/WINCHESTER



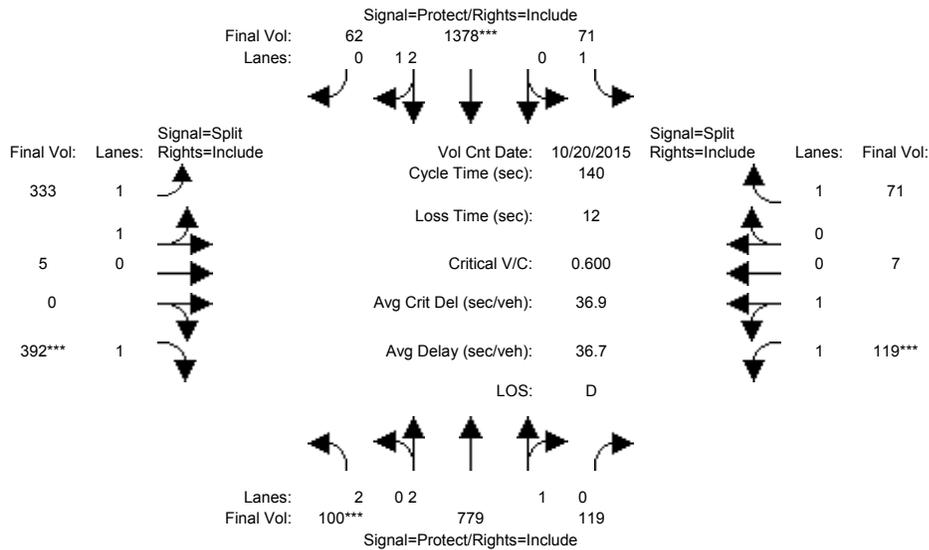
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	406	139	0	0	21	367	34	0	46	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	1226	89	18	687	377	37	1	56	50	1	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	1226	89	18	687	377	37	1	56	50	1	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	1226	89	18	687	377	37	1	56	50	1	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	436	1226	89	18	687	377	37	1	56	50	1	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.79	0.21	1.00	2.00	1.00	1.95	0.05	1.00	1.96	0.04	1.00
Final Sat.:	3150	5220	379	1750	3800	1750	3457	93	1750	3480	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.01	0.18	0.22	0.01	0.01	0.03	0.01	0.01	0.02
Crit Moves:	****					****	****			****		
Green Time:	36.8	76.0	76.0	18.0	57.2	57.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	0.39	0.39	0.07	0.40	0.47	0.13	0.13	0.40	0.18	0.18	0.19
Delay/Veh:	37.1	13.0	13.0	46.9	23.0	24.1	54.2	54.2	57.1	54.5	54.5	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	13.0	13.0	46.9	23.0	24.1	54.2	54.2	57.1	54.5	54.5	54.9
LOS by Move:	D	B	B	D	C	C	D	D	E	D	D	D
HCM2k95thQ:	16	16	16	1	16	19	2	2	5	2	2	2

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

Santana Row West

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

Intersection #3727: OLSEN/WINCHESTER



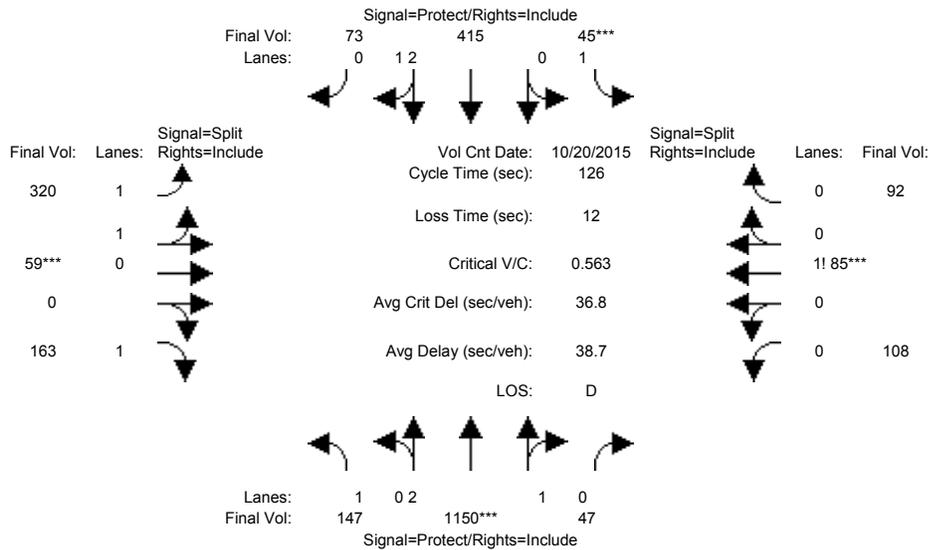
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	61	30	0	0	132	40	317	0	357	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	779	119	71	1378	62	333	5	392	119	7	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	779	119	71	1378	62	333	5	392	119	7	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	779	119	71	1378	62	333	5	392	119	7	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	779	119	71	1378	62	333	5	392	119	7	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.59	0.41	1.00	2.87	0.13	1.97	0.03	1.00	1.89	0.11	1.00
Final Sat.:	3150	4857	742	1750	5359	241	3497	53	1750	3353	197	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.04	0.26	0.26	0.10	0.10	0.22	0.04	0.04	0.04
Crit Moves:	****			****			****		****			
Green Time:	7.3	50.7	50.7	15.8	59.2	59.2	51.5	51.5	51.5	10.0	10.0	10.0
Volume/Cap:	0.61	0.44	0.44	0.36	0.61	0.61	0.26	0.26	0.61	0.50	0.50	0.57
Delay/Veh:	71.4	34.1	34.1	58.5	31.9	31.9	31.0	31.0	37.7	64.1	64.1	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	34.1	34.1	58.5	31.9	31.9	31.0	31.0	37.7	64.1	64.1	68.9
LOS by Move:	E	C	C	E	C	C	C	C	D	E	E	E
HCM2k95thQ:	7	18	18	6	28	28	10	10	26	7	7	8

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

Santana Row West

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

Intersection #3737: PAYNE/WINCHESTER



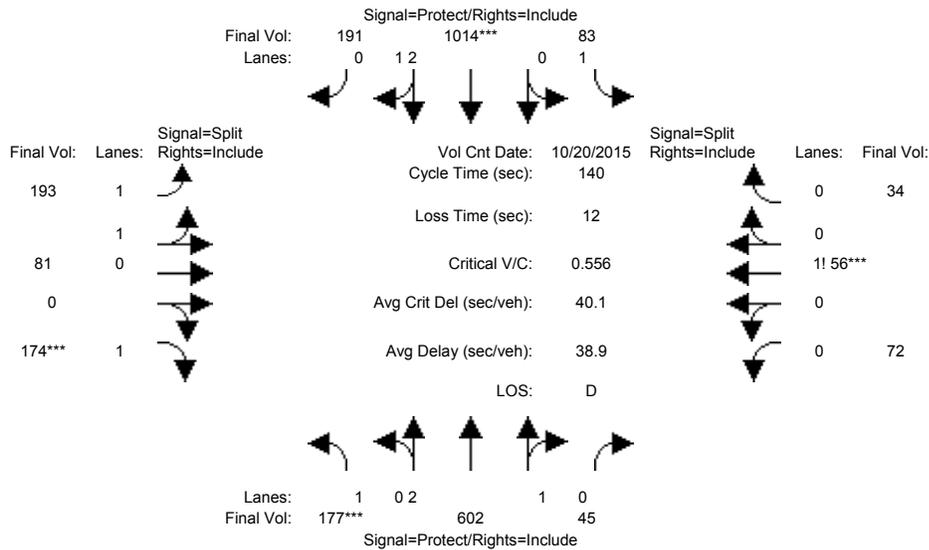
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1088	47	44	407	71	308	59	163	108	85	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1088	47	44	407	71	308	59	163	108	85	86
Added Vol:	0	62	0	1	8	2	12	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1150	47	45	415	73	320	59	163	108	85	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1150	47	45	415	73	320	59	163	108	85	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1150	47	45	415	73	320	59	163	108	85	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1150	47	45	415	73	320	59	163	108	85	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	2.53	0.47	1.69	0.31	1.00	0.38	0.30	0.32
Final Sat.:	1750	5380	220	1750	4761	838	2997	553	1750	663	522	565
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.03	0.09	0.09	0.11	0.11	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	26.7	47.3	47.3	7.0	27.7	27.7	23.6	23.6	23.6	36.0	36.0	36.0
Volume/Cap:	0.40	0.57	0.57	0.46	0.40	0.40	0.57	0.57	0.50	0.57	0.57	0.57
Delay/Veh:	43.5	31.6	31.6	61.1	42.3	42.3	47.7	47.7	47.0	39.9	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	31.6	31.6	61.1	42.3	42.3	47.7	47.7	47.0	39.9	39.9	39.9
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	23	23	4	10	10	15	15	12	19	19	19

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

Santana Row West

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

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	177	592	45	77	959	180	191	81	174	72	56	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:	177	592	45	77	959	180	191	81	174	72	56	33
Added Vol:	0	10	0	6	55	11	2	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	602	45	83	1014	191	193	81	174	72	56	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	602	45	83	1014	191	193	81	174	72	56	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	602	45	83	1014	191	193	81	174	72	56	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	602	45	83	1014	191	193	81	174	72	56	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.78	0.22	1.00	2.51	0.49	1.42	0.58	1.00	0.44	0.35	0.21
Final Sat.:	1750	5210	389	1750	4711	887	2500	1049	1750	778	605	367

Capacity Analysis Module:

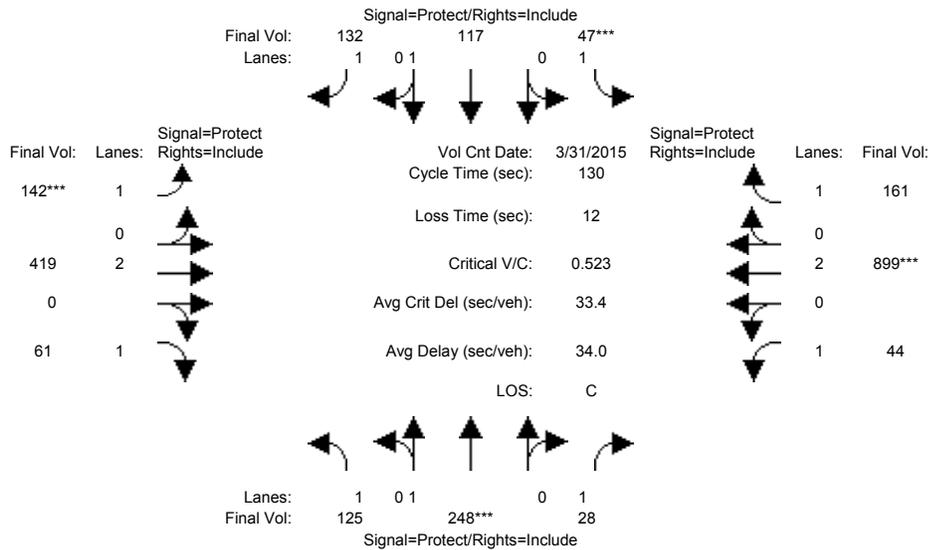
Vol/Sat:	0.10	0.12	0.12	0.05	0.22	0.22	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****		****	****		
Green Time:	25.5	55.6	55.6	24.1	54.2	54.2	25.0	25.0	25.0	23.3	23.3	23.3
Volume/Cap:	0.56	0.29	0.29	0.28	0.56	0.56	0.43	0.43	0.56	0.56	0.56	0.56
Delay/Veh:	54.3	28.8	28.8	50.9	33.8	33.8	51.6	51.6	54.6	56.0	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	28.8	28.8	50.9	33.8	33.8	51.6	51.6	54.6	56.0	56.0	56.0
LOS by Move:	D	C	C	D	C	C	D	D	D	E	E	E
HCM2k95thQ:	15	12	12	6	24	24	11	11	15	14	14	14

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

Santana Row West

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

Intersection #3748: RACE/SAN CARLOS



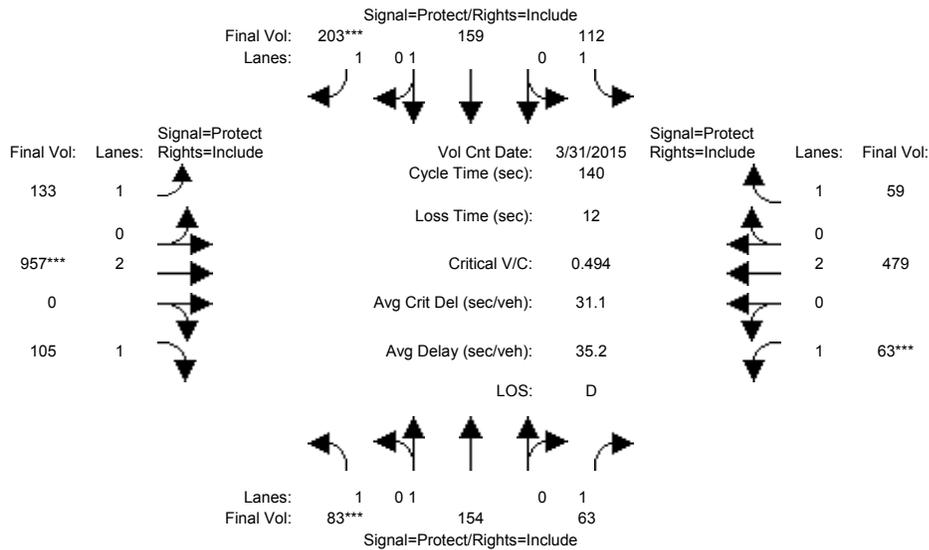
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 << 7:30-8:30AM												
Base Vol:	125	248	28	47	117	132	142	411	61	44	837	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:	125	248	28	47	117	132	142	411	61	44	837	161
Added Vol:	0	0	0	0	0	0	0	8	0	0	62	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	248	28	47	117	132	142	419	61	44	899	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:	125	248	28	47	117	132	142	419	61	44	899	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	248	28	47	117	132	142	419	61	44	899	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	248	28	47	117	132	142	419	61	44	899	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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.02	0.03	0.06	0.08	0.08	0.11	0.03	0.03	0.24	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.9	32.3	32.3	7.0	20.4	20.4	20.1	52.9	52.9	25.8	58.6	58.6
Volume/Cap:	0.49	0.52	0.06	0.50	0.39	0.48	0.52	0.27	0.09	0.13	0.52	0.20
Delay/Veh:	52.6	43.3	37.4	63.9	50.1	51.3	52.5	25.8	23.8	43.0	26.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	43.3	37.4	63.9	50.1	51.3	52.5	25.8	23.8	43.0	26.0	21.7
LOS by Move:	D	D	D	E	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	16	2	5	9	11	11	10	3	3	22	8

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

Santana Row West

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

Intersection #3748: RACE/SAN CARLOS



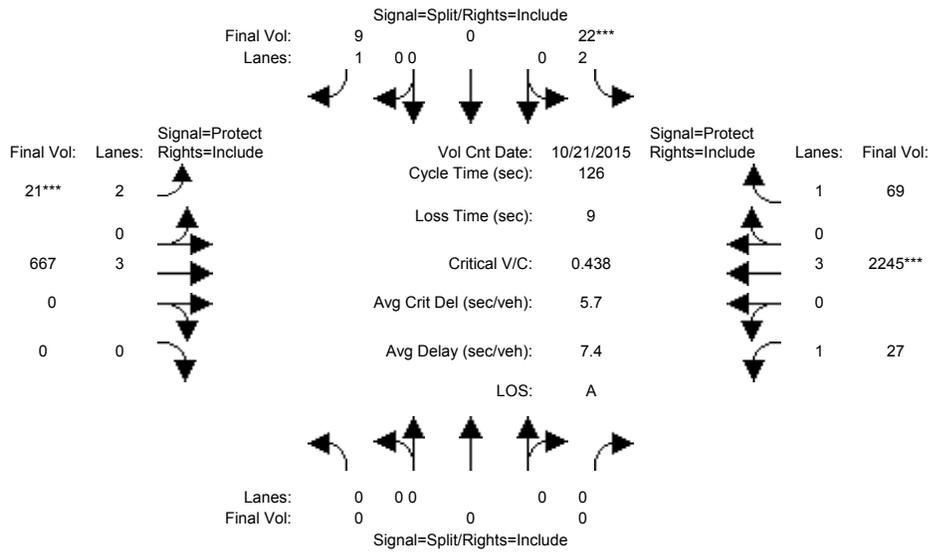
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	83	154	63	112	159	203	133	902	105	63	469	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	154	63	112	159	203	133	902	105	63	469	59
Added Vol:	0	0	0	0	0	0	0	55	0	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	154	63	112	159	203	133	957	105	63	479	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	154	63	112	159	203	133	957	105	63	479	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	154	63	112	159	203	133	957	105	63	479	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	154	63	112	159	203	133	957	105	63	479	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.04	0.06	0.08	0.12	0.08	0.25	0.06	0.04	0.13	0.03
Crit Moves:	****					****		****		****		
Green Time:	13.5	25.9	25.9	20.5	32.9	32.9	30.7	71.4	71.4	10.2	50.9	50.9
Volume/Cap:	0.49	0.44	0.19	0.44	0.36	0.49	0.35	0.49	0.12	0.49	0.35	0.09
Delay/Veh:	62.3	51.5	48.5	55.7	45.2	47.3	46.7	22.6	17.9	65.4	32.6	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	51.5	48.5	55.7	45.2	47.3	46.7	22.6	17.9	65.4	32.6	29.4
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	C
HCM2k95thQ:	8	12	5	10	11	16	10	23	5	6	14	3

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

Santana Row West

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

Intersection #3749: REDWOOD/STEVENS CREEK



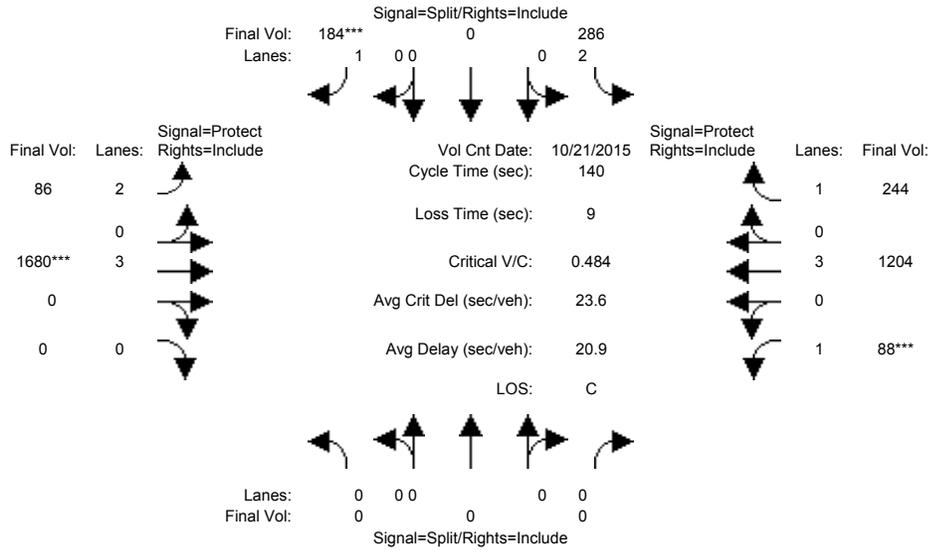
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	22	5	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	5	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	47	0	0	391	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	22	5	9	21	667	17	27	2245	69
User Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	9	21	667	0	27	2245	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	9	21	667	0	27	2245	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	22	0	9	21	667	0	27	2245	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1750	3553	0	1800	3150	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.12	0.00	0.02	0.39	0.04
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	73.0	0.0	34.0	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.06	0.12	0.21	0.00	0.06	0.50	0.05
Delay/Veh:	0.0	0.0	0.0	53.8	0.0	53.7	56.9	12.7	0.0	34.1	4.5	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.8	0.0	53.7	56.9	12.7	0.0	34.1	4.5	2.8
LOS by Move:	A	A	A	D	A	D	E	B	A	C	A	A
HCM2k95thQ:	0	0	0	1	0	1	1	8	0	2	18	1

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

Santana Row West

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	0	0	92	286	10	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	10	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	348	0	0	66	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	92	286	10	184	86	1680	25	88	1204	244
User Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	286	0	184	86	1680	0	88	1204	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	184	86	1680	0	88	1204	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	286	0	184	86	1680	0	88	1204	244

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.95	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1750	3545	0	1800	3150	5600	0	1750	5700	1750

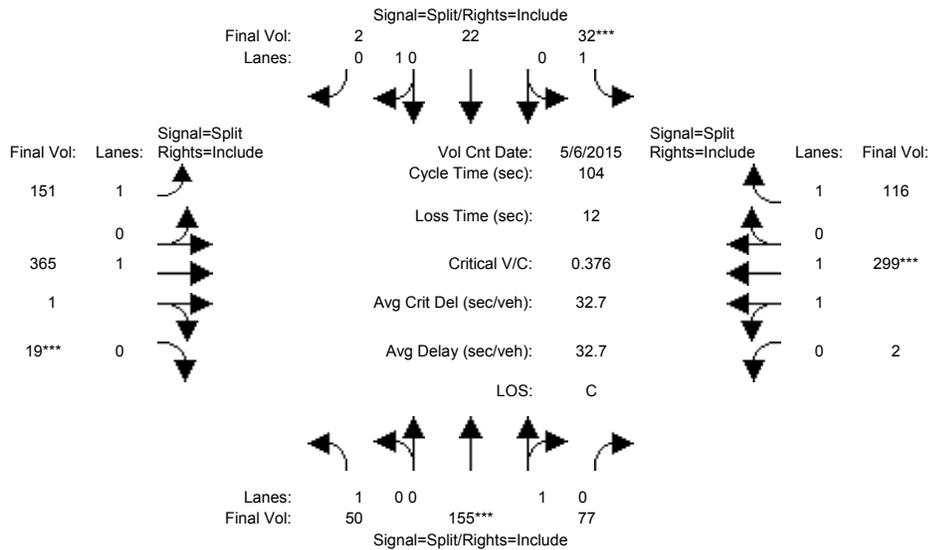
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.03	0.30	0.00	0.05	0.21	0.14
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	29.6	0.0	29.6	19.4	86.8	0.0	14.6	82.0	82.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.48	0.20	0.48	0.00	0.48	0.36	0.24
Delay/Veh:	0.0	0.0	0.0	47.6	0.0	48.9	53.6	14.5	0.0	61.2	15.3	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.6	0.0	48.9	53.6	14.5	0.0	61.2	15.3	14.1
LOS by Move:	A	A	A	D	A	D	D	B	A	E	B	B
HCM2k95thQ:	0	0	0	11	0	14	4	23	0	9	16	10

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

Santana Row West

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

Intersection #3763: SAN CARLOS/WOZ



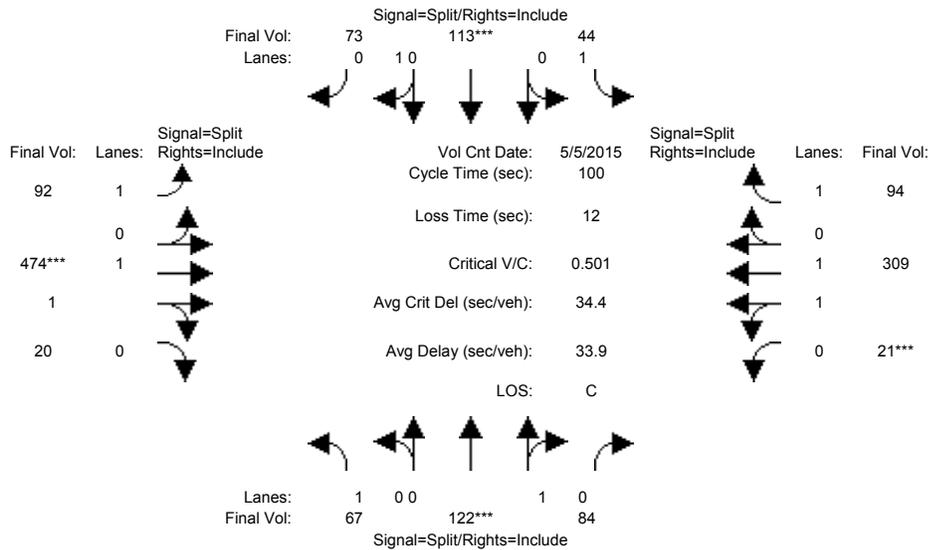
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	41	155	77	32	22	2	150	364	19	2	293	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	155	77	32	22	2	150	364	19	2	293	116
Added Vol:	9	0	0	0	0	0	1	1	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	155	77	32	22	2	151	365	19	2	299	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	155	77	32	22	2	151	365	19	2	299	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	155	77	32	22	2	151	365	19	2	299	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	155	77	32	22	2	151	365	19	2	299	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	1.00	0.67	0.33	1.00	0.92	0.08	1.00	1.90	0.10	0.01	1.99	1.00
Final Sat.:	1750	1203	597	1750	1650	150	1750	3517	183	25	3675	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.01	0.01	0.09	0.10	0.10	0.08	0.08	0.07
Crit Moves:	****			****			****			****		
Green Time:	33.7	33.7	33.7	10.0	10.0	10.0	27.1	27.1	27.1	21.2	21.2	21.2
Volume/Cap:	0.09	0.40	0.40	0.19	0.14	0.14	0.33	0.40	0.40	0.40	0.40	0.32
Delay/Veh:	24.6	27.8	27.8	43.8	43.4	43.4	31.5	32.0	32.0	36.2	36.2	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	27.8	27.8	43.8	43.4	43.4	31.5	32.0	32.0	36.2	36.2	35.8
LOS by Move:	C	C	C	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	2	12	12	2	2	2	8	10	10	9	9	7

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

Santana Row West

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

Intersection #3763: SAN CARLOS/WOZ



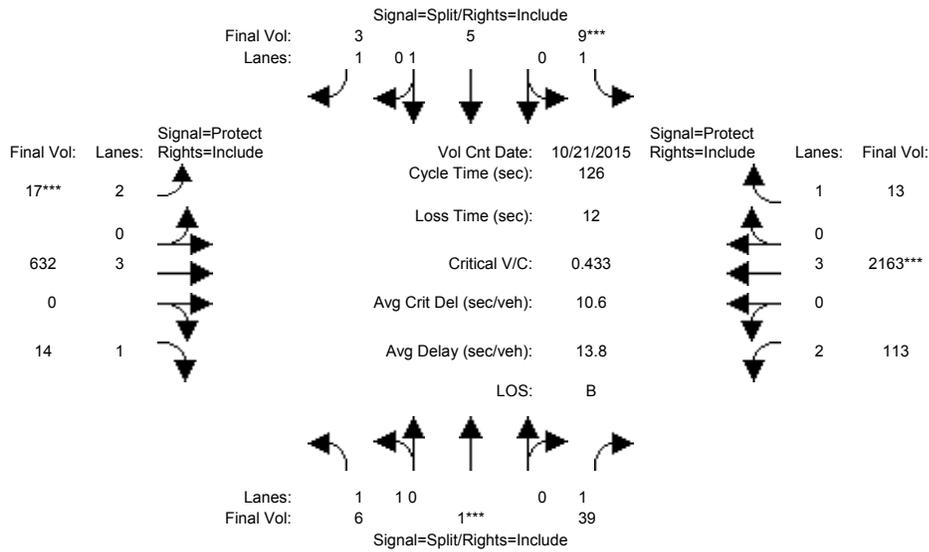
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	65	122	84	44	113	73	84	468	20	21	308	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	122	84	44	113	73	84	468	20	21	308	94
Added Vol:	2	0	0	0	0	0	8	6	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	122	84	44	113	73	92	474	20	21	309	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	122	84	44	113	73	92	474	20	21	309	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	122	84	44	113	73	92	474	20	21	309	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	122	84	44	113	73	92	474	20	21	309	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.59	0.41	1.00	0.61	0.39	1.00	1.92	0.08	0.13	1.87	1.00
Final Sat.:	1750	1066	734	1750	1094	706	1750	3550	150	235	3464	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.10	0.10	0.05	0.13	0.13	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.9	22.9	22.9	20.6	20.6	20.6	26.7	26.7	26.7	17.8	17.8	17.8
Volume/Cap:	0.17	0.50	0.50	0.12	0.50	0.50	0.20	0.50	0.50	0.50	0.50	0.30
Delay/Veh:	31.1	34.6	34.6	32.5	36.2	36.2	28.6	31.4	31.4	37.7	37.7	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	34.6	34.6	32.5	36.2	36.2	28.6	31.4	31.4	37.7	37.7	36.2
LOS by Move:	C	C	C	C	D	D	C	C	C	D	D	D
HCM2k95thQ:	4	12	12	3	11	11	5	12	12	10	10	6

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

Santana Row West

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



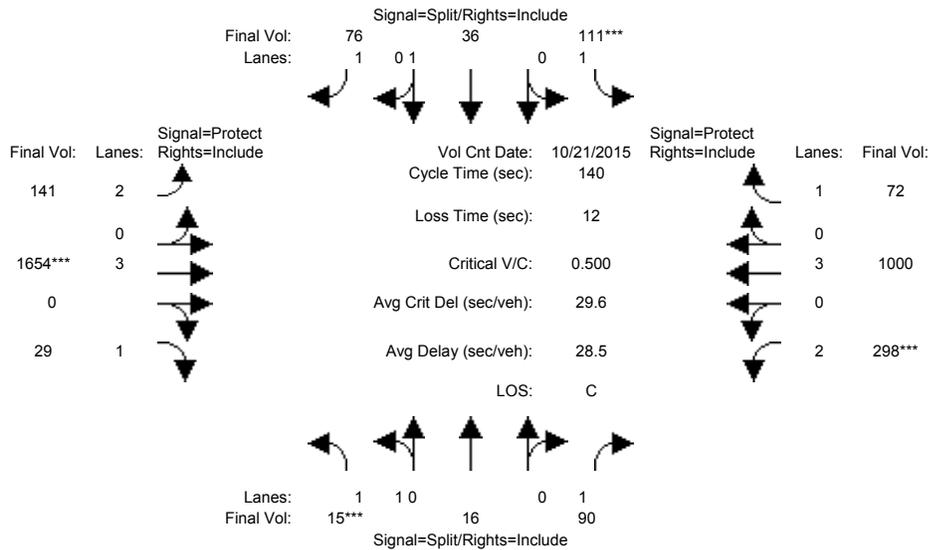
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	47	0	0	391	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	39	9	5	3	17	632	14	113	2163	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	39	9	5	3	17	632	14	113	2163	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	39	9	5	3	17	632	14	113	2163	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1	39	9	5	3	17	632	14	113	2163	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.72	0.28	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3043	507	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.01	0.11	0.01	0.04	0.38	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	62.6	62.6	31.4	87.0	87.0
Volume/Cap:	0.02	0.02	0.28	0.06	0.03	0.02	0.10	0.22	0.02	0.14	0.55	0.01
Delay/Veh:	53.5	53.5	55.7	53.9	53.6	53.6	56.7	18.0	16.1	36.9	9.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	53.5	55.7	53.9	53.6	53.6	56.7	18.0	16.1	36.9	9.9	6.1
LOS by Move:	D	D	E	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	0	0	4	1	0	0	1	9	1	4	24	0

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

Santana Row West

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	348	0	0	66	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	16	90	111	36	76	141	1654	29	298	1000	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	111	36	76	141	1654	29	298	1000	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	111	36	76	141	1654	29	298	1000	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	111	36	76	141	1654	29	298	1000	72

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

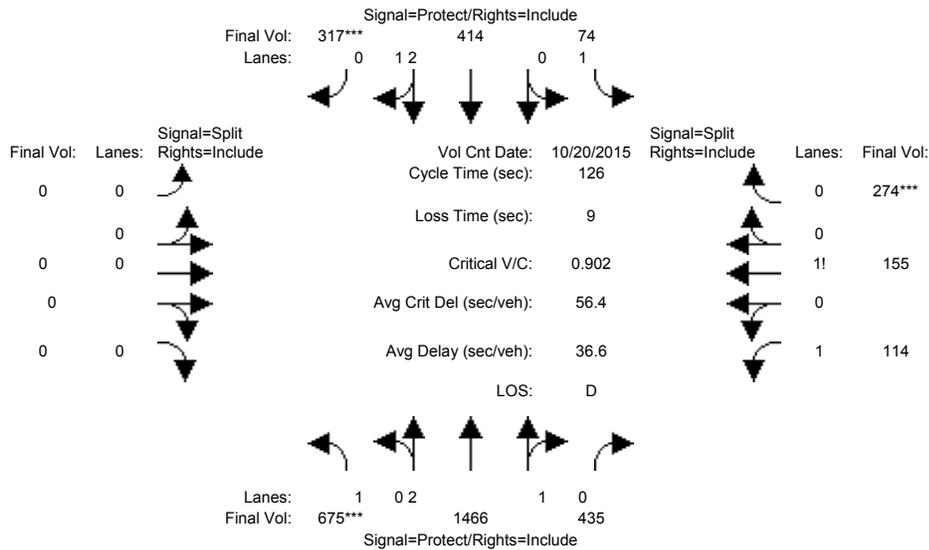
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.02	0.04	0.04	0.29	0.02	0.09	0.18	0.04
Crit Moves:	****			****			****			****		
Green Time:	14.4	14.4	14.4	16.1	16.1	16.1	21.6	73.5	73.5	24.0	75.9	75.9
Volume/Cap:	0.08	0.08	0.50	0.55	0.17	0.38	0.29	0.55	0.03	0.55	0.32	0.08
Delay/Veh:	56.9	56.9	61.6	61.9	56.3	58.5	52.7	22.4	16.1	54.3	17.9	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	56.9	61.6	61.9	56.3	58.5	52.7	22.4	16.1	54.3	17.9	15.3
LOS by Move:	E	E	E	E	E	E	D	C	B	D	B	B
HCM2k95thQ:	1	1	9	11	3	7	6	26	1	13	14	3

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

Santana Row West

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

Intersection #3829: TISCH/WINCHESTER



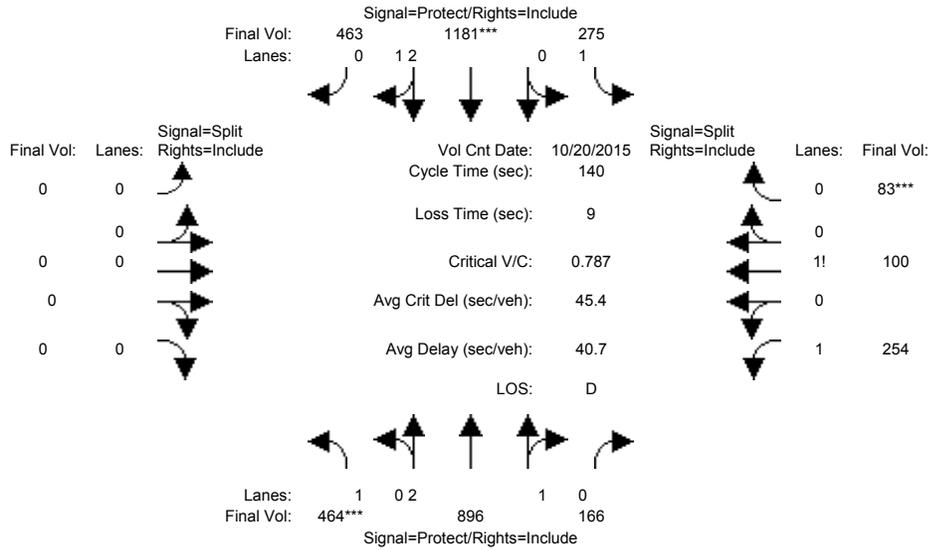
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	285	0	32	20	15	0	0	0	0	0	260
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	675	1466	435	74	414	317	0	0	0	114	155	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	675	1466	435	74	414	317	0	0	0	114	155	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	675	1466	435	74	414	317	0	0	0	114	155	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	675	1466	435	74	414	317	0	0	0	114	155	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.29	0.71	1.00	2.00	1.00	0.00	0.00	0.00	1.12	0.32	0.56
Final Sat.:	1750	4317	1281	1750	3800	1750	0	0	0	1960	572	1011
Capacity Analysis Module:												
Vol/Sat:	0.39	0.34	0.34	0.04	0.11	0.18	0.00	0.00	0.00	0.06	0.27	0.27
Crit Moves:	****					****						****
Green Time:	53.9	68.0	68.0	11.1	25.3	25.3	0.0	0.0	0.0	37.8	37.8	37.8
Volume/Cap:	0.90	0.63	0.63	0.48	0.54	0.90	0.00	0.00	0.00	0.19	0.90	0.90
Delay/Veh:	47.8	20.6	20.6	57.0	45.6	62.4	0.0	0.0	0.0	32.8	59.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	20.6	20.6	57.0	45.6	62.4	0.0	0.0	0.0	32.8	59.1	59.1
LOS by Move:	D	C	C	E	D	E	A	A	A	C	E	E
HCM2k95thQ:	43	29	29	7	14	29	0	0	0	6	35	35

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

Santana Row West

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	48	0	232	144	111	0	0	0	0	0	44
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	896	166	275	1181	463	0	0	0	254	100	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:	464	896	166	275	1181	463	0	0	0	254	100	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	896	166	275	1181	463	0	0	0	254	100	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	464	896	166	275	1181	463	0	0	0	254	100	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.51	0.49	1.00	2.12	0.88	0.00	0.00	0.00	1.41	0.32	0.27
Final Sat.:	1750	4724	875	1750	4021	1576	0	0	0	2467	565	469

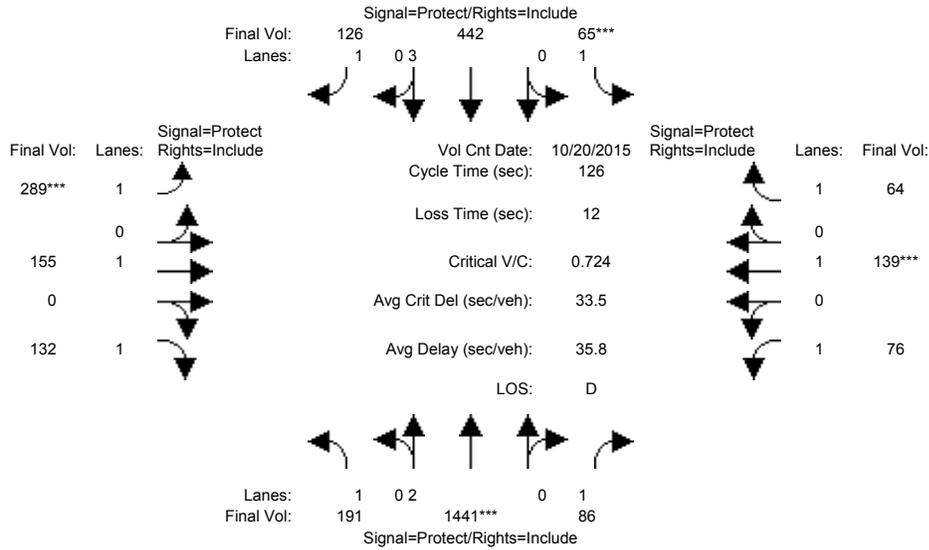
Capacity Analysis Module:												
Vol/Sat:	0.27	0.19	0.19	0.16	0.29	0.29	0.00	0.00	0.00	0.10	0.18	0.18
Crit Moves:	****				****							****
Green Time:	47.2	54.4	54.4	45.1	52.3	52.3	0.0	0.0	0.0	31.5	31.5	31.5
Volume/Cap:	0.79	0.49	0.49	0.49	0.79	0.79	0.00	0.00	0.00	0.46	0.79	0.79
Delay/Veh:	48.8	32.5	32.5	38.9	41.0	41.0	0.0	0.0	0.0	47.2	58.4	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	32.5	32.5	38.9	41.0	41.0	0.0	0.0	0.0	47.2	58.4	58.4
LOS by Move:	D	C	C	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	33	20	20	19	37	37	0	0	0	13	25	25

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

Santana Row West

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

Intersection #3836: WILLIAMS/WINCHESTER



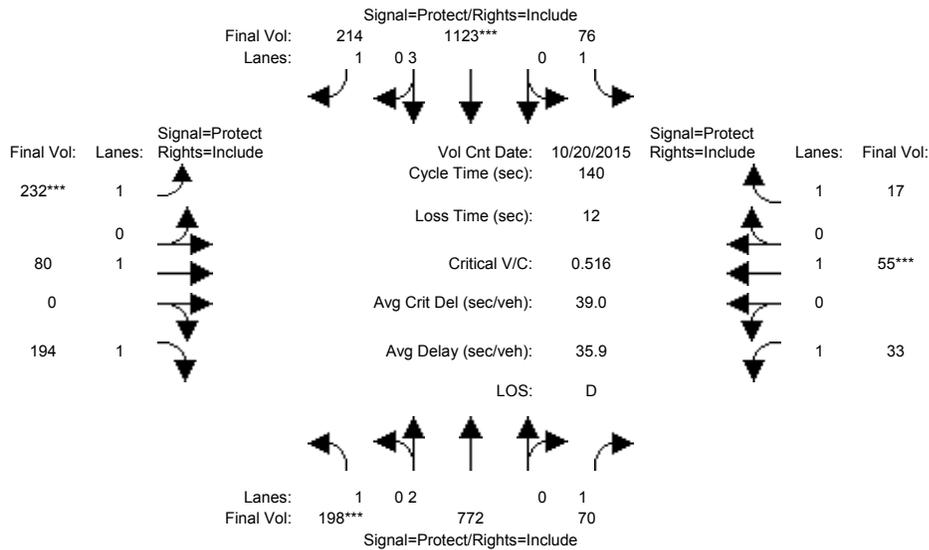
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	191	1360	86	64	432	124	277	155	132	76	139	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1360	86	64	432	124	277	155	132	76	139	58
Added Vol:	0	81	0	1	10	2	12	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1441	86	65	442	126	289	155	132	76	139	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1441	86	65	442	126	289	155	132	76	139	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1441	86	65	442	126	289	155	132	76	139	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	1441	86	65	442	126	289	155	132	76	139	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.05	0.04	0.08	0.07	0.17	0.08	0.08	0.04	0.07	0.04
Crit Moves:	****			****			****			****		
Green Time:	42.1	65.7	65.7	7.0	30.6	30.6	28.6	24.6	24.6	16.7	12.7	12.7
Volume/Cap:	0.33	0.73	0.09	0.67	0.32	0.30	0.73	0.42	0.39	0.33	0.73	0.36
Delay/Veh:	31.7	24.6	15.2	74.8	39.3	39.3	51.7	45.2	44.9	50.4	68.1	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	24.6	15.2	74.8	39.3	39.3	51.7	45.2	44.9	50.4	68.1	54.2
LOS by Move:	C	C	B	E	D	D	D	D	D	D	E	D
HCM2k95thQ:	11	36	4	8	9	9	22	11	10	6	13	6

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

Santana Row West

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

Intersection #3836: WILLIAMS/WINCHESTER



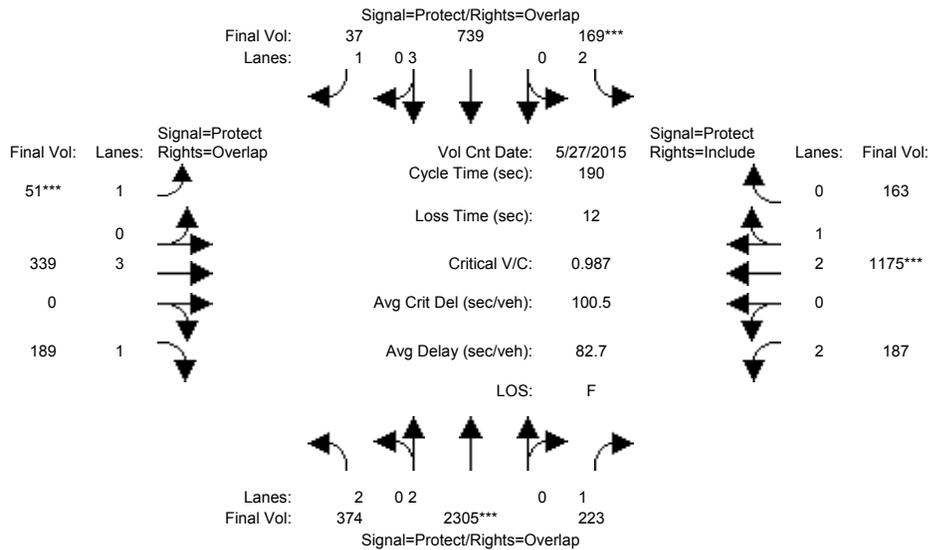
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	198	758	70	70	1051	203	230	80	194	33	55	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	758	70	70	1051	203	230	80	194	33	55	16
Added Vol:	0	14	0	6	72	11	2	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	772	70	76	1123	214	232	80	194	33	55	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	772	70	76	1123	214	232	80	194	33	55	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	772	70	76	1123	214	232	80	194	33	55	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	772	70	76	1123	214	232	80	194	33	55	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.04	0.04	0.20	0.12	0.13	0.04	0.11	0.02	0.03	0.01
Crit Moves:	****				****		****				****	
Green Time:	30.2	66.3	66.3	16.3	52.5	52.5	35.3	31.2	31.2	14.1	10.0	10.0
Volume/Cap:	0.53	0.43	0.08	0.37	0.53	0.33	0.53	0.19	0.50	0.19	0.41	0.14
Delay/Veh:	50.0	24.5	20.2	58.3	34.3	31.4	46.3	44.3	48.5	58.2	64.1	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	24.5	20.2	58.3	34.3	31.4	46.3	44.3	48.5	58.2	64.1	61.4
LOS by Move:	D	C	C	E	C	C	D	D	D	E	E	E
HCM2k95thQ:	15	19	3	7	22	13	18	6	15	3	5	2

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

Santana Row West

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



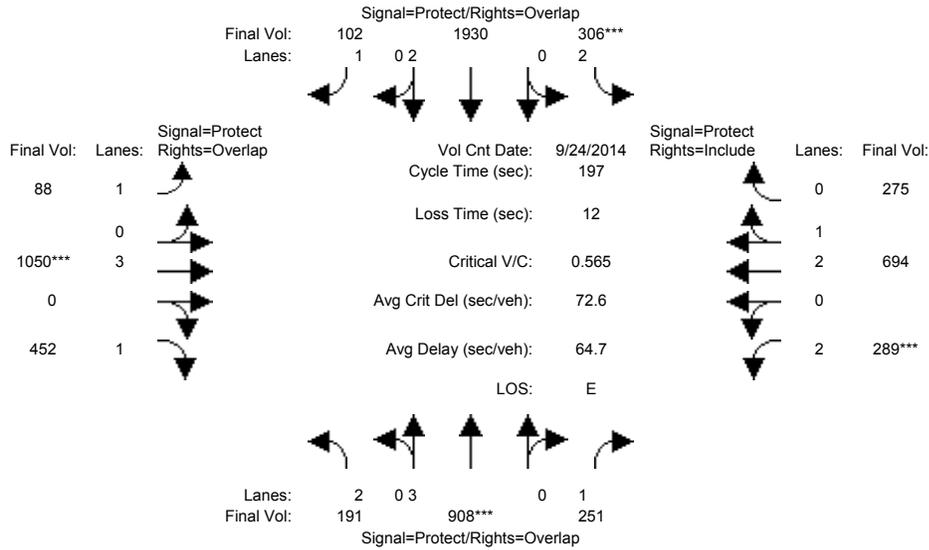
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 May 2015 << 7:30-8:30AM												
Base Vol:	374	2712	223	113	739	37	51	265	189	187	1166	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37	51	265	189	187	1166	156
Added Vol:	0	0	0	56	0	0	0	74	0	0	9	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2712	223	169	739	37	51	339	189	187	1175	163
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2305	223	169	739	37	51	339	189	187	1175	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2305	223	169	739	37	51	339	189	187	1175	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	2305	223	169	739	37	51	339	189	187	1175	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4917	682
Capacity Analysis Module:												
Vol/Sat:	0.12	0.61	0.13	0.05	0.13	0.02	0.03	0.06	0.11	0.06	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.77	1.13	0.20	0.68	0.28	0.04	0.33	0.25	0.28	0.65	1.01	1.01
Delay/Veh:	89.3	98.4	8.2	98.5	28.0	14.4	88.1	63.4	42.6	94.5	105	104.9
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:	89.3	98.4	8.2	98.5	28.0	14.4	88.1	63.4	42.6	94.5	105	104.9
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	22	124	5	12	13	1	6	11	16	13	51	51

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

Santana Row West

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	191	908	251	296	2507	102	88	1037	452	289	628	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	908	251	296	2507	102	88	1037	452	289	628	225
Added Vol:	0	0	0	10	0	0	0	13	0	0	66	50
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	908	251	306	2507	102	88	1050	452	289	694	275
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	908	251	306	1930	102	88	1050	452	289	694	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	908	251	306	1930	102	88	1050	452	289	694	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	908	251	306	1930	102	88	1050	452	289	694	275

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.12	0.88
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4009	1588

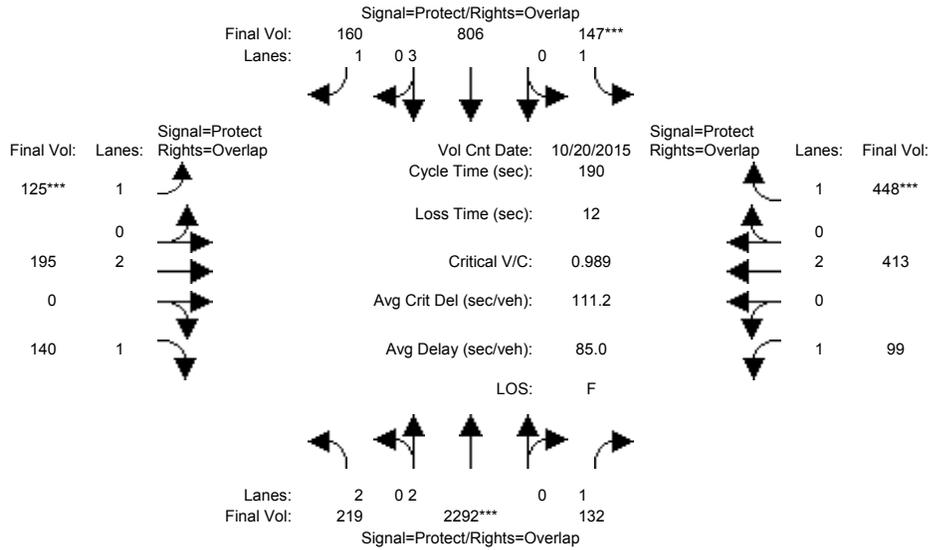
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.16	0.14	0.10	0.51	0.06	0.05	0.18	0.26	0.09	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.71	0.38	0.27	0.51	0.97	0.10	0.62	0.81	0.82	0.88	0.69	0.69
Delay/Veh:	101.8	48.7	35.5	76.9	49.0	9.9	101.6	80.4	76.2	114.7	72.4	72.4
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:	101.8	48.7	35.5	76.9	49.0	9.9	101.6	80.4	76.2	114.7	72.4	72.4
LOS by Move:	F	D	D	E	D	A	F	F	E	F	E	E
HCM2k95thQ:	14	26	21	17	88	3	11	35	47	21	32	32

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

Santana Row West

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



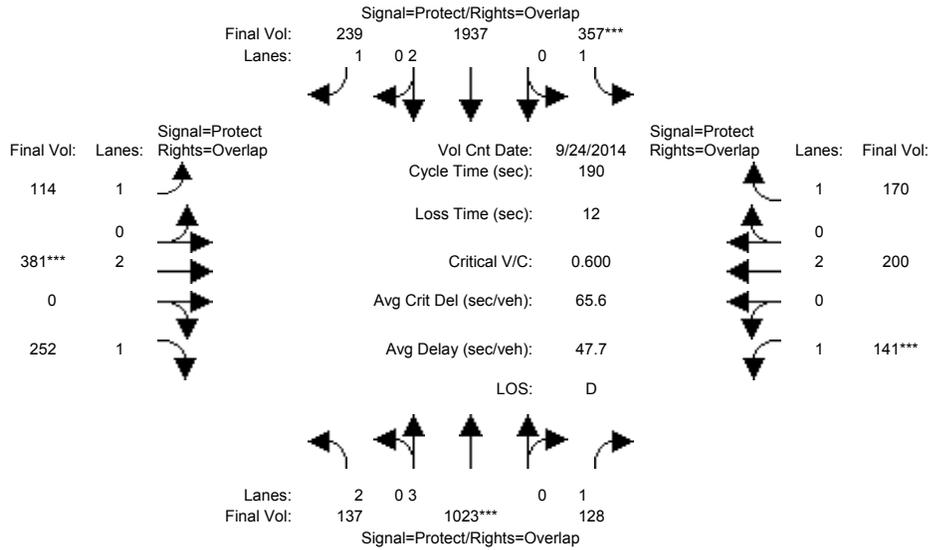
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << AM												
Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	0	0	37	0	0	0	0	12	0	5	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	2697	132	147	806	160	125	195	140	99	413	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	2292	132	147	806	160	125	195	140	99	413	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2292	132	147	806	160	125	195	140	99	413	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	2292	132	147	806	160	125	195	140	99	413	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.60	0.08	0.08	0.14	0.09	0.07	0.05	0.08	0.06	0.11	0.26
Crit Moves:	****			****			****			****		
Green Time:	24.7	110	125.1	19.8	105	126.2	20.7	33.9	58.6	14.6	29.2	48.9
Volume/Cap:	0.53	1.04	0.11	0.81	0.25	0.14	0.66	0.29	0.26	0.73	0.71	0.99
Delay/Veh:	91.7	111	29.2	111.3	15.7	5.0	94.4	72.1	52.8	109.9	85.2	115.7
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:	91.7	111	29.2	111.3	15.7	5.0	94.4	72.1	52.8	109.9	85.2	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	14	108	12	18	10	3	17	10	13	15	23	55

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

Santana Row West

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	137	1023	122	357	2515	239	114	379	252	108	189	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1023	122	357	2515	239	114	379	252	108	189	170
Added Vol:	0	0	6	0	0	0	0	2	0	33	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1023	128	357	2515	239	114	381	252	141	200	170
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1023	128	357	1937	239	114	381	252	141	200	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1023	128	357	1937	239	114	381	252	141	200	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	1023	128	357	1937	239	114	381	252	141	200	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

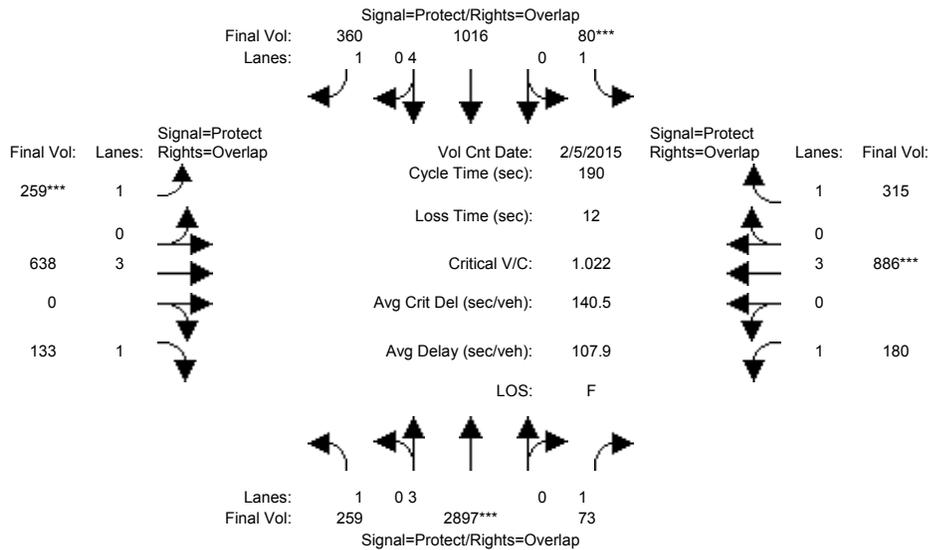
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.07	0.20	0.51	0.14	0.07	0.10	0.14	0.08	0.05	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.52	0.47	0.15	0.73	0.88	0.20	0.62	0.58	0.56	0.78	0.31	0.22
Delay/Veh:	90.9	52.9	35.3	71.3	26.7	3.7	93.2	78.6	67.2	107.8	74.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.9	52.9	35.3	71.3	26.7	3.7	93.2	78.6	67.2	107.8	74.0	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	29	11	33	62	3	15	20	26	20	10	13

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

Santana Row West

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



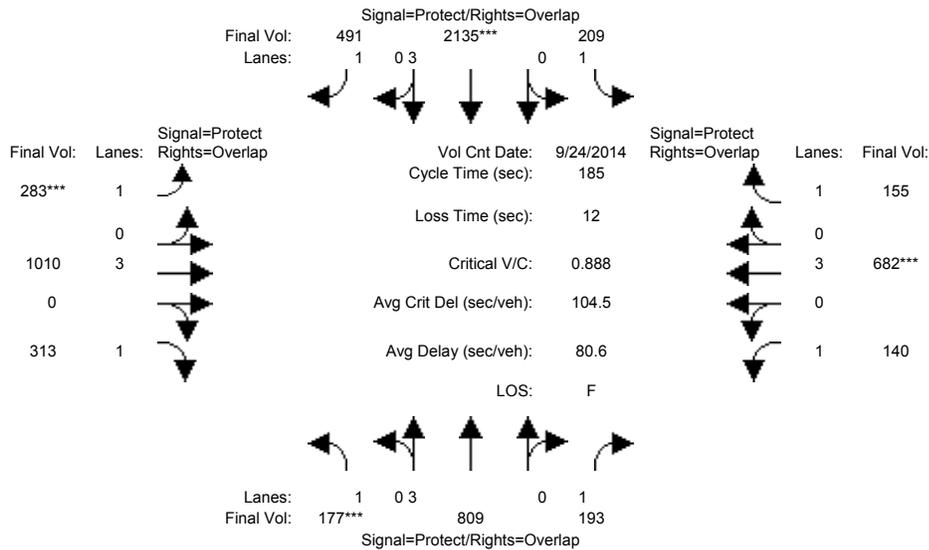
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2015 <<												
Base Vol:	258	3406	72	80	1004	360	259	638	127	174	886	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	3406	72	80	1004	360	259	638	127	174	886	315
Added Vol:	1	2	1	0	12	0	0	0	6	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	3408	73	80	1016	360	259	638	133	180	886	315
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	2897	73	80	1016	360	259	638	133	180	886	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	2897	73	80	1016	360	259	638	133	180	886	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	2897	73	80	1016	360	259	638	133	180	886	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	4.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	4731	1750	1750	7600	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.61	0.04	0.05	0.13	0.21	0.15	0.11	0.08	0.10	0.16	0.18
Crit Moves:	****			****			****			****		
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	67.7	23.5	34.8	49.9
Volume/Cap:	1.00	1.16	0.06	0.58	0.29	0.34	1.00	0.54	0.21	0.83	0.85	0.69
Delay/Veh:	150.7	158	28.6	95.6	40.6	27.7	140.7	71.8	45.4	109.4	86.5	71.3
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:	150.7	158	28.6	95.6	40.6	27.7	140.7	71.8	45.4	109.4	86.5	71.3
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	E
HCM2k95thQ:	29	107	7	11	20	27	36	21	11	24	33	33

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

Santana Row West

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Added Vol:	6	11	6	0	2	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1065	193	209	2773	491	283	1010	313	140	682	155
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	809	193	209	2135	491	283	1010	313	140	682	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	809	193	209	2135	491	283	1010	313	140	682	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	809	193	209	2135	491	283	1010	313	140	682	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	1750	5700	1750	1750	5700	1750

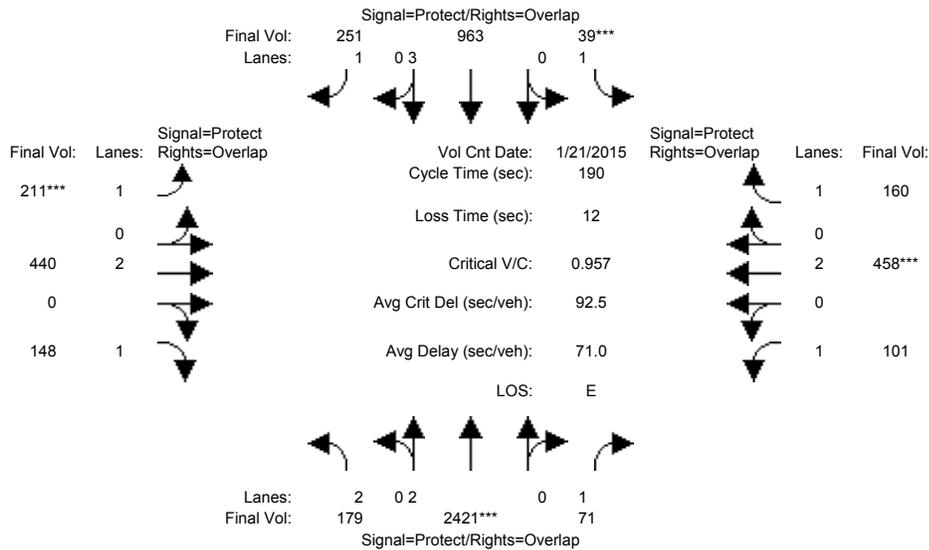
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.11	0.12	0.45	0.28	0.16	0.18	0.18	0.08	0.12	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.66	0.39	0.21	0.71	0.96	0.42	0.82	0.69	0.56	0.54	0.57	0.24
Delay/Veh:	427.4	51.4	33.0	95.9	90.5	35.3	89.6	67.5	57.1	79.7	70.9	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	427.4	51.4	33.0	95.9	90.5	35.3	89.6	67.5	57.1	79.7	70.9	42.3
LOS by Move:	F	D	C	F	F	D	F	E	E	E	E	D
HCM2k95thQ:	35	23	16	25	71	42	33	32	29	16	22	13

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

Santana Row West

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



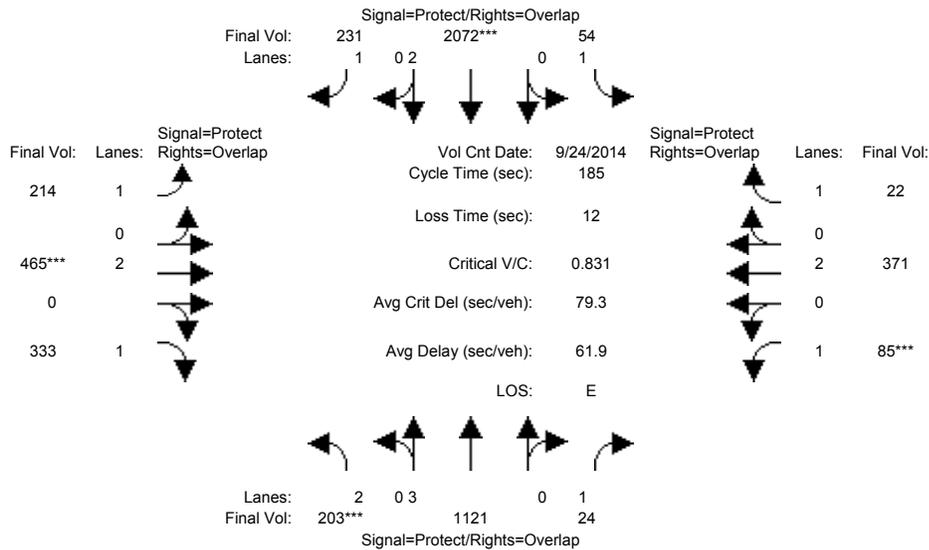
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jan 2015 << 8-9 AM												
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	1	5	1	0	37	0	0	0	6	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	2848	71	39	963	251	211	440	148	101	458	160
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	2421	71	39	963	251	211	440	148	101	458	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	2421	71	39	963	251	211	440	148	101	458	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	2421	71	39	963	251	211	440	148	101	458	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.04	0.02	0.17	0.14	0.12	0.12	0.08	0.06	0.12	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.55	1.05	0.06	0.50	0.31	0.21	0.94	0.55	0.27	0.73	0.74	0.44
Delay/Veh:	88.3	90.3	16.9	100.0	17.4	4.6	131.6	72.1	52.1	109.6	85.7	71.1
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:	88.3	90.3	16.9	100.0	17.4	4.6	131.6	72.1	52.1	109.6	85.7	71.1
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	12	122	5	5	13	5	30	22	14	15	26	17

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

Santana Row West

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	197	1088	18	54	2685	231	214	465	332	84	371	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1088	18	54	2685	231	214	465	332	84	371	22
Added Vol:	6	33	6	0	6	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1121	24	54	2691	231	214	465	333	85	371	22
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1121	24	54	2072	231	214	465	333	85	371	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1121	24	54	2072	231	214	465	333	85	371	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	1121	24	54	2072	231	214	465	333	85	371	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

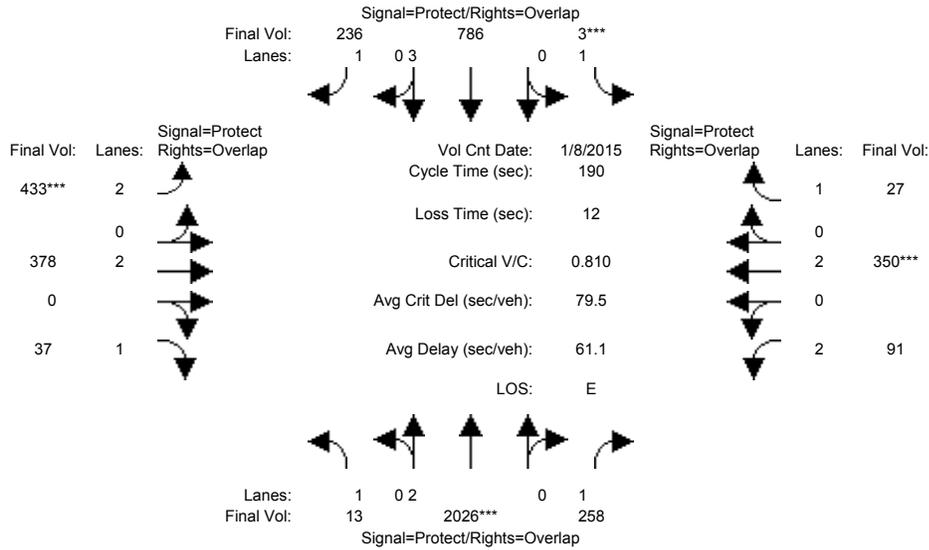
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.01	0.03	0.55	0.13	0.12	0.12	0.19	0.05	0.10	0.01
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.67	0.38	0.02	0.38	1.07	0.20	0.80	0.55	0.60	0.43	0.53	0.05
Delay/Veh:	91.6	20.5	6.5	87.5	80.3	5.4	96.6	68.5	58.0	83.2	73.7	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	20.5	6.5	87.5	80.3	5.4	96.6	68.5	58.0	83.2	73.7	54.1
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	D
HCM2k95thQ:	13	17	1	6	103	4	27	22	31	11	19	2

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

Santana Row West

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



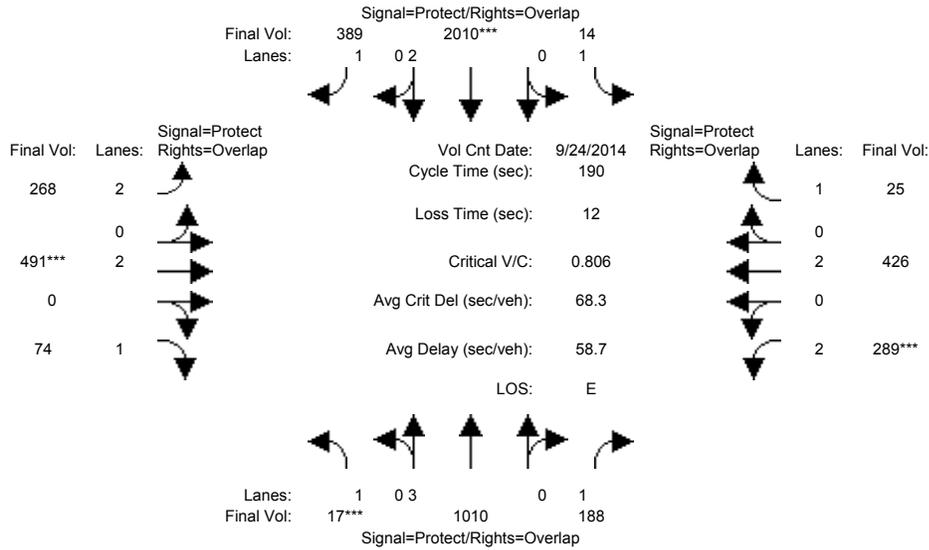
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM												
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	7	0	0	56	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2383	258	3	786	236	433	378	37	91	350	27
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2026	258	3	786	236	433	378	37	91	350	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2026	258	3	786	236	433	378	37	91	350	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	2026	258	3	786	236	433	378	37	91	350	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.15	0.00	0.14	0.13	0.14	0.10	0.02	0.03	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	0.97	0.23	0.03	0.25	0.19	0.89	0.40	0.07	0.36	0.53	0.06
Delay/Veh:	93.6	73.2	25.0	93.7	17.6	2.9	107.0	67.7	51.1	94.0	81.5	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	73.2	25.0	93.7	17.6	2.9	107.0	67.7	51.1	94.0	81.5	63.1
LOS by Move:	F	E	C	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	2	93	20	0	11	3	31	18	4	7	19	3

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

Santana Row West

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	17	960	188	14	2600	389	268	491	74	289	426	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:	17	960	188	14	2600	389	268	491	74	289	426	25
Added Vol:	0	50	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1010	188	14	2610	389	268	491	74	289	426	25
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1010	188	14	2010	389	268	491	74	289	426	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1010	188	14	2010	389	268	491	74	289	426	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1010	188	14	2010	389	268	491	74	289	426	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

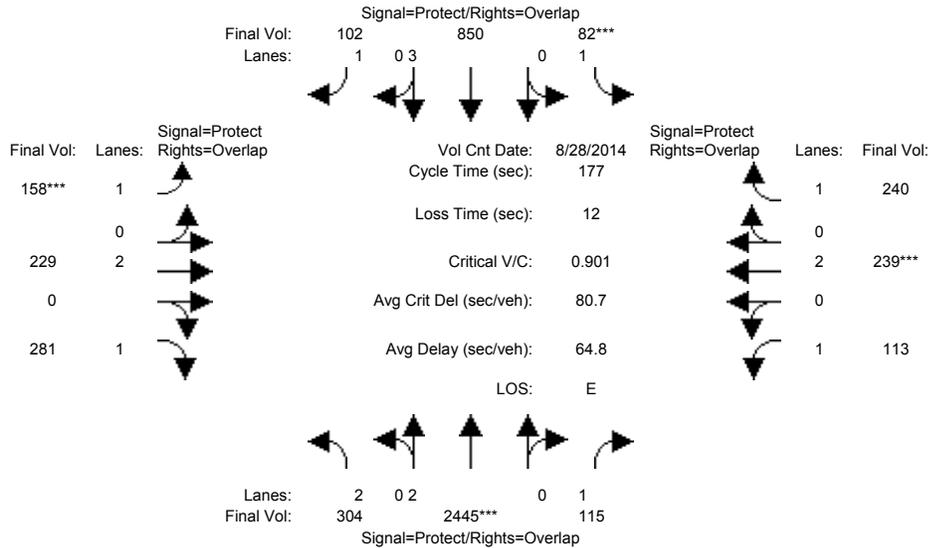
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.11	0.01	0.53	0.22	0.09	0.13	0.04	0.09	0.11	0.01
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.3	18.5	35.5	48.2	19.1	36.1	48.9
Volume/Cap:	0.15	0.30	0.16	0.12	0.90	0.32	0.87	0.69	0.17	0.91	0.59	0.06
Delay/Veh:	92.4	29.6	18.4	92.1	56.9	21.5	116.2	82.4	61.0	122.5	78.6	58.5
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:	92.4	29.6	18.4	92.1	56.9	21.5	116.2	82.4	61.0	122.5	78.6	58.5
LOS by Move:	F	C	B	F	E	C	F	F	E	F	E	E
HCM2k95thQ:	2	25	14	2	89	28	19	25	7	22	22	3

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

Santana Row West

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

Intersection #5427: SAN TOMAS/WILLIAMS



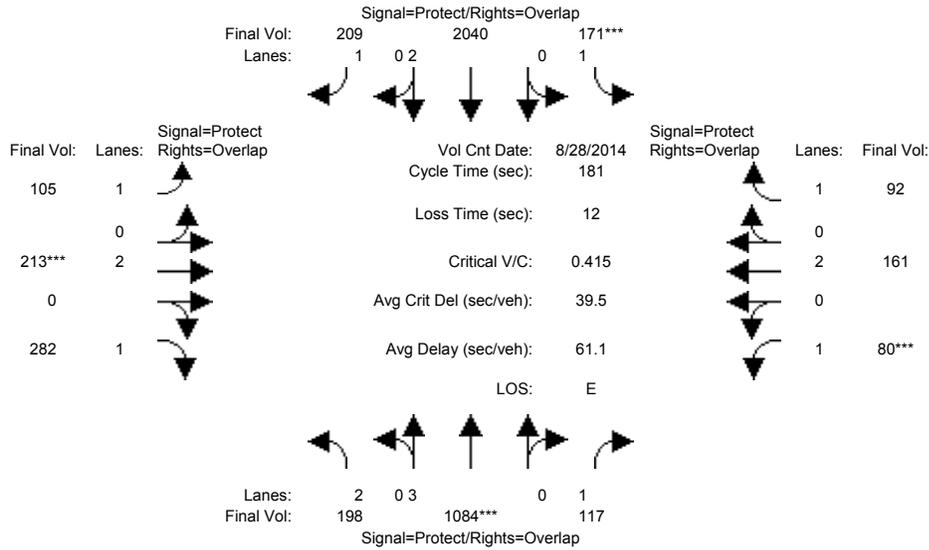
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	304	2846	115	82	846	102	155	229	281	113	239	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:	304	2846	115	82	846	102	155	229	281	113	239	237
Added Vol:	0	31	0	0	4	0	3	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	2877	115	82	850	102	158	229	281	113	239	240
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	2445	115	82	850	102	158	229	281	113	239	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2445	115	82	850	102	158	229	281	113	239	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	304	2445	115	82	850	102	158	229	281	113	239	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.64	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.06	0.06	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.73	1.11	0.10	0.52	0.28	0.09	0.85	0.35	0.52	0.72	0.40	0.55
Delay/Veh:	85.2	79.3	4.0	85.2	16.5	5.7	112.8	68.8	55.0	98.4	71.8	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	79.3	4.0	85.2	16.5	5.7	112.8	68.8	55.0	98.4	71.8	63.3
LOS by Move:	F	E	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	120	2	9	11	2	22	11	25	15	12	23

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

Santana Row West

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

Intersection #5427: SAN TOMAS/WILLIAMS



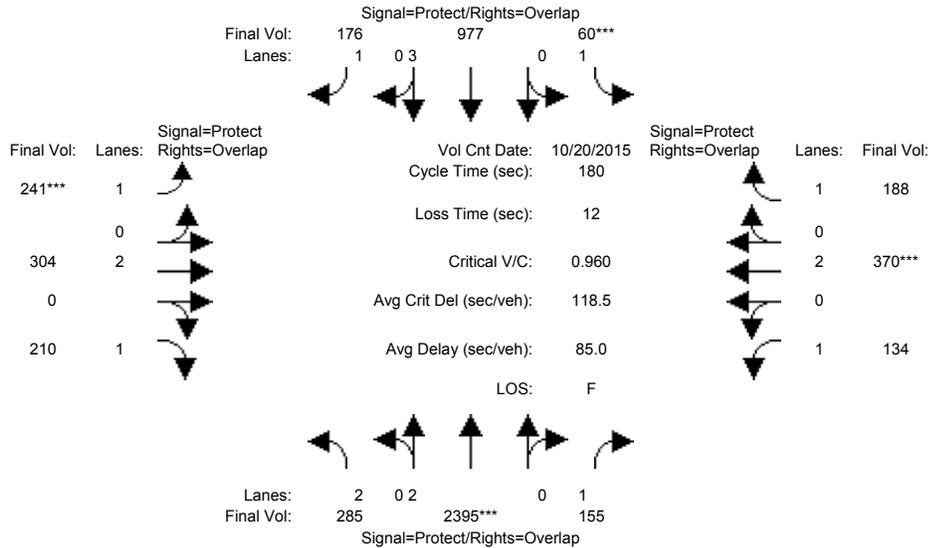
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 <<												
Base Vol:	198	1079	117	168	2522	206	104	213	282	80	161	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1079	117	168	2522	206	104	213	282	80	161	91
Added Vol:	0	5	0	3	28	3	1	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1084	117	171	2550	209	105	213	282	80	161	92
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1084	117	171	2040	209	105	213	282	80	161	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1084	117	171	2040	209	105	213	282	80	161	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1084	117	171	2040	209	105	213	282	80	161	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.10	0.54	0.12	0.06	0.06	0.16	0.05	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.55	0.38	0.11	0.52	0.93	0.18	0.64	0.35	0.59	0.52	0.27	0.15
Delay/Veh:	82.7	22.6	10.4	83.1	79.7	28.3	92.9	72.4	62.4	87.2	72.1	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	22.6	10.4	83.1	79.7	28.3	92.9	72.4	62.4	87.2	72.1	44.2
LOS by Move:	F	C	B	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	12	16	3	18	88	18	14	11	27	11	8	8

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

Santana Row West

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

Intersection #5428: PAYNE/SAN TOMAS



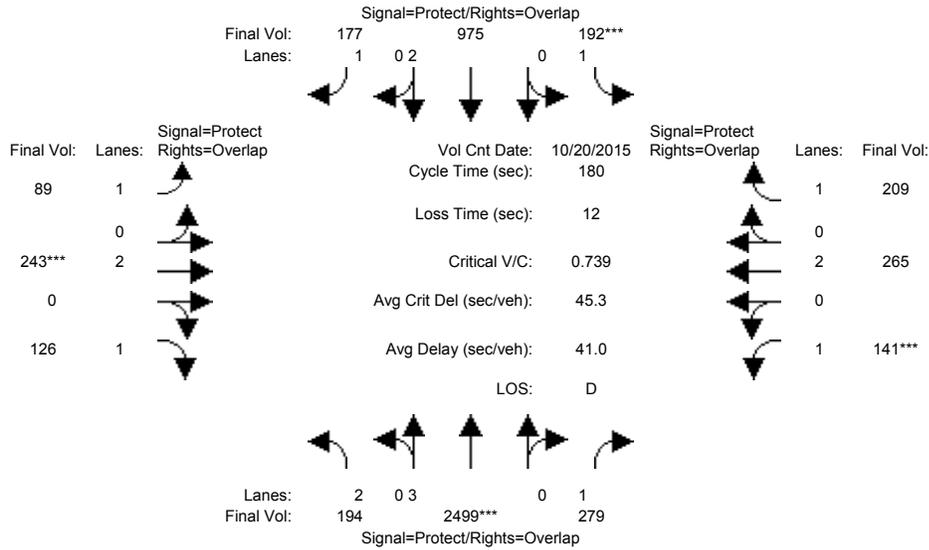
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	285	2793	155	60	974	176	238	304	210	134	370	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:	285	2793	155	60	974	176	238	304	210	134	370	185
Added Vol:	0	25	0	0	3	0	3	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	2818	155	60	977	176	241	304	210	134	370	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2395	155	60	977	176	241	304	210	134	370	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2395	155	60	977	176	241	304	210	134	370	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2395	155	60	977	176	241	304	210	134	370	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.63	0.09	0.03	0.17	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.20	0.14	0.39	0.35	0.16	0.88	0.40	0.37	0.61	0.58	0.42
Delay/Veh:	87.3	127	5.6	84.2	23.7	6.1	105.7	67.5	50.4	84.7	75.3	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	127	5.6	84.2	23.7	6.1	105.7	67.5	50.4	84.7	75.3	60.3
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	134	3	7	16	4	30	15	18	16	19	18

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

Santana Row West

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

Intersection #5428: PAYNE/SAN TOMAS



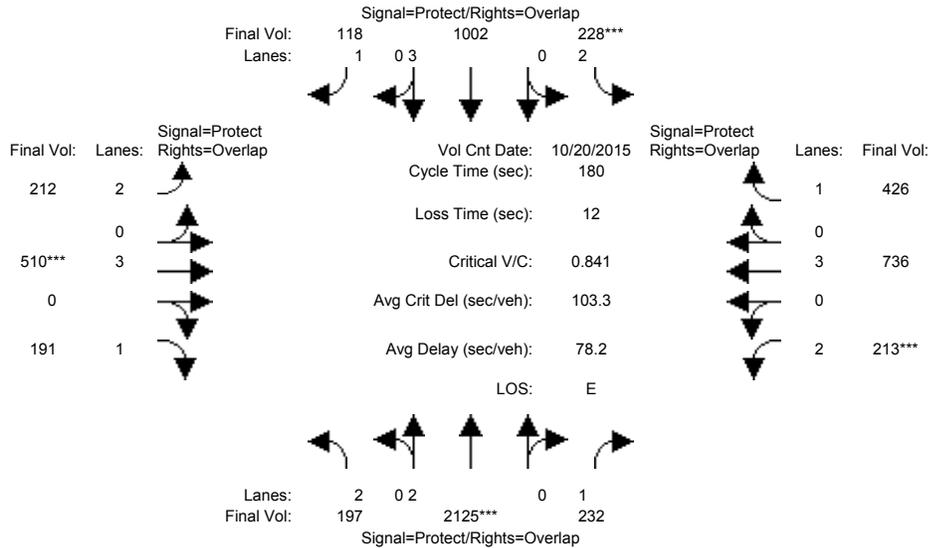
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	194	2495	279	189	1197	174	88	243	126	141	265	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	2495	279	189	1197	174	88	243	126	141	265	208
Added Vol:	0	4	0	3	22	3	1	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	2499	279	192	1219	177	89	243	126	141	265	209
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	2499	279	192	975	177	89	243	126	141	265	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	2499	279	192	975	177	89	243	126	141	265	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	2499	279	192	975	177	89	243	126	141	265	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.16	0.11	0.26	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****			****			****			****		
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.54	0.87	0.27	0.75	0.48	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	81.8	34.8	11.3	90.5	19.8	7.3	86.7	66.2	49.1	133.4	67.6	48.1
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:	81.8	34.8	11.3	90.5	19.8	7.3	86.7	66.2	49.1	133.4	67.6	48.1
LOS by Move:	F	C	B	F	B	A	F	E	D	F	E	D
HCM2k95thQ:	12	62	9	20	21	4	12	12	11	21	13	18

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

Santana Row West

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

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



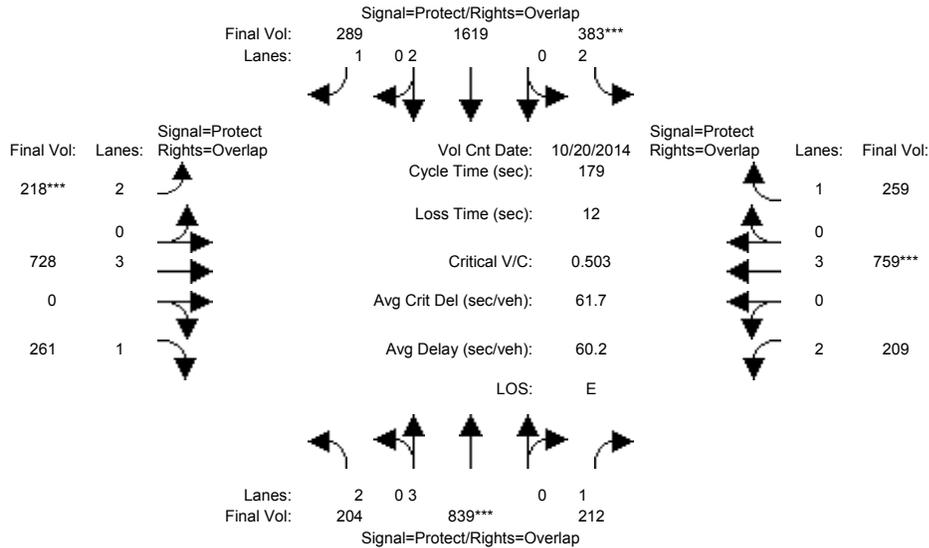
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	197	2488	232	227	1000	117	206	510	191	213	736	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2488	232	227	1000	117	206	510	191	213	736	420
Added Vol:	0	12	0	1	2	1	6	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2500	232	228	1002	118	212	510	191	213	736	426
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2125	232	228	1002	118	212	510	191	213	736	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2125	232	228	1002	118	212	510	191	213	736	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	2125	232	228	1002	118	212	510	191	213	736	426
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.52	1.11	0.21	0.73	0.36	0.11	0.59	0.43	0.33	0.54	0.59	0.77
Delay/Veh:	80.7	116	22.2	92.6	37.9	23.1	83.2	66.3	49.0	80.4	68.0	65.4
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:	80.7	116	22.2	92.6	37.9	23.1	83.2	66.3	49.0	80.4	68.0	65.4
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	115	16	15	25	9	15	16	16	14	23	41

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

Santana Row West

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

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2014 <<												
Base Vol:	204	837	212	377	2092	283	217	728	261	209	759	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	837	212	377	2092	283	217	728	261	209	759	258
Added Vol:	0	2	0	6	11	6	1	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	839	212	383	2103	289	218	728	261	209	759	259
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	839	212	383	1619	289	218	728	261	209	759	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	839	212	383	1619	289	218	728	261	209	759	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	839	212	383	1619	289	218	728	261	209	759	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.12	0.43	0.17	0.07	0.13	0.15	0.07	0.13	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.56	0.39	0.24	0.61	0.92	0.28	0.53	0.53	0.42	0.55	0.58	0.34
Delay/Veh:	82.0	48.7	34.1	72.0	66.7	26.5	78.8	63.5	47.0	80.9	65.9	36.8
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:	82.0	48.7	34.1	72.0	66.7	26.5	78.8	63.5	47.0	80.9	65.9	36.8
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	22	74	21	14	22	22	14	24	19

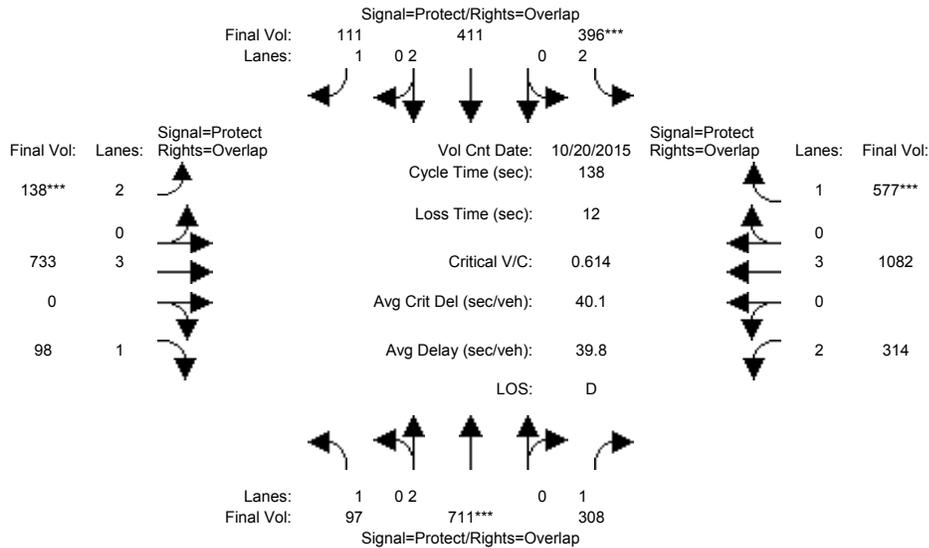
Note: Queue reported is the number of cars per lane.

Background Conditions

Santana Row West

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

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<											
Base Vol:	96	708	308	396	410	110	136	731	96	314	1081	577				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	96	708	308	396	410	110	136	731	96	314	1081	577				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	1	3	0	0	1	1	2	2	2	0	1	0				
Initial Fut:	97	711	308	396	411	111	138	733	98	314	1082	577				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	97	711	308	396	411	111	138	733	98	314	1082	577				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	97	711	308	396	411	111	138	733	98	314	1082	577				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	97	711	308	396	411	111	138	733	98	314	1082	577				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

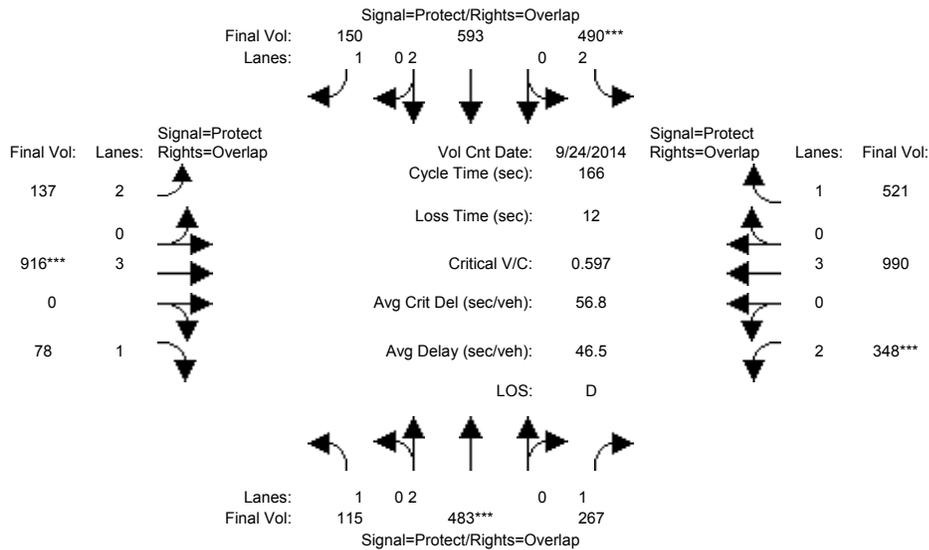
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.18	0.13	0.11	0.06	0.04	0.13	0.06	0.10	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	23.8	42.1	66.4	28.3	46.5	56.3	9.8	31.4	55.2	24.3	45.8	74.1
Volume/Cap:	0.32	0.61	0.37	0.61	0.32	0.16	0.61	0.57	0.14	0.57	0.57	0.61
Delay/Veh:	50.6	42.0	22.8	51.7	34.2	25.9	67.2	47.9	26.4	53.4	38.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	42.0	22.8	51.7	34.2	25.9	67.2	47.9	26.4	53.4	38.4	23.3
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	C
HCM2k95thQ:	7	22	16	18	12	6	9	18	6	15	23	31

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

Santana Row West

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

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	112	481	267	489	588	146	134	913	75	348	987	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	481	267	489	588	146	134	913	75	348	987	521
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	2	0	1	5	4	3	3	3	0	3	0
Initial Fut:	115	483	267	490	593	150	137	916	78	348	990	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	483	267	490	593	150	137	916	78	348	990	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	483	267	490	593	150	137	916	78	348	990	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	483	267	490	593	150	137	916	78	348	990	521

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

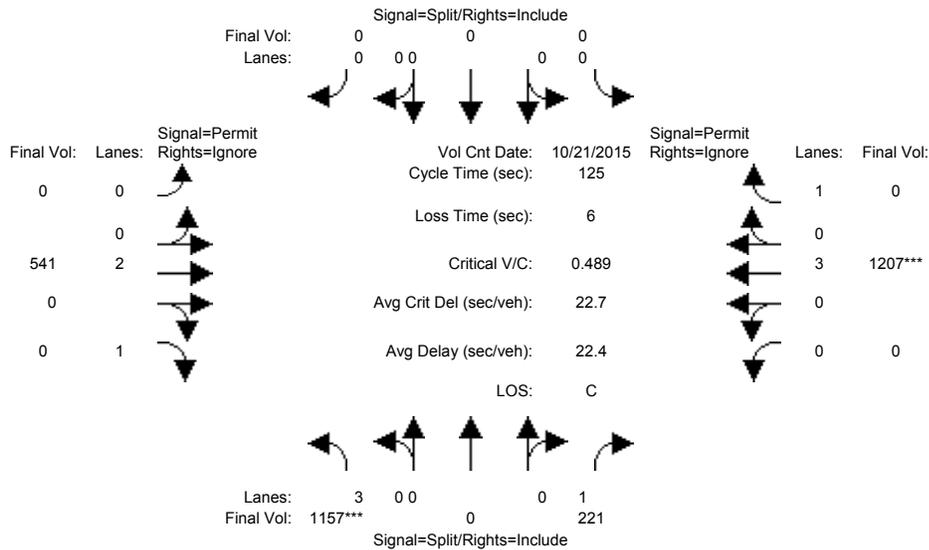
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.15	0.16	0.16	0.09	0.04	0.16	0.04	0.11	0.17	0.30
Crit Moves:	****			****			****			****		
Green Time:	23.3	35.3	66.1	43.3	55.3	70.4	15.1	44.7	68.0	30.7	60.3	103.6
Volume/Cap:	0.47	0.60	0.38	0.60	0.47	0.20	0.48	0.60	0.11	0.60	0.48	0.48
Delay/Veh:	67.1	60.1	35.9	55.0	44.0	30.2	73.0	53.5	30.4	63.7	40.9	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	60.1	35.9	55.0	44.0	30.2	73.0	53.5	30.4	63.7	40.9	17.1
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	24	21	10	9	24	5	19	23	26

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	363	0	0	0	0	0	0	61	145	0	165	0
Initial Fut:	1157	0	221	0	0	0	0	541	546	0	1207	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1157	0	221	0	0	0	0	541	0	0	1207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1157	0	221	0	0	0	0	541	0	0	1207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1157	0	221	0	0	0	0	541	0	0	1207	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

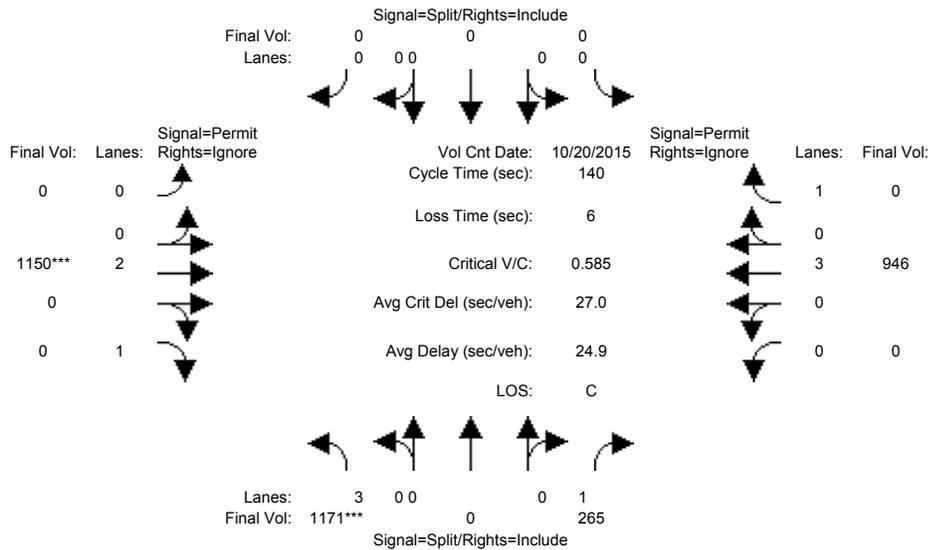
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.21	0.00
Crit Moves:	****										****	
Green Time:	64.9	0.0	64.9	0.0	0.0	0.0	0.0	54.1	0.0	0.0	54.1	0.0
Volume/Cap:	0.49	0.00	0.24	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.49	0.00
Delay/Veh:	19.5	0.0	16.7	0.0	0.0	0.0	0.0	23.6	0.0	0.0	25.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	16.7	0.0	0.0	0.0	0.0	23.6	0.0	0.0	25.7	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	21	0	10	0	0	0	0	13	0	0	19	0

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

Santana Row West

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	306	0	0	0	0	0	0	203	310	0	126	0
Initial Fut:	1171	0	265	0	0	0	0	1150	728	0	946	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1171	0	265	0	0	0	0	1150	0	0	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1171	0	265	0	0	0	0	1150	0	0	946	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1171	0	265	0	0	0	0	1150	0	0	946	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

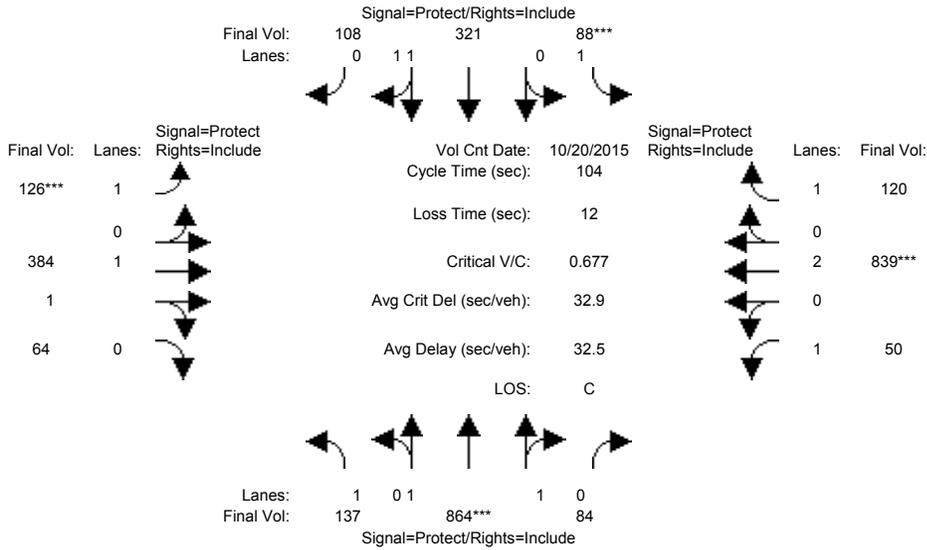
Vol/Sat:	0.26	0.00	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.17	0.00
Crit Moves:	****							****				
Green Time:	61.6	0.0	61.6	0.0	0.0	0.0	0.0	72.4	0.0	0.0	72.4	0.0
Volume/Cap:	0.59	0.00	0.34	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.32	0.00
Delay/Veh:	30.0	0.0	26.2	0.0	0.0	0.0	0.0	23.8	0.0	0.0	19.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	0.0	26.2	0.0	0.0	0.0	0.0	23.8	0.0	0.0	19.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	27	0	15	0	0	0	0	28	0	0	14	0

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	129	657	72	75	237	94	127	333	59	49	731	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	657	72	75	237	94	127	333	59	49	731	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	207	12	13	84	14	-1	51	5	1	108	1
Initial Fut:	137	864	84	88	321	108	126	384	64	50	839	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	864	84	88	321	108	126	384	64	50	839	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	864	84	88	321	108	126	384	64	50	839	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	864	84	88	321	108	126	384	64	50	839	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	1.48	0.52	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1750	3372	328	1750	2769	930	1750	3171	529	1750	3800	1750

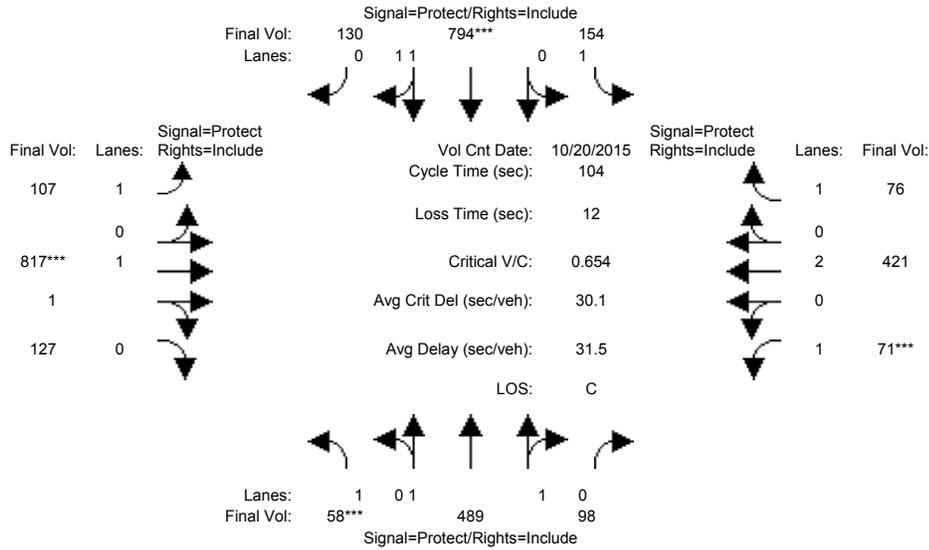
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.05	0.12	0.12	0.07	0.12	0.12	0.03	0.22	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.0	39.3	39.3	7.7	28.1	28.1	11.1	28.9	28.9	16.1	33.9	33.9
Volume/Cap:	0.43	0.68	0.68	0.68	0.43	0.43	0.68	0.44	0.44	0.19	0.68	0.21
Delay/Veh:	38.7	28.4	28.4	60.3	31.6	31.6	54.4	31.2	31.2	38.6	31.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	28.4	28.4	60.3	31.6	31.6	54.4	31.2	31.2	38.6	31.8	25.6
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2k95thQ:	9	24	24	9	12	12	11	12	12	3	19	6

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

Santana Row West

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

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	52	385	95	149	563	130	96	728	120	63	354	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	385	95	149	563	130	96	728	120	63	354	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	104	3	5	231	0	11	89	7	8	67	10
Initial Fut:	58	489	98	154	794	130	107	817	127	71	421	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	489	98	154	794	130	107	817	127	71	421	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	489	98	154	794	130	107	817	127	71	421	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	489	98	154	794	130	107	817	127	71	421	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	1.71	0.29	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1750	3081	618	1750	3179	521	1750	3202	498	1750	3800	1750

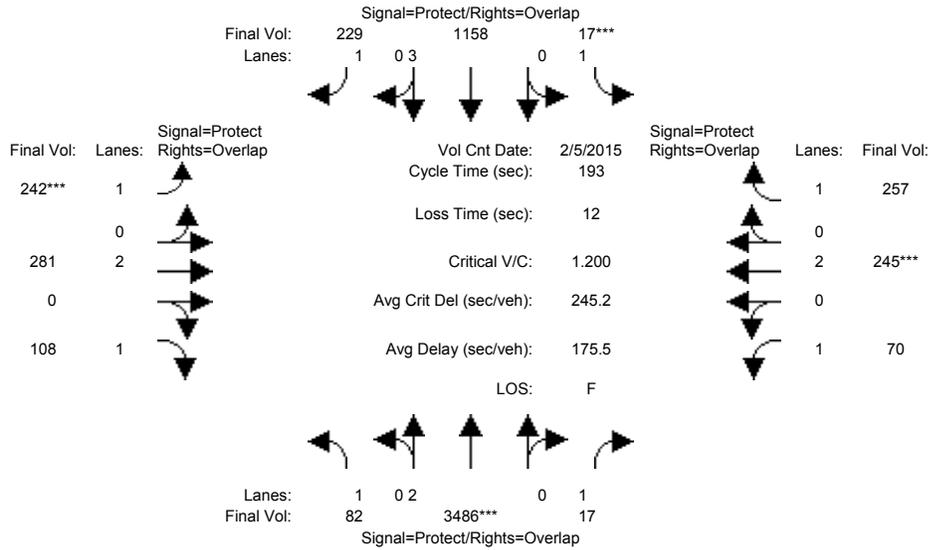
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.25	0.25	0.06	0.26	0.26	0.04	0.11	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	29.3	29.3	16.3	38.6	38.6	17.5	39.4	39.4	7.0	28.9	28.9
Volume/Cap:	0.49	0.56	0.56	0.56	0.67	0.67	0.36	0.67	0.67	0.60	0.40	0.16
Delay/Veh:	50.0	32.6	32.6	43.2	28.8	28.8	39.0	28.2	28.2	55.7	30.8	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	32.6	32.6	43.2	28.8	28.8	39.0	28.2	28.2	55.7	30.8	28.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	5	16	16	11	24	24	7	24	24	5	10	4

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	91	3163	17	15	915	228	211	264	104	67	226	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	3163	17	15	915	228	211	264	104	67	226	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-9	939	0	2	243	1	31	17	4	3	19	31
Initial Fut:	82	4102	17	17	1158	229	242	281	108	70	245	257
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	3486	17	17	1158	229	242	281	108	70	245	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	3486	17	17	1158	229	242	281	108	70	245	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	3486	17	17	1158	229	242	281	108	70	245	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

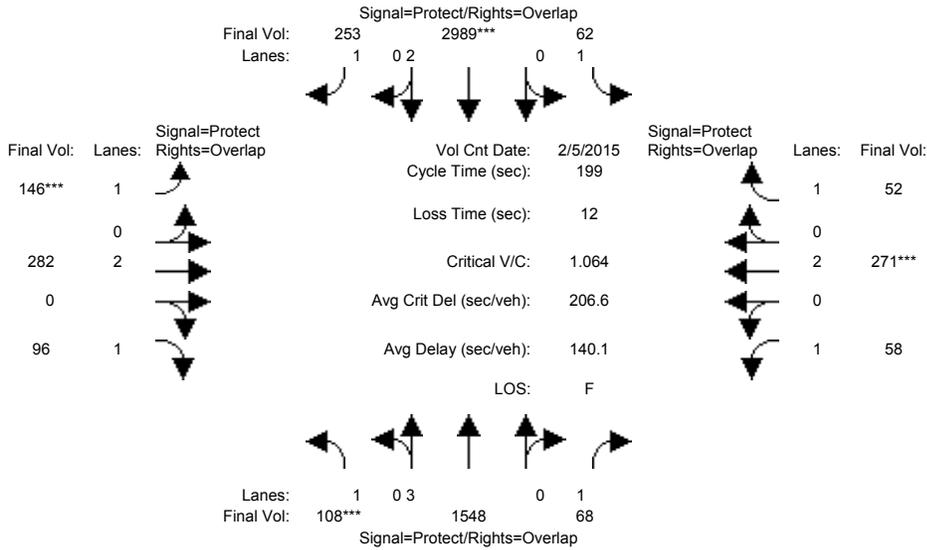
Capacity Analysis Module:												
Vol/Sat:	0.05	0.92	0.01	0.01	0.20	0.13	0.14	0.07	0.06	0.04	0.06	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.38	1.46	0.01	0.18	0.36	0.19	1.01	0.40	0.20	0.55	0.53	0.84
Delay/Veh:	84.0	264	15.2	93.6	32.9	17.8	150.5	73.8	52.6	96.5	85.6	99.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	264	15.2	93.6	32.9	17.8	150.5	73.8	52.6	96.5	85.6	99.7
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	9	252	1	2	29	16	35	15	10	10	14	32

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

Santana Row West

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

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	7	374	4	10	1013	28	14	42	9	5	30	9				
Initial Fut:	108	1548	68	62	3736	253	146	282	96	58	271	52				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	108	1548	68	62	2989	253	146	282	96	58	271	52				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	108	1548	68	62	2989	253	146	282	96	58	271	52				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	108	1548	68	62	2989	253	146	282	96	58	271	52				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

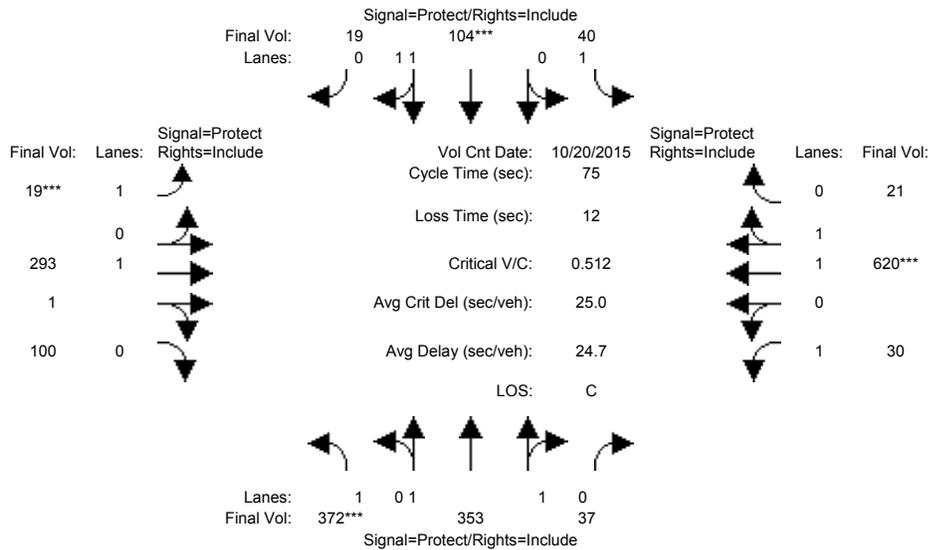
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.04	0.04	0.79	0.14	0.08	0.07	0.05	0.03	0.07	0.03
Crit Moves:	***				****		****				****	
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.82	0.47	0.06	0.34	1.31	0.20	0.77	0.40	0.21	0.41	0.46	0.11
Delay/Veh:	126.9	35.6	19.9	95.7	226	27.3	108.2	76.1	61.2	94.2	81.4	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.9	35.6	19.9	95.7	226	27.3	108.2	76.1	61.2	94.2	81.4	59.5
LOS by Move:	F	D	B	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	15	39	5	8	198	23	21	16	11	8	16	6

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



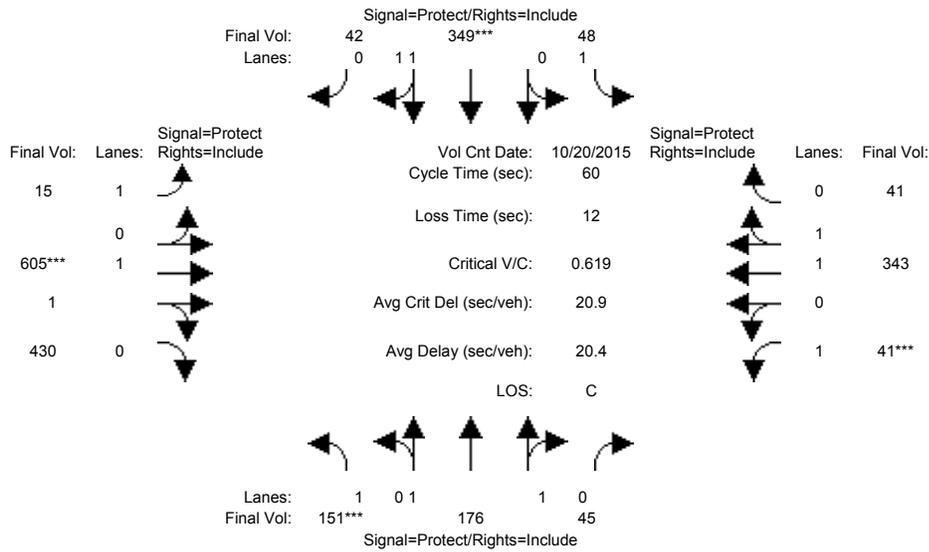
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	270	346	36	40	100	19	19	290	89	30	580	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	346	36	40	100	19	19	290	89	30	580	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	102	7	1	0	4	0	0	3	11	0	40	0
Initial Fut:	372	353	37	40	104	19	19	293	100	30	620	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	353	37	40	104	19	19	293	100	30	620	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	353	37	40	104	19	19	293	100	30	620	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	353	37	40	104	19	19	293	100	30	620	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.48	0.52	1.00	1.93	0.07
Final Sat.:	1750	3349	351	1750	3128	571	1750	2758	941	1750	3579	121
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.02	0.03	0.03	0.01	0.11	0.11	0.02	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.3	20.8	20.8	14.6	10.0	10.0	7.0	16.3	16.3	11.4	20.7	20.7
Volume/Cap:	0.63	0.38	0.38	0.12	0.25	0.25	0.12	0.49	0.49	0.11	0.63	0.63
Delay/Veh:	23.0	22.1	22.1	25.1	29.4	29.4	31.5	26.2	26.2	27.6	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	22.1	22.1	25.1	29.4	29.4	31.5	26.2	26.2	27.6	25.1	25.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	8	8	2	3	3	1	8	8	1	13	13

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

Santana Row West

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

Intersection #400: WINCHESTER / NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	125	168	42	48	340	42	15	577	338	39	331	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	168	42	48	340	42	15	577	338	39	331	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	26	8	3	0	9	0	0	28	92	2	12	0
Initial Fut:	151	176	45	48	349	42	15	605	430	41	343	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	176	45	48	349	42	15	605	430	41	343	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	176	45	48	349	42	15	605	430	41	343	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	176	45	48	349	42	15	605	430	41	343	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.58	0.42	1.00	1.78	0.22	1.00	1.15	0.85	1.00	1.78	0.22
Final Sat.:	1750	2946	753	1750	3302	397	1750	2162	1537	1750	3304	395

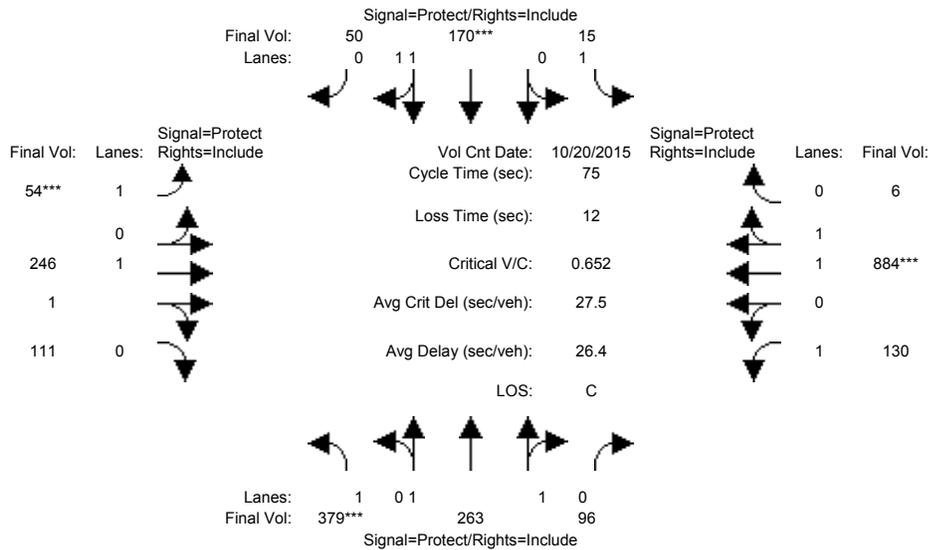
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.03	0.11	0.11	0.01	0.28	0.28	0.02	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	7.3	10.2	10.2	7.1	10.0	10.0	12.6	23.7	23.7	7.0	18.1	18.1
Volume/Cap:	0.71	0.35	0.35	0.23	0.63	0.63	0.04	0.71	0.71	0.20	0.34	0.34
Delay/Veh:	35.8	22.3	22.3	24.5	25.5	25.5	18.9	16.9	16.9	24.5	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	22.3	22.3	24.5	25.5	25.5	18.9	16.9	16.9	24.5	16.5	16.5
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	9	4	4	2	7	7	0	15	15	1	5	5

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



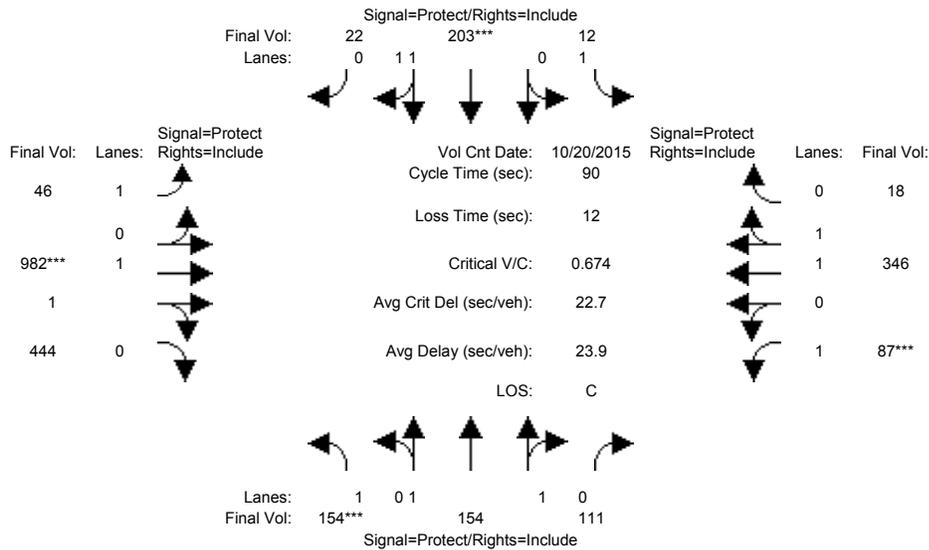
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	370	235	96	14	165	47	53	233	110	130	754	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	235	96	14	165	47	53	233	110	130	754	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	28	0	1	5	3	1	13	1	0	130	0
Initial Fut:	379	263	96	15	170	50	54	246	111	130	884	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	263	96	15	170	50	54	246	111	130	884	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	263	96	15	170	50	54	246	111	130	884	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	379	263	96	15	170	50	54	246	111	130	884	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.45	0.55	1.00	1.53	0.47	1.00	1.36	0.64	1.00	1.99	0.01
Final Sat.:	1750	2709	990	1750	2860	839	1750	2549	1150	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.01	0.06	0.06	0.03	0.10	0.10	0.07	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.8	18.7	18.7	13.1	10.0	10.0	7.0	18.4	18.4	12.8	24.2	24.2
Volume/Cap:	0.75	0.39	0.39	0.05	0.45	0.45	0.33	0.39	0.39	0.43	0.75	0.75
Delay/Veh:	30.0	23.7	23.7	25.8	30.6	30.6	33.0	24.0	24.0	28.8	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	23.7	23.7	25.8	30.6	30.6	33.0	24.0	24.0	28.8	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	7	7	1	6	6	3	7	7	6	18	18

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

Santana Row West

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

Intersection #403: SCOTT / SARATOGA



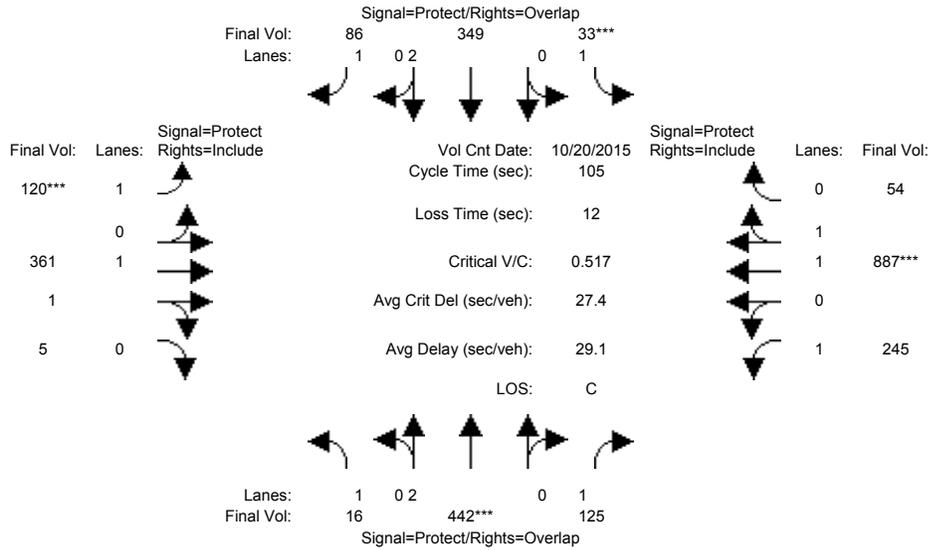
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	152	144	111	11	156	21	43	875	435	87	314	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	144	111	11	156	21	43	875	435	87	314	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	10	0	1	47	1	3	107	9	0	32	1
Initial Fut:	154	154	111	12	203	22	46	982	444	87	346	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	154	111	12	203	22	46	982	444	87	346	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	154	111	12	203	22	46	982	444	87	346	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	154	111	12	203	22	46	982	444	87	346	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.14	0.86	1.00	1.80	0.20	1.00	1.36	0.64	1.00	1.90	0.10
Final Sat.:	1750	2147	1551	1750	3337	362	1750	2547	1152	1750	3517	183
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.06	0.06	0.03	0.39	0.39	0.05	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	12.6	12.6	8.8	10.0	10.0	23.3	49.7	49.7	7.0	33.3	33.3
Volume/Cap:	0.70	0.51	0.51	0.07	0.55	0.55	0.10	0.70	0.70	0.64	0.27	0.27
Delay/Veh:	47.2	36.8	36.8	37.1	39.4	39.4	25.5	15.8	15.8	50.1	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	36.8	36.8	37.1	39.4	39.4	25.5	15.8	15.8	50.1	19.9	19.9
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	9	7	7	1	8	8	2	26	26	5	7	7

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



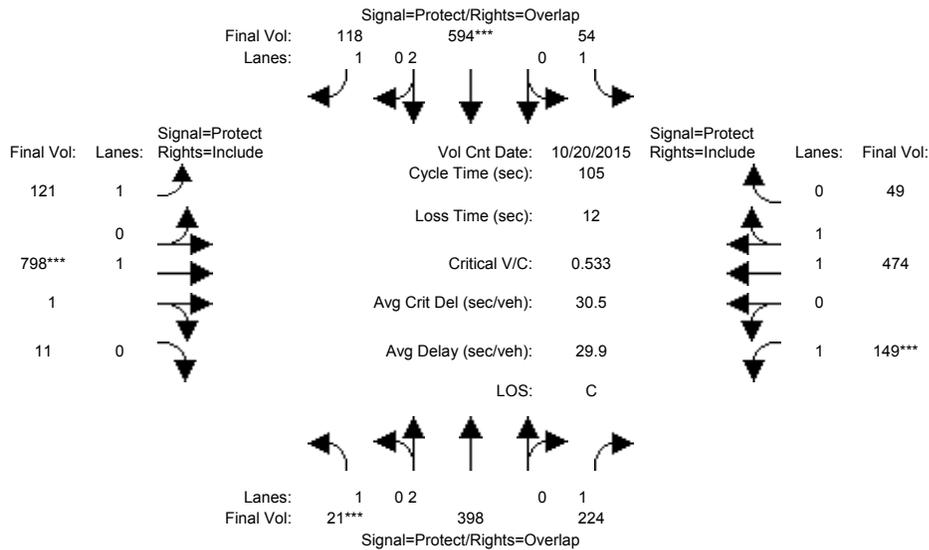
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	426	123	33	317	86	120	307	5	244	725	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	426	123	33	317	86	120	307	5	244	725	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	16	2	0	32	0	0	54	0	1	162	0
Initial Fut:	16	442	125	33	349	86	120	361	5	245	887	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	442	125	33	349	86	120	361	5	245	887	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	442	125	33	349	86	120	361	5	245	887	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	442	125	33	349	86	120	361	5	245	887	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3649	51	1750	3488	212
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.02	0.09	0.05	0.07	0.10	0.10	0.14	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	12.3	22.8	59.8	7.0	17.5	30.9	13.4	26.2	26.2	37.0	49.8	49.8
Volume/Cap:	0.08	0.54	0.13	0.28	0.55	0.17	0.54	0.40	0.40	0.40	0.54	0.54
Delay/Veh:	41.5	37.1	10.5	47.9	41.2	27.6	45.4	33.1	33.1	26.0	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	37.1	10.5	47.9	41.2	27.6	45.4	33.1	33.1	26.0	19.8	19.8
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	1	11	4	2	10	4	8	10	10	12	20	20

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

Santana Row West

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

Intersection #404: SARATOGA / PRUNERIDGE



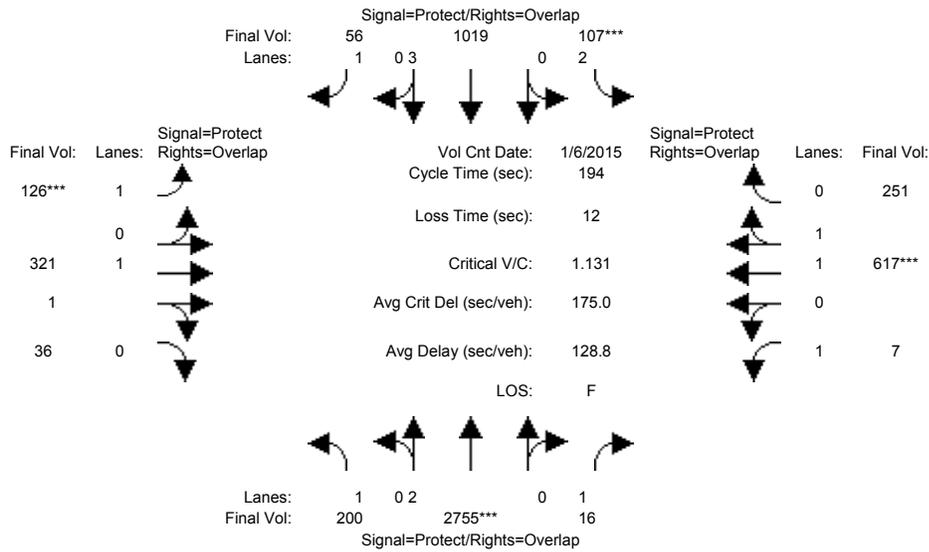
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	350	223	54	545	118	121	653	11	145	378	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	350	223	54	545	118	121	653	11	145	378	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	48	1	0	49	0	0	145	0	4	96	0
Initial Fut:	21	398	224	54	594	118	121	798	11	149	474	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	398	224	54	594	118	121	798	11	149	474	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	398	224	54	594	118	121	798	11	149	474	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	398	224	54	594	118	121	798	11	149	474	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3650	50	1750	3353	347
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.13	0.03	0.16	0.07	0.07	0.22	0.22	0.09	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	22.1	38.0	14.1	29.2	47.9	18.7	40.9	40.9	15.9	38.1	38.1
Volume/Cap:	0.18	0.50	0.35	0.23	0.56	0.15	0.39	0.56	0.56	0.56	0.39	0.39
Delay/Veh:	47.0	37.0	24.8	41.1	33.1	16.8	39.0	25.6	25.6	44.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	37.0	24.8	41.1	33.1	16.8	39.0	25.6	25.6	44.0	25.0	25.0
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	11	11	3	15	5	7	18	18	9	12	12

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	6 Jan 2015	<< 7:30-8:30 AM
Base Vol:	192 2547 16	96 821 54	101 278 32	6 515 188
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	192 2547 16	96 821 54	101 278 32	6 515 188
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
ATI:	8 694 0	11 198 2	25 43 4	1 102 63
Initial Fut:	200 3241 16	107 1019 56	126 321 36	7 617 251
User Adj:	1.00 0.85 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	200 2755 16	107 1019 56	126 321 36	7 617 251
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	200 2755 16	107 1019 56	126 321 36	7 617 251
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	200 2755 16	107 1019 56	126 321 36	7 617 251

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.79	0.21	1.00	1.41	0.59
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3323	377	1750	2630	1069

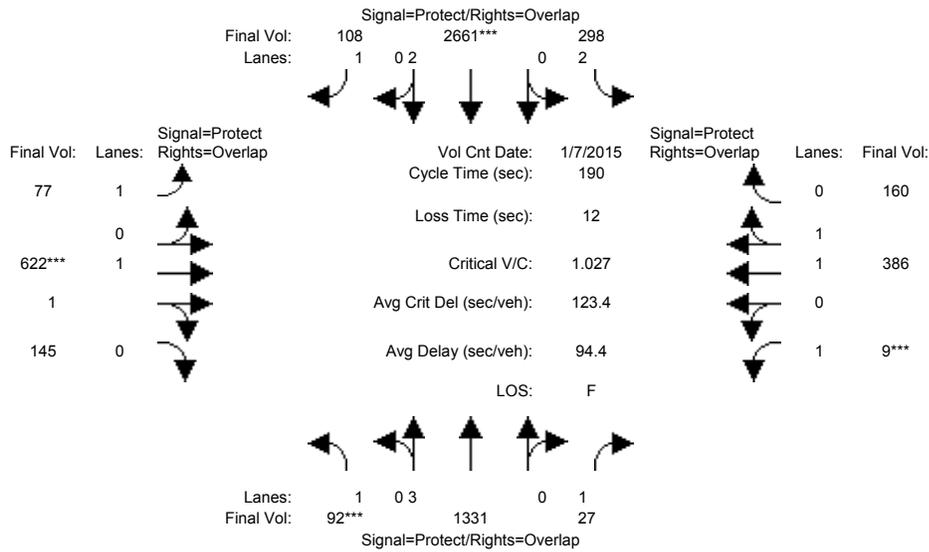
Capacity Analysis Module:												
Vol/Sat:	0.11	0.72	0.01	0.03	0.18	0.03	0.07	0.10	0.10	0.00	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	27.4	113	120.7	15.9	102	118.7	16.9	46.1	73.5	7.4	36.7	52.6
Volume/Cap:	0.81	1.24	0.01	0.41	0.34	0.05	0.82	0.41	0.26	0.10	1.24	0.87
Delay/Veh:	103.9	171	21.5	91.3	20.7	8.8	122.2	66.9	44.3	96.8	204	79.8
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:	103.9	171	21.5	91.3	20.7	8.8	122.2	66.9	44.3	96.8	204	79.8
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	E
HCM2k95thQ:	22	170	1	7	16	2	17	17	14	1	61	45

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

Santana Row West

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

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<											
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	7	332	1	63	803	12	6	81	14	1	68	27				
Initial Fut:	92	1331	27	298	3326	108	77	622	145	9	386	160				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	92	1331	27	298	2661	108	77	622	145	9	386	160				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	92	1331	27	298	2661	108	77	622	145	9	386	160				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	92	1331	27	298	2661	108	77	622	145	9	386	160				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.61	0.39	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3002	697	1750	2616	1083

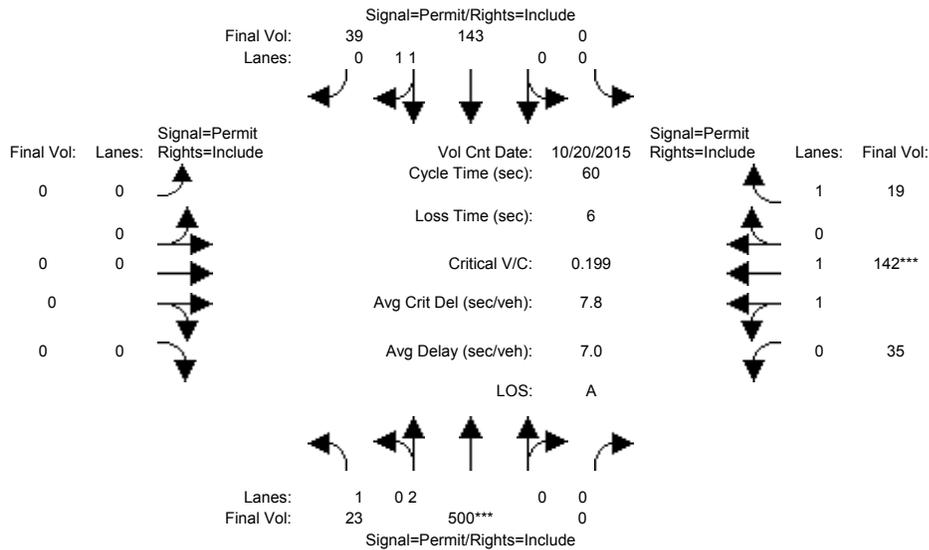
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.02	0.09	0.70	0.06	0.04	0.21	0.21	0.01	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.66	0.47	0.03	0.48	1.13	0.09	0.56	1.07	0.76	0.11	0.90	0.41
Delay/Veh:	101.9	41.0	27.3	72.8	120	16.2	94.5	137	70.9	92.3	99.7	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.9	41.0	27.3	72.8	120	16.2	94.5	137	70.9	92.3	99.7	48.5
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
HCM2k95thQ:	12	35	2	17	143	7	9	46	37	1	31	22

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



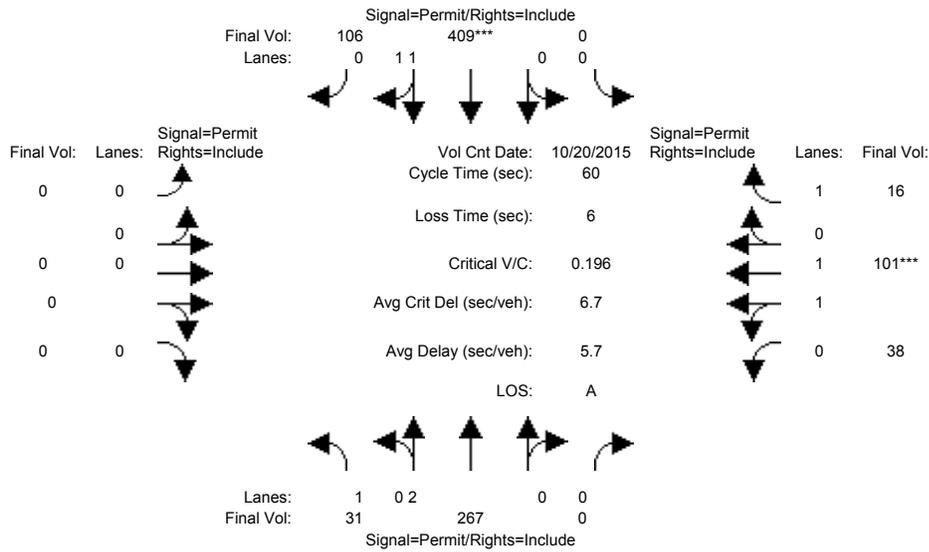
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	23	483	0	0	139	37	0	0	0	35	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	483	0	0	139	37	0	0	0	35	142	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	17	0	0	4	2	0	0	0	0	0	0
Initial Fut:	23	500	0	0	143	39	0	0	0	35	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	500	0	0	143	39	0	0	0	35	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	500	0	0	143	39	0	0	0	35	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	500	0	0	143	39	0	0	0	35	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	0.41	1.59	1.00
Final Sat.:	1750	3800	0	0	2907	793	0	0	0	732	2968	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	39.6	39.6	0.0	0.0	39.6	39.6	0.0	0.0	0.0	14.4	14.4	14.4
Volume/Cap:	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.20	0.20	0.05
Delay/Veh:	3.5	4.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	18.3	18.3	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	18.3	18.3	17.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

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

Santana Row West

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

Intersection #606: WINCHESTER / MARKET



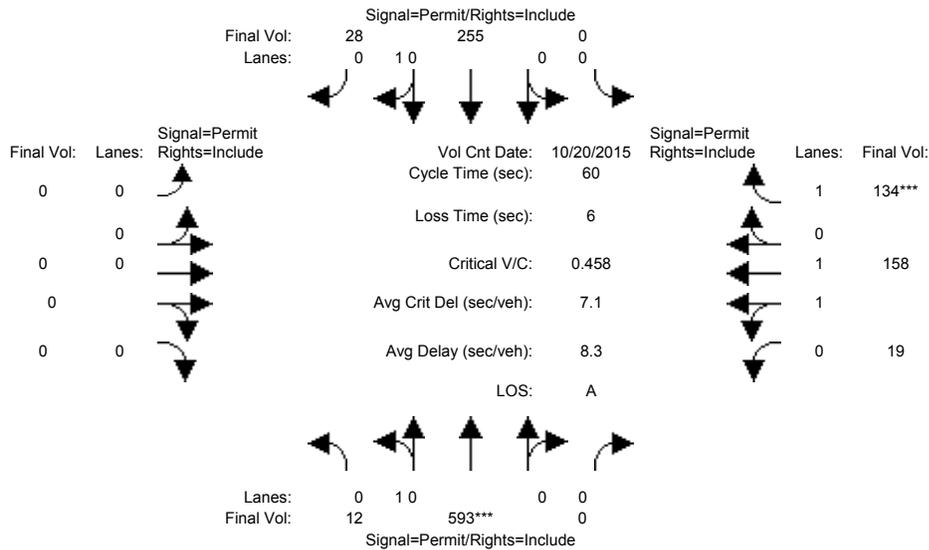
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 20 Oct 2015 <<													
Base Vol:	30	256	0	0	401	98	0	0	0	38	101	16	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	30	256	0	0	401	98	0	0	0	38	101	16	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	1	11	0	0	8	8	0	0	0	0	0	0	
Initial Fut:	31	267	0	0	409	106	0	0	0	38	101	16	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	31	267	0	0	409	106	0	0	0	38	101	16	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	31	267	0	0	409	106	0	0	0	38	101	16	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	31	267	0	0	409	106	0	0	0	38	101	16	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	0.56	1.44	1.00	
Final Sat.:	1750	3800	0	0	2938	761	0	0	0	1011	2688	1750	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.04	0.04	0.01	
Crit Moves:							****						
Green Time:	42.5	42.5	0.0	0.0	42.5	42.5	0.0	0.0	0.0	11.5	11.5	11.5	
Volume/Cap:	0.02	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.20	0.20	0.05	
Delay/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.9	
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B	
HCM2k95thQ:	0	2	0	0	4	4	0	0	0	3	3	1	

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

Santana Row West

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

Intersection #607: MONROE / MARKET



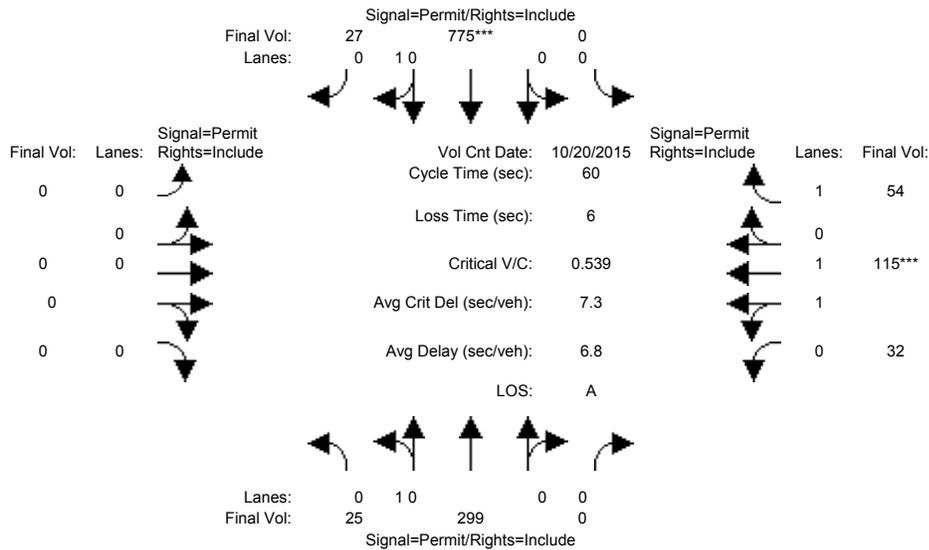
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	12	565	0	0	250	28	0	0	0	19	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	565	0	0	250	28	0	0	0	19	158	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	28	0	0	5	0	0	0	0	0	0	0
Initial Fut:	12	593	0	0	255	28	0	0	0	19	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	593	0	0	255	28	0	0	0	19	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	593	0	0	255	28	0	0	0	19	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	593	0	0	255	28	0	0	0	19	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.90	0.10	0.00	0.00	0.00	0.22	1.78	1.00
Final Sat.:	36	1764	0	0	1622	178	0	0	0	397	3303	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.29	0.29	0.46
Delay/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.1	22.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.1	22.1	23.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	4	4	6

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

Santana Row West

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

Intersection #607: MONROE / MARKET



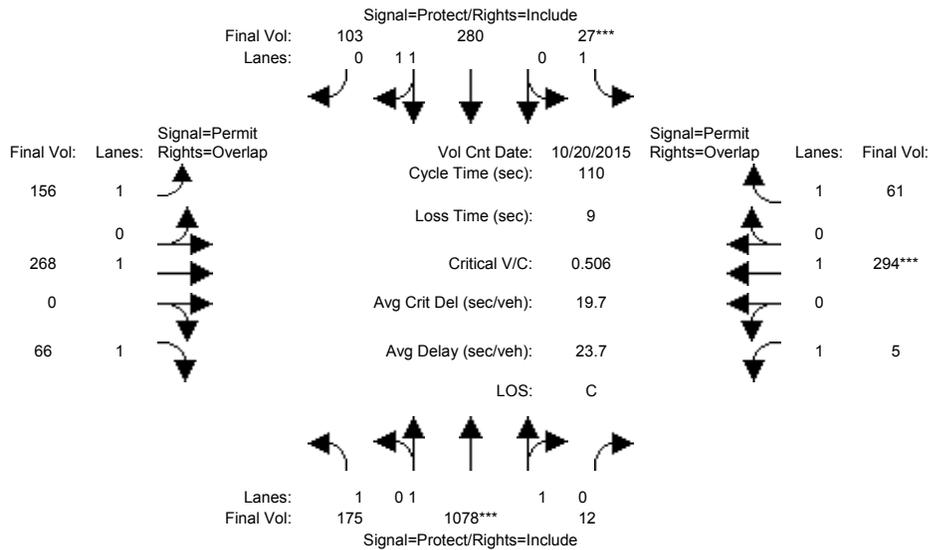
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	291	0	0	745	27	0	0	0	32	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	291	0	0	745	27	0	0	0	32	115	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	8	0	0	30	0	0	0	0	0	0	0
Initial Fut:	25	299	0	0	775	27	0	0	0	32	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	299	0	0	775	27	0	0	0	32	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	299	0	0	775	27	0	0	0	32	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	299	0	0	775	27	0	0	0	32	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.08	0.92	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.45	1.55	1.00
Final Sat.:	139	1661	0	0	1739	61	0	0	0	805	2894	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.25	0.25	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	16	16	0	0	0	3	3	2

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



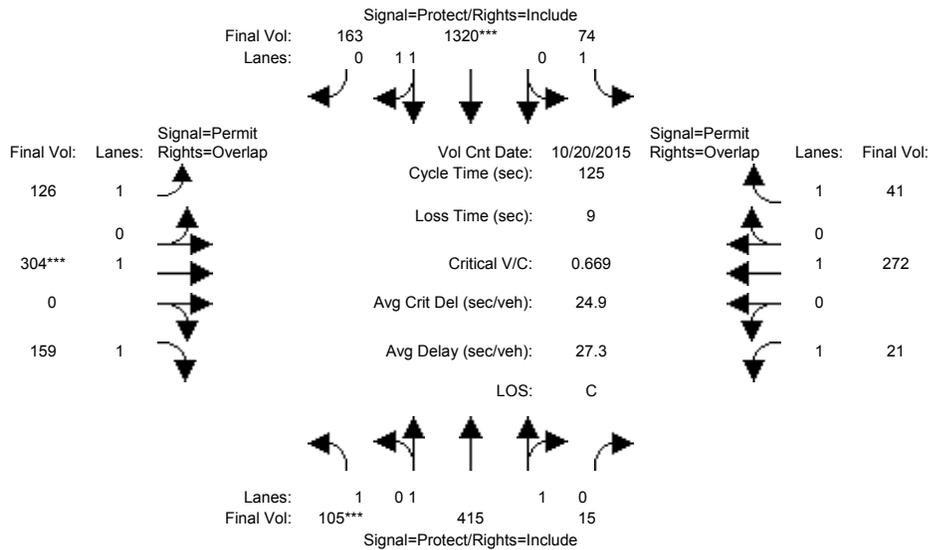
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	175	919	12	25	263	103	156	242	66	5	260	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	919	12	25	263	103	156	242	66	5	260	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	159	0	2	17	0	0	26	0	0	34	14
Initial Fut:	175	1078	12	27	280	103	156	268	66	5	294	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1078	12	27	280	103	156	268	66	5	294	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1078	12	27	280	103	156	268	66	5	294	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1078	12	27	280	103	156	268	66	5	294	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3659	41	1750	2705	994	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.02	0.10	0.10	0.09	0.14	0.04	0.00	0.15	0.03
Crit Moves:	****			****			****			****		
Green Time:	33.7	61.6	61.6	7.0	34.9	34.9	32.4	32.4	66.1	32.4	32.4	39.4
Volume/Cap:	0.33	0.53	0.53	0.24	0.33	0.33	0.30	0.48	0.06	0.01	0.53	0.10
Delay/Veh:	29.8	15.3	15.3	50.1	28.7	28.7	30.4	32.6	9.1	27.5	33.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	15.3	15.3	50.1	28.7	28.7	30.4	32.6	9.1	27.5	33.3	23.6
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	21	21	2	10	10	9	14	2	0	16	3

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

Santana Row West

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

Intersection #609: SCOTT / HOMESTEAD



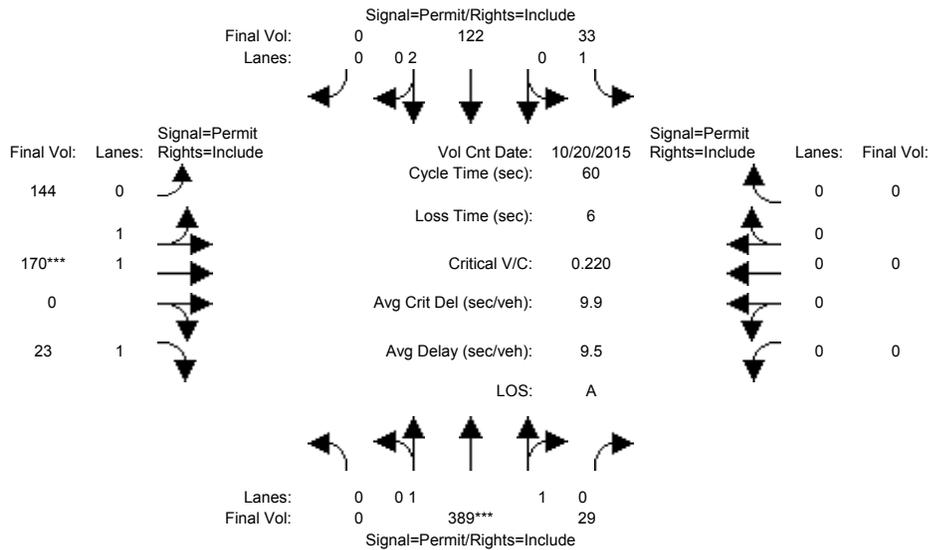
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	105	377	15	59	1163	163	126	250	159	21	231	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	377	15	59	1163	163	126	250	159	21	231	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	38	0	15	157	0	0	54	0	0	41	3
Initial Fut:	105	415	15	74	1320	163	126	304	159	21	272	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	415	15	74	1320	163	126	304	159	21	272	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	415	15	74	1320	163	126	304	159	21	272	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	415	15	74	1320	163	126	304	159	21	272	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3571	129	1750	3293	407	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.40	0.40	0.07	0.16	0.09	0.01	0.14	0.02
Crit Moves:	****			****			****					
Green Time:	11.2	58.1	58.1	28.0	74.9	74.9	29.9	29.9	41.1	29.9	29.9	57.9
Volume/Cap:	0.67	0.25	0.25	0.19	0.67	0.67	0.30	0.67	0.28	0.05	0.60	0.05
Delay/Veh:	65.7	20.3	20.3	39.5	17.5	17.5	39.4	46.9	31.2	36.7	44.4	18.5
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:	65.7	20.3	20.3	39.5	17.5	17.5	39.4	46.9	31.2	36.7	44.4	18.5
LOS by Move:	E	C	C	D	B	B	D	D	C	D	D	B
HCM2k95thQ:	8	10	10	5	33	33	9	21	9	1	18	2

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



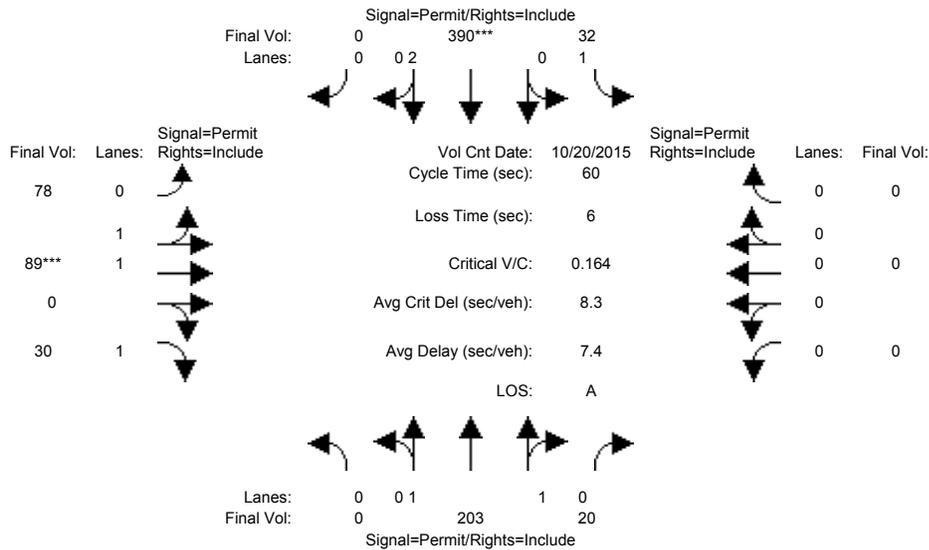
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	382	29	33	118	0	135	170	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	29	33	118	0	135	170	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	0	0	4	0	9	0	0	0	0	0
Initial Fut:	0	389	29	33	122	0	144	170	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	29	33	122	0	144	170	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	29	33	122	0	144	170	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	389	29	33	122	0	144	170	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.94	1.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3443	257	1750	3800	0	1696	2002	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.03	0.00	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	30.8	30.8	30.8	30.8	0.0	23.2	23.2	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.06	0.00	0.22	0.22	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	8.1	7.2	7.3	0.0	12.4	12.4	11.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	7.2	7.3	0.0	12.4	12.4	11.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

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

Santana Row West

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

Intersection #621: Winchester / BELLOMY



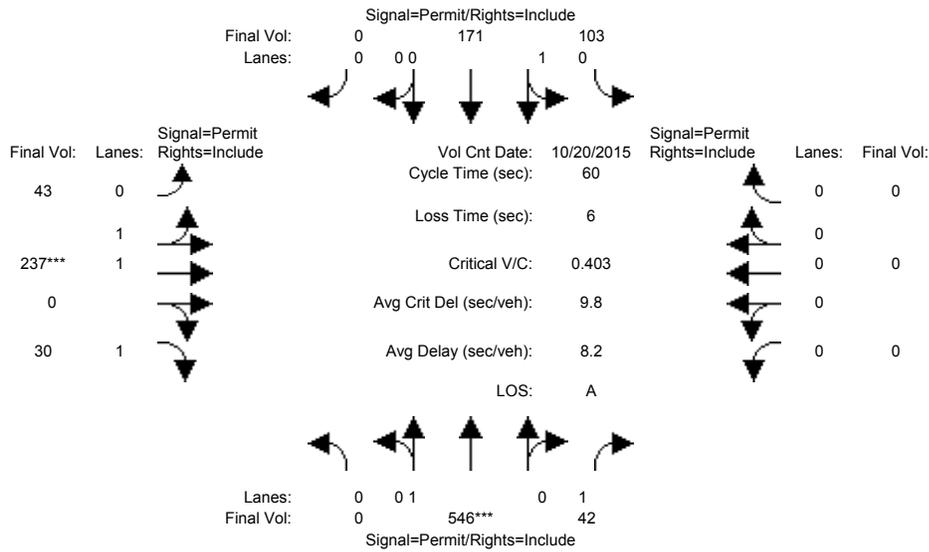
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	196	19	32	381	0	74	89	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	19	32	381	0	74	89	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	1	0	9	0	4	0	0	0	0	0
Initial Fut:	0	203	20	32	390	0	78	89	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	20	32	390	0	78	89	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	20	32	390	0	78	89	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	203	20	32	390	0	78	89	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.96	1.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3368	332	1750	3800	0	1727	1971	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.02	0.10	0.00	0.05	0.05	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.5	37.5	37.5	37.5	0.0	16.5	16.5	16.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.10	0.03	0.16	0.00	0.16	0.16	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	1	3	0	3	3	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



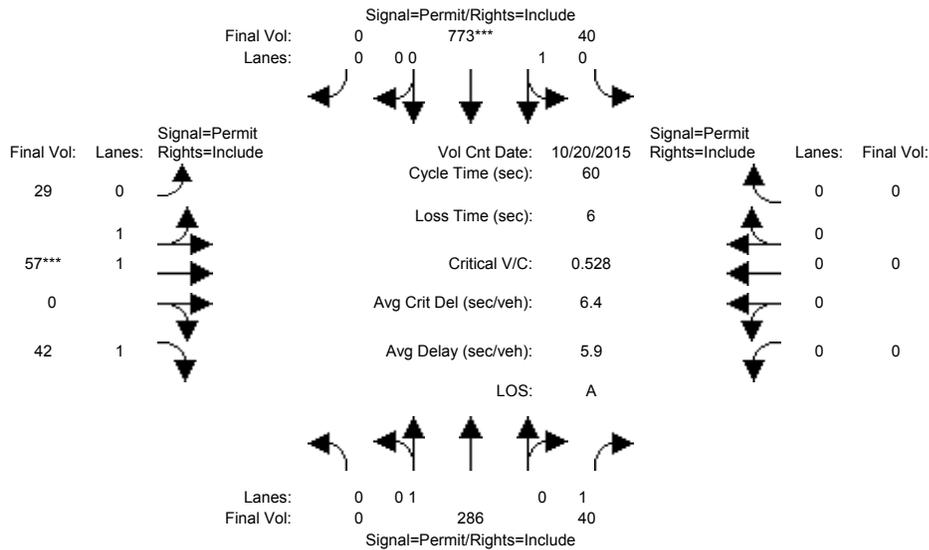
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	518	42	103	166	0	43	237	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	42	103	166	0	43	237	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	28	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	546	42	103	171	0	43	237	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	546	42	103	171	0	43	237	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	546	42	103	171	0	43	237	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	546	42	103	171	0	43	237	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.38	0.62	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	676	1124	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.02	0.15	0.15	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.7	42.7	42.7	42.7	0.0	11.3	11.3	11.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.03	0.21	0.21	0.00	0.40	0.40	0.09	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	2.6	3.0	3.0	0.0	21.8	21.8	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	2.6	3.0	3.0	0.0	21.8	21.8	20.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	6	6	1	0	0	0

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

Santana Row West

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

Intersection #622: MONROE / BELLOMY



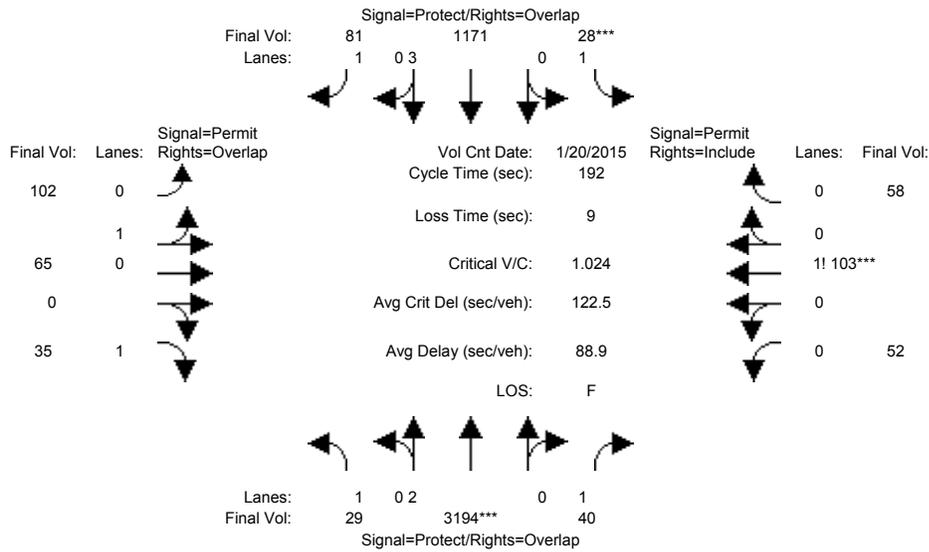
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	278	40	40	742	0	29	57	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	40	40	742	0	29	57	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	8	0	0	31	0	0	0	0	0	0	0
Initial Fut:	0	286	40	40	773	0	29	57	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	286	40	40	773	0	29	57	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	286	40	40	773	0	29	57	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	286	40	40	773	0	29	57	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	89	1711	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.02	0.45	0.45	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.21	0.03	0.62	0.62	0.00	0.14	0.14	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	3	0	15	15	0	2	2	2	0	0	0

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	20 Jan 2015	<< 8-9 AM										
Base Vol:	27	2977	40	11	972	76	75	55	35	52	92	32		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	27	2977	40	11	972	76	75	55	35	52	92	32		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
ATI:	2	780	0	17	199	5	27	10	0	0	11	26		
Initial Fut:	29	3757	40	28	1171	81	102	65	35	52	103	58		
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	29	3194	40	28	1171	81	102	65	35	52	103	58		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	29	3194	40	28	1171	81	102	65	35	52	103	58		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	29	3194	40	28	1171	81	102	65	35	52	103	58		

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.61	0.39	1.00	0.24	0.49	0.27
Final Sat.:	1750	3800	1750	1750	5700	1750	1099	701	1750	427	846	477

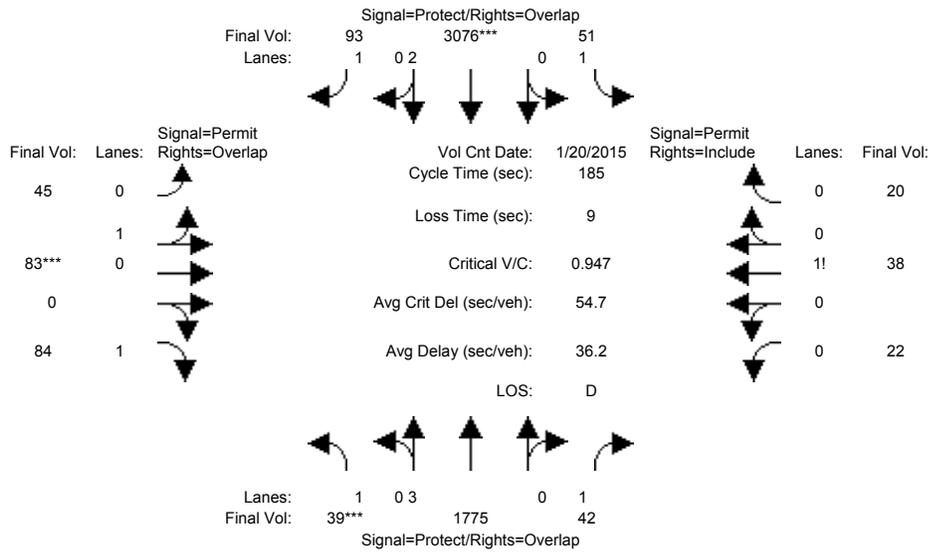
Capacity Analysis Module:												
Vol/Sat:	0.02	0.84	0.02	0.02	0.21	0.05	0.09	0.09	0.02	0.12	0.12	0.12
Crit Moves:	****			****								
Green Time:	10.5	147	147.1	4.8	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.30	1.10	0.03	0.64	0.28	0.06	0.57	0.57	0.09	0.74	0.74	0.74
Delay/Veh:	96.6	125	17.9	125.6	0.7	0.6	79.9	79.9	62.7	89.8	89.8	89.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	125	17.9	125.6	0.7	0.6	79.9	79.9	62.7	89.8	89.8	89.8
LOS by Move:	F	F	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	4	162	4	4	2	0	19	19	4	26	26	26

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

Santana Row West

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

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<											
Base Vol:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	2	364	0	28	878	29	9	12	2	0	10	6				
Initial Fut:	39	1775	42	51	3845	93	45	83	84	22	38	20				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	39	1775	42	51	3076	93	45	83	84	22	38	20				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	39	1775	42	51	3076	93	45	83	84	22	38	20				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	39	1775	42	51	3076	93	45	83	84	22	38	20				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.35	0.65	1.00	0.27	0.48	0.25
Final Sat.:	1750	5700	1750	1750	3800	1750	633	1167	1750	481	831	438

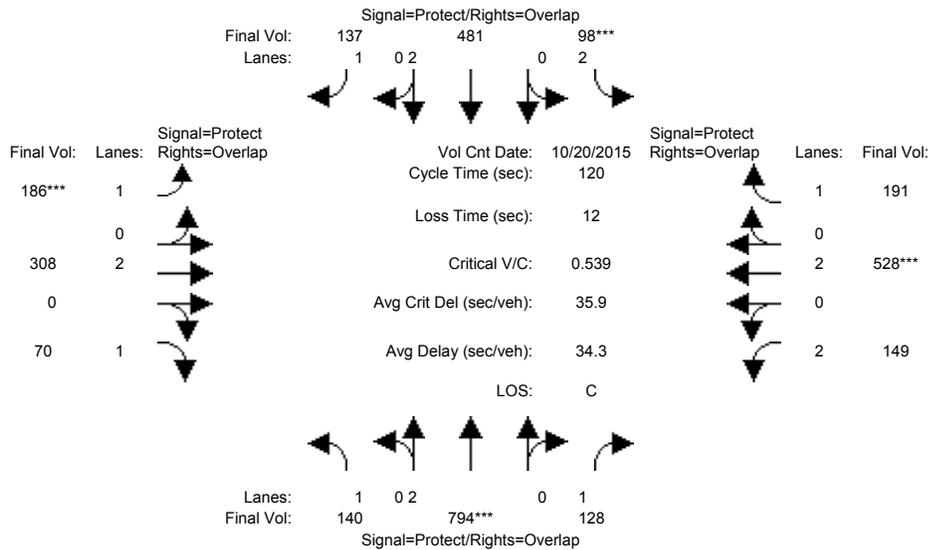
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.02	0.03	0.81	0.05	0.07	0.07	0.05	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	11.5	137	137.1	10.5	136	136.1	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.36	0.42	0.03	0.51	1.10	0.07	0.46	0.46	0.22	0.29	0.29	0.29
Delay/Veh:	88.8	0.6	0.4	92.8	53.4	0.6	75.3	75.3	63.3	72.7	72.7	72.7
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:	88.8	0.6	0.4	92.8	53.4	0.6	75.3	75.3	63.3	72.7	72.7	72.7
LOS by Move:	F	A	A	F	D	A	E	E	E	E	E	E
HCM2k95thQ:	5	3	0	6	152	0	14	14	9	9	9	9

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	137	790	128	98	478	137	186	308	69	149	528	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:	137	790	128	98	478	137	186	308	69	149	528	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	4	0	0	3	0	0	0	1	0	0	0
Initial Fut:	140	794	128	98	481	137	186	308	70	149	528	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:	140	794	128	98	481	137	186	308	70	149	528	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	794	128	98	481	137	186	308	70	149	528	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
Final Volume:	140	794	128	98	481	137	186	308	70	149	528	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

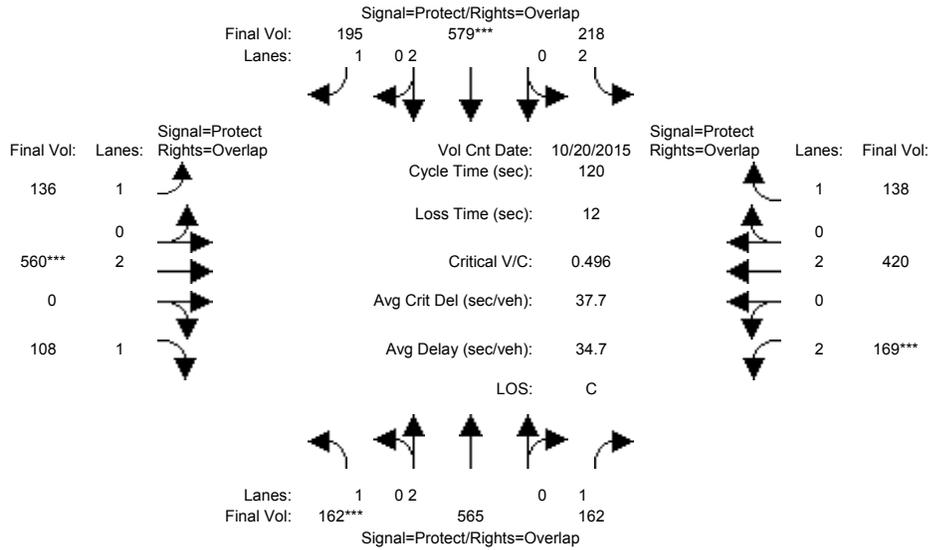
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.7	46.5	68.9	7.0	32.8	56.4	23.6	32.1	52.8	22.5	30.9	37.9
Volume/Cap:	0.46	0.54	0.13	0.53	0.46	0.17	0.54	0.30	0.09	0.25	0.54	0.35
Delay/Veh:	45.8	28.9	11.8	57.9	36.6	18.4	45.0	35.2	19.7	41.8	39.0	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:	45.8	28.9	11.8	57.9	36.6	18.4	45.0	35.2	19.7	41.8	39.0	31.9
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	4	14	6	14	9	3	6	16	11

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

Santana Row West

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

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	161	561	162	217	572	194	136	560	105	169	420	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	561	162	217	572	194	136	560	105	169	420	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	4	0	1	7	1	0	0	3	0	0	0
Initial Fut:	162	565	162	218	579	195	136	560	108	169	420	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	565	162	218	579	195	136	560	108	169	420	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	565	162	218	579	195	136	560	108	169	420	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	565	162	218	579	195	136	560	108	169	420	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

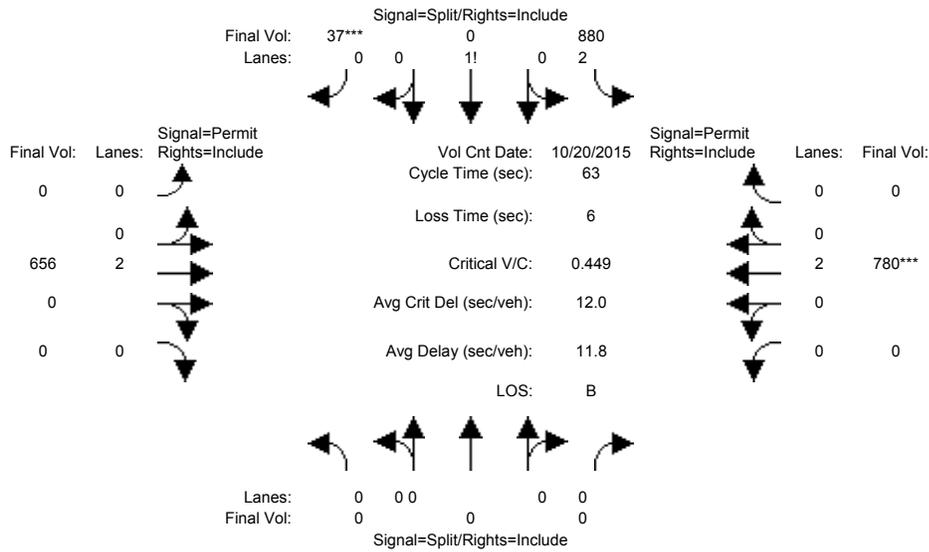
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.15	0.11	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.4	40.5	53.5	18.8	36.9	57.0	20.1	35.7	58.1	13.0	28.6	47.4
Volume/Cap:	0.50	0.44	0.21	0.44	0.50	0.23	0.46	0.50	0.13	0.50	0.46	0.20
Delay/Veh:	44.9	31.2	20.5	46.4	34.3	18.8	46.3	35.1	17.1	51.6	39.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	31.2	20.5	46.4	34.3	18.8	46.3	35.1	17.1	51.6	39.5	24.0
LOS by Move:	D	C	C	D	C	B	D	D	B	D	D	C
HCM2k95thQ:	12	15	8	8	16	9	10	16	5	8	13	7

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



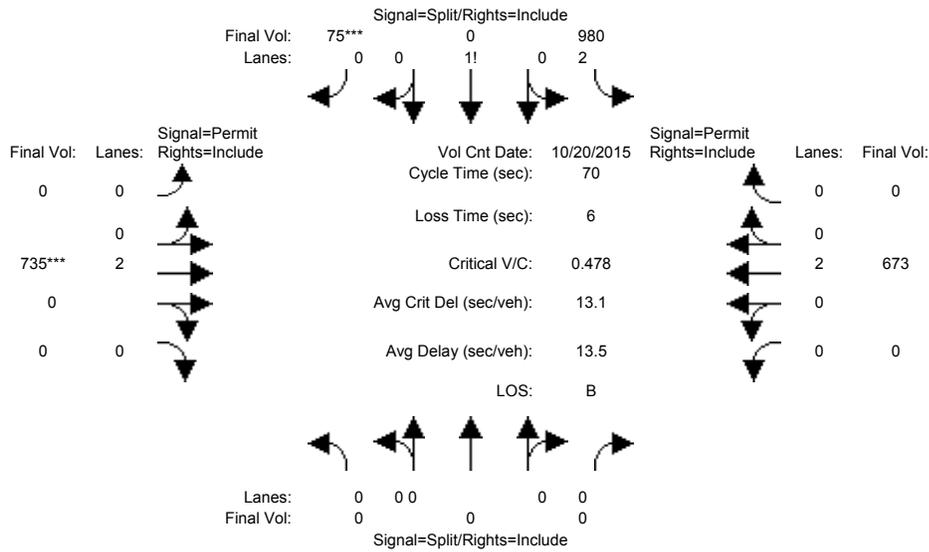
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	728	0	34	0	588	0	0	764	0
Growth Adj:	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	728	0	34	0	588	0	0	764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	152	0	3	0	68	0	0	16	0
Initial Fut:	0	0	0	880	0	37	0	656	0	0	780	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	880	0	37	0	656	0	0	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	880	0	37	0	656	0	0	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	880	0	37	0	656	0	0	780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.89	0.00	0.11	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4714	0	184	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.00	0.17	0.00	0.00	0.21	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	28.2	0.0	28.2	0.0	28.8	0.0	0.0	28.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.45	0.00	0.38	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	0.0	12.2	0.0	11.4	0.0	0.0	11.9	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	11.9	0.0	12.2	0.0	11.4	0.0	0.0	11.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	10	0	11	0	9	0	0	10	0

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

Santana Row West

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

Intersection #3037: 280/MOORPARK



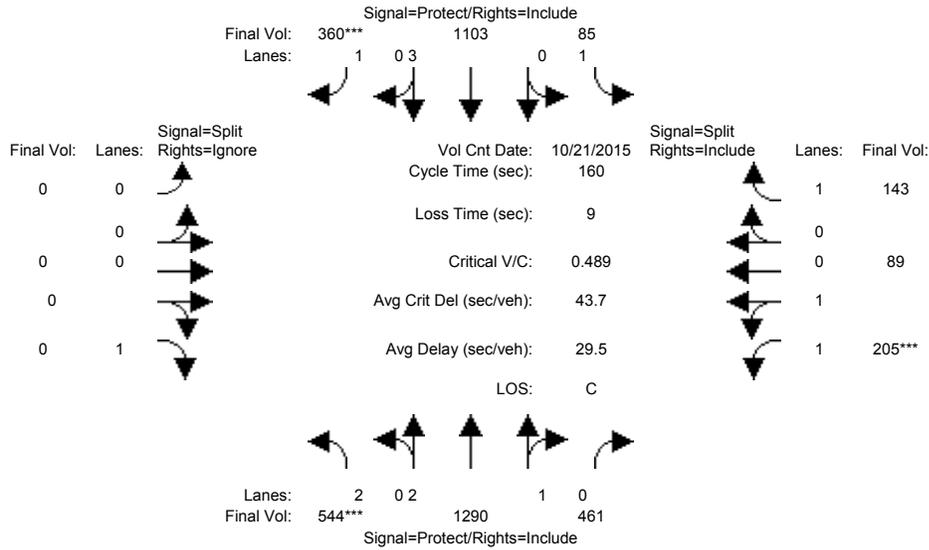
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	826	0	60	0	685	0	0	585	0
Growth Adj:	1.00	1.00	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	826	0	60	0	685	0	0	585	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	154	0	15	0	50	0	0	88	0
Initial Fut:	0	0	0	980	0	75	0	735	0	0	673	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	980	0	75	0	735	0	0	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	980	0	75	0	735	0	0	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	980	0	75	0	735	0	0	673	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.82	0.00	0.18	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4588	0	307	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.24	0.00	0.19	0.00	0.00	0.18	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	35.7	0.0	35.7	0.0	28.3	0.0	0.0	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.48	0.00	0.48	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	15.6	0.0	0.0	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	15.6	0.0	0.0	15.3	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	10	0

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



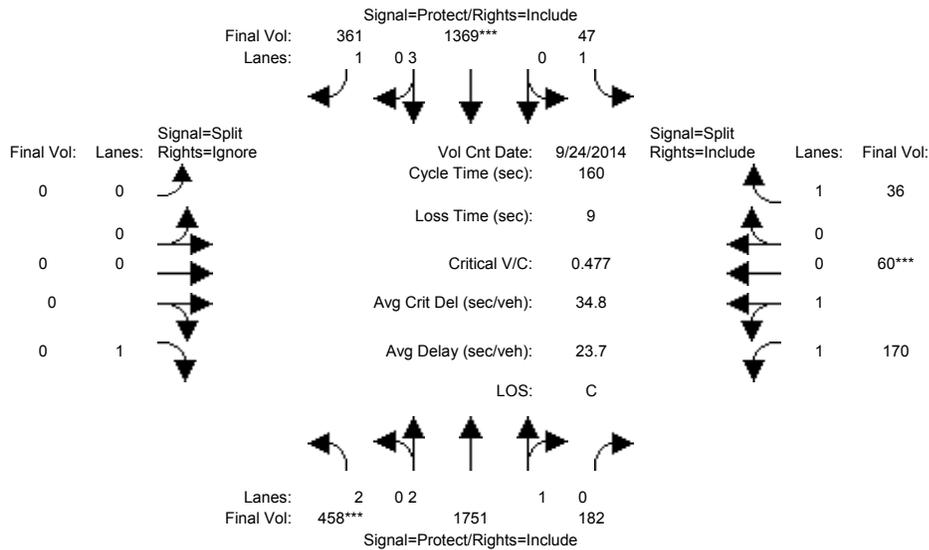
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	51	3	0	8	1	0	0	0	0	0	0
Initial Fut:	544	1290	461	85	1103	360	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	1290	461	85	1103	360	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1290	461	85	1103	360	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	544	1290	461	85	1103	360	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.18	0.82	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4124	1474	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.5	107	107.2	16.7	67.3	67.3	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.49	0.47	0.47	0.47	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.48
Delay/Veh:	40.8	12.8	12.8	69.4	33.4	34.3	0.0	0.0	0.0	60.8	60.8	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	12.8	12.8	69.4	33.4	34.3	0.0	0.0	0.0	60.8	60.8	61.3
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	21	24	24	8	22	24	0	0	0	14	14	14

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

Santana Row West

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

Intersection #3038: 280/SARATOGA (N)



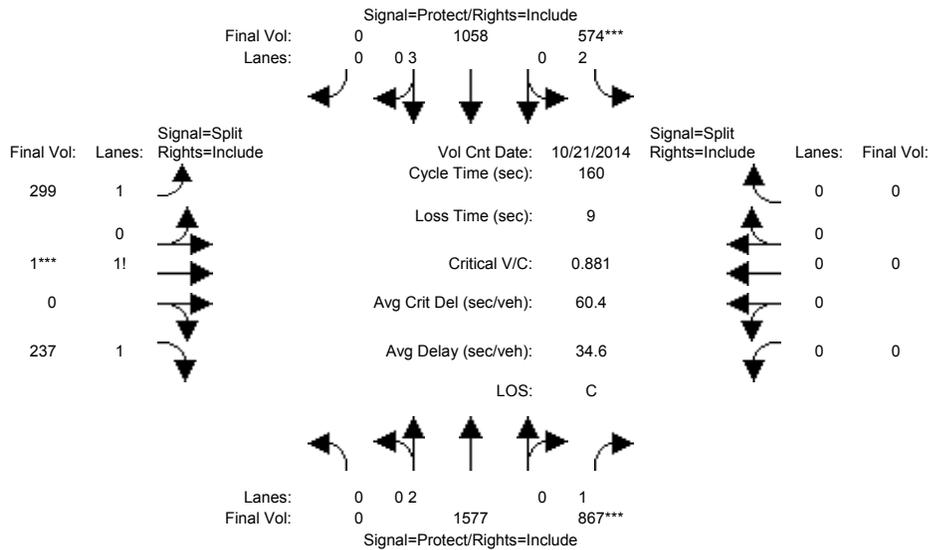
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	457	1731	182	47	1320	358	0	0	945	170	60	36
Growth 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:	457	1731	182	47	1320	358	0	0	945	170	60	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	20	0	0	49	3	0	0	0	0	0	0
Initial Fut:	458	1751	182	47	1369	361	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	458	1751	182	47	1369	361	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1751	182	47	1369	361	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	458	1751	182	47	1369	361	0	0	0	170	60	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.71	0.29	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5072	527	1750	5700	1750	0	0	1750	2624	926	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.03	0.24	0.21	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	48.7	115	114.7	14.5	80.5	80.5	0.0	0.0	0.0	21.7	21.7	21.7
Volume/Cap:	0.48	0.48	0.48	0.30	0.48	0.41	0.00	0.00	0.00	0.48	0.48	0.15
Delay/Veh:	45.6	9.9	9.9	69.0	26.1	25.2	0.0	0.0	0.0	64.6	64.6	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	9.9	9.9	69.0	26.1	25.2	0.0	0.0	0.0	64.6	64.6	61.3
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	19	24	24	5	25	21	0	0	0	11	11	3

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



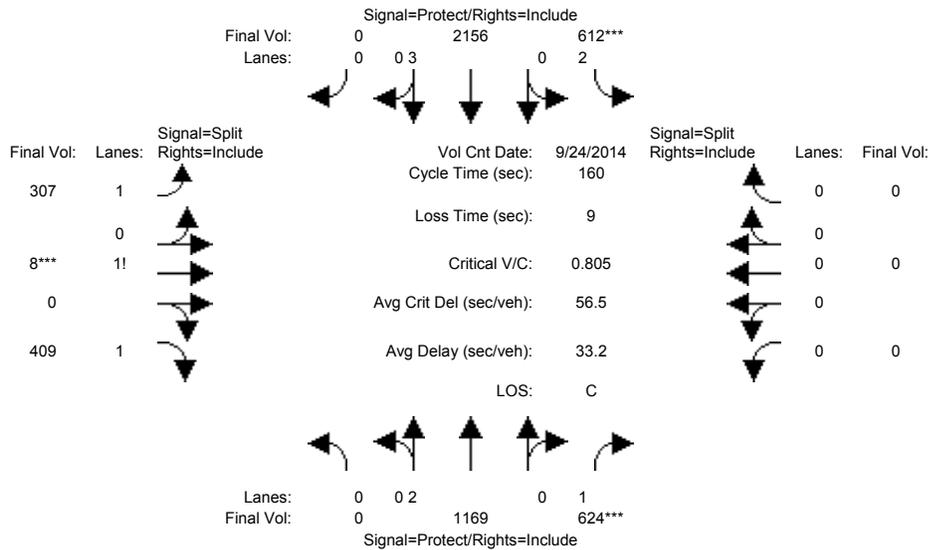
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1514	845	570	1047	0	299	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1514	845	570	1047	0	299	1	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	63	22	4	11	0	0	0	0	0	0	0
Initial Fut:	0	1577	867	574	1058	0	299	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1577	867	574	1058	0	299	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1577	867	574	1058	0	299	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1577	867	574	1058	0	299	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2723	7	2521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.50	0.18	0.19	0.00	0.11	0.15	0.09	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	90.0	90.0	33.1	123	0.0	27.9	27.9	27.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.88	0.88	0.24	0.00	0.63	0.88	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	27.6	39.7	74.8	5.3	0.0	62.8	78.4	60.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	39.7	74.8	5.3	0.0	62.8	78.4	60.8	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	45	62	30	9	0	19	29	16	0	0	0

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

Santana Row West

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

Intersection #3039: 280/SARATOGA (S)



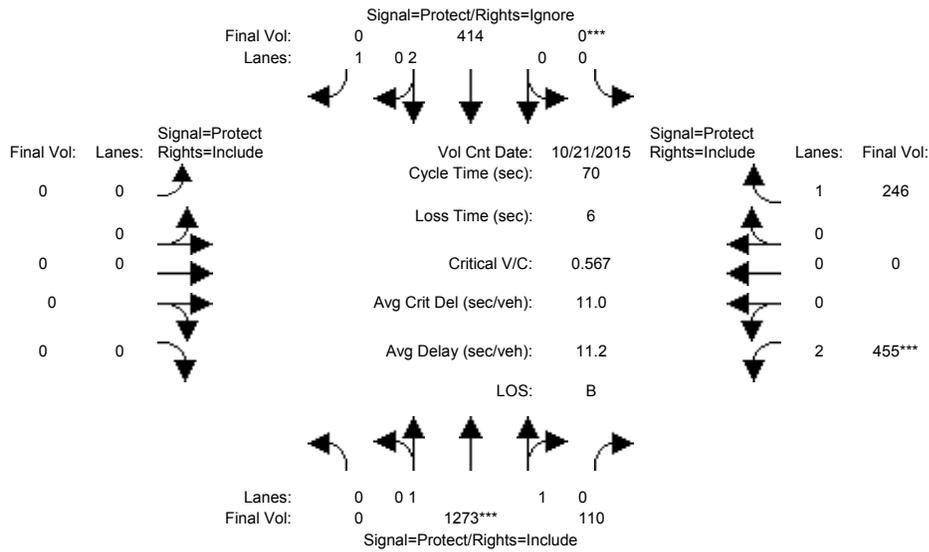
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1146	618	604	2094	0	307	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1146	618	604	2094	0	307	8	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	23	6	8	62	0	0	0	0	0	0	0
Initial Fut:	0	1169	624	612	2156	0	307	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1169	624	612	2156	0	307	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1169	624	612	2156	0	307	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1169	624	612	2156	0	307	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.42	0.02	1.56	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2484	38	2728	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.36	0.19	0.38	0.00	0.12	0.21	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	70.8	70.8	38.6	109	0.0	41.6	41.6	41.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.81	0.81	0.55	0.00	0.48	0.81	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	44.8	63.5	13.0	0.0	50.3	60.8	52.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	44.8	63.5	13.0	0.0	50.3	60.8	52.2	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	37	46	30	30	0	18	34	22	0	0	0

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



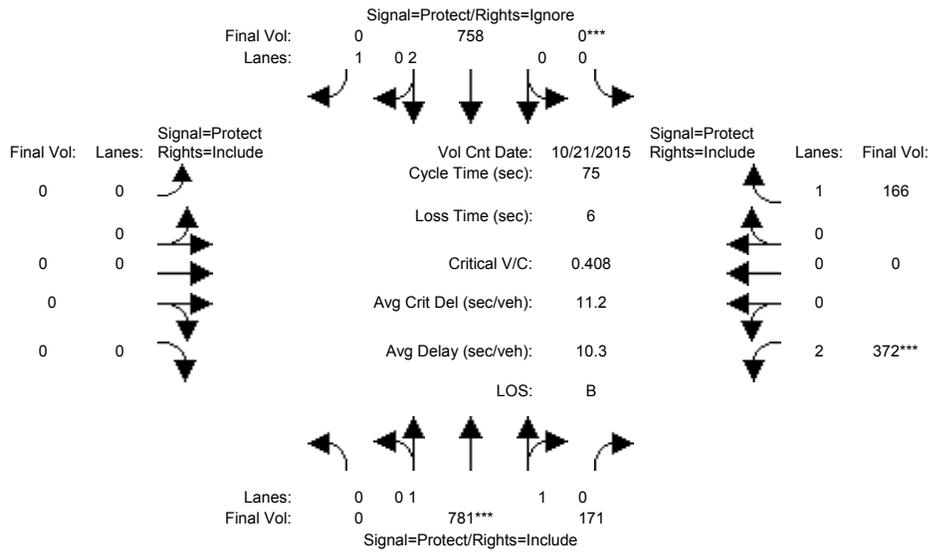
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1259	110	0	410	400	0	0	0	430	0	233
Growth Adj:	1.00	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	1259	110	0	410	400	0	0	0	430	0	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	14	0	0	4	4	0	0	0	25	0	13
Initial Fut:	0	1273	110	0	414	404	0	0	0	455	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1273	110	0	414	0	0	0	0	455	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1273	110	0	414	0	0	0	0	455	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1273	110	0	414	0	0	0	0	455	0	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.84	0.16	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3405	294	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.2	46.2	0.0	46.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.57	0.57	0.00	0.17	0.00	0.00	0.00	0.00	0.57	0.00	0.55
Delay/Veh:	0.0	6.8	6.8	0.0	4.6	0.0	0.0	0.0	0.0	23.7	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	0.0	4.6	0.0	0.0	0.0	0.0	23.7	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	16	16	0	4	0	0	0	0	11	0	11

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

Santana Row West

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

Intersection #3048: 880/BASCOM (N)



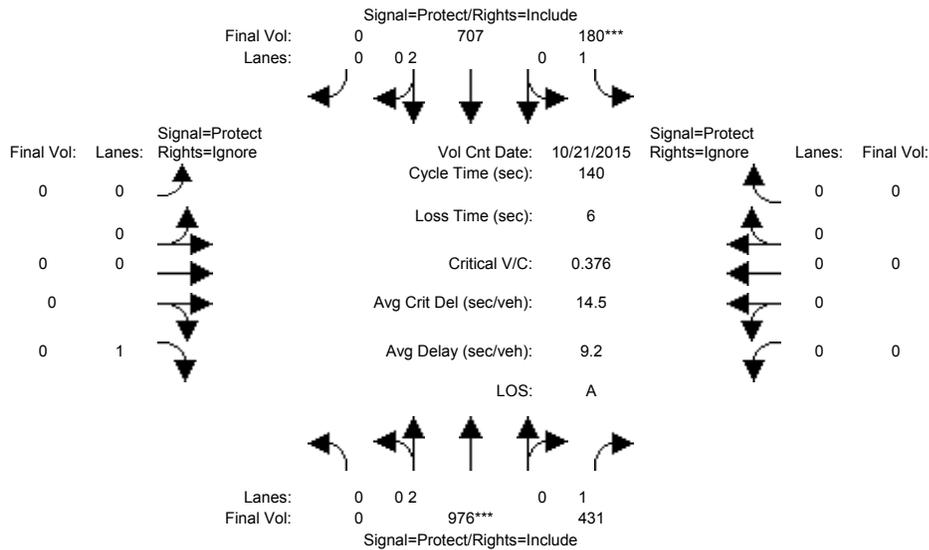
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	774	170	0	737	737	0	0	0	335	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	170	0	737	737	0	0	0	335	0	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	1	0	21	5	0	0	0	37	0	19
Initial Fut:	0	781	171	0	758	742	0	0	0	372	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	781	171	0	758	0	0	0	0	372	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	781	171	0	758	0	0	0	0	372	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	781	171	0	758	0	0	0	0	372	0	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.63	0.37	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3035	664	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****			****			****			****		
Green Time:	0.0	47.3	47.3	0.0	47.3	0.0	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.00	0.41	0.41	0.00	0.32	0.00	0.00	0.00	0.00	0.41	0.00	0.33
Delay/Veh:	0.0	7.0	7.0	0.0	6.5	0.0	0.0	0.0	0.0	21.8	0.0	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:	0.0	7.0	7.0	0.0	6.5	0.0	0.0	0.0	0.0	21.8	0.0	21.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	11	0	8	0	0	0	0	9	0	7

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



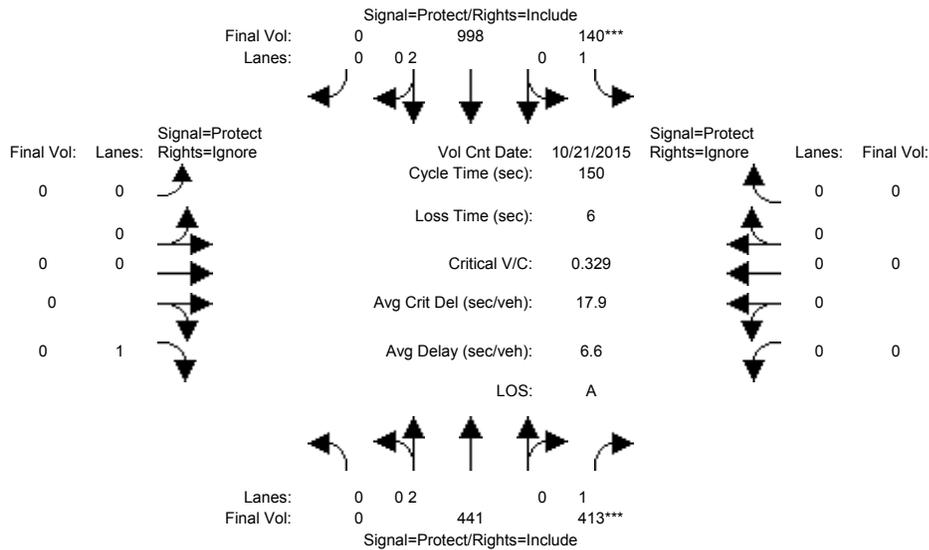
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	947	422	174	678	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	947	422	174	678	0	0	0	118	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	29	9	6	29	0	0	0	0	0	0	0
Initial Fut:	0	976	431	180	707	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	976	431	180	707	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	976	431	180	707	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	976	431	180	707	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.10	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****		****									
Green Time:	0.0	95.7	95.7	38.3	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.36	0.38	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	9.5	41.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	41.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	16	15	12	2	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3049: 880/BASCOM (S)



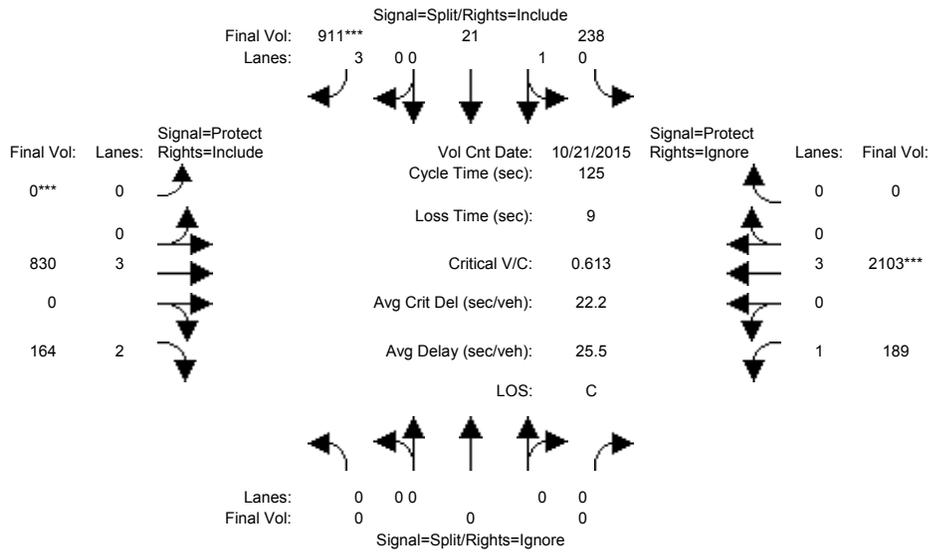
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	424	401	136	955	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	401	136	955	0	0	0	357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	17	12	4	43	0	0	0	0	0	0	0
Initial Fut:	0	441	413	140	998	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	441	413	140	998	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	413	140	998	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	441	413	140	998	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.24	0.08	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	108	107.5	36.5	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.33	0.33	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	8.0	47.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	8.0	47.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	14	11	3	0	0	0	0	0	0	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



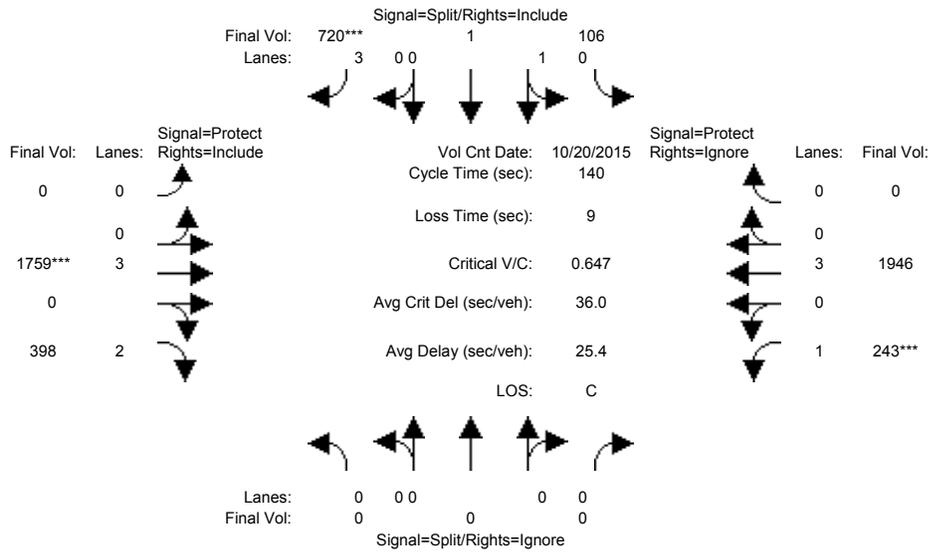
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	229	0	206	117	0	527	0
Initial Fut:	0	0	0	238	21	911	0	830	546	189	2103	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	911	0	830	164	189	2103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	911	0	830	164	189	2103	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	911	0	830	164	189	2103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.20	0.00	0.15	0.05	0.11	0.37	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	40.8	40.8	40.8	0.0	43.2	43.2	32.0	75.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.61	0.00	0.42	0.15	0.42	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	33.7	33.7	36.2	0.0	31.5	28.3	39.4	16.1	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	33.7	33.7	36.2	0.0	31.5	28.3	39.4	16.1	0.0
LOS by Move:	A	A	A	C	C	D	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	15	15	23	0	15	5	12	29	0

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

Santana Row West

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

Intersection #3056: SB 880/STEVENS CREEK



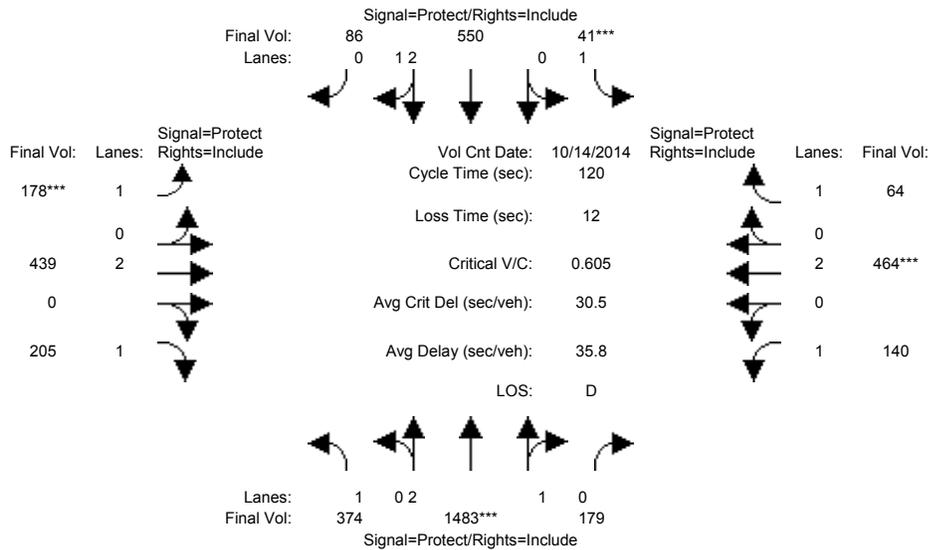
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	0
Growth Adj:	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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	241	0	513	486	0	431	0
Initial Fut:	0	0	0	106	1	720	0	1759	1325	243	1946	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	720	0	1759	398	243	1946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	720	0	1759	398	243	1946	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	720	0	1759	398	243	1946	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.16	0.00	0.31	0.13	0.14	0.34	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	34.2	34.2	34.2	0.0	66.7	66.7	30.0	96.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.65	0.00	0.65	0.26	0.65	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	42.8	42.8	48.8	0.0	28.3	22.0	54.1	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.8	42.8	48.8	0.0	28.3	22.0	54.1	10.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	8	8	22	0	32	11	19	23	0

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



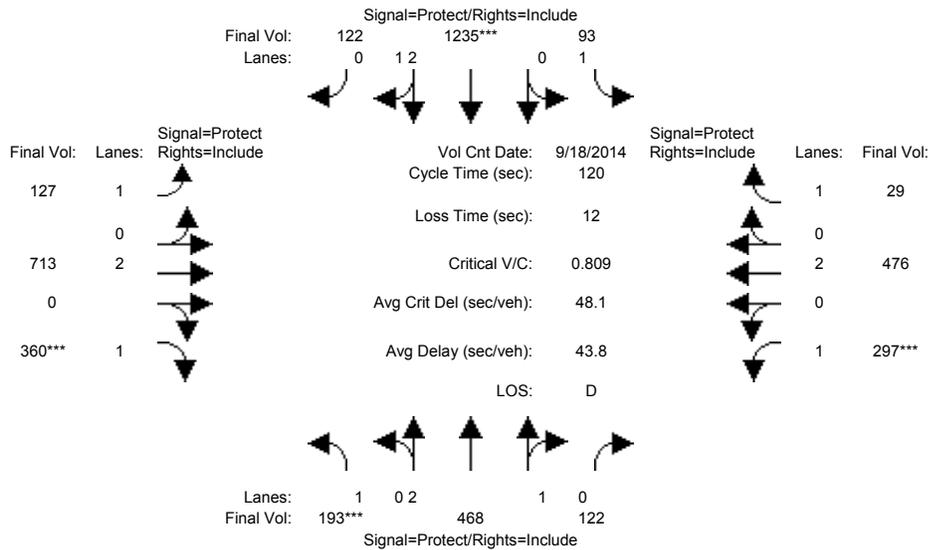
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	347	1180	151	33	436	72	111	302	162	113	371	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	1180	151	33	436	72	111	302	162	113	371	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	27	303	28	8	114	14	67	137	43	27	93	5
Initial Fut:	374	1483	179	41	550	86	178	439	205	140	464	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	1483	179	41	550	86	178	439	205	140	464	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	1483	179	41	550	86	178	439	205	140	464	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	1483	179	41	550	86	178	439	205	140	464	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4996	603	1750	4842	757	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.30	0.02	0.11	0.11	0.10	0.12	0.12	0.08	0.12	0.04
Crit Moves:	****			****			****			****		
Green Time:	42.2	57.6	57.6	7.0	22.4	22.4	19.7	25.8	25.8	17.6	23.7	23.7
Volume/Cap:	0.61	0.62	0.62	0.40	0.61	0.61	0.62	0.54	0.54	0.54	0.62	0.19
Delay/Veh:	33.9	23.5	23.5	57.1	45.8	45.8	50.7	42.5	43.5	49.9	45.6	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	23.5	23.5	57.1	45.8	45.8	50.7	42.5	43.5	49.9	45.6	40.4
LOS by Move:	C	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	23	27	27	4	15	15	13	13	13	10	15	4

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

Santana Row West

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

Intersection #3077: BIRD/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2014 <<											
Base Vol:	176	333	114	84	1092	100	91	572	308	205	306	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	333	114	84	1092	100	91	572	308	205	306	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	135	8	9	143	22	36	141	52	92	170	7
Initial Fut:	193	468	122	93	1235	122	127	713	360	297	476	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	468	122	93	1235	122	127	713	360	297	476	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	468	122	93	1235	122	127	713	360	297	476	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	468	122	93	1235	122	127	713	360	297	476	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.36	0.64	1.00	2.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4441	1158	1750	5096	503	1750	3800	1750	1750	3800	1750

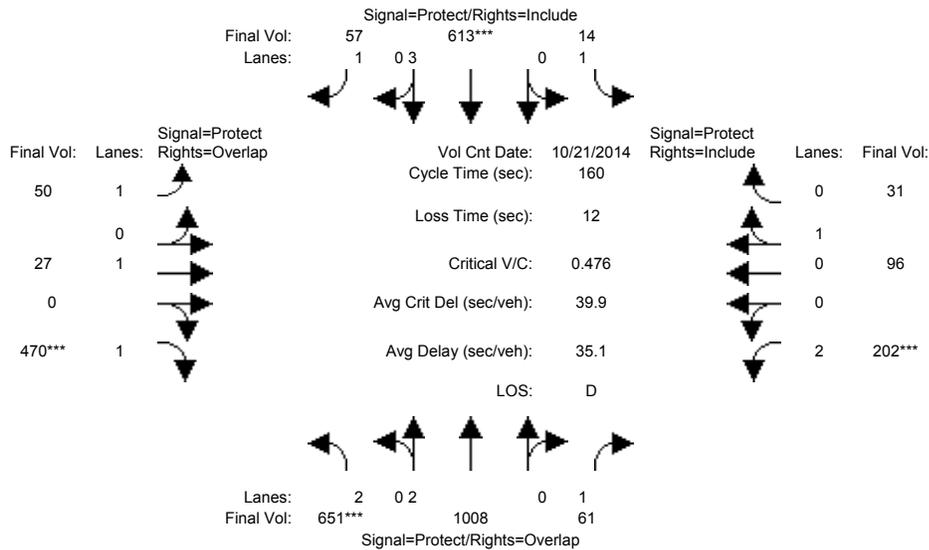
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.24	0.24	0.07	0.19	0.21	0.17	0.13	0.02
Crit Moves:	****				****				****		****	
Green Time:	16.4	33.7	33.7	18.6	36.0	36.0	20.4	30.5	30.5	25.2	35.3	35.3
Volume/Cap:	0.81	0.38	0.38	0.34	0.81	0.81	0.43	0.74	0.81	0.81	0.43	0.06
Delay/Veh:	68.6	34.9	34.9	46.0	41.9	41.9	45.5	44.1	52.6	57.7	34.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	34.9	34.9	46.0	41.9	41.9	45.5	44.1	52.6	57.7	34.5	30.5
LOS by Move:	E	C	C	D	D	D	D	D	D	E	C	C
HCM2k95thQ:	18	12	12	7	30	30	9	22	24	22	13	2

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



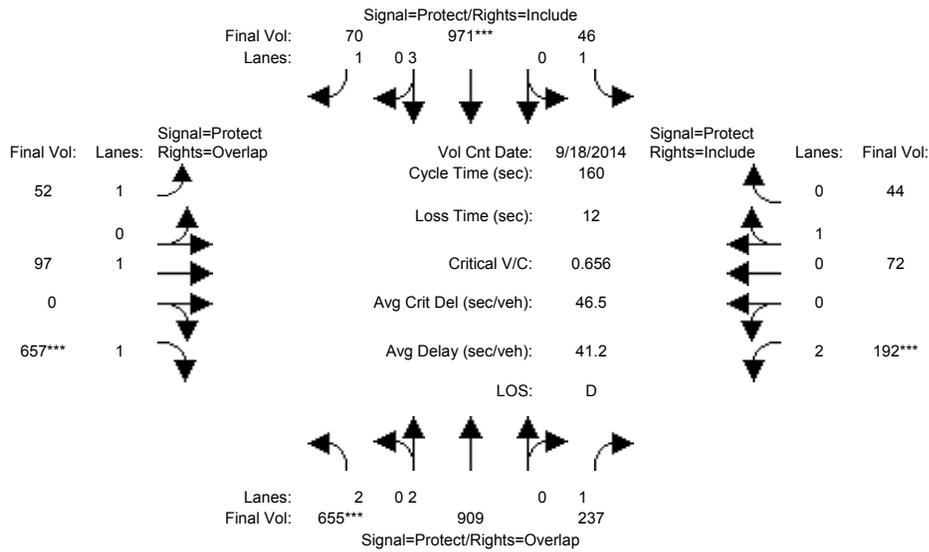
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	640	960	60	14	604	57	50	27	470	202	96	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	960	60	14	604	57	50	27	470	202	96	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	48	1	0	9	0	0	0	0	0	0	0
Initial Fut:	651	1008	61	14	613	57	50	27	470	202	96	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	1008	61	14	613	57	50	27	470	202	96	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	1008	61	14	613	57	50	27	470	202	96	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	651	1008	61	14	613	57	50	27	470	202	96	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.76	0.24
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1361	439
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.03	0.01	0.11	0.03	0.03	0.01	0.27	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	69.5	90.7	112.2	15.0	36.2	36.2	16.2	20.8	90.3	21.6	26.2	26.2
Volume/Cap:	0.48	0.47	0.05	0.09	0.48	0.14	0.28	0.11	0.48	0.48	0.43	0.43
Delay/Veh:	32.5	20.6	7.4	66.5	54.0	49.7	67.4	61.6	21.1	64.8	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	20.6	7.4	66.5	54.0	49.7	67.4	61.6	21.1	64.8	61.3	61.3
LOS by Move:	C	C	A	E	D	D	E	E	C	E	E	E
HCM2k95thQ:	23	25	2	1	16	5	5	2	25	11	12	12

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

Santana Row West

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 18 Sep 2014 <<

Base Vol:	652	891	236	45	926	69	52	97	654	192	72	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:	652	891	236	45	926	69	52	97	654	192	72	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	18	1	1	45	1	0	0	3	0	0	0
Initial Fut:	655	909	237	46	971	70	52	97	657	192	72	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:	655	909	237	46	971	70	52	97	657	192	72	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	909	237	46	971	70	52	97	657	192	72	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	655	909	237	46	971	70	52	97	657	192	72	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.62	0.38
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1117	683

Capacity Analysis Module:

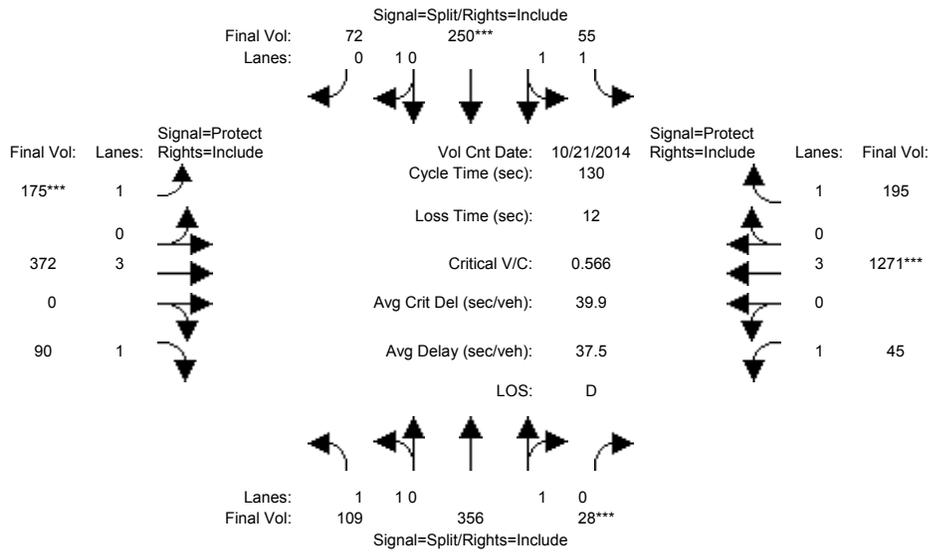
Vol/Sat:	0.21	0.24	0.14	0.03	0.17	0.04	0.03	0.05	0.38	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	50.7	78.0	92.9	14.3	41.6	41.6	22.5	40.9	91.6	14.9	33.2	33.2
Volume/Cap:	0.66	0.49	0.23	0.29	0.66	0.15	0.21	0.20	0.66	0.66	0.31	0.31
Delay/Veh:	48.7	27.8	16.4	69.2	53.9	45.8	61.3	47.0	25.0	75.4	54.2	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	27.8	16.4	69.2	53.9	45.8	61.3	47.0	25.0	75.4	54.2	54.2
LOS by Move:	D	C	B	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	28	25	11	4	24	5	5	7	39	13	10	10

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



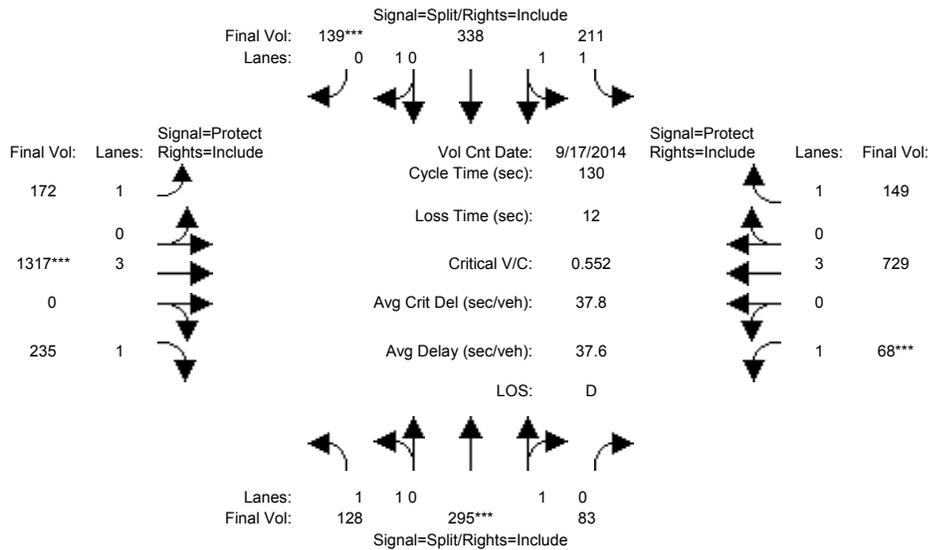
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	109	356	28	45	250	72	169	326	86	44	1253	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	356	28	45	250	72	169	326	86	44	1253	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	10	0	0	6	46	4	1	18	3
Initial Fut:	109	356	28	55	250	72	175	372	90	45	1271	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	356	28	55	250	72	175	372	90	45	1271	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	356	28	55	250	72	175	372	90	45	1271	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	356	28	55	250	72	175	372	90	45	1271	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3430	270	1750	2872	827	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.09	0.09	0.10	0.07	0.05	0.03	0.22	0.11
Crit Moves:			****		****		****				****	
Green Time:	23.8	23.8	23.8	20.0	20.0	20.0	23.0	43.6	43.6	30.5	51.2	51.2
Volume/Cap:	0.34	0.57	0.57	0.20	0.57	0.57	0.57	0.19	0.15	0.11	0.57	0.28
Delay/Veh:	46.4	49.2	49.2	48.1	52.1	52.1	51.4	30.7	30.4	39.2	31.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	49.2	49.2	48.1	52.1	52.1	51.4	30.7	30.4	39.2	31.1	27.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	8	15	15	4	13	13	13	7	5	3	23	11

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

Santana Row West

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

Intersection #3104: KIELY/STEVENS CREEK



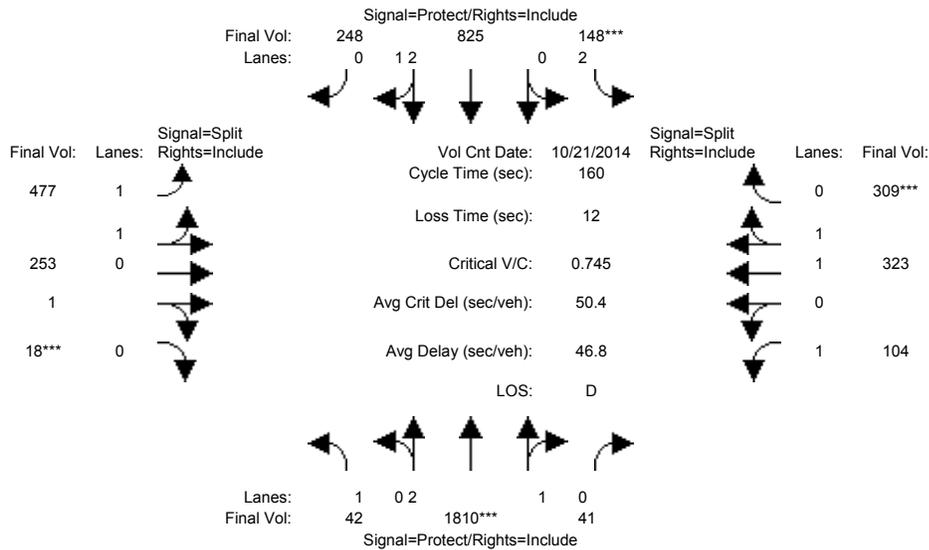
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	295	82	205	338	139	172	1296	235	66	665	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	295	82	205	338	139	172	1296	235	66	665	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	1	6	0	0	0	21	0	2	64	15
Initial Fut:	128	295	83	211	338	139	172	1317	235	68	729	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:	128	295	83	211	338	139	172	1317	235	68	729	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	295	83	211	338	139	172	1317	235	68	729	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	295	83	211	338	139	172	1317	235	68	729	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2887	812	1750	2621	1078	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.12	0.13	0.13	0.10	0.23	0.13	0.04	0.13	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.1	24.1	24.1	30.4	30.4	30.4	27.6	54.4	54.4	9.2	35.9	35.9
Volume/Cap:	0.40	0.55	0.55	0.52	0.55	0.55	0.46	0.55	0.32	0.55	0.46	0.31
Delay/Veh:	46.8	48.8	48.8	43.8	44.4	44.4	45.6	28.9	25.6	63.8	39.2	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	48.8	48.8	43.8	44.4	44.4	45.6	28.9	25.6	63.8	39.2	37.6
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	14	14	15	17	17	12	23	13	6	15	10

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



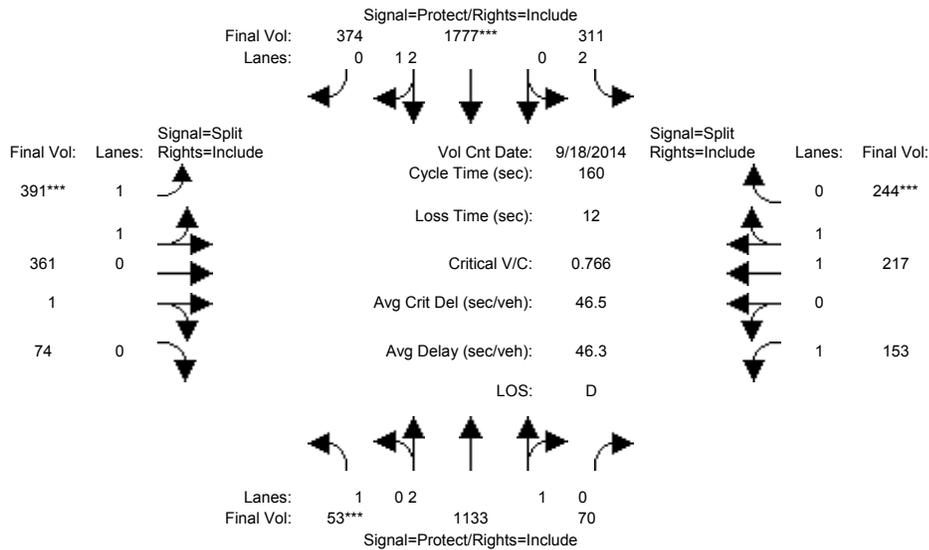
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	42	1748	41	143	815	244	452	233	17	102	321	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1748	41	143	815	244	452	233	17	102	321	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	62	0	5	10	4	25	20	1	2	2	12
Initial Fut:	42	1810	41	148	825	248	477	253	18	104	323	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1810	41	148	825	248	477	253	18	104	323	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1810	41	148	825	248	477	253	18	104	323	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1810	41	148	825	248	477	253	18	104	323	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.93	0.07	2.00	2.28	0.72	1.92	1.01	0.07	1.00	1.00	1.00
Final Sat.:	1750	5476	124	3150	4304	1294	3412	1809	129	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.05	0.19	0.19	0.14	0.14	0.14	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	15.1	71.0	71.0	10.1	66.0	66.0	30.0	30.0	30.0	36.9	36.9	36.9
Volume/Cap:	0.25	0.74	0.74	0.74	0.46	0.46	0.74	0.74	0.74	0.26	0.74	0.74
Delay/Veh:	68.1	38.2	38.2	87.9	34.3	34.3	64.4	64.4	64.4	50.7	60.5	60.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	38.2	38.2	87.9	34.3	34.3	64.4	64.4	64.4	50.7	60.5	60.8
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	4	42	42	9	22	22	24	24	24	9	28	28

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

Santana Row West

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

Intersection #3113: MOORPARK/SARATOGA



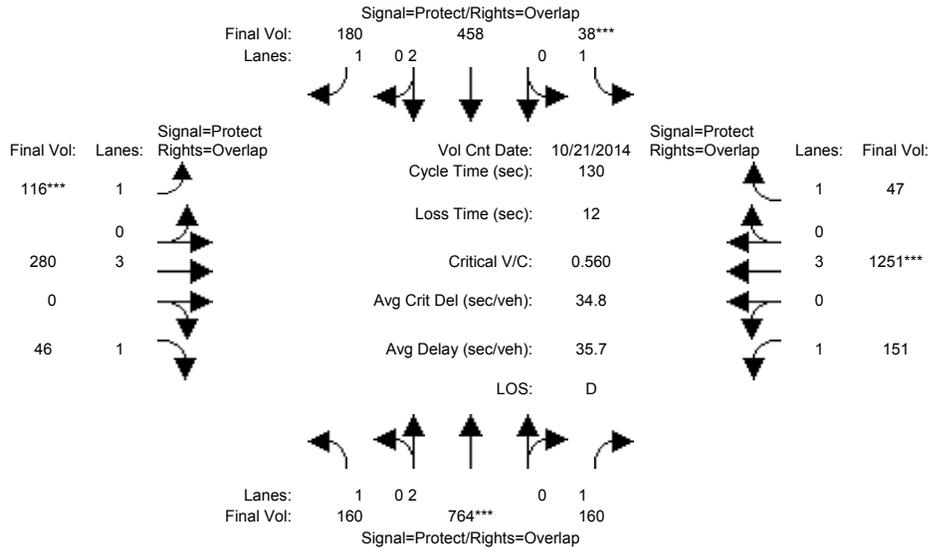
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1117	67	294	1726	359	383	353	74	147	197	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1117	67	294	1726	359	383	353	74	147	197	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	16	3	17	51	15	8	8	0	6	20	14
Initial Fut:	53	1133	70	311	1777	374	391	361	74	153	217	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1133	70	311	1777	374	391	361	74	153	217	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1133	70	311	1777	374	391	361	74	153	217	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1133	70	311	1777	374	391	361	74	153	217	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.46	0.54	1.43	1.30	0.27	1.00	1.00	1.00
Final Sat.:	1750	5274	326	3150	4625	973	2532	2338	479	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.10	0.38	0.38	0.15	0.15	0.15	0.09	0.11	0.14
Crit Moves:	****			****			****					****
Green Time:	7.0	59.5	59.5	27.4	79.9	79.9	32.1	32.1	32.1	29.0	29.0	29.0
Volume/Cap:	0.69	0.58	0.58	0.58	0.77	0.77	0.77	0.77	0.77	0.48	0.63	0.77
Delay/Veh:	99.2	40.6	40.6	62.6	33.9	33.9	63.9	63.9	63.9	59.9	62.3	68.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	40.6	40.6	62.6	33.9	33.9	63.9	63.9	63.9	59.9	62.3	68.4
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	28	28	15	47	47	26	26	26	14	19	25

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



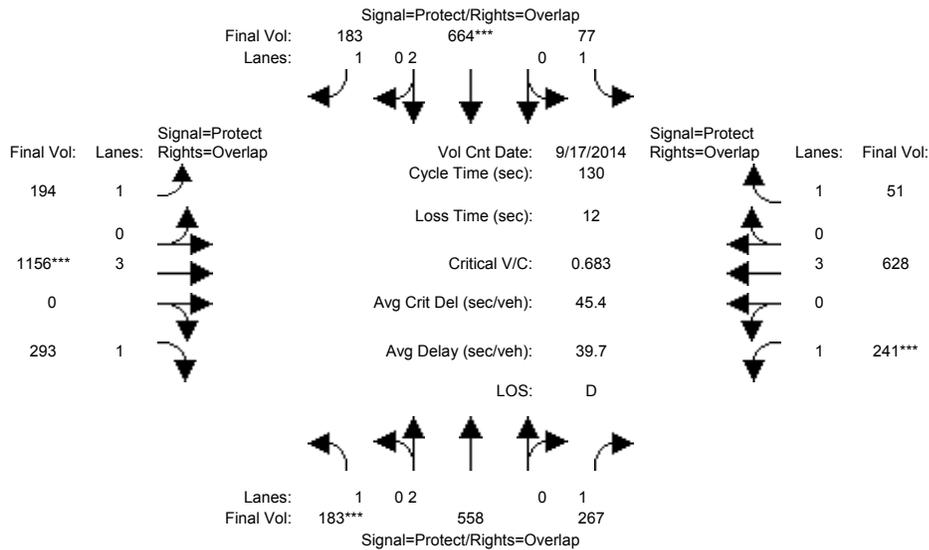
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	156	746	129	38	454	179	113	217	44	147	1213	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	746	129	38	454	179	113	217	44	147	1213	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	18	31	0	4	1	3	63	2	4	38	0
Initial Fut:	160	764	160	38	458	180	116	280	46	151	1251	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	764	160	38	458	180	116	280	46	151	1251	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	764	160	38	458	180	116	280	46	151	1251	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	764	160	38	458	180	116	280	46	151	1251	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.02	0.12	0.10	0.07	0.05	0.03	0.09	0.22	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.8	45.8	80.3	7.0	30.0	45.2	15.1	30.7	53.5	34.4	50.0	57.0
Volume/Cap:	0.52	0.57	0.15	0.40	0.52	0.30	0.57	0.21	0.06	0.33	0.57	0.06
Delay/Veh:	50.3	34.7	10.5	62.3	44.3	31.1	58.2	40.0	23.2	38.8	31.9	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	34.7	10.5	62.3	44.3	31.1	58.2	40.0	23.2	38.8	31.9	21.1
LOS by Move:	D	C	B	E	D	C	E	D	C	D	C	C
HCM2k95thQ:	12	22	6	3	15	11	9	6	2	9	22	2

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

Santana Row West

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 17 Sep 2014 <<

Base Vol:	182	553	252	73	644	179	194	1085	293	207	528	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	553	252	73	644	179	194	1085	293	207	528	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	5	15	4	20	4	0	71	0	34	100	0
Initial Fut:	183	558	267	77	664	183	194	1156	293	241	628	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	558	267	77	664	183	194	1156	293	241	628	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	558	267	77	664	183	194	1156	293	241	628	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	558	267	77	664	183	194	1156	293	241	628	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

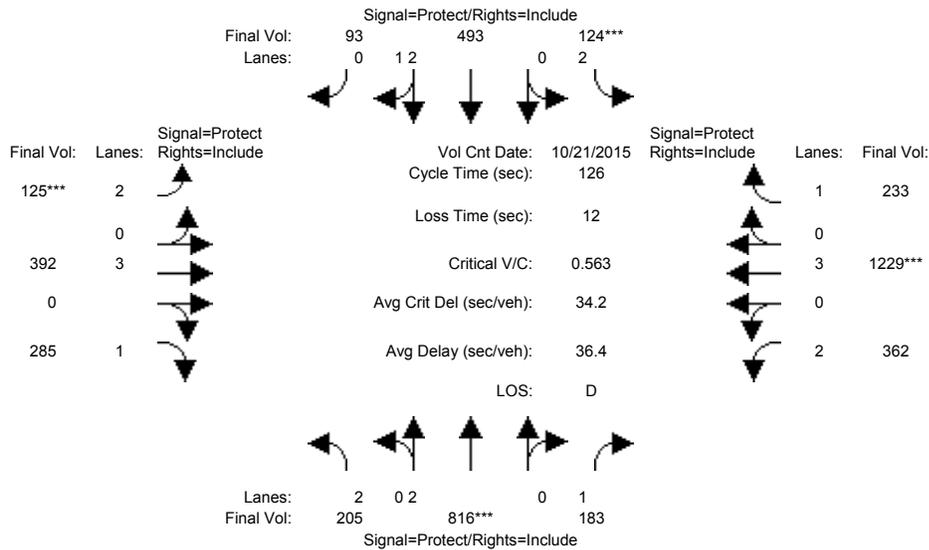
Vol/Sat:	0.10	0.15	0.15	0.04	0.17	0.10	0.11	0.20	0.17	0.14	0.11	0.03
Crit Moves:	****				****			****			****	
Green Time:	19.9	38.9	65.1	14.3	33.3	65.8	32.5	38.6	58.5	26.2	32.3	46.6
Volume/Cap:	0.68	0.49	0.30	0.40	0.68	0.21	0.44	0.68	0.37	0.68	0.44	0.08
Delay/Veh:	59.1	37.7	19.3	55.3	45.6	17.8	41.8	41.5	23.9	53.5	41.5	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	37.7	19.3	55.3	45.6	17.8	41.8	41.5	23.9	53.5	41.5	27.6
LOS by Move:	E	D	B	E	D	B	D	D	C	D	D	C
HCM2k95thQ:	14	16	12	6	20	8	13	24	15	17	13	3

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



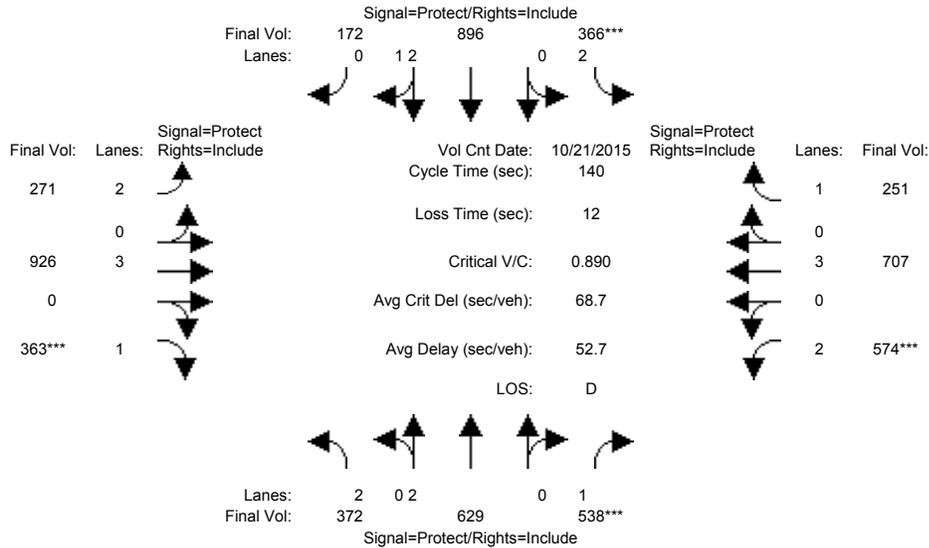
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	39	77	70	43	187	13	13	21	132	97	23	33
Initial Fut:	205	816	183	124	493	93	125	392	285	362	1229	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	816	183	124	493	93	125	392	285	362	1229	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	816	183	124	493	93	125	392	285	362	1229	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	816	183	124	493	93	125	392	285	362	1229	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4710	889	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.10	0.04	0.10	0.10	0.04	0.07	0.16	0.11	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	21.8	48.1	48.1	8.8	35.1	35.1	8.9	33.5	33.5	23.6	48.3	48.3
Volume/Cap:	0.38	0.56	0.27	0.56	0.38	0.38	0.56	0.26	0.61	0.61	0.56	0.35
Delay/Veh:	46.5	31.2	27.1	60.1	36.8	36.8	60.0	36.6	43.0	48.9	30.9	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	31.2	27.1	60.1	36.8	36.8	60.0	36.6	43.0	48.9	30.9	28.0
LOS by Move:	D	C	C	E	D	D	E	D	D	D	C	C
HCM2k95thQ:	9	22	10	7	12	12	7	8	20	14	22	13

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

Santana Row West

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

Intersection #3118: STEVENS CREEK/WINCHESTER



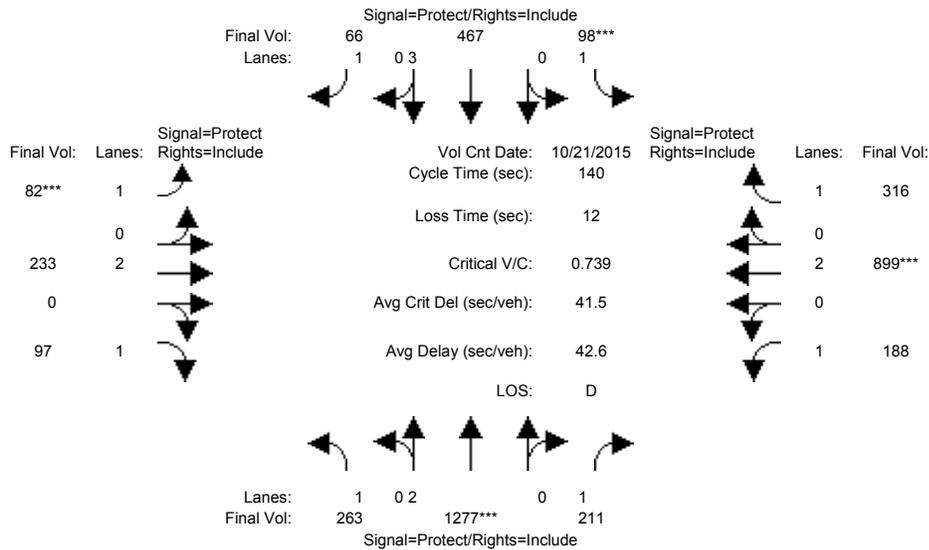
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	135	226	192	131	148	26	24	59	58	189	75	145
Initial Fut:	372	629	538	366	896	172	271	926	363	574	707	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	629	538	366	896	172	271	926	363	574	707	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	629	538	366	896	172	271	926	363	574	707	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	629	538	366	896	172	271	926	363	574	707	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4697	902	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.31	0.12	0.19	0.19	0.09	0.16	0.21	0.18	0.12	0.14
Crit Moves:			****	****					****	****		
Green Time:	25.5	48.4	48.4	18.3	41.2	41.2	23.0	32.6	32.6	28.7	38.3	38.3
Volume/Cap:	0.65	0.48	0.89	0.89	0.65	0.65	0.52	0.70	0.89	0.89	0.45	0.52
Delay/Veh:	55.7	36.2	58.4	80.4	44.0	44.0	54.5	50.8	72.6	68.5	42.4	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	36.2	58.4	80.4	44.0	44.0	54.5	50.8	72.6	68.5	42.4	44.2
LOS by Move:	E	D	E	F	D	D	D	D	E	E	D	D
HCM2k95thQ:	18	19	44	22	25	25	13	23	33	27	15	18

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



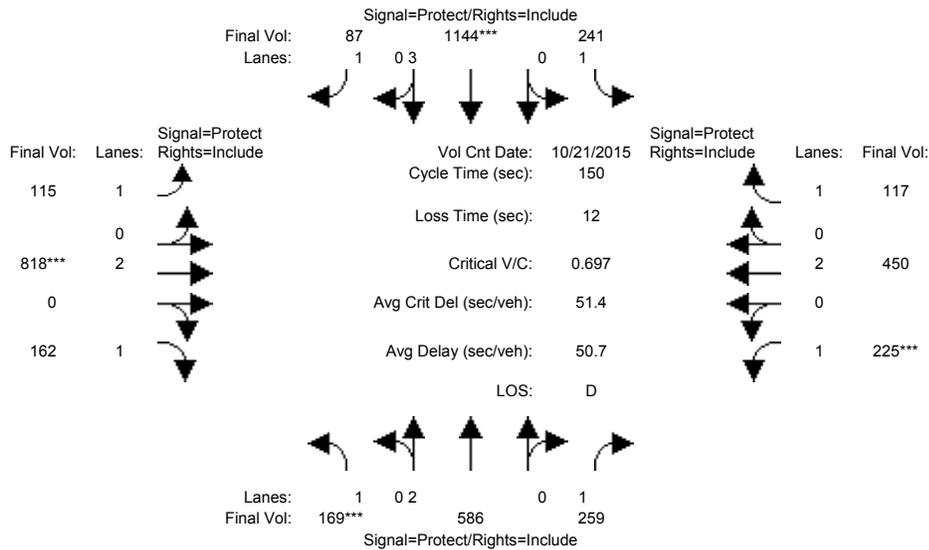
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	244	1239	187	94	456	45	79	167	93	183	764	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1239	187	94	456	45	79	167	93	183	764	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	38	24	4	11	21	3	66	4	5	135	5
Initial Fut:	263	1277	211	98	467	66	82	233	97	188	899	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1277	211	98	467	66	82	233	97	188	899	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1277	211	98	467	66	82	233	97	188	899	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	1277	211	98	467	66	82	233	97	188	899	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.12	0.06	0.08	0.04	0.05	0.06	0.06	0.11	0.24	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.1	63.7	63.7	10.6	26.2	26.2	8.9	21.4	21.4	32.3	44.8	44.8
Volume/Cap:	0.44	0.74	0.27	0.74	0.44	0.20	0.74	0.40	0.36	0.47	0.74	0.56
Delay/Veh:	36.0	33.1	23.8	82.9	50.7	48.4	87.3	53.9	54.0	47.3	44.8	40.8
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:	36.0	33.1	23.8	82.9	50.7	48.4	87.3	53.9	54.0	47.3	44.8	40.8
LOS by Move:	D	C	C	F	D	D	F	D	D	D	D	D
HCM2k95thQ:	17	38	11	9	11	5	8	9	8	15	31	22

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

Santana Row West

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

Intersection #3279: BASCOM/SAN CARLOS



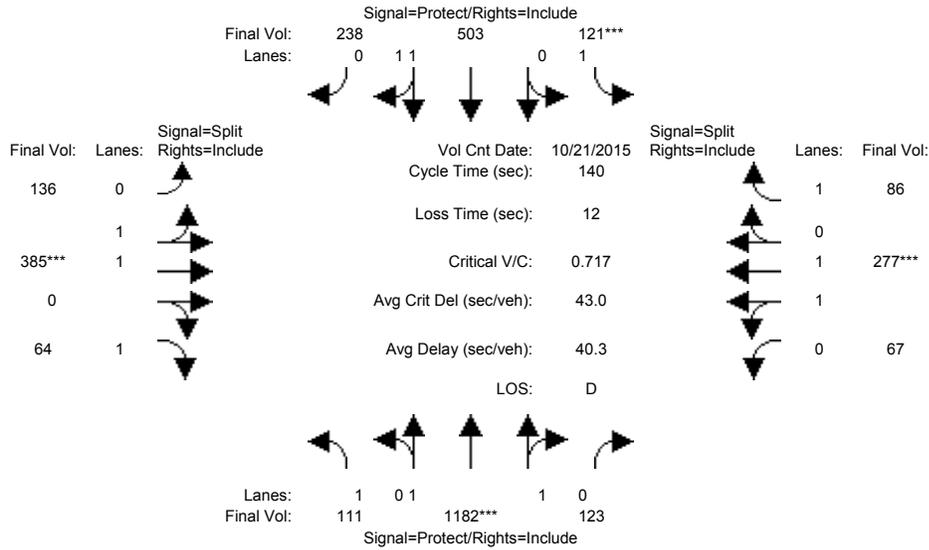
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	154	574	247	228	1116	75	94	646	145	204	333	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	574	247	228	1116	75	94	646	145	204	333	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	12	12	13	28	12	21	172	17	21	117	4
Initial Fut:	169	586	259	241	1144	87	115	818	162	225	450	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	586	259	241	1144	87	115	818	162	225	450	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	586	259	241	1144	87	115	818	162	225	450	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	586	259	241	1144	87	115	818	162	225	450	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.14	0.20	0.05	0.07	0.22	0.09	0.13	0.12	0.07
Crit Moves:	****				****			****		****		
Green Time:	20.8	33.8	33.8	30.2	43.2	43.2	26.4	46.3	46.3	27.7	47.6	47.6
Volume/Cap:	0.70	0.68	0.66	0.68	0.70	0.17	0.37	0.70	0.30	0.70	0.37	0.21
Delay/Veh:	70.2	55.5	56.8	61.0	48.9	40.2	55.3	47.5	39.8	63.8	39.8	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	55.5	56.8	61.0	48.9	40.2	55.3	47.5	39.8	63.8	39.8	37.6
LOS by Move:	E	E	E	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	15	22	21	20	27	6	9	28	11	21	15	8

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



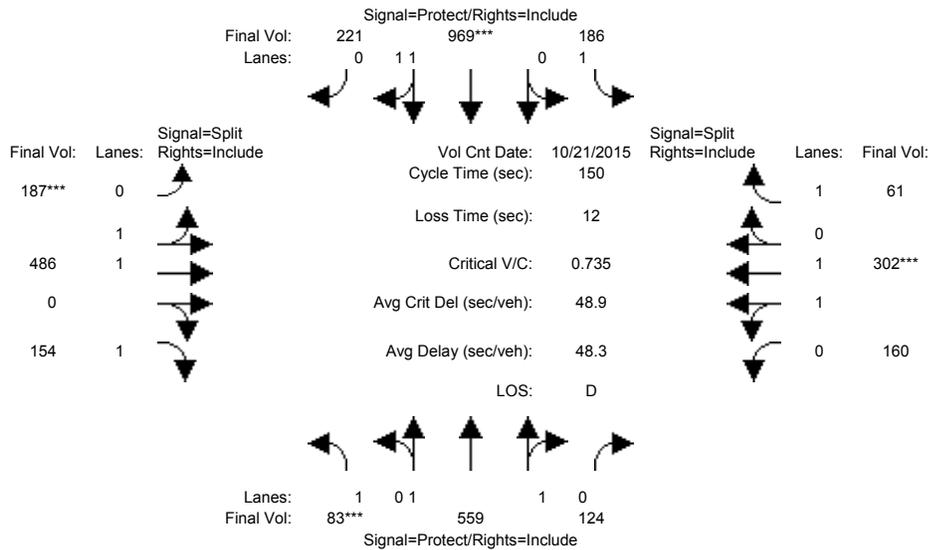
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:50-8:50AM												
Base Vol:	110	1155	121	117	466	232	129	362	63	64	274	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:	110	1155	121	117	466	232	129	362	63	64	274	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	27	2	4	37	6	7	23	1	3	3	1
Initial Fut:	111	1182	123	121	503	238	136	385	64	67	277	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1182	123	121	503	238	136	385	64	67	277	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1182	123	121	503	238	136	385	64	67	277	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1182	123	121	503	238	136	385	64	67	277	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.81	0.19	1.00	1.34	0.66	0.54	1.46	1.00	0.40	1.60	1.00
Final Sat.:	1750	3351	349	1750	2511	1188	966	2733	1750	721	2979	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.20	0.20	0.14	0.14	0.04	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.8	68.9	68.9	13.5	62.5	62.5	27.5	27.5	27.5	18.2	18.2	18.2
Volume/Cap:	0.45	0.72	0.72	0.72	0.45	0.45	0.72	0.72	0.19	0.72	0.72	0.38
Delay/Veh:	56.4	29.3	29.3	75.2	27.0	27.0	56.1	56.1	47.2	63.6	63.6	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	29.3	29.3	75.2	27.0	27.0	56.1	56.1	47.2	63.6	63.6	56.8
LOS by Move:	E	C	C	E	C	C	E	E	D	E	E	E
HCM2k95thQ:	9	37	37	11	20	20	20	20	5	14	14	7

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

Santana Row West

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

Intersection #3283: BASCOM/HEDDING



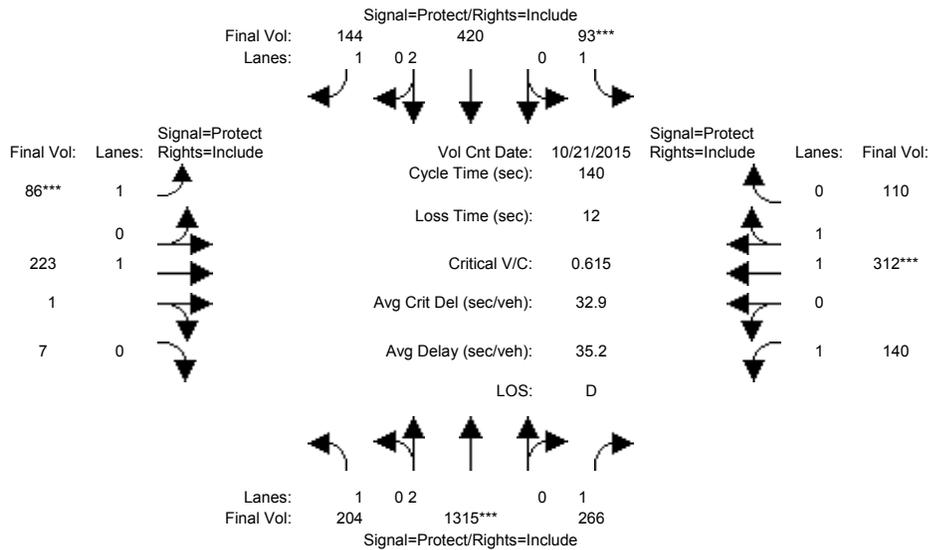
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	82	535	120	182	931	220	185	477	153	151	288	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	535	120	182	931	220	185	477	153	151	288	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	24	4	4	38	1	2	9	1	9	14	3
Initial Fut:	83	559	124	186	969	221	187	486	154	160	302	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	559	124	186	969	221	187	486	154	160	302	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	559	124	186	969	221	187	486	154	160	302	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	559	124	186	969	221	187	486	154	160	302	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.63	0.37	1.00	1.62	0.38	0.57	1.43	1.00	0.71	1.29	1.00
Final Sat.:	1750	3028	672	1750	3012	687	1028	2671	1750	1281	2418	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.11	0.32	0.32	0.18	0.18	0.09	0.12	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	9.7	47.8	47.8	27.5	65.7	65.7	37.1	37.1	37.1	25.5	25.5	25.5
Volume/Cap:	0.73	0.58	0.58	0.58	0.73	0.73	0.73	0.73	0.36	0.73	0.73	0.21
Delay/Veh:	90.8	43.4	43.4	58.6	36.7	36.7	55.0	55.0	47.1	63.5	63.5	53.9
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:	90.8	43.4	43.4	58.6	36.7	36.7	55.0	55.0	47.1	63.5	63.5	53.9
LOS by Move:	F	D	D	E	D	D	E	E	D	E	E	D
HCM2k95thQ:	8	23	23	16	39	39	26	26	12	19	19	5

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



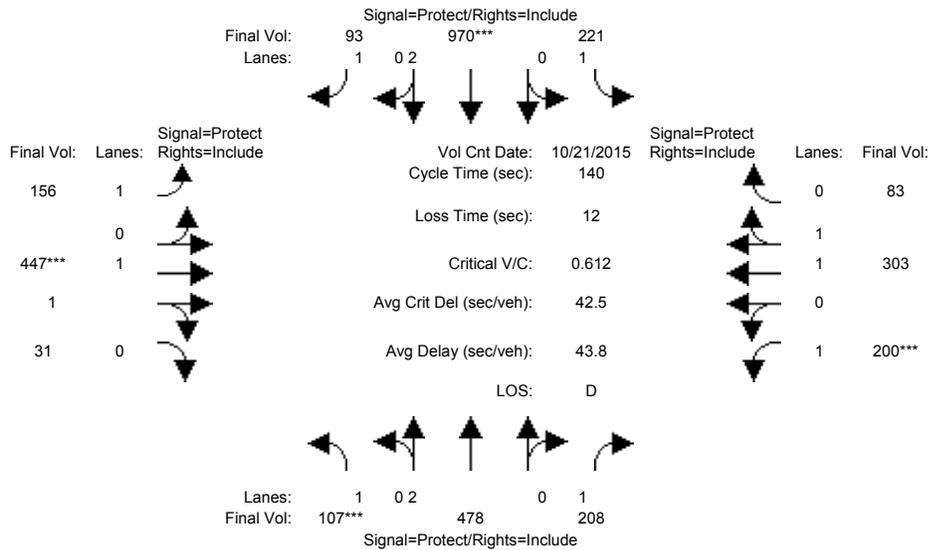
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	186	1291	265	90	407	124	70	206	2	139	295	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1291	265	90	407	124	70	206	2	139	295	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	24	1	3	13	20	16	17	5	1	17	1
Initial Fut:	204	1315	266	93	420	144	86	223	7	140	312	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1315	266	93	420	144	86	223	7	140	312	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1315	266	93	420	144	86	223	7	140	312	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1315	266	93	420	144	86	223	7	140	312	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.46	0.54
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3587	113	1750	2735	964
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.15	0.05	0.11	0.08	0.05	0.06	0.06	0.08	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	46.6	78.8	78.8	12.1	44.2	44.2	11.2	17.5	17.5	19.6	26.0	26.0
Volume/Cap:	0.35	0.62	0.27	0.62	0.35	0.26	0.62	0.50	0.50	0.57	0.62	0.62
Delay/Veh:	35.6	21.0	15.9	69.1	37.0	36.0	70.3	58.0	58.0	59.4	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	21.0	15.9	69.1	37.0	36.0	70.3	58.0	58.0	59.4	54.1	54.1
LOS by Move:	D	C	B	E	D	D	E	E	E	E	D	D
HCM2k95thQ:	13	31	12	8	13	9	8	9	9	13	17	17

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

Santana Row West

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

Intersection #3284: BASCOM/NAGLEE



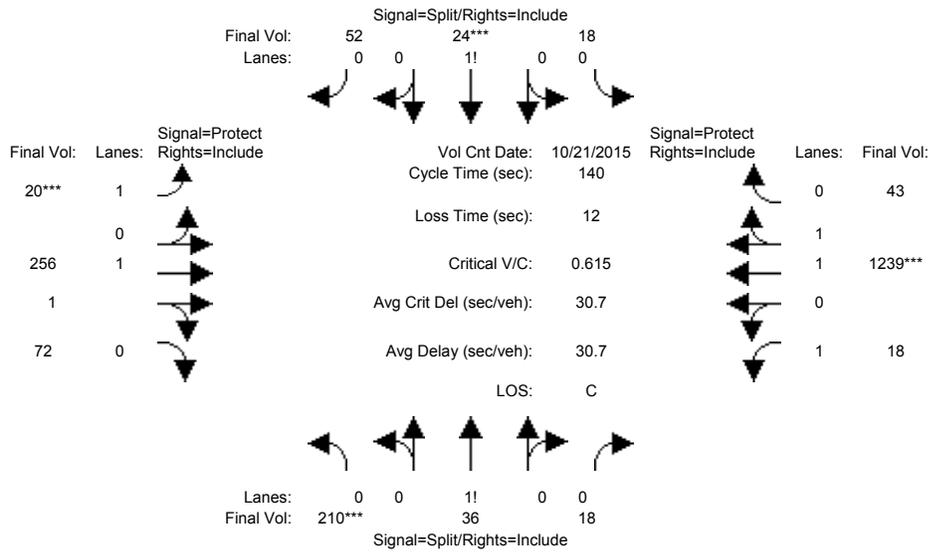
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	93	463	205	219	943	77	128	412	14	192	264	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	463	205	219	943	77	128	412	14	192	264	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	15	3	2	27	16	28	35	17	8	39	3
Initial Fut:	107	478	208	221	970	93	156	447	31	200	303	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:	107	478	208	221	970	93	156	447	31	200	303	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	478	208	221	970	93	156	447	31	200	303	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	478	208	221	970	93	156	447	31	200	303	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3460	240	1750	2904	795
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.12	0.13	0.26	0.05	0.09	0.13	0.13	0.11	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	14.0	36.1	36.1	36.2	58.4	58.4	25.6	29.5	29.5	26.1	30.0	30.0
Volume/Cap:	0.61	0.49	0.46	0.49	0.61	0.13	0.49	0.61	0.61	0.61	0.49	0.49
Delay/Veh:	66.7	44.5	44.5	44.8	32.7	25.2	52.4	51.5	51.5	55.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	44.5	44.5	44.8	32.7	25.2	52.4	51.5	51.5	55.7	48.7	48.7
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	9	16	15	16	27	5	12	17	17	17	15	15

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



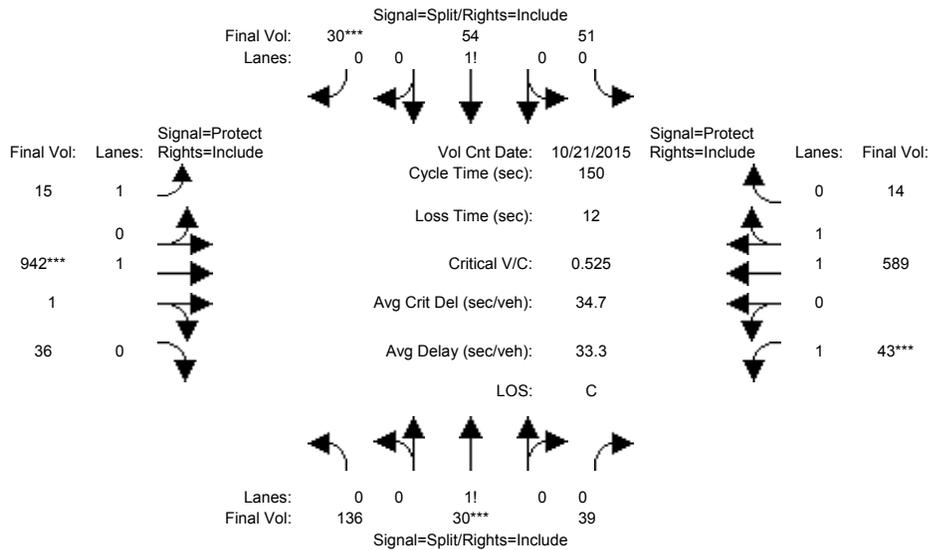
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	210	36	18	17	24	52	20	233	72	18	1193	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	36	18	17	24	52	20	233	72	18	1193	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	0	0	23	0	0	46	6
Initial Fut:	210	36	18	18	24	52	20	256	72	18	1239	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	36	18	18	24	52	20	256	72	18	1239	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	36	18	18	24	52	20	256	72	18	1239	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	36	18	18	24	52	20	256	72	18	1239	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.79	0.14	0.07	0.19	0.26	0.55	1.00	1.55	0.45	1.00	1.93	0.07
Final Sat.:	1392	239	119	335	447	968	1750	2887	812	1750	3576	124
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.01	0.09	0.09	0.01	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	33.1	33.1	33.1	11.8	11.8	11.8	7.0	53.1	53.1	30.0	76.1	76.1
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.23	0.23	0.23	0.05	0.64	0.64
Delay/Veh:	51.3	51.3	51.3	71.0	71.0	71.0	65.2	29.7	29.7	43.8	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	51.3	51.3	71.0	71.0	71.0	65.2	29.7	29.7	43.8	23.0	23.0
LOS by Move:	D	D	D	E	E	E	E	C	C	D	C	C
HCM2k95thQ:	21	21	21	10	10	10	2	9	9	1	32	32

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

Santana Row West

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

Intersection #3290: BELLEROSE/STEVENS CREEK



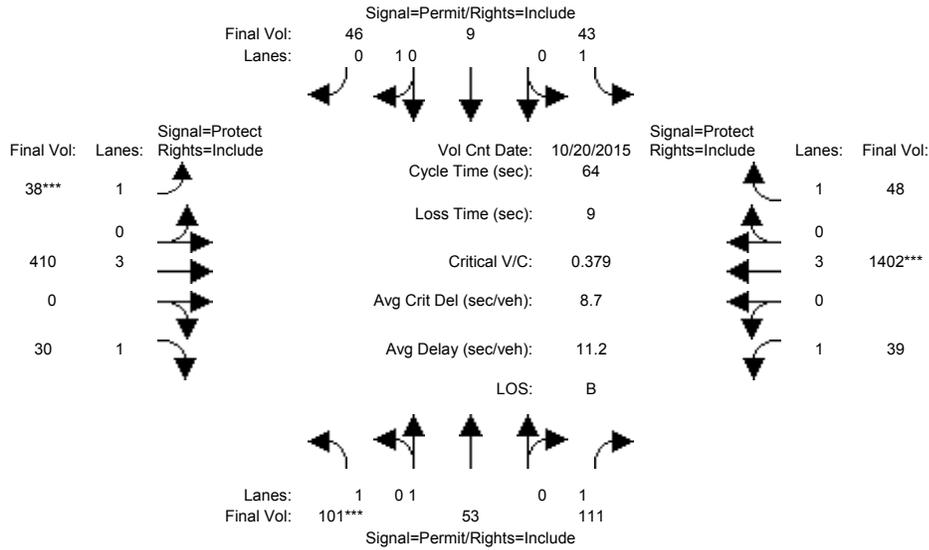
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	136	30	39	45	54	30	15	904	36	43	553	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	30	39	45	54	30	15	904	36	43	553	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	6	0	0	0	38	0	0	36	1
Initial Fut:	136	30	39	51	54	30	15	942	36	43	589	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	30	39	51	54	30	15	942	36	43	589	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	30	39	51	54	30	15	942	36	43	589	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	30	39	51	54	30	15	942	36	43	589	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.66	0.15	0.19	0.38	0.40	0.22	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1161	256	333	661	700	389	1750	3564	136	1750	3614	86
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.08	0.01	0.26	0.26	0.02	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	33.5	33.5	33.5	22.0	22.0	22.0	18.4	75.5	75.5	7.0	64.1	64.1
Volume/Cap:	0.53	0.53	0.53	0.53	0.53	0.53	0.07	0.53	0.53	0.53	0.38	0.38
Delay/Veh:	52.6	52.6	52.6	61.1	61.1	61.1	58.4	25.4	25.4	76.0	29.5	29.5
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:	52.6	52.6	52.6	61.1	61.1	61.1	58.4	25.4	25.4	76.0	29.5	29.5
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	17	17	17	13	13	13	1	26	26	4	17	17

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



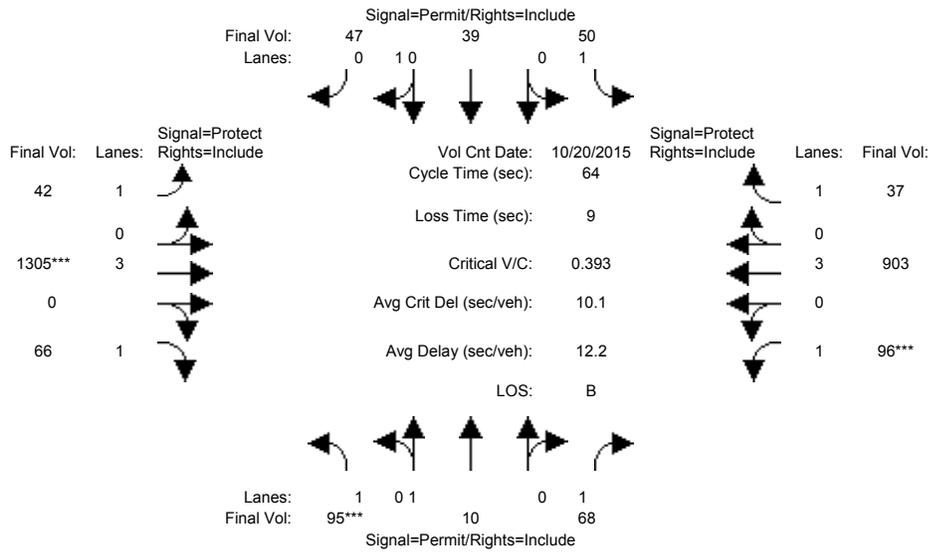
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	382	30	39	1383	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	382	30	39	1383	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	28	0	0	19	0
Initial Fut:	101	53	111	43	9	46	38	410	30	39	1402	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	410	30	39	1402	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	410	30	39	1402	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	410	30	39	1402	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.07	0.02	0.02	0.25	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.17	0.04	0.08	0.41	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	11.9	11.2	16.6	7.1	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	11.9	11.2	16.6	7.1	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	3	1	1	10	1

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

Santana Row West

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

Intersection #3442: CYPRESS/STEVENS CREEK



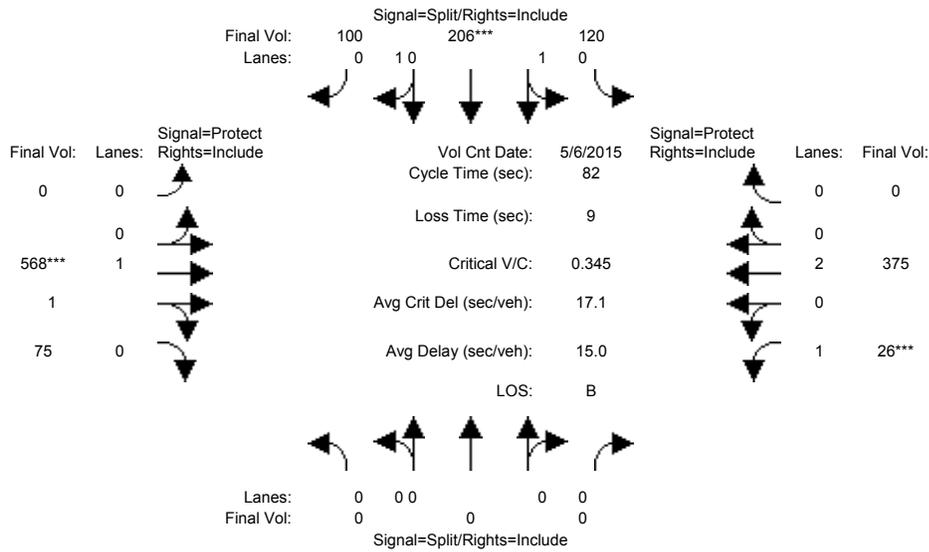
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1284	66	94	845	36
Growth 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:	95	10	68	50	39	47	42	1284	66	94	845	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	21	0	2	58	1
Initial Fut:	95	10	68	50	39	47	42	1305	66	96	903	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	10	68	50	39	47	42	1305	66	96	903	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1305	66	96	903	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	10	68	50	39	47	42	1305	66	96	903	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.23	0.04	0.05	0.16	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	18.4	36.3	36.3	8.7	26.6	26.6
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.08	0.40	0.07	0.40	0.38	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	16.7	7.9	6.3	26.4	13.1	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	16.7	7.9	6.3	26.4	13.1	11.2
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	9	1

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

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3446: DELMAS/SAN CARLOS



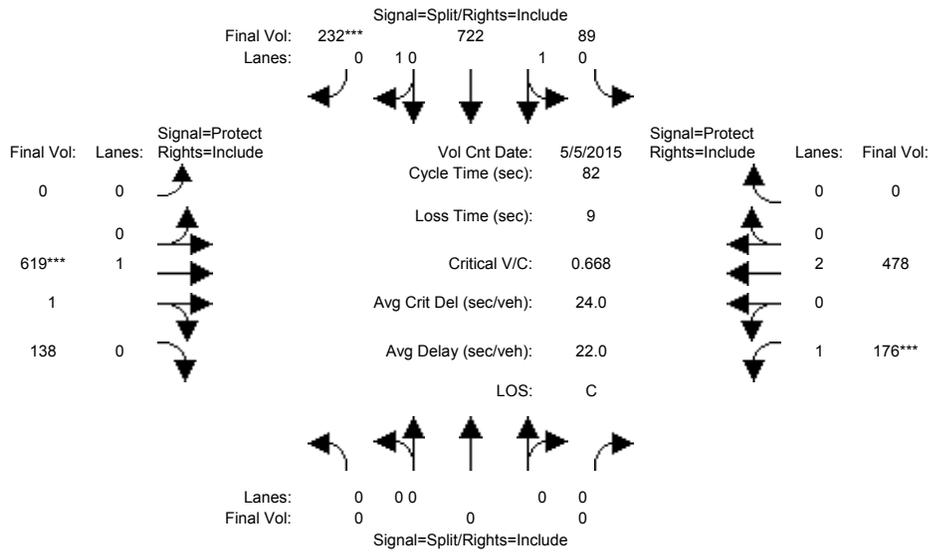
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	38	120	70	0	453	67	18	331	0
Growth 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	38	120	70	0	453	67	18	331	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	82	86	30	0	115	8	8	44	0
Initial Fut:	0	0	0	120	206	100	0	568	75	26	375	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	120	206	100	0	568	75	26	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	206	100	0	568	75	26	375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	120	206	100	0	568	75	26	375	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.56	0.97	0.47	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	0	0	0	1014	1741	845	0	3268	432	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.17	0.17	0.01	0.10	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.7	26.7	26.7	0.0	39.3	39.3	7.0	46.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.36	0.17	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	21.3	21.3	21.3	0.0	13.6	13.6	35.4	8.7	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	21.3	21.3	21.3	0.0	13.6	13.6	35.4	8.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	9	9	9	0	10	10	1	4	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3446: DELMAS/SAN CARLOS



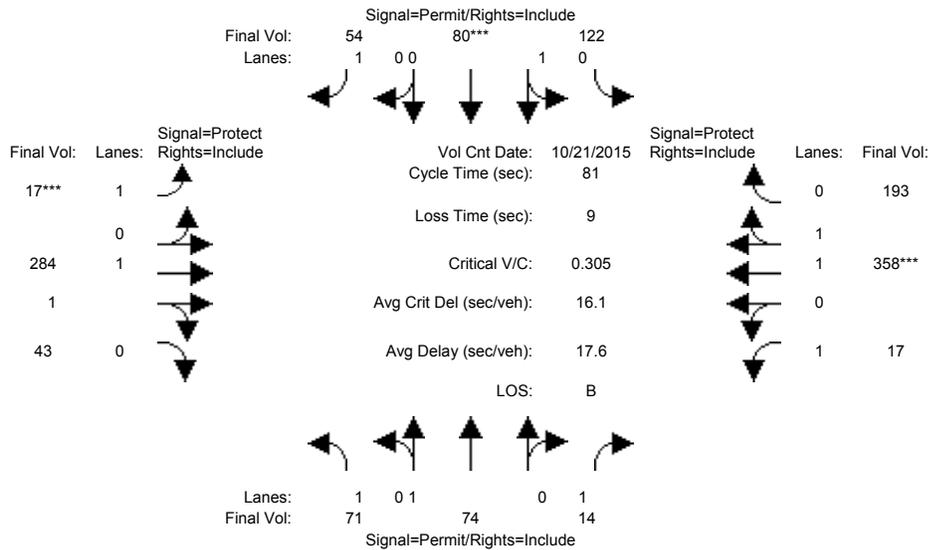
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	0	0	0	26	361	142	0	533	129	55	374	0
Growth Adj:	1.00	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	26	361	142	0	533	129	55	374	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	63	361	90	0	86	9	121	104	0
Initial Fut:	0	0	0	89	722	232	0	619	138	176	478	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	89	722	232	0	619	138	176	478	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	722	232	0	619	138	176	478	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	89	722	232	0	619	138	176	478	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.39	0.44	0.00	1.63	0.37	1.00	2.00	0.00
Final Sat.:	0	0	0	307	2492	801	0	3025	674	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.20	0.20	0.10	0.13	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.6	35.6	35.6	0.0	25.1	25.1	12.3	37.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.67	0.67	0.67	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	26.4	26.4	39.4	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	26.4	26.4	39.4	13.9	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	22	22	22	0	16	16	9	7	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3527: FOREST/MONROE



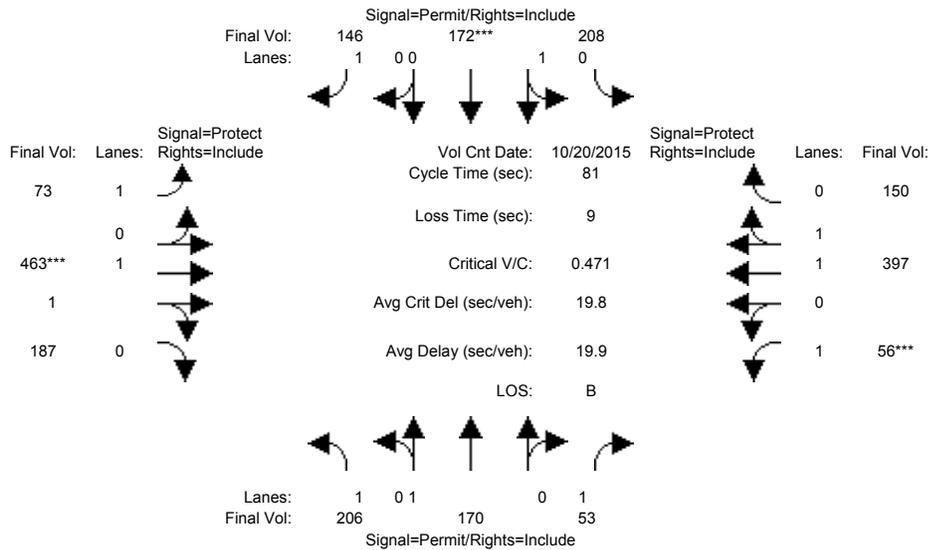
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	48	57	8	117	35	46	15	239	15	8	329	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	8	117	35	46	15	239	15	8	329	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	17	6	5	45	8	2	45	28	9	29	1
Initial Fut:	71	74	14	122	80	54	17	284	43	17	358	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	74	14	122	80	54	17	284	43	17	358	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	74	14	122	80	54	17	284	43	17	358	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	74	14	122	80	54	17	284	43	17	358	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	1.73	0.27	1.00	1.28	0.72
Final Sat.:	1750	1900	1750	1087	713	1750	1750	3213	486	1750	2403	1295
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.11	0.11	0.03	0.01	0.09	0.09	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	7.0	25.9	25.9	18.1	37.1	37.1
Volume/Cap:	0.12	0.11	0.02	0.33	0.33	0.09	0.11	0.28	0.28	0.04	0.33	0.33
Delay/Veh:	18.2	18.2	17.5	19.9	19.9	18.0	34.5	20.7	20.7	24.7	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	17.5	19.9	19.9	18.0	34.5	20.7	20.7	24.7	14.1	14.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	3	2	0	8	8	2	1	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3527: FOREST/MONROE



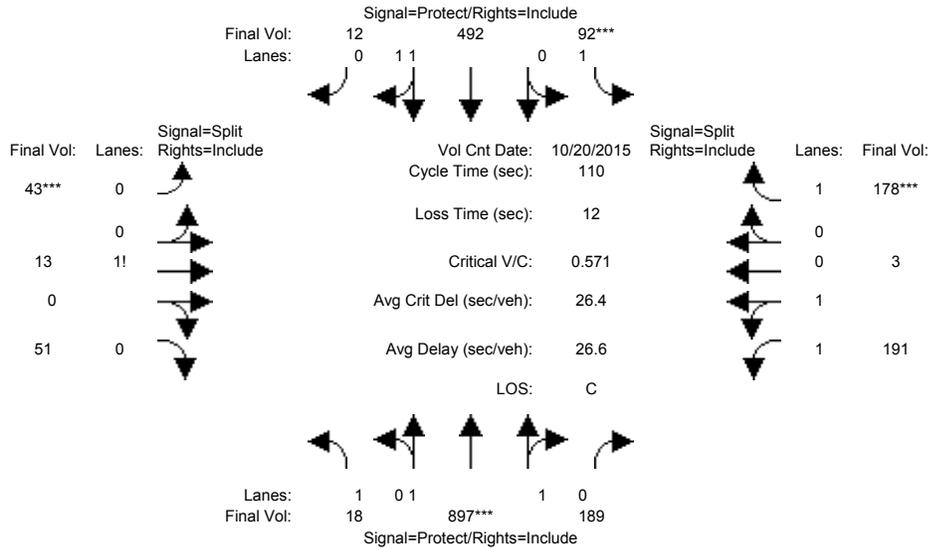
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	60	20	204	80	133	57	419	79	24	341	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	60	20	204	80	133	57	419	79	24	341	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	111	110	33	4	92	13	16	44	108	32	56	7
Initial Fut:	206	170	53	208	172	146	73	463	187	56	397	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	170	53	208	172	146	73	463	187	56	397	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	170	53	208	172	146	73	463	187	56	397	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	170	53	208	172	146	73	463	187	56	397	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	1.41	0.59	1.00	1.44	0.56
Final Sat.:	1750	1900	1750	985	815	1750	1750	2635	1064	1750	2685	1014
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.03	0.21	0.21	0.08	0.04	0.18	0.18	0.03	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	35.5	35.5	35.5	35.5	35.5	35.5	13.5	29.5	29.5	7.0	23.1	23.1
Volume/Cap:	0.27	0.20	0.07	0.48	0.48	0.19	0.25	0.48	0.48	0.37	0.52	0.52
Delay/Veh:	14.7	14.2	13.2	16.7	16.7	14.1	29.8	20.1	20.1	36.5	24.8	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:	14.7	14.2	13.2	16.7	16.7	14.1	29.8	20.1	20.1	36.5	24.8	24.8
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2k95thQ:	7	5	2	13	13	5	3	11	11	3	11	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3530: FOREST/WINCHESTER



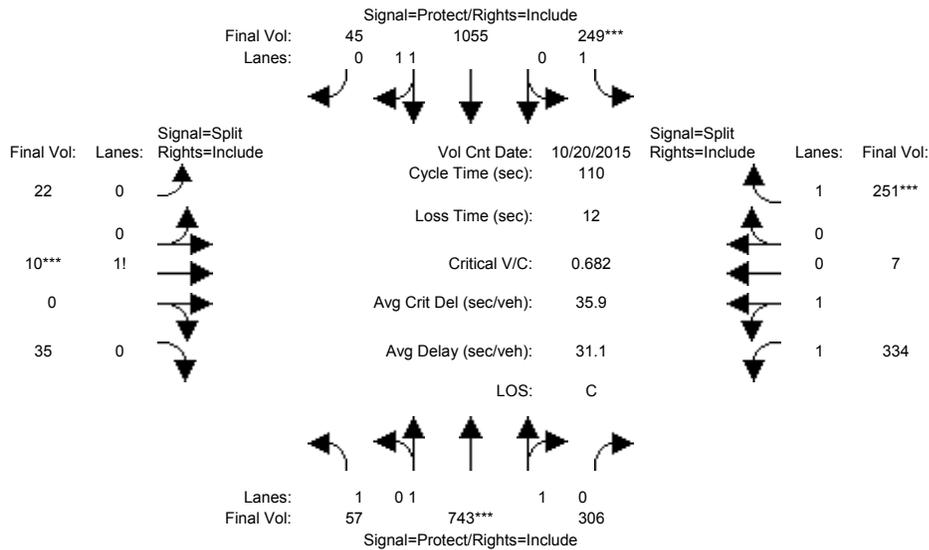
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	8	841	176	67	322	7	20	6	14	167	1	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	841	176	67	322	7	20	6	14	167	1	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	56	13	25	170	5	23	7	37	24	2	16
Initial Fut:	18	897	189	92	492	12	43	13	51	191	3	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	897	189	92	492	12	43	13	51	191	3	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	897	189	92	492	12	43	13	51	191	3	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	897	189	92	492	12	43	13	51	191	3	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.95	0.05	0.40	0.12	0.48	1.97	0.03	1.00
Final Sat.:	1750	3056	644	1750	3612	88	703	213	834	3495	55	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.14	0.14	0.06	0.06	0.06	0.05	0.05	0.10
Crit Moves:	****			****			****			****		
Green Time:	21.2	56.5	56.5	10.1	45.4	45.4	11.8	11.8	11.8	19.6	19.6	19.6
Volume/Cap:	0.05	0.57	0.57	0.57	0.33	0.33	0.57	0.57	0.57	0.31	0.31	0.57
Delay/Veh:	36.3	18.8	18.8	52.7	22.1	22.1	50.9	50.9	50.9	39.6	39.6	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	18.8	18.8	52.7	22.1	22.1	50.9	50.9	50.9	39.6	39.6	43.9
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	23	23	6	11	11	9	9	9	6	6	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	18	500	258	161	900	25	9	6	15	283	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	500	258	161	900	25	9	6	15	283	0	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	39	243	48	88	155	20	13	4	20	51	7	101
Initial Fut:	57	743	306	249	1055	45	22	10	35	334	7	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	743	306	249	1055	45	22	10	35	334	7	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	743	306	249	1055	45	22	10	35	334	7	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	743	306	249	1055	45	22	10	35	334	7	251

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.40	0.60	1.00	1.92	0.08	0.33	0.15	0.52	1.96	0.04	1.00
Final Sat.:	1750	2620	1079	1750	3549	151	575	261	914	3477	73	1750

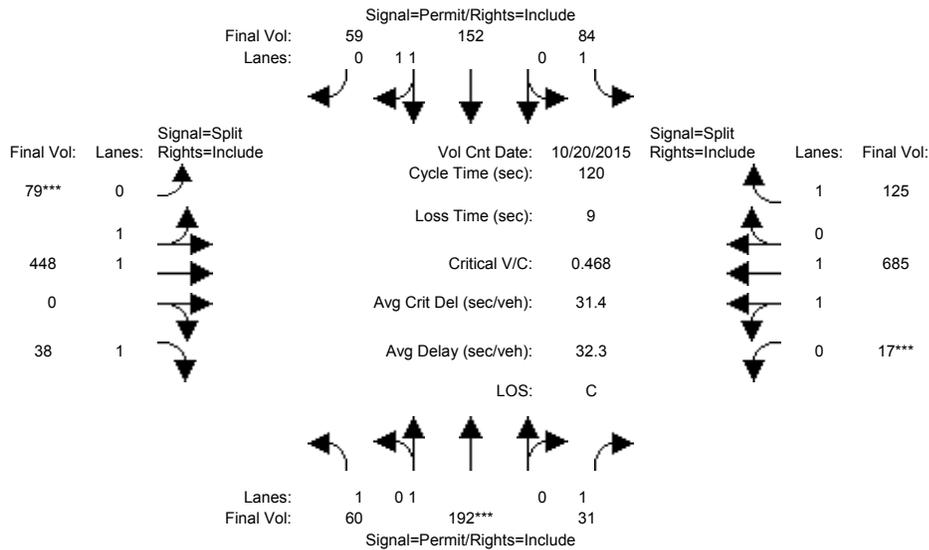
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.14	0.30	0.30	0.04	0.04	0.04	0.10	0.10	0.14
Crit Moves:	****			****			****			****		
Green Time:	11.6	43.8	43.8	22.0	54.2	54.2	10.0	10.0	10.0	22.2	22.2	22.2
Volume/Cap:	0.31	0.71	0.71	0.71	0.60	0.60	0.42	0.42	0.42	0.48	0.48	0.71
Delay/Veh:	46.4	29.4	29.4	47.8	20.7	20.7	49.1	49.1	49.1	39.3	39.3	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	29.4	29.4	47.8	20.7	20.7	49.1	49.1	49.1	39.3	39.3	47.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	4	27	27	16	23	23	6	6	6	11	11	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3575: HEDDING/MONROE



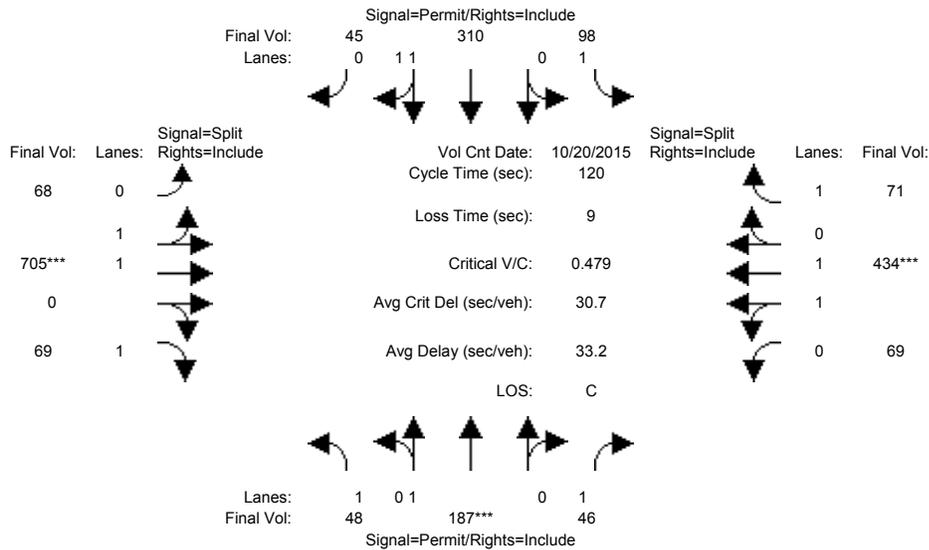
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	187	31	84	126	54	77	419	33	16	671	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	187	31	84	126	54	77	419	33	16	671	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	0	0	26	5	2	29	5	1	14	3
Initial Fut:	60	192	31	84	152	59	79	448	38	17	685	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	192	31	84	152	59	79	448	38	17	685	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	192	31	84	152	59	79	448	38	17	685	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	192	31	84	152	59	79	448	38	17	685	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.43	0.57	0.31	1.69	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2665	1034	555	3145	1750	90	3610	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.06	0.06	0.14	0.14	0.02	0.19	0.19	0.07
Crit Moves:	****						****			****		
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	36.5	36.5	36.5	48.6	48.6	48.6
Volume/Cap:	0.16	0.47	0.08	0.22	0.26	0.26	0.47	0.47	0.07	0.47	0.47	0.18
Delay/Veh:	38.4	41.9	37.7	39.1	39.3	39.3	34.2	34.2	29.8	26.4	26.4	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	41.9	37.7	39.1	39.3	39.3	34.2	34.2	29.8	26.4	26.4	23.0
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	12	2	6	7	7	15	15	2	17	17	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3575: HEDDING/MONROE



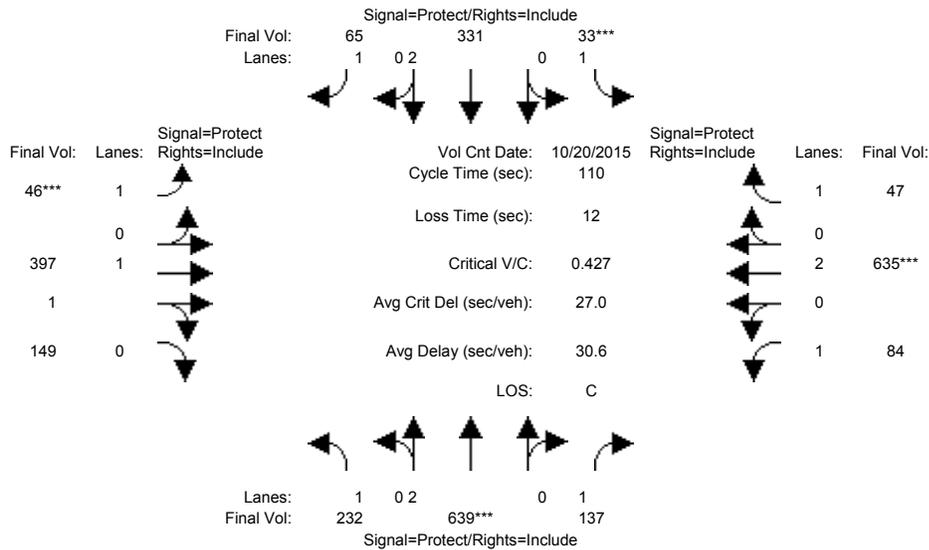
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	45	159	46	98	301	43	63	688	69	67	412	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	159	46	98	301	43	63	688	69	67	412	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	28	0	0	9	2	5	17	0	2	22	3
Initial Fut:	48	187	46	98	310	45	68	705	69	69	434	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	187	46	98	310	45	68	705	69	69	434	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	187	46	98	310	45	68	705	69	69	434	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	187	46	98	310	45	68	705	69	69	434	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.18	1.82	1.00	0.28	1.72	1.00
Final Sat.:	1750	1900	1750	1750	3231	469	325	3374	1750	507	3192	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.06	0.10	0.10	0.21	0.21	0.04	0.14	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	24.6	24.6	24.6	24.6	24.6	24.6	52.3	52.3	52.3	34.0	34.0	34.0
Volume/Cap:	0.13	0.48	0.13	0.27	0.47	0.47	0.48	0.48	0.09	0.48	0.48	0.14
Delay/Veh:	39.1	43.0	39.1	40.5	42.4	42.4	24.4	24.4	19.9	36.0	36.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	43.0	39.1	40.5	42.4	42.4	24.4	24.4	19.9	36.0	36.0	32.2
LOS by Move:	D	D	D	D	D	D	C	C	B	D	D	C
HCM2k95thQ:	3	11	3	7	12	12	18	18	3	14	14	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3582: HEDDING/WINCHESTER



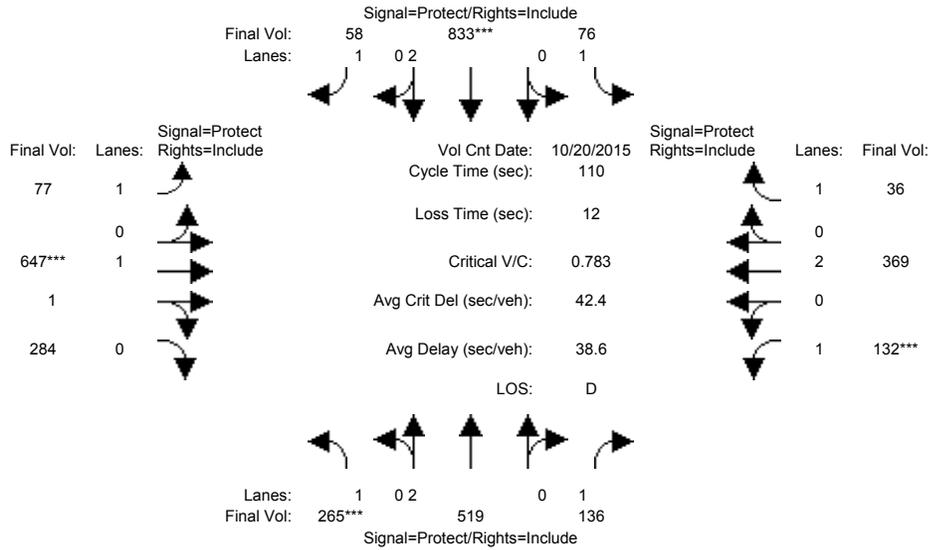
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	209	589	128	33	191	65	42	379	100	70	629	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	589	128	33	191	65	42	379	100	70	629	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	50	9	0	140	0	4	18	49	14	6	0
Initial Fut:	232	639	137	33	331	65	46	397	149	84	635	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	639	137	33	331	65	46	397	149	84	635	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	639	137	33	331	65	46	397	149	84	635	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	639	137	33	331	65	46	397	149	84	635	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2690	1009	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.08	0.02	0.09	0.04	0.03	0.15	0.15	0.05	0.17	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.1	42.1	42.1	7.0	20.0	20.0	7.0	34.1	34.1	14.7	41.9	41.9
Volume/Cap:	0.50	0.44	0.20	0.30	0.48	0.20	0.41	0.48	0.48	0.36	0.44	0.07
Delay/Veh:	35.1	25.4	22.9	50.6	40.9	38.6	52.0	31.0	31.0	44.3	25.5	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	25.4	22.9	50.6	40.9	38.6	52.0	31.0	31.0	44.3	25.5	21.7
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	13	14	6	3	11	4	3	14	14	5	14	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3582: HEDDING/WINCHESTER



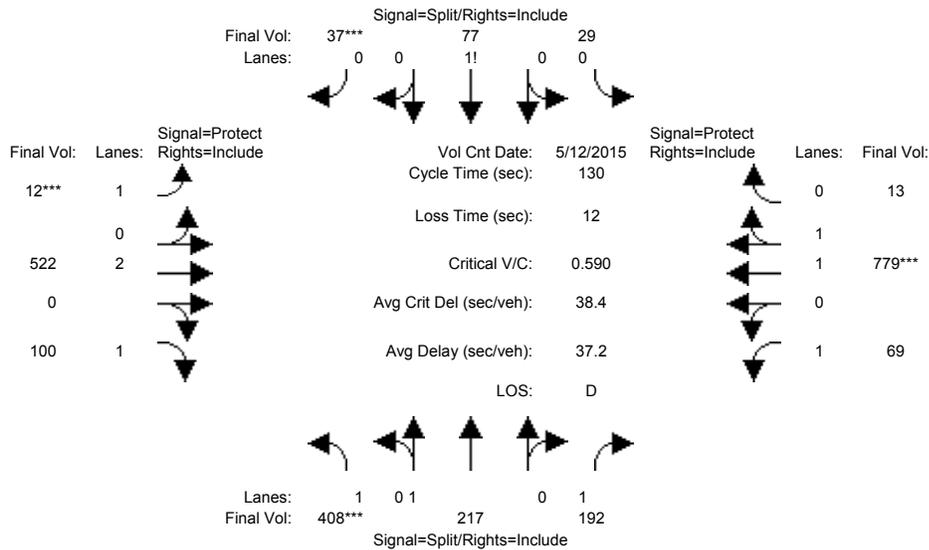
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	183	312	118	76	693	58	77	640	214	120	357	36
Growth 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:	183	312	118	76	693	58	77	640	214	120	357	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	82	207	18	0	140	0	0	7	70	12	12	0
Initial Fut:	265	519	136	76	833	58	77	647	284	132	369	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:	265	519	136	76	833	58	77	647	284	132	369	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	519	136	76	833	58	77	647	284	132	369	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	519	136	76	833	58	77	647	284	132	369	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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2570	1128	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.08	0.04	0.22	0.03	0.04	0.25	0.25	0.08	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.3	35.5	35.5	16.5	30.8	30.8	18.2	35.4	35.4	10.6	27.8	27.8
Volume/Cap:	0.78	0.42	0.24	0.29	0.78	0.12	0.27	0.78	0.78	0.78	0.38	0.08
Delay/Veh:	53.5	29.4	27.6	42.1	40.4	29.6	40.6	37.3	37.3	69.4	34.3	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	29.4	27.6	42.1	40.4	29.6	40.6	37.3	37.3	69.4	34.3	31.5
LOS by Move:	D	C	C	D	D	C	D	D	D	E	C	C
HCM2k95thQ:	17	12	7	5	26	3	5	26	26	10	10	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3653: LINCOLN/SAN CARLOS



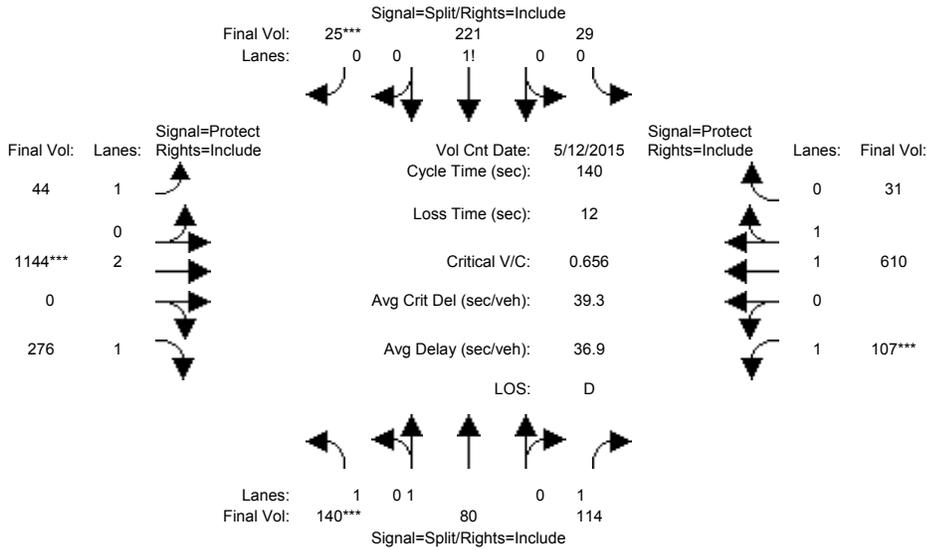
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	348	159	167	13	45	29	6	382	82	48	660	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	159	167	13	45	29	6	382	82	48	660	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	60	58	25	16	32	8	6	140	18	21	119	8
Initial Fut:	408	217	192	29	77	37	12	522	100	69	779	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	217	192	29	77	37	12	522	100	69	779	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	217	192	29	77	37	12	522	100	69	779	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	408	217	192	29	77	37	12	522	100	69	779	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	355	942	453	1750	3800	1750	1750	3639	61
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.11	0.08	0.08	0.08	0.01	0.14	0.06	0.04	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	48.9	48.9	48.9	17.1	17.1	17.1	7.0	37.3	37.3	14.6	44.9	44.9
Volume/Cap:	0.62	0.30	0.29	0.62	0.62	0.62	0.13	0.48	0.20	0.35	0.62	0.62
Delay/Veh:	34.8	28.8	28.6	58.4	58.4	58.4	59.2	38.6	35.2	54.4	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	28.8	28.6	58.4	58.4	58.4	59.2	38.6	35.2	54.4	36.4	36.4
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2k95thQ:	26	11	11	13	13	13	1	16	6	5	23	23

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 May 2015 <<											
Base Vol:	104	47	99	17	171	20	33	911	227	88	451	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	47	99	17	171	20	33	911	227	88	451	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	33	15	12	50	5	11	233	49	19	159	17
Initial Fut:	140	80	114	29	221	25	44	1144	276	107	610	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	80	114	29	221	25	44	1144	276	107	610	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	80	114	29	221	25	44	1144	276	107	610	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	80	114	29	221	25	44	1144	276	107	610	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.11	0.80	0.09	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	185	1406	159	1750	3800	1750	1750	3521	179

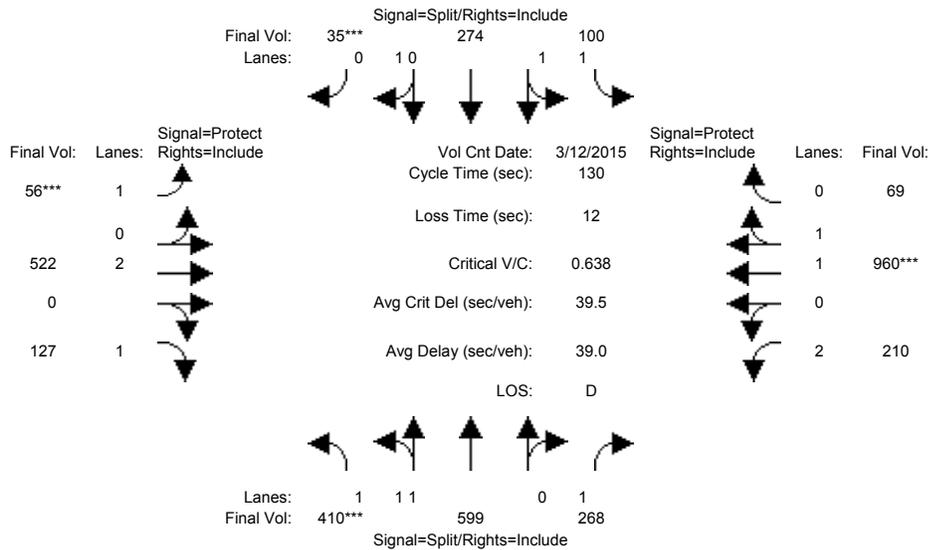
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.16	0.16	0.16	0.03	0.30	0.16	0.06	0.17	0.17
Crit Moves:	****					****		****		****		
Green Time:	17.1	17.1	17.1	33.6	33.6	33.6	17.3	64.3	64.3	13.1	60.0	60.0
Volume/Cap:	0.66	0.35	0.53	0.66	0.66	0.66	0.20	0.66	0.34	0.66	0.40	0.40
Delay/Veh:	65.8	57.2	60.3	51.7	51.7	51.7	55.6	30.2	24.6	70.6	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	57.2	60.3	51.7	51.7	51.7	55.6	30.2	24.6	70.6	27.8	27.8
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	14	7	11	22	22	22	4	32	15	10	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Mar 2015 << 7:30-8:30AM											
Base Vol:	306	520	214	95	254	22	51	369	95	162	772	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	520	214	95	254	22	51	369	95	162	772	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	104	79	54	5	20	13	5	153	32	48	188	6
Initial Fut:	410	599	268	100	274	35	56	522	127	210	960	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	599	268	100	274	35	56	522	127	210	960	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	599	268	100	274	35	56	522	127	210	960	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	599	268	100	274	35	56	522	127	210	960	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.26	1.74	1.00	1.00	1.77	0.23	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	2213	3233	1750	1750	3281	419	1750	3800	1750	3150	3452	248

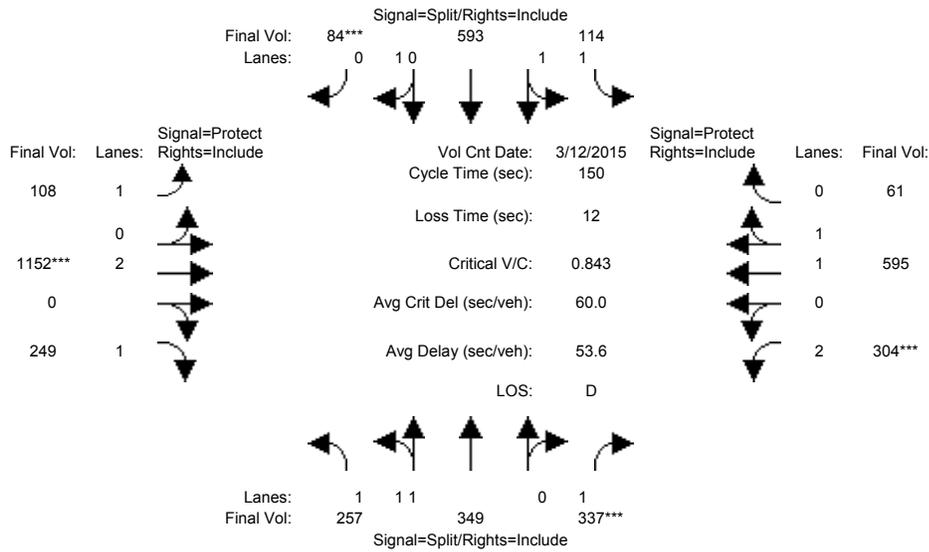
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.15	0.06	0.08	0.08	0.03	0.14	0.07	0.07	0.28	0.28
Crit Moves:	****					****	****			****		
Green Time:	37.6	37.6	37.6	17.0	17.0	17.0	7.0	42.7	42.7	20.7	56.4	56.4
Volume/Cap:	0.64	0.64	0.53	0.44	0.64	0.64	0.59	0.42	0.22	0.42	0.64	0.64
Delay/Veh:	41.2	41.2	39.8	52.5	55.8	55.8	70.0	34.2	31.8	49.8	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	41.2	39.8	52.5	55.8	55.8	70.0	34.2	31.8	49.8	29.7	29.7
LOS by Move:	D	D	D	D	E	E	E	C	C	D	C	C
HCM2k95thQ:	23	23	18	9	13	13	7	15	8	9	28	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



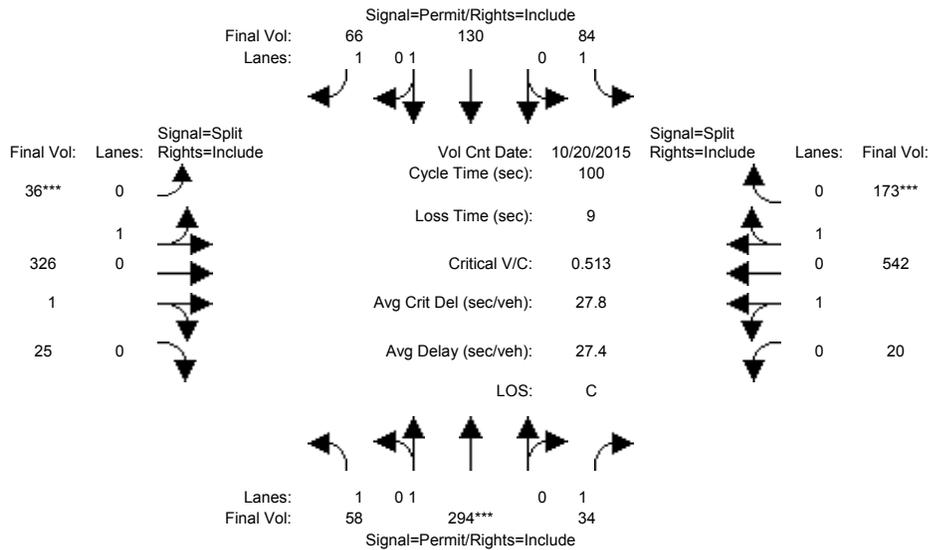
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 <<												
Base Vol:	156	298	252	101	525	67	87	902	196	236	423	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	298	252	101	525	67	87	902	196	236	423	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	101	51	85	13	68	17	21	250	53	68	172	9
Initial Fut:	257	349	337	114	593	84	108	1152	249	304	595	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	349	337	114	593	84	108	1152	249	304	595	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	349	337	114	593	84	108	1152	249	304	595	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	349	337	114	593	84	108	1152	249	304	595	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.31	1.69	1.00	1.00	1.74	0.26	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	2310	3136	1750	1750	3241	459	1750	3800	1750	3150	3356	344
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.19	0.07	0.18	0.18	0.06	0.30	0.14	0.10	0.18	0.18
Crit Moves:			****			****		****		****		
Green Time:	34.3	34.3	34.3	32.6	32.6	32.6	18.4	54.0	54.0	17.2	52.8	52.8
Volume/Cap:	0.49	0.49	0.84	0.30	0.84	0.84	0.50	0.84	0.40	0.84	0.50	0.50
Delay/Veh:	50.5	50.5	70.2	49.2	63.2	63.2	63.5	49.0	36.3	81.3	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	70.2	49.2	63.2	63.2	63.5	49.0	36.3	81.3	38.6	38.6
LOS by Move:	D	D	E	D	E	E	E	D	D	F	D	D
HCM2k95thQ:	16	16	31	9	30	30	11	43	17	17	21	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3701: MONROE/NEWHALL



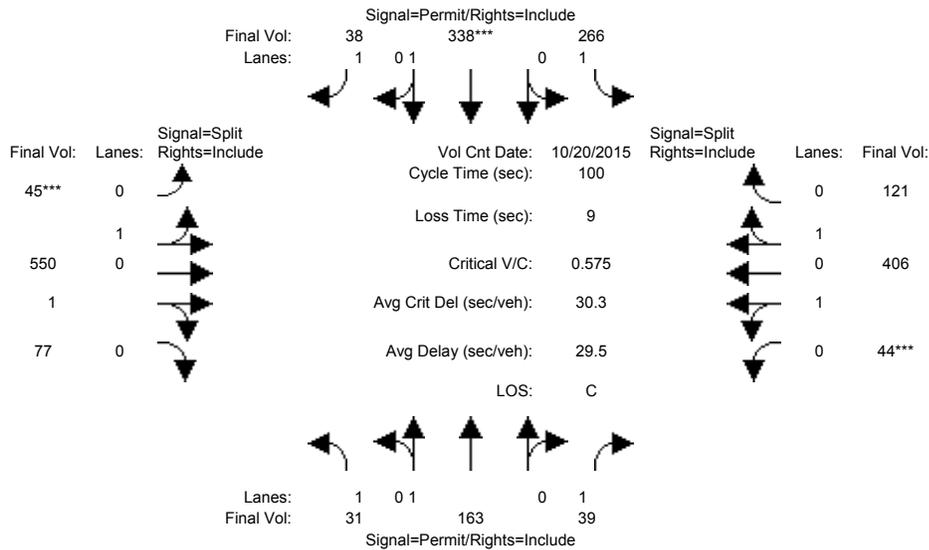
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	57	281	33	84	99	61	36	318	24	20	517	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	281	33	84	99	61	36	318	24	20	517	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	13	1	0	31	5	0	8	1	0	25	1
Initial Fut:	58	294	34	84	130	66	36	326	25	20	542	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	294	34	84	130	66	36	326	25	20	542	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	294	34	84	130	66	36	326	25	20	542	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	294	34	84	130	66	36	326	25	20	542	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	1.68	0.13	0.05	1.48	0.47
Final Sat.:	1750	1900	1750	1750	1900	1750	335	3033	233	98	2655	847
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.02	0.05	0.07	0.04	0.11	0.11	0.11	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	30.2	30.2	30.2	30.2	30.2	30.2	21.0	21.0	21.0	39.8	39.8	39.8
Volume/Cap:	0.11	0.51	0.06	0.16	0.23	0.12	0.51	0.51	0.51	0.51	0.51	0.51
Delay/Veh:	25.3	29.6	24.9	25.7	26.4	25.4	35.6	35.6	35.6	23.1	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	29.6	24.9	25.7	26.4	25.4	35.6	35.6	35.6	23.1	23.1	23.1
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	15	2	4	6	3	11	11	11	17	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3701: MONROE/NEWHALL



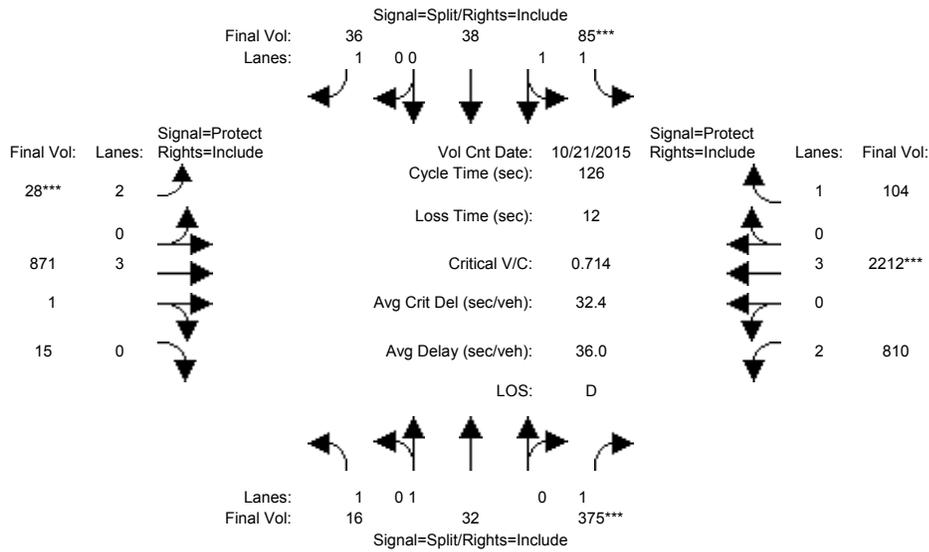
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	131	39	262	320	36	40	527	76	42	380	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	131	39	262	320	36	40	527	76	42	380	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	32	0	4	18	2	5	23	1	2	26	4
Initial Fut:	31	163	39	266	338	38	45	550	77	44	406	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	163	39	266	338	38	45	550	77	44	406	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	163	39	266	338	38	45	550	77	44	406	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	163	39	266	338	38	45	550	77	44	406	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.13	1.64	0.23	0.15	1.43	0.42
Final Sat.:	1750	1900	1750	1750	1900	1750	241	2946	412	277	2560	763
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.02	0.15	0.18	0.02	0.19	0.19	0.19	0.16	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	32.5	32.5	32.5	27.6	27.6	27.6
Volume/Cap:	0.06	0.28	0.07	0.49	0.57	0.07	0.57	0.57	0.57	0.57	0.57	0.57
Delay/Veh:	24.3	26.3	24.4	28.8	30.4	24.4	28.7	28.7	28.7	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	26.3	24.4	28.8	30.4	24.4	28.7	28.7	28.7	32.0	32.0	32.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	8	2	13	16	2	16	16	16	16	16	16

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3702: MONROE/STEVENS CREEK



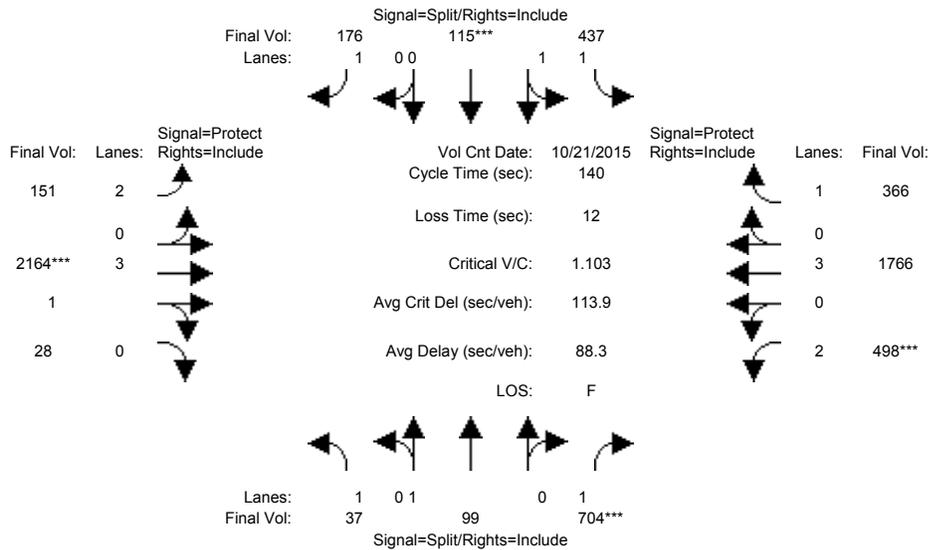
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	74	34	30	25	21	213	0	482	237	38
Initial Fut:	16	32	375	85	38	36	28	871	15	810	2212	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	32	375	85	38	36	28	871	15	810	2212	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	375	85	38	36	28	871	15	810	2212	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	32	375	85	38	36	28	871	15	810	2212	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.39	0.61	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2453	1097	1750	3150	7373	127	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.21	0.03	0.03	0.02	0.01	0.12	0.12	0.26	0.39	0.06
Crit Moves:			****	****			****				****	
Green Time:	34.5	34.5	34.5	10.0	10.0	10.0	7.0	21.9	21.9	47.6	62.5	62.5
Volume/Cap:	0.03	0.06	0.78	0.44	0.44	0.26	0.16	0.68	0.68	0.68	0.78	0.12
Delay/Veh:	33.6	33.8	50.4	56.4	56.4	55.5	57.1	50.3	50.3	34.4	27.6	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.8	50.4	56.4	56.4	55.5	57.1	50.3	50.3	34.4	27.6	17.1
LOS by Move:	C	C	D	E	E	E	E	D	D	C	C	B
HCM2k95thQ:	1	2	28	6	6	3	2	17	17	28	40	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3702: MONROE/STEVENS CREEK



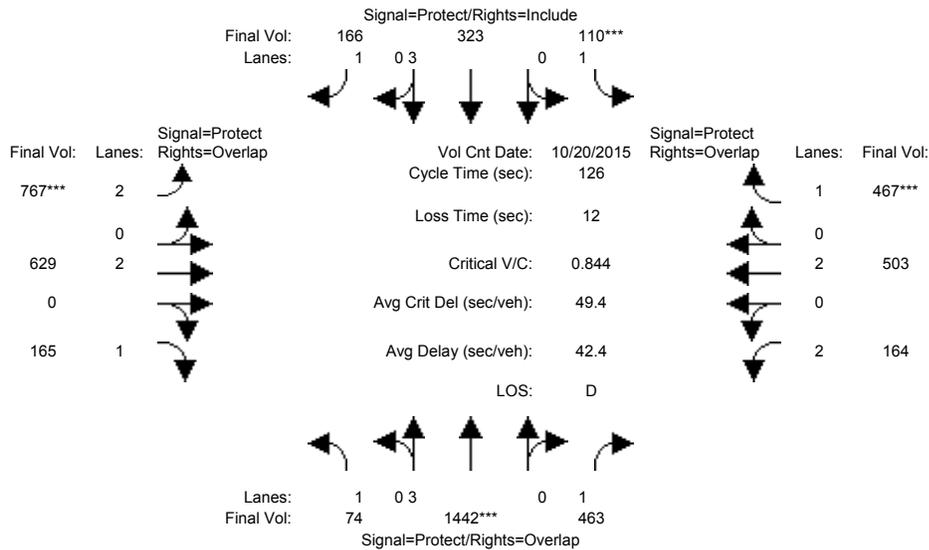
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	77	484	199	70	99	102	417	0	207	407	148
Initial Fut:	37	99	704	437	115	176	151	2164	28	498	1766	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:	37	99	704	437	115	176	151	2164	28	498	1766	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	99	704	437	115	176	151	2164	28	498	1766	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:	37	99	704	437	115	176	151	2164	28	498	1766	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	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2810	740	1750	3150	7404	96	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.40	0.16	0.16	0.10	0.05	0.29	0.29	0.16	0.31	0.21
Crit Moves:			****			****			****			****
Green Time:	51.1	51.1	51.1	19.7	19.7	19.7	7.9	37.1	37.1	20.1	49.2	49.2
Volume/Cap:	0.06	0.14	1.10	1.10	1.10	0.71	0.84	1.10	1.10	1.10	0.88	0.59
Delay/Veh:	28.9	29.9	111.5	131.4	131	66.9	94.5	106	105.9	133.2	47.6	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	29.9	111.5	131.4	131	66.9	94.5	106	105.9	133.2	47.6	38.8
LOS by Move:	C	C	F	F	F	E	F	F	F	F	D	D
HCM2k95thQ:	2	6	70	33	33	17	12	54	54	31	42	24

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3711: MOORPARK/WINCHESTER



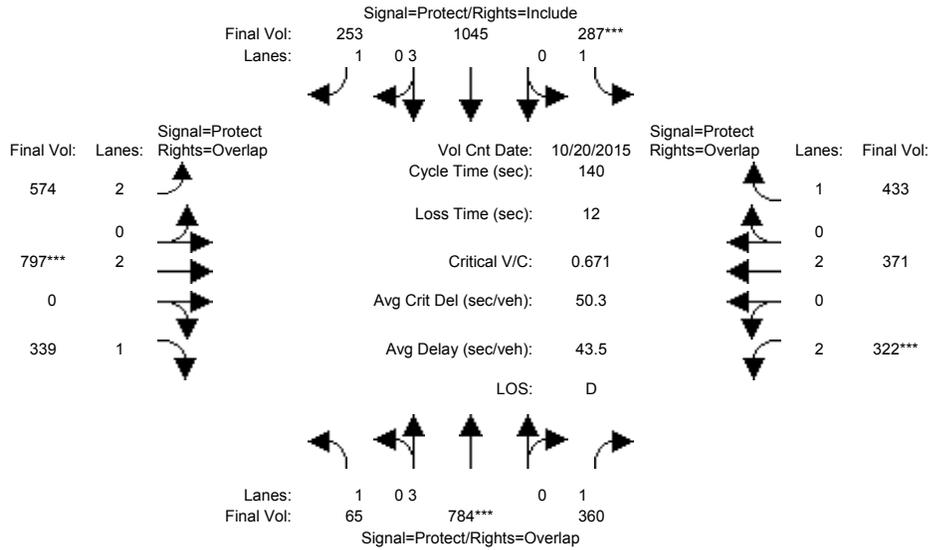
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	73	1275	380	108	279	151	558	624	161	156	502	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1275	380	108	279	151	558	624	161	156	502	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	167	83	2	44	15	209	5	4	8	1	13
Initial Fut:	74	1442	463	110	323	166	767	629	165	164	503	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1442	463	110	323	166	767	629	165	164	503	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1442	463	110	323	166	767	629	165	164	503	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	1442	463	110	323	166	767	629	165	164	503	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.26	0.06	0.06	0.09	0.24	0.17	0.09	0.05	0.13	0.27
Crit Moves:	****			****			****			****		
Green Time:	17.4	37.8	54.6	9.4	29.7	29.7	36.4	50.0	67.5	16.8	30.5	39.9
Volume/Cap:	0.31	0.84	0.61	0.84	0.24	0.40	0.84	0.42	0.18	0.39	0.55	0.84
Delay/Veh:	49.6	45.4	29.0	94.3	39.1	41.3	49.4	27.6	15.1	50.5	42.4	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	45.4	29.0	94.3	39.1	41.3	49.4	27.6	15.1	50.5	42.4	51.5
LOS by Move:	D	D	C	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	6	34	27	10	6	11	30	16	7	8	17	35

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3711: MOORPARK/WINCHESTER



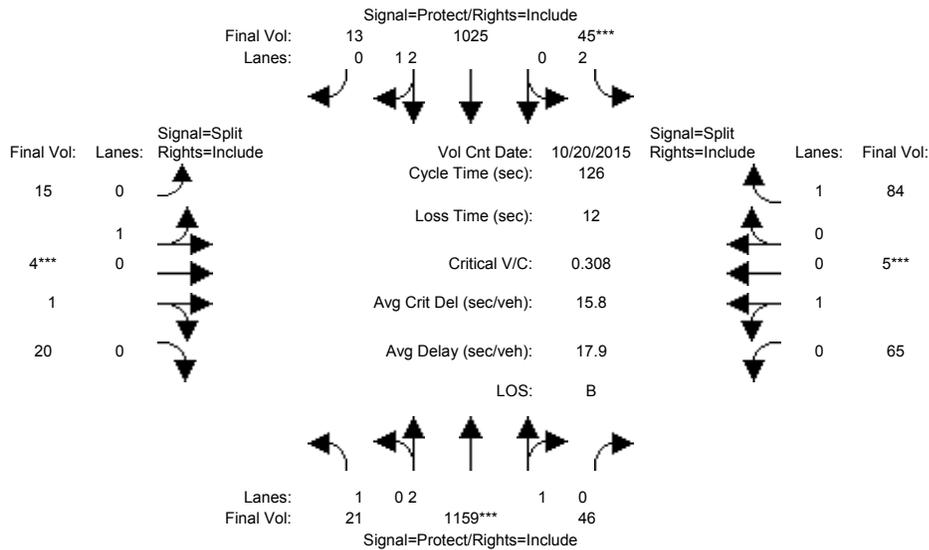
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	65	638	340	269	811	174	389	795	324	284	367	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	638	340	269	811	174	389	795	324	284	367	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	146	20	18	234	79	185	2	15	38	4	8
Initial Fut:	65	784	360	287	1045	253	574	797	339	322	371	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	784	360	287	1045	253	574	797	339	322	371	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	784	360	287	1045	253	574	797	339	322	371	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	784	360	287	1045	253	574	797	339	322	371	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.21	0.16	0.18	0.14	0.18	0.21	0.19	0.10	0.10	0.25
Crit Moves:	****			****			****			****		
Green Time:	13.5	28.7	50.0	34.2	49.4	49.4	42.4	43.8	57.2	21.3	22.7	56.9
Volume/Cap:	0.39	0.67	0.58	0.67	0.52	0.41	0.60	0.67	0.47	0.67	0.60	0.61
Delay/Veh:	60.8	52.8	37.7	51.9	36.1	34.7	42.7	43.4	30.8	59.7	56.1	34.3
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:	60.8	52.8	37.7	51.9	36.1	34.7	42.7	43.4	30.8	59.7	56.1	34.3
LOS by Move:	E	D	D	D	D	C	D	D	C	E	E	C
HCM2k95thQ:	6	20	24	20	20	15	22	26	20	17	15	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3726: OLIN/WINCHESTER



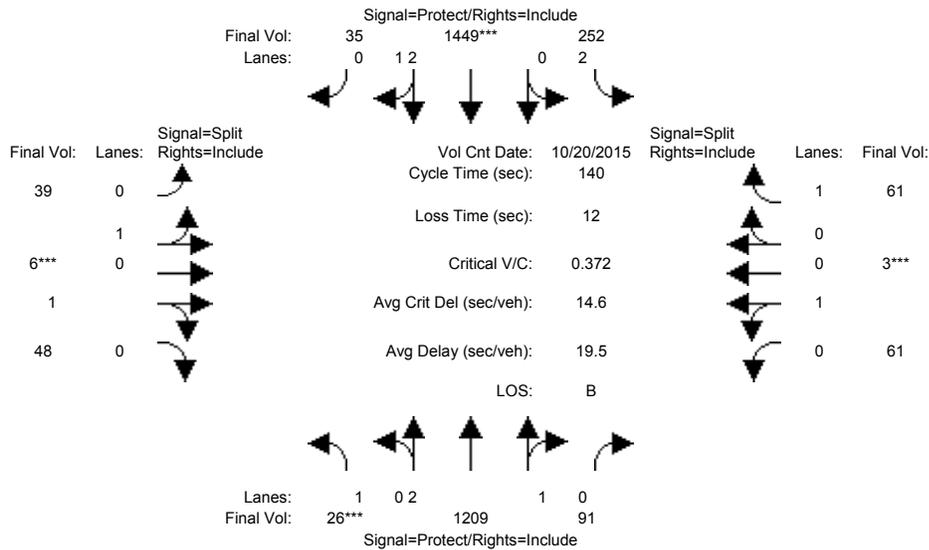
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	127	7	2	380	0	0	0	0	21	0	10
Initial Fut:	21	1159	46	45	1025	13	15	4	20	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1159	46	45	1025	13	15	4	20	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1159	46	45	1025	13	15	4	20	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1159	46	45	1025	13	15	4	20	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.96	0.04	0.79	0.21	1.00	0.93	0.07	1.00
Final Sat.:	1750	5386	214	3150	5530	70	1421	379	1800	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.19	0.19	0.01	0.01	0.01	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.9	79.3	79.3	7.0	66.4	66.4	10.0	10.0	10.0	17.7	17.7	17.7
Volume/Cap:	0.08	0.34	0.34	0.26	0.35	0.35	0.13	0.13	0.14	0.28	0.28	0.34
Delay/Veh:	45.3	11.1	11.1	57.8	17.4	17.4	54.2	54.2	54.2	49.0	49.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	11.1	11.1	57.8	17.4	17.4	54.2	54.2	54.2	49.0	49.0	49.7
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	1	14	14	3	15	15	2	2	2	5	5	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3726: OLIN/WINCHESTER



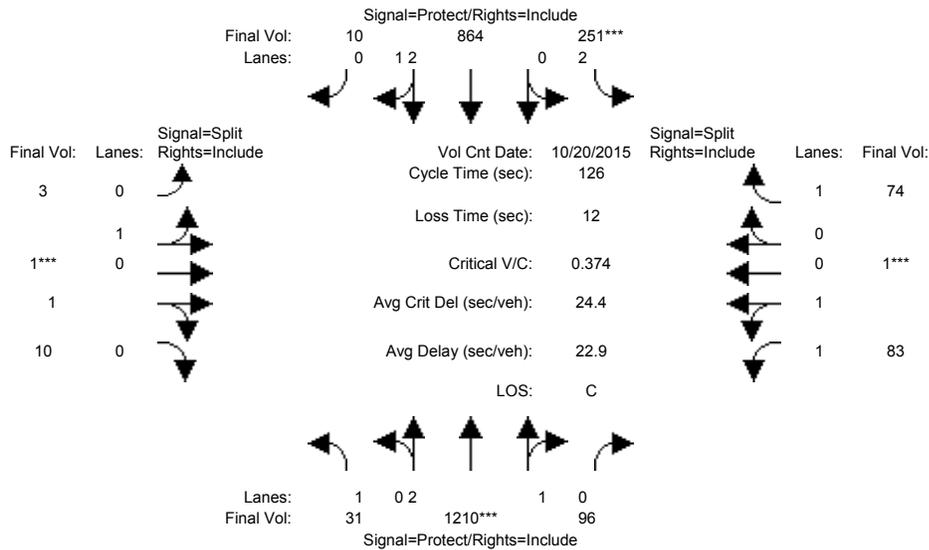
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	478	15	4	195	8	12	0	7	8	0	4
Initial Fut:	26	1209	91	252	1449	35	39	6	48	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1209	91	252	1449	35	39	6	48	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1209	91	252	1449	35	39	6	48	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1209	91	252	1449	35	39	6	48	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	2.00	2.93	0.07	0.87	0.13	1.00	0.95	0.05	1.00
Final Sat.:	1750	5207	392	3150	5468	132	1560	240	1800	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.08	0.27	0.27	0.03	0.03	0.03	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	7.0	78.0	78.0	26.9	97.8	97.8	10.0	10.0	10.0	13.1	13.1	13.1
Volume/Cap:	0.30	0.42	0.42	0.42	0.38	0.38	0.35	0.35	0.37	0.38	0.38	0.37
Delay/Veh:	66.0	18.0	18.0	50.2	8.7	8.7	62.7	62.7	62.9	61.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	18.0	18.0	50.2	8.7	8.7	62.7	62.7	62.9	61.0	61.0	61.0
LOS by Move:	E	B	B	D	A	A	E	E	E	E	E	E
HCM2k95thQ:	2	19	19	11	16	16	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3727: OLSEN/WINCHESTER



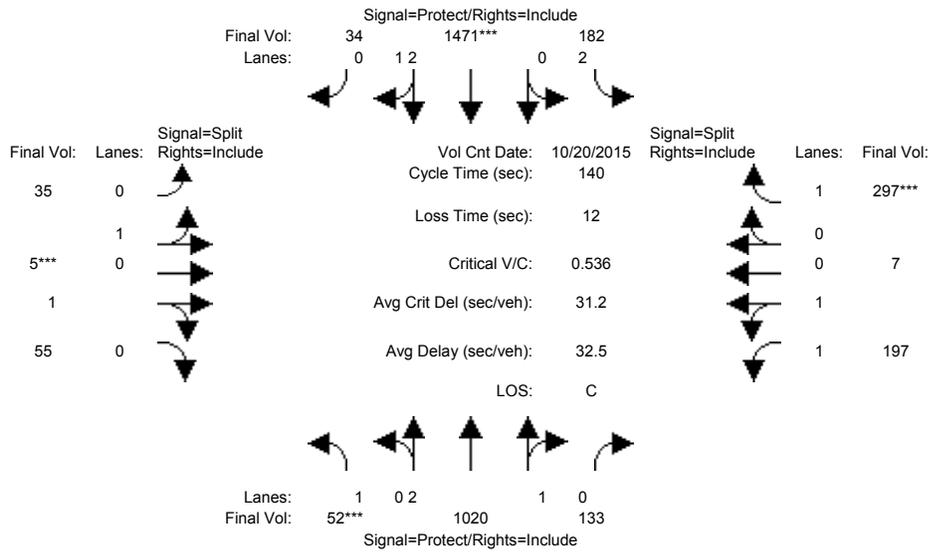
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	123	7	233	198	0	0	0	0	33	0	47
Initial Fut:	31	1210	96	251	864	10	3	1	10	83	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1210	96	251	864	10	3	1	10	83	1	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1210	96	251	864	10	3	1	10	83	1	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1210	96	251	864	10	3	1	10	83	1	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.77	0.23	2.00	2.96	0.04	0.75	0.25	1.00	1.98	0.02	1.00
Final Sat.:	1750	5188	412	3150	5536	64	1350	450	1800	3508	42	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.08	0.16	0.16	0.00	0.00	0.01	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.6	66.9	66.9	22.9	66.2	66.2	10.0	10.0	10.0	14.2	14.2	14.2
Volume/Cap:	0.09	0.44	0.44	0.44	0.30	0.30	0.03	0.03	0.07	0.21	0.21	0.37
Delay/Veh:	42.5	18.2	18.2	46.4	16.9	16.9	53.5	53.5	53.8	51.0	51.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	18.2	18.2	46.4	16.9	16.9	53.5	53.5	53.8	51.0	51.0	53.0
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	2	19	19	10	12	12	0	0	1	3	3	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3727: OLSEN/WINCHESTER



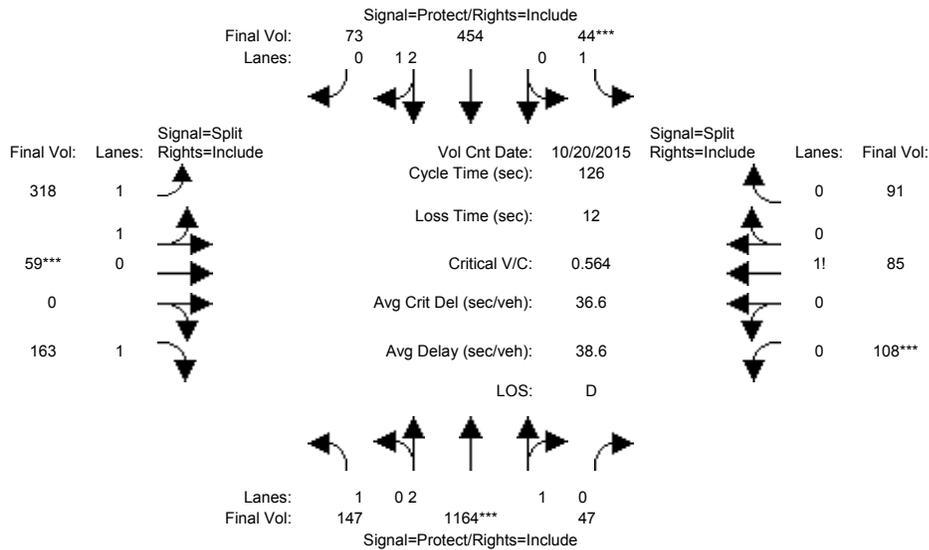
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	271	14	111	225	12	19	0	20	78	0	226
Initial Fut:	52	1020	133	182	1471	34	35	5	55	197	7	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1020	133	182	1471	34	35	5	55	197	7	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1020	133	182	1471	34	35	5	55	197	7	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	1020	133	182	1471	34	35	5	55	197	7	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.64	0.36	2.00	2.93	0.07	0.87	0.13	1.00	1.93	0.07	1.00
Final Sat.:	1750	4953	646	3150	5473	127	1575	225	1800	3428	122	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.06	0.27	0.27	0.02	0.02	0.03	0.06	0.06	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.5	58.7	58.7	16.5	67.7	67.7	10.0	10.0	10.0	42.8	42.8	42.8
Volume/Cap:	0.56	0.49	0.49	0.49	0.56	0.56	0.31	0.31	0.43	0.19	0.19	0.56
Delay/Veh:	71.8	29.9	29.9	58.9	25.8	25.8	62.3	62.3	63.6	35.9	35.9	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	29.9	29.9	58.9	25.8	25.8	62.3	62.3	63.6	35.9	35.9	42.0
LOS by Move:	E	C	C	E	C	C	E	E	E	D	D	D
HCM2k95thQ:	6	22	22	9	26	26	4	4	6	7	7	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3737: PAYNE/WINCHESTER



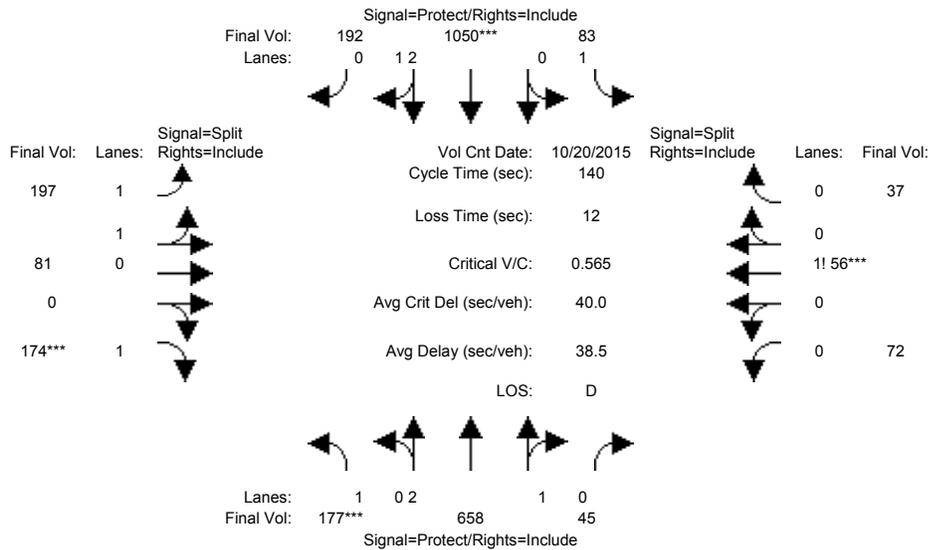
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1088	47	44	407	71	308	59	163	108	85	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1088	47	44	407	71	308	59	163	108	85	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	76	0	0	47	2	10	0	0	0	0	5
Initial Fut:	147	1164	47	44	454	73	318	59	163	108	85	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1164	47	44	454	73	318	59	163	108	85	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1164	47	44	454	73	318	59	163	108	85	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1164	47	44	454	73	318	59	163	108	85	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	2.57	0.43	1.69	0.31	1.00	0.38	0.30	0.32
Final Sat.:	1750	5382	217	1750	4823	776	2994	556	1750	665	524	561
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.03	0.09	0.09	0.11	0.11	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	25.8	47.7	47.7	7.0	28.9	28.9	23.4	23.4	23.4	35.8	35.8	35.8
Volume/Cap:	0.41	0.57	0.57	0.45	0.41	0.41	0.57	0.57	0.50	0.57	0.57	0.57
Delay/Veh:	44.3	31.4	31.4	61.0	41.5	41.5	47.9	47.9	47.2	40.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	31.4	31.4	61.0	41.5	41.5	47.9	47.9	47.2	40.1	40.1	40.1
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	23	23	4	11	11	15	15	13	19	19	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	177	592	45	77	959	180	191	81	174	72	56	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:	177	592	45	77	959	180	191	81	174	72	56	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	66	0	6	91	12	6	0	0	0	0	4
Initial Fut:	177	658	45	83	1050	192	197	81	174	72	56	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	658	45	83	1050	192	197	81	174	72	56	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	658	45	83	1050	192	197	81	174	72	56	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	658	45	83	1050	192	197	81	174	72	56	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.52	0.48	1.43	0.57	1.00	0.44	0.34	0.22
Final Sat.:	1750	5241	358	1750	4733	865	2515	1034	1750	764	594	392

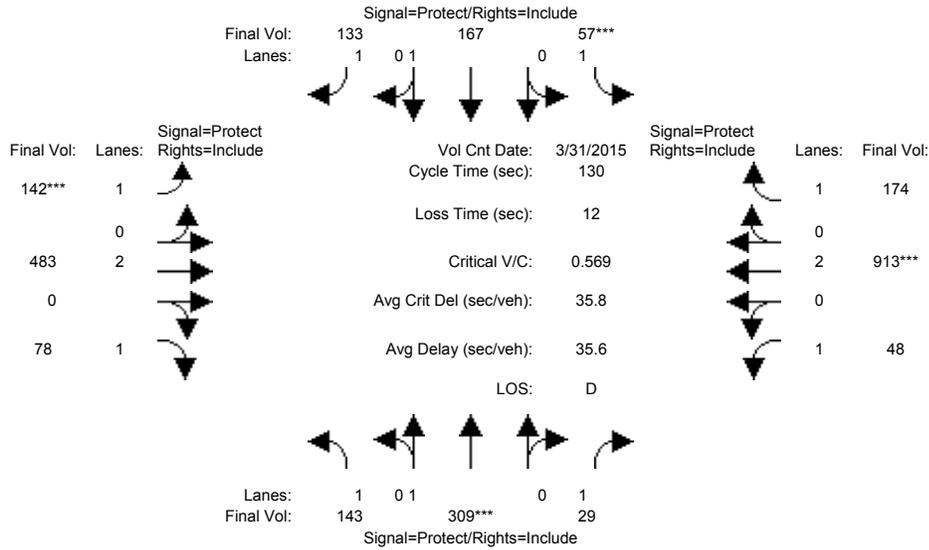
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.05	0.22	0.22	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****		****			****
Green Time:	25.1	57.2	57.2	22.8	55.0	55.0	24.6	24.6	24.6	23.4	23.4	23.4
Volume/Cap:	0.57	0.31	0.31	0.29	0.57	0.57	0.45	0.45	0.57	0.57	0.57	0.57
Delay/Veh:	54.9	28.1	28.1	52.1	33.5	33.5	52.1	52.1	55.2	56.2	56.2	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	28.1	28.1	52.1	33.5	33.5	52.1	52.1	55.2	56.2	56.2	56.2
LOS by Move:	D	C	C	D	C	C	D	D	E	E	E	E
HCM2k95thQ:	15	13	13	6	24	24	11	11	15	14	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3748: RACE/SAN CARLOS



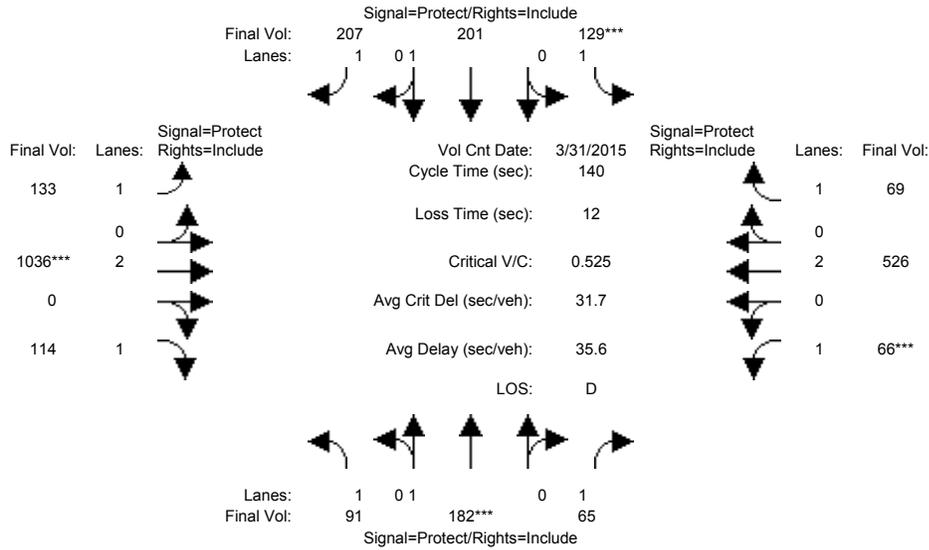
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 << 7:30-8:30AM												
Base Vol:	125	248	28	47	117	132	142	411	61	44	837	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:	125	248	28	47	117	132	142	411	61	44	837	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	61	1	10	50	1	0	72	17	4	76	13
Initial Fut:	143	309	29	57	167	133	142	483	78	48	913	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	309	29	57	167	133	142	483	78	48	913	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	309	29	57	167	133	142	483	78	48	913	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	309	29	57	167	133	142	483	78	48	913	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.03	0.09	0.08	0.08	0.13	0.04	0.03	0.24	0.10
Crit Moves:	****			****			****			****		
Green Time:	21.5	37.1	37.1	7.4	23.1	23.1	18.5	51.6	51.6	21.8	54.9	54.9
Volume/Cap:	0.49	0.57	0.06	0.57	0.49	0.43	0.57	0.32	0.11	0.16	0.57	0.24
Delay/Veh:	50.7	41.0	33.8	67.3	49.3	48.5	55.1	27.2	24.8	46.5	29.1	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:	50.7	41.0	33.8	67.3	49.3	48.5	55.1	27.2	24.8	46.5	29.1	24.3
LOS by Move:	D	D	C	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	12	20	2	7	12	10	11	12	4	3	24	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3748: RACE/SAN CARLOS



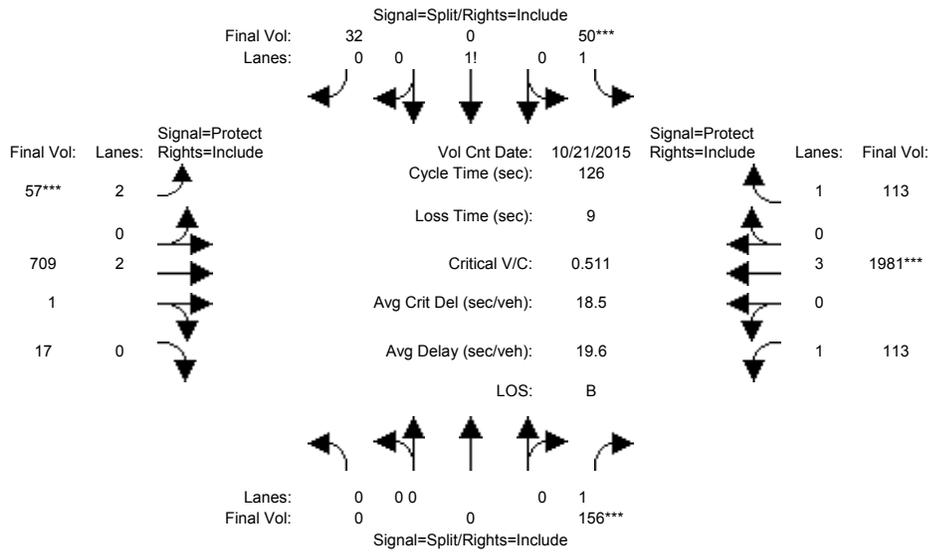
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	83	154	63	112	159	203	133	902	105	63	469	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	154	63	112	159	203	133	902	105	63	469	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	28	2	17	42	4	0	134	9	3	57	10
Initial Fut:	91	182	65	129	201	207	133	1036	114	66	526	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	182	65	129	201	207	133	1036	114	66	526	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	182	65	129	201	207	133	1036	114	66	526	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	182	65	129	201	207	133	1036	114	66	526	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.04	0.07	0.11	0.12	0.08	0.27	0.07	0.04	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.8	25.6	25.6	19.7	31.4	31.4	29.3	72.7	72.7	10.1	53.4	53.4
Volume/Cap:	0.53	0.52	0.20	0.52	0.47	0.53	0.36	0.52	0.13	0.52	0.36	0.10
Delay/Veh:	63.0	53.2	48.9	57.9	47.9	49.1	47.9	22.5	17.4	66.7	31.2	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	53.2	48.9	57.9	47.9	49.1	47.9	22.5	17.4	66.7	31.2	27.9
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	C
HCM2k95thQ:	9	14	5	12	14	16	10	24	5	6	15	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



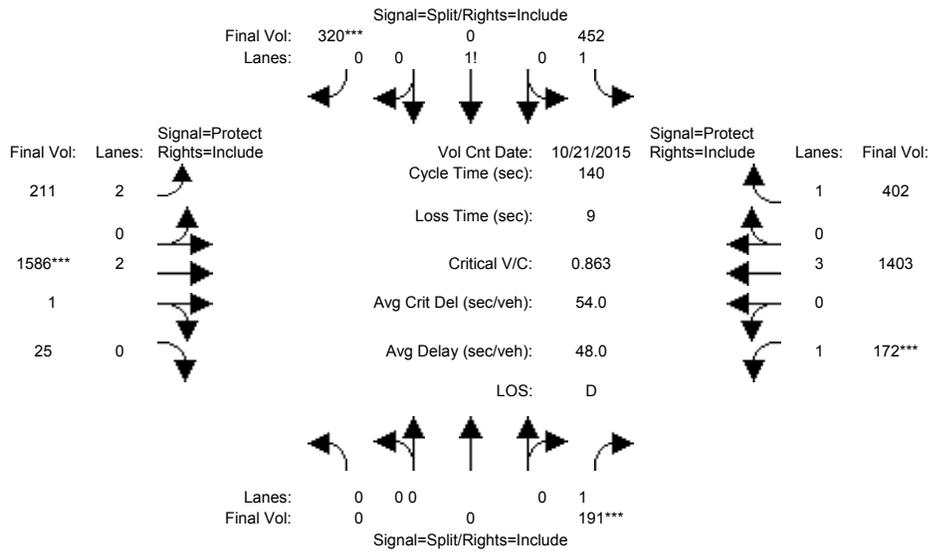
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	22	0	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	0	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	117	28	0	23	36	89	0	86	127	44
Initial Fut:	0	0	156	50	0	32	57	709	17	113	1981	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	156	50	0	32	57	709	17	113	1981	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	156	50	0	32	57	709	17	113	1981	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	156	50	0	32	57	709	17	113	1981	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5469	131	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.02	0.00	0.03	0.02	0.13	0.13	0.06	0.35	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	20.4	10.0	0.0	10.0	7.0	57.8	57.8	28.8	79.6	79.6
Volume/Cap:	0.00	0.00	0.55	0.25	0.00	0.41	0.33	0.28	0.28	0.28	0.55	0.10
Delay/Veh:	0.0	0.0	50.9	54.9	0.0	56.6	58.3	21.3	21.3	40.5	13.3	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	50.9	54.9	0.0	56.6	58.3	21.3	21.3	40.5	13.3	9.2
LOS by Move:	A	A	D	D	A	E	E	C	C	D	B	A
HCM2k95thQ:	0	0	13	3	0	5	3	11	11	8	25	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



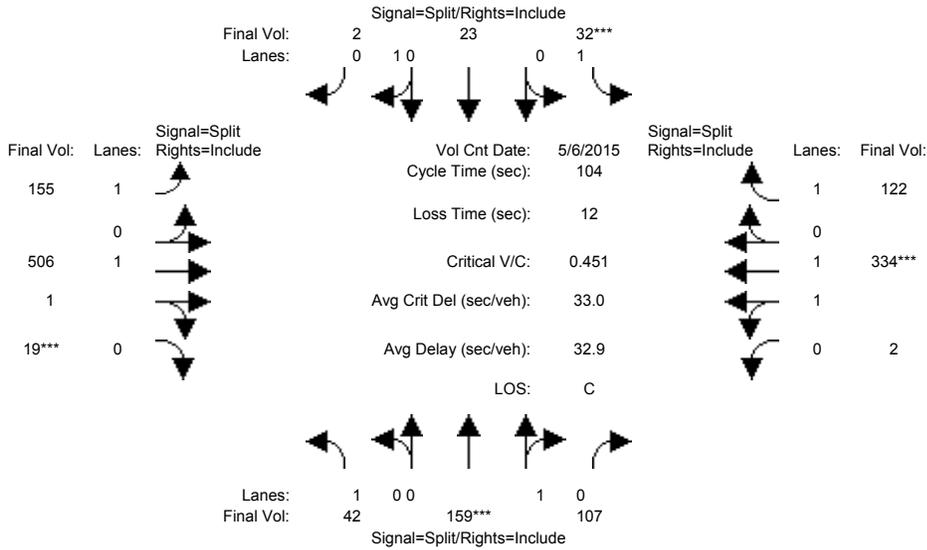
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	92	286	0	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	0	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	99	166	0	136	125	254	0	84	265	158
Initial Fut:	0	0	191	452	0	320	211	1586	25	172	1403	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	191	452	0	320	211	1586	25	172	1403	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	191	452	0	320	211	1586	25	172	1403	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	191	452	0	320	211	1586	25	172	1403	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5513	87	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.18	0.00	0.31	0.07	0.29	0.29	0.10	0.25	0.23
Crit Moves:			****			****			****			****
Green Time:	0.0	0.0	17.7	50.6	0.0	50.6	13.4	46.7	46.7	16.0	49.2	49.2
Volume/Cap:	0.00	0.00	0.86	0.51	0.00	0.86	0.70	0.86	0.86	0.86	0.70	0.65
Delay/Veh:	0.0	0.0	87.5	35.2	0.0	50.1	68.5	48.1	48.1	90.8	40.1	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	87.5	35.2	0.0	50.1	68.5	48.1	48.1	90.8	40.1	40.7
LOS by Move:	A	A	F	D	A	D	E	D	D	F	D	D
HCM2k95thQ:	0	0	21	21	0	43	10	38	38	19	31	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3763: SAN CARLOS/WOZ



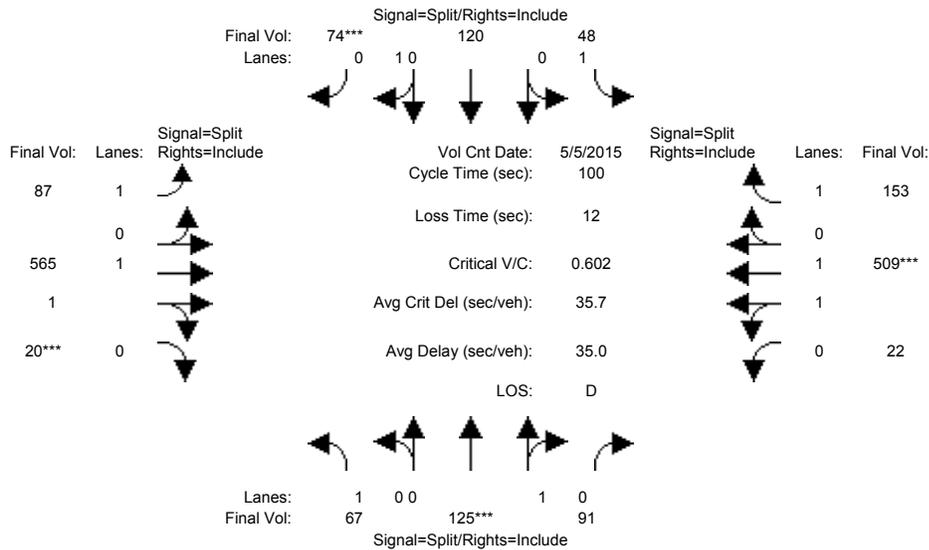
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	41	155	77	32	22	2	150	364	19	2	293	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	155	77	32	22	2	150	364	19	2	293	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	4	30	0	1	0	5	142	0	0	41	6
Initial Fut:	42	159	107	32	23	2	155	506	19	2	334	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	159	107	32	23	2	155	506	19	2	334	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	159	107	32	23	2	155	506	19	2	334	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	159	107	32	23	2	155	506	19	2	334	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.60	0.40	1.00	0.92	0.08	1.00	1.93	0.07	0.01	1.99	1.00
Final Sat.:	1750	1076	724	1750	1656	144	1750	3566	134	22	3678	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.02	0.01	0.01	0.09	0.14	0.14	0.09	0.09	0.07
Crit Moves:	****			****			****			****		
Green Time:	31.8	31.8	31.8	10.0	10.0	10.0	30.6	30.6	30.6	19.6	19.6	19.6
Volume/Cap:	0.08	0.48	0.48	0.19	0.14	0.14	0.30	0.48	0.48	0.48	0.48	0.37
Delay/Veh:	25.7	30.0	30.0	43.8	43.5	43.5	28.8	30.5	30.5	38.2	38.2	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	30.0	30.0	43.8	43.5	43.5	28.8	30.5	30.5	38.2	38.2	37.5
LOS by Move:	C	C	C	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	2	14	14	2	2	2	8	13	13	10	10	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3763: SAN CARLOS/WOZ



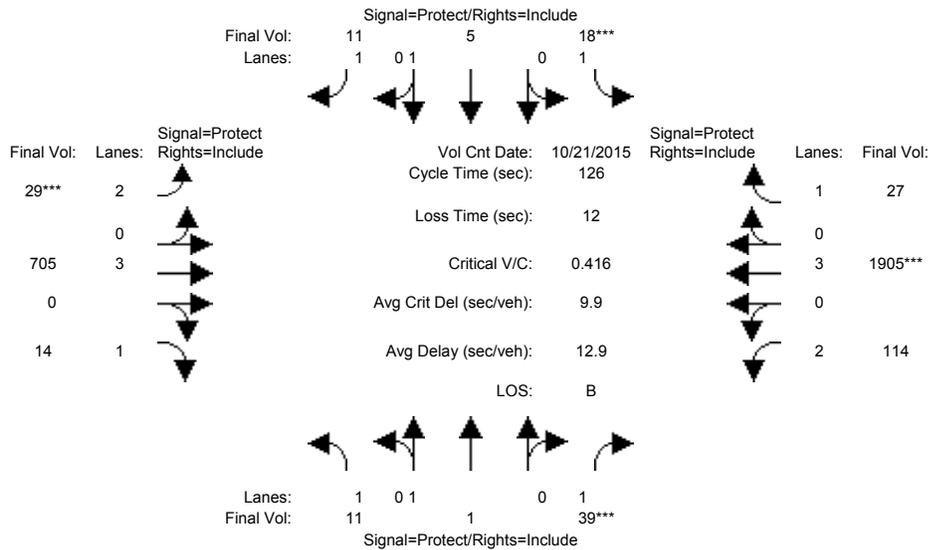
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	65	122	84	44	113	73	84	468	20	21	308	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	122	84	44	113	73	84	468	20	21	308	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	3	7	4	7	1	3	97	0	1	201	59
Initial Fut:	67	125	91	48	120	74	87	565	20	22	509	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	125	91	48	120	74	87	565	20	22	509	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	125	91	48	120	74	87	565	20	22	509	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	125	91	48	120	74	87	565	20	22	509	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.58	0.42	1.00	0.62	0.38	1.00	1.93	0.07	0.09	1.91	1.00
Final Sat.:	1750	1042	758	1750	1113	687	1750	3573	126	153	3547	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.11	0.11	0.05	0.16	0.16	0.14	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.9	19.9	19.9	17.9	17.9	17.9	26.3	26.3	26.3	23.9	23.9	23.9
Volume/Cap:	0.19	0.60	0.60	0.15	0.60	0.60	0.19	0.60	0.60	0.60	0.60	0.37
Delay/Veh:	33.6	39.3	39.3	34.9	40.9	40.9	28.8	33.3	33.3	35.0	35.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	39.3	39.3	34.9	40.9	40.9	28.8	33.3	33.3	35.0	35.0	32.3
LOS by Move:	C	D	D	C	D	D	C	C	C	D	D	C
HCM2k95thQ:	4	14	14	3	13	13	4	15	15	15	15	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



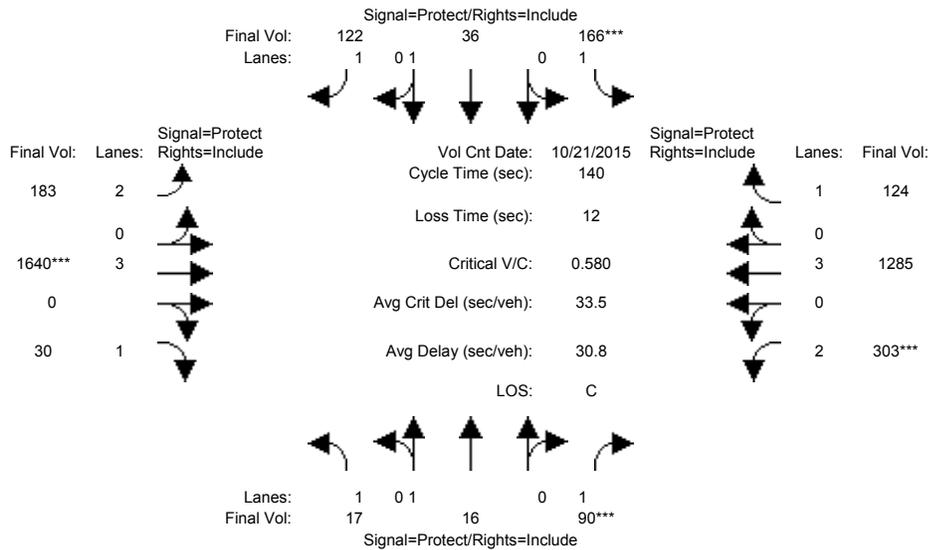
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	0	0	9	0	8	12	120	0	1	133	14
Initial Fut:	11	1	39	18	5	11	29	705	14	114	1905	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	29	705	14	114	1905	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	29	705	14	114	1905	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	29	705	14	114	1905	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.02	0.01	0.00	0.01	0.01	0.12	0.01	0.04	0.33	0.02
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	66.9	66.9	30.1	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.17	0.23	0.02	0.15	0.47	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	15.8	14.0	38.0	7.8	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	15.8	14.0	38.0	7.8	5.2
LOS by Move:	E	D	E	E	D	D	E	B	B	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	9	1	4	19	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



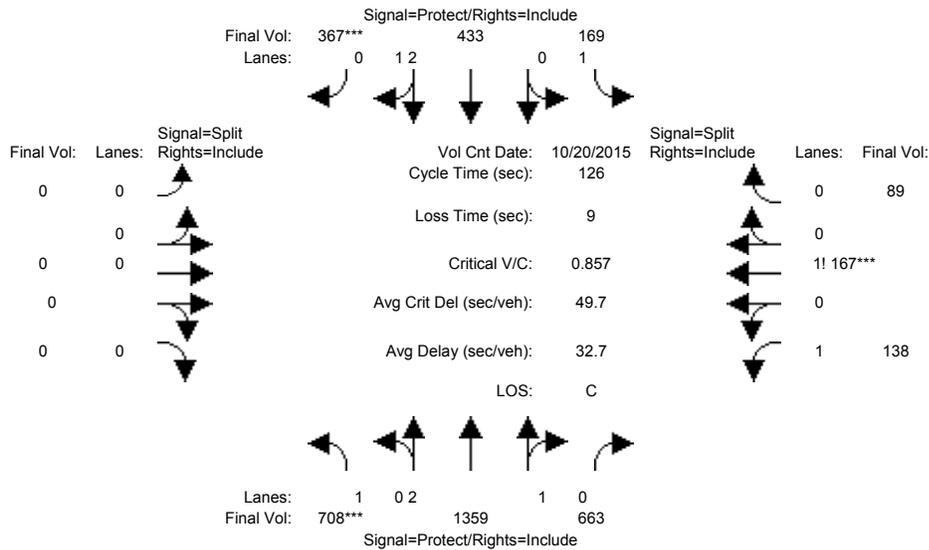
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	0	55	0	46	42	334	1	5	351	52
Initial Fut:	17	16	90	166	36	122	183	1640	30	303	1285	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	183	1640	30	303	1285	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	183	1640	30	303	1285	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	183	1640	30	303	1285	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.29	0.02	0.10	0.23	0.07
Crit Moves:			****	****				****		****		
Green Time:	14.5	12.4	12.4	22.9	20.8	20.8	19.0	69.5	69.5	23.2	73.7	73.7
Volume/Cap:	0.09	0.09	0.58	0.58	0.13	0.47	0.43	0.58	0.03	0.58	0.43	0.13
Delay/Veh:	57.0	58.9	66.7	57.1	52.0	55.9	56.2	25.3	18.1	55.5	20.4	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	58.9	66.7	57.1	52.0	55.9	56.2	25.3	18.1	55.5	20.4	17.0
LOS by Move:	E	E	E	E	D	E	E	C	B	E	C	B
HCM2k95thQ:	2	1	10	15	3	11	8	28	1	13	19	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3829: TISCH/WINCHESTER



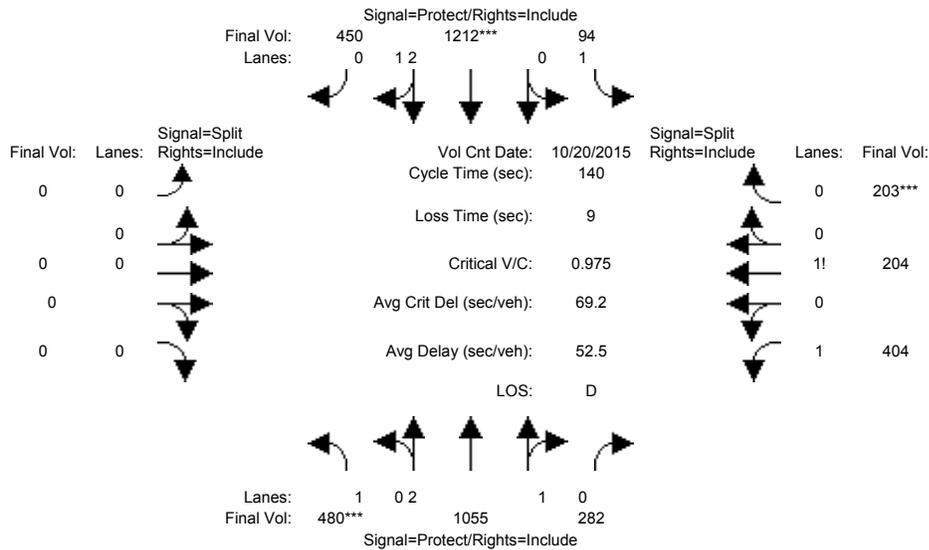
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	178	228	127	39	65	0	0	0	24	12	75
Initial Fut:	708	1359	663	169	433	367	0	0	0	138	167	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	1359	663	169	433	367	0	0	0	138	167	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	1359	663	169	433	367	0	0	0	138	167	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	708	1359	663	169	433	367	0	0	0	138	167	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.22	0.51	0.27
Final Sat.:	1750	3798	1800	1750	3800	1750	0	0	0	2130	919	490
Capacity Analysis Module:												
Vol/Sat:	0.40	0.36	0.37	0.10	0.11	0.21	0.00	0.00	0.00	0.06	0.18	0.18
Crit Moves:	****					****					****	
Green Time:	59.5	71.5	71.5	18.8	30.8	30.8	0.0	0.0	0.0	26.7	26.7	26.7
Volume/Cap:	0.86	0.63	0.65	0.65	0.47	0.86	0.00	0.00	0.00	0.31	0.86	0.86
Delay/Veh:	38.4	18.7	19.1	56.2	40.8	53.4	0.0	0.0	0.0	42.0	62.6	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	18.7	19.1	56.2	40.8	53.4	0.0	0.0	0.0	42.0	62.6	62.6
LOS by Move:	D	B	B	E	D	D	A	A	A	D	E	E
HCM2k95thQ:	42	29	30	15	14	30	0	0	0	8	25	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3829: TISCH/WINCHESTER



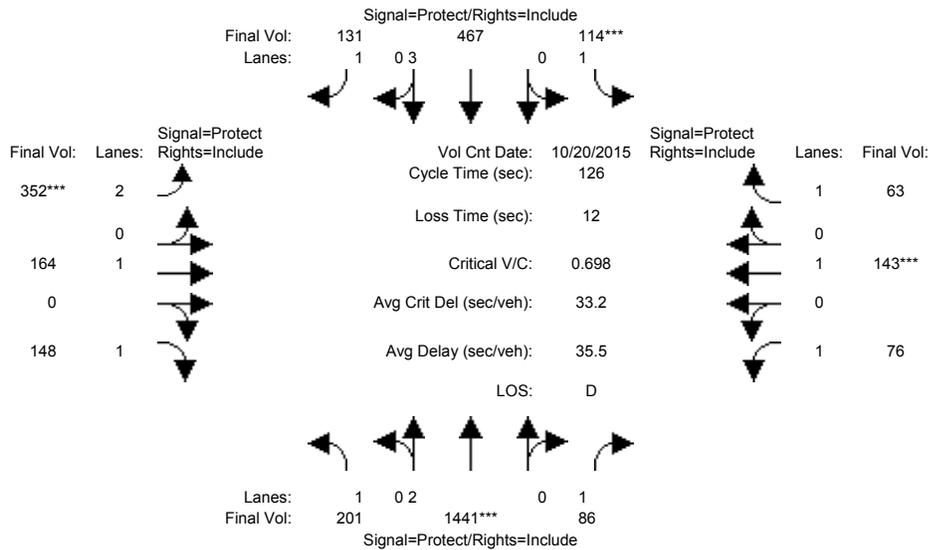
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	16	207	116	51	175	98	0	0	0	150	104	164
Initial Fut:	480	1055	282	94	1212	450	0	0	0	404	204	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1055	282	94	1212	450	0	0	0	404	204	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1055	282	94	1212	450	0	0	0	404	204	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	1055	282	94	1212	450	0	0	0	404	204	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.34	0.66	1.00	2.16	0.84	0.00	0.00	0.00	1.34	0.33	0.33
Final Sat.:	1750	4417	1181	1750	4082	1516	0	0	0	2341	597	594
Capacity Analysis Module:												
Vol/Sat:	0.27	0.24	0.24	0.05	0.30	0.30	0.00	0.00	0.00	0.17	0.34	0.34
Crit Moves:	****				****							****
Green Time:	39.4	66.9	66.9	15.1	42.6	42.6	0.0	0.0	0.0	49.0	49.0	49.0
Volume/Cap:	0.98	0.50	0.50	0.50	0.98	0.98	0.00	0.00	0.00	0.49	0.98	0.98
Delay/Veh:	84.0	25.2	25.2	61.0	64.5	64.5	0.0	0.0	0.0	36.0	70.1	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	25.2	25.2	61.0	64.5	64.5	0.0	0.0	0.0	36.0	70.1	70.1
LOS by Move:	F	C	C	E	E	E	A	A	A	D	E	E
HCM2k95thQ:	41	23	23	9	47	47	0	0	0	20	51	51

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3836: WILLIAMS/WINCHESTER



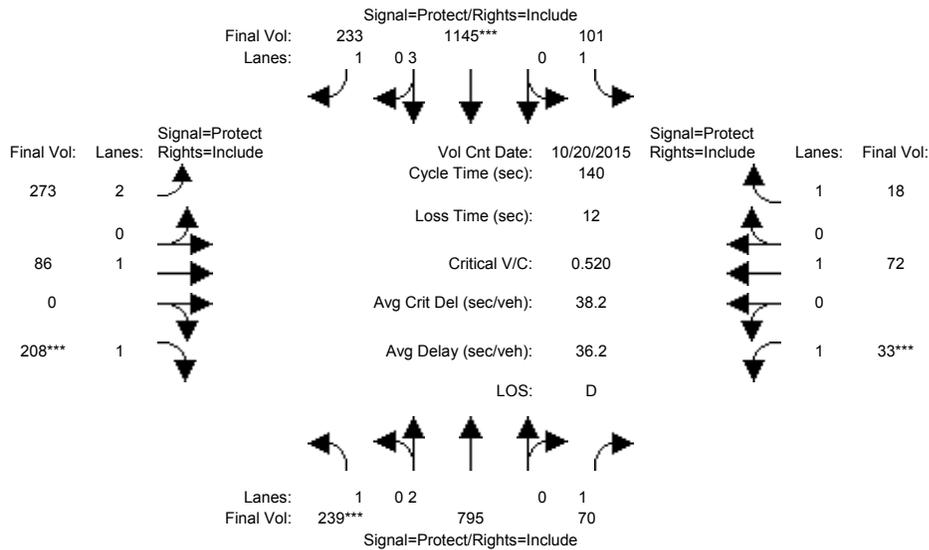
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	191	1360	86	64	432	124	277	155	132	76	139	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1360	86	64	432	124	277	155	132	76	139	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	81	0	50	35	7	75	9	16	0	4	5
Initial Fut:	201	1441	86	114	467	131	352	164	148	76	143	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1441	86	114	467	131	352	164	148	76	143	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1441	86	114	467	131	352	164	148	76	143	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1441	86	114	467	131	352	164	148	76	143	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.05	0.07	0.08	0.07	0.11	0.09	0.08	0.04	0.08	0.04
Crit Moves:	****			****			****			****		
Green Time:	46.8	68.5	68.5	11.8	33.4	33.4	20.2	20.5	20.5	13.2	13.6	13.6
Volume/Cap:	0.31	0.70	0.09	0.70	0.31	0.28	0.70	0.53	0.52	0.41	0.70	0.33
Delay/Veh:	28.4	22.2	13.9	67.9	37.2	37.1	54.3	50.0	49.9	54.3	64.4	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.2	13.9	67.9	37.2	37.1	54.3	50.0	49.9	54.3	64.4	53.1
LOS by Move:	C	C	B	E	D	D	D	D	D	D	E	D
HCM2k95thQ:	11	34	3	12	9	9	17	12	12	7	13	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3836: WILLIAMS/WINCHESTER



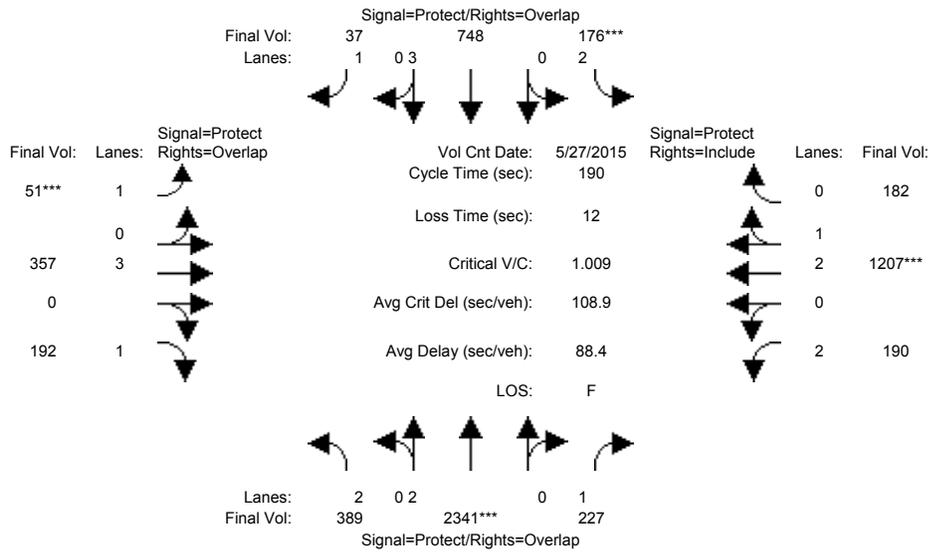
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	198	758	70	70	1051	203	230	80	194	33	55	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	758	70	70	1051	203	230	80	194	33	55	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	41	37	0	31	94	30	43	6	14	0	17	2
Initial Fut:	239	795	70	101	1145	233	273	86	208	33	72	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	795	70	101	1145	233	273	86	208	33	72	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	795	70	101	1145	233	273	86	208	33	72	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	795	70	101	1145	233	273	86	208	33	72	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.06	0.20	0.13	0.09	0.05	0.12	0.02	0.04	0.01
Crit Moves:	****				****				****	****		
Green Time:	36.2	70.1	70.1	19.3	53.3	53.3	21.1	31.5	31.5	7.0	17.4	17.4
Volume/Cap:	0.53	0.42	0.08	0.42	0.53	0.35	0.57	0.20	0.53	0.38	0.30	0.08
Delay/Veh:	45.7	22.2	18.2	56.3	33.9	31.3	57.0	44.3	49.0	67.1	56.5	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	22.2	18.2	56.3	33.9	31.3	57.0	44.3	49.0	67.1	56.5	54.4
LOS by Move:	D	C	B	E	C	C	E	D	D	E	E	D
HCM2k95thQ:	17	19	3	9	23	14	14	6	16	4	6	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	27 May 2015	<<	7:30-8:30AM
Base Vol:	374	2712	223	113	739	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37
Added Vol:	0	0	0	0	0	0
ATI:	15	42	4	63	9	0
Initial Fut:	389	2754	227	176	748	37
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	2341	227	176	748	37
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	389	2341	227	176	748	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	389	2341	227	176	748	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4865	734

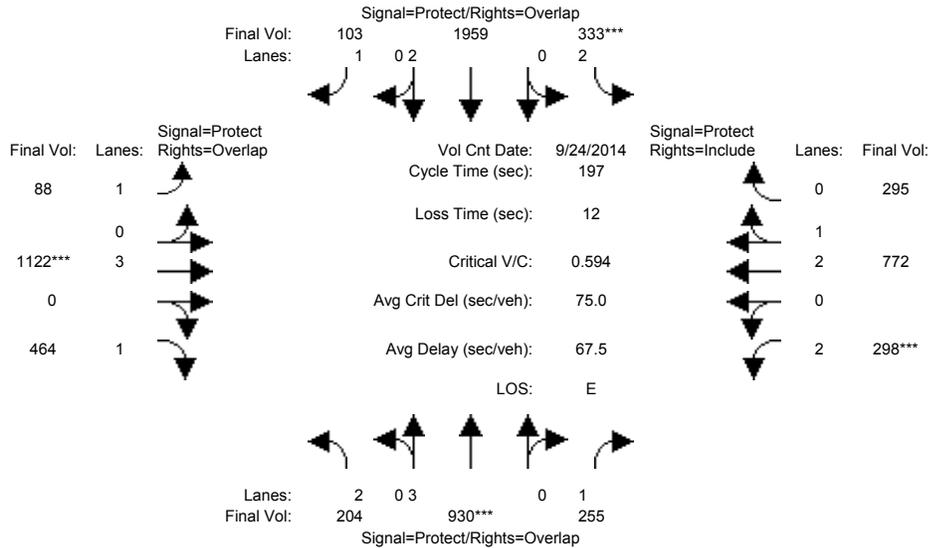
Capacity Analysis Module:												
Vol/Sat:	0.12	0.62	0.13	0.06	0.13	0.02	0.03	0.06	0.11	0.06	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.80	1.15	0.21	0.71	0.28	0.04	0.33	0.27	0.28	0.66	1.05	1.05
Delay/Veh:	91.5	106	8.2	100.3	28.0	14.4	88.1	63.6	42.7	95.1	116	116.2
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:	91.5	106	8.2	100.3	28.0	14.4	88.1	63.6	42.7	95.1	116	116.2
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	23	129	6	13	13	1	6	11	16	13	54	54

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	191	908	251	296	2507	102	88	1037	452	289	628	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	908	251	296	2507	102	88	1037	452	289	628	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	22	4	37	37	1	0	85	12	9	144	70
Initial Fut:	204	930	255	333	2544	103	88	1122	464	298	772	295
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	930	255	333	1959	103	88	1122	464	298	772	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	930	255	333	1959	103	88	1122	464	298	772	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	930	255	333	1959	103	88	1122	464	298	772	295

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.14	0.86
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4050	1547

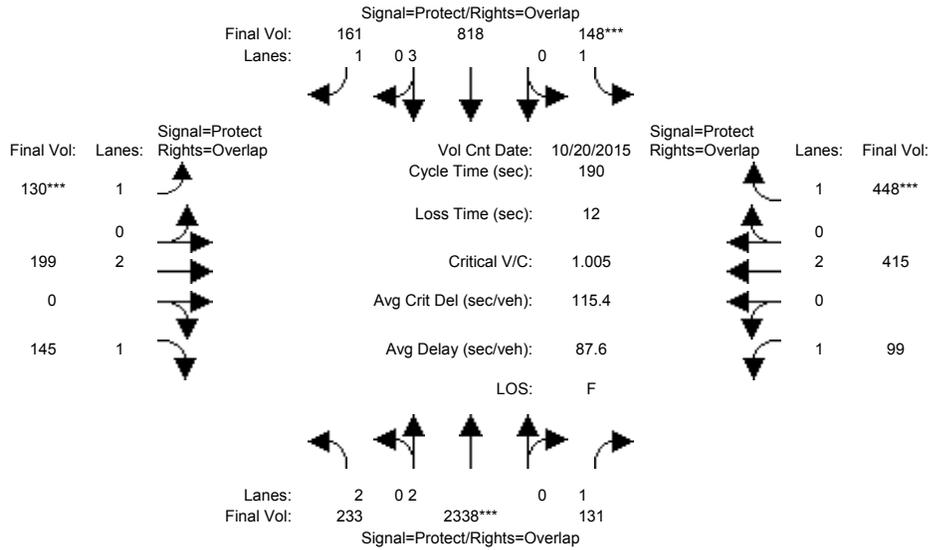
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.15	0.11	0.52	0.06	0.05	0.20	0.27	0.09	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.76	0.39	0.28	0.56	0.98	0.10	0.62	0.86	0.84	0.90	0.76	0.76
Delay/Veh:	105.4	49.0	35.6	78.1	52.3	9.9	101.6	83.9	78.6	119.6	74.9	74.9
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:	105.4	49.0	35.6	78.1	52.3	9.9	101.6	83.9	78.6	119.6	74.9	74.9
LOS by Move:	F	D	D	E	D	A	F	F	E	F	E	E
HCM2k95thQ:	15	27	22	19	88	3	11	39	48	22	36	36

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 << AM

Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	53	36	1	12	1	5	16	5	5	4	0
Initial Fut:	233	2750	131	148	818	161	130	199	145	99	415	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2338	131	148	818	161	130	199	145	99	415	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2338	131	148	818	161	130	199	145	99	415	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2338	131	148	818	161	130	199	145	99	415	448

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

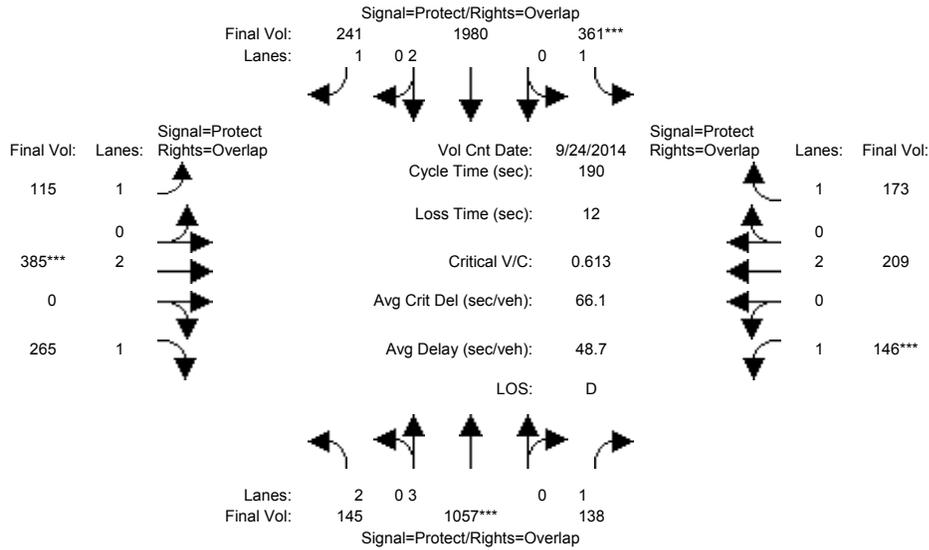
Vol/Sat:	0.07	0.62	0.07	0.08	0.14	0.09	0.07	0.05	0.08	0.06	0.11	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.8	111	125.4	19.8	106	126.5	20.7	33.6	58.4	14.5	29.2	48.9
Volume/Cap:	0.57	1.05	0.11	0.81	0.26	0.14	0.68	0.30	0.27	0.74	0.71	0.99
Delay/Veh:	92.6	117	29.0	112.2	15.5	4.8	96.3	72.5	53.1	110.9	85.4	115.7
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:	92.6	117	29.0	112.2	15.5	4.8	96.3	72.5	53.1	110.9	85.4	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	15	113	12	19	10	3	17	10	13	15	23	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 24 Sep 2014 <<

Base Vol:	137	1023	122	357	2515	239	114	379	252	108	189	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1023	122	357	2515	239	114	379	252	108	189	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	34	16	4	57	2	1	6	13	38	20	3
Initial Fut:	145	1057	138	361	2572	241	115	385	265	146	209	173
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1057	138	361	1980	241	115	385	265	146	209	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1057	138	361	1980	241	115	385	265	146	209	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	1057	138	361	1980	241	115	385	265	146	209	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

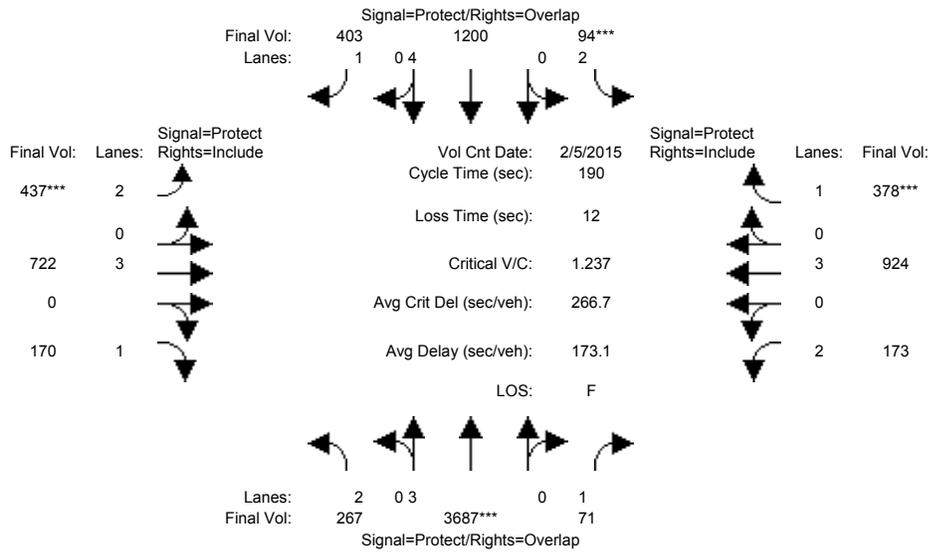
Vol/Sat:	0.05	0.19	0.08	0.21	0.52	0.14	0.07	0.10	0.15	0.08	0.06	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.48	0.16	0.73	0.90	0.20	0.62	0.59	0.59	0.81	0.32	0.22
Delay/Veh:	91.8	53.2	35.5	71.8	28.3	3.7	93.5	78.8	68.3	111.7	74.2	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:	91.8	53.2	35.5	71.8	28.3	3.7	93.5	78.8	68.3	111.7	74.2	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	30	12	33	66	3	15	21	27	21	11	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	258	3406	72	80	1004	360	259	638	127	174	886	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	3406	72	80	1004	360	259	638	127	174	886	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	932	-1	14	196	43	178	84	43	-1	38	63
Initial Fut:	267	4338	71	94	1200	403	437	722	170	173	924	378
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	3687	71	94	1200	403	437	722	170	173	924	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	3687	71	94	1200	403	437	722	170	173	924	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
Final Volume:	267	3687	71	94	1200	403	437	722	170	173	924	378

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750

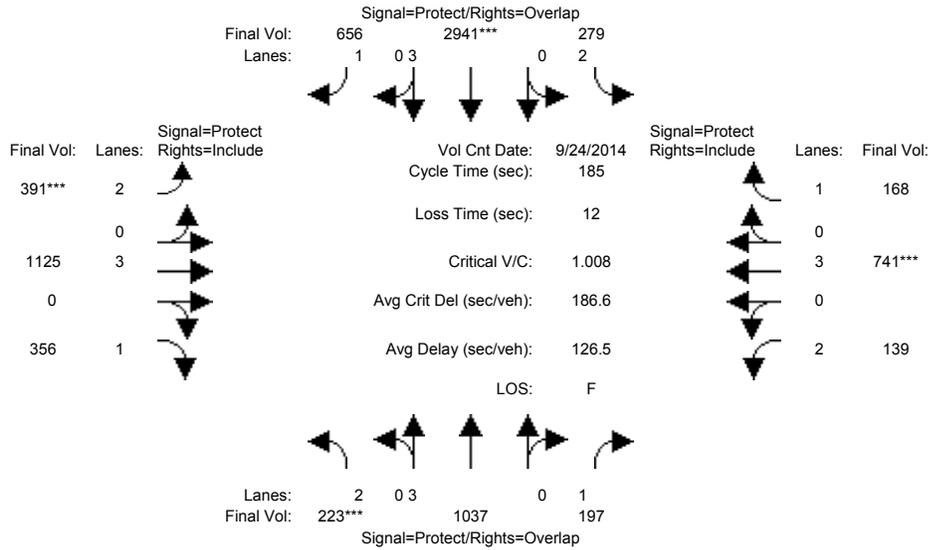
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.78	0.04	0.03	0.16	0.23	0.14	0.13	0.10	0.05	0.16	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	39.5	23.5	34.8	34.8
Volume/Cap:	0.57	1.47	0.06	0.38	0.34	0.38	0.93	0.61	0.47	0.44	0.89	1.18
Delay/Veh:	91.0	297	28.5	89.2	41.8	28.6	111.1	73.5	71.1	82.9	89.6	190.6
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:	91.0	297	28.5	89.2	41.8	28.6	111.1	73.5	71.1	82.9	89.6	190.6
LOS by Move:	F	F	C	F	D	C	F	E	E	F	F	F
HCM2k95thQ:	17	178	7	7	24	31	33	24	18	12	35	56

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



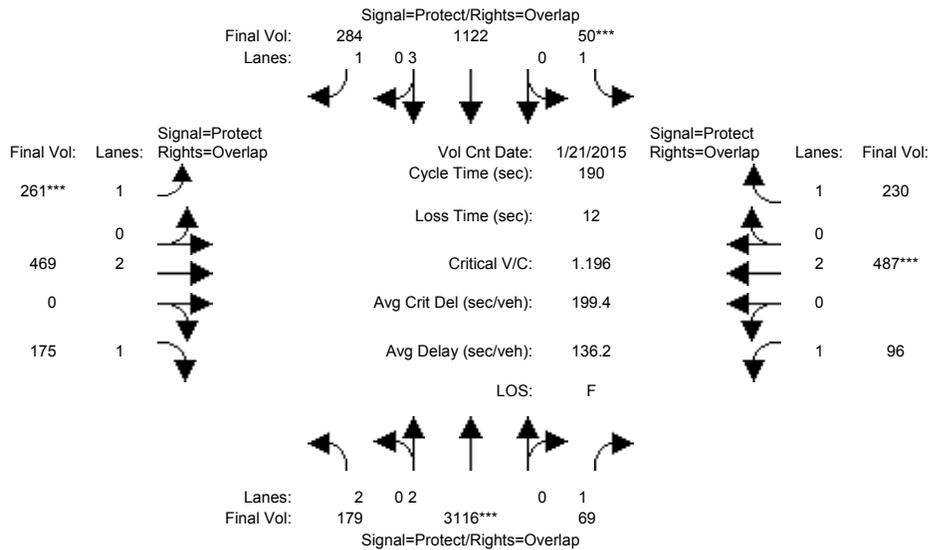
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	52	310	10	70	1048	165	108	115	44	0	59	13
Initial Fut:	223	1364	197	279	3819	656	391	1125	356	139	741	168
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1037	197	279	2941	656	391	1125	356	139	741	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1037	197	279	2941	656	391	1125	356	139	741	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	1037	197	279	2941	656	391	1125	356	139	741	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.11	0.09	0.62	0.37	0.12	0.20	0.20	0.04	0.13	0.10
Crit Moves:	****				****		****				****	
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	47.5	27.6	38.5	38.5
Volume/Cap:	1.16	0.50	0.22	0.53	1.32	0.56	0.63	0.77	0.79	0.30	0.62	0.46
Delay/Veh:	208.4	53.9	33.1	86.0	229	41.0	74.4	70.3	77.4	75.0	72.1	69.3
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:	208.4	53.9	33.1	86.0	229	41.0	74.4	70.3	77.4	75.0	72.1	69.3
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	E
HCM2k95thQ:	20	30	16	18	131	57	24	37	38	9	25	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



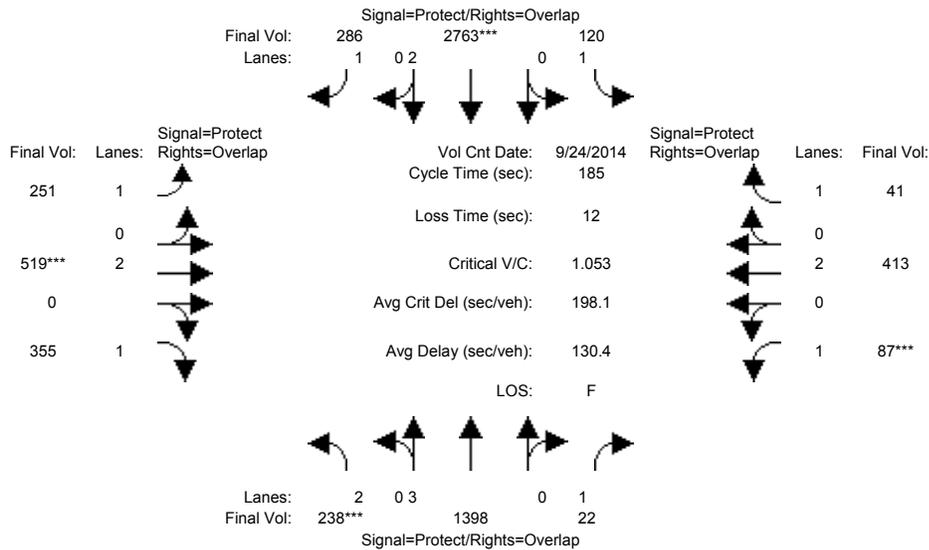
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	21 Jan 2015 << 8-9 AM											
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	822	0	11	196	33	50	29	33	1	29	70
Initial Fut:	179	3665	69	50	1122	284	261	469	175	96	487	230
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	3116	69	50	1122	284	261	469	175	96	487	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	3116	69	50	1122	284	261	469	175	96	487	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	3116	69	50	1122	284	261	469	175	96	487	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.82	0.04	0.03	0.20	0.16	0.15	0.12	0.10	0.05	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.55	1.35	0.06	0.65	0.36	0.24	1.16	0.58	0.32	0.69	0.79	0.63
Delay/Veh:	88.3	218	16.9	112.7	18.0	4.7	199.6	73.0	53.1	105.2	88.3	77.2
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:	88.3	218	16.9	112.7	18.0	4.7	199.6	73.0	53.1	105.2	88.3	77.2
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	11	209	5	7	16	5	41	24	16	14	28	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 24 Sep 2014 <<

Base Vol:	197	1088	18	54	2685	231	214	465	332	84	371	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1088	18	54	2685	231	214	465	332	84	371	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	41	310	4	66	903	55	37	54	23	3	42	19
Initial Fut:	238	1398	22	120	3588	286	251	519	355	87	413	41
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1398	22	120	2763	286	251	519	355	87	413	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1398	22	120	2763	286	251	519	355	87	413	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	1398	22	120	2763	286	251	519	355	87	413	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

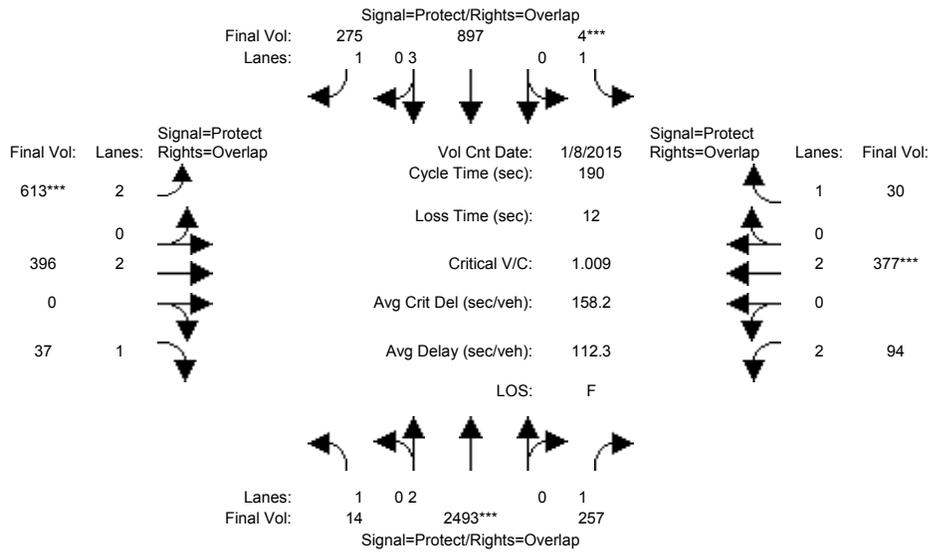
Vol/Sat:	0.08	0.25	0.01	0.07	0.73	0.16	0.14	0.14	0.20	0.05	0.11	0.02
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.78	0.47	0.02	0.84	1.43	0.25	0.94	0.61	0.63	0.45	0.59	0.09
Delay/Veh:	99.5	21.8	6.5	123.8	234	5.6	122.1	70.1	59.6	83.4	75.2	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	21.8	6.5	123.8	234	5.6	122.1	70.1	59.6	83.4	75.2	54.7
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	D
HCM2k95thQ:	16	22	0	14	192	5	33	25	33	11	21	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



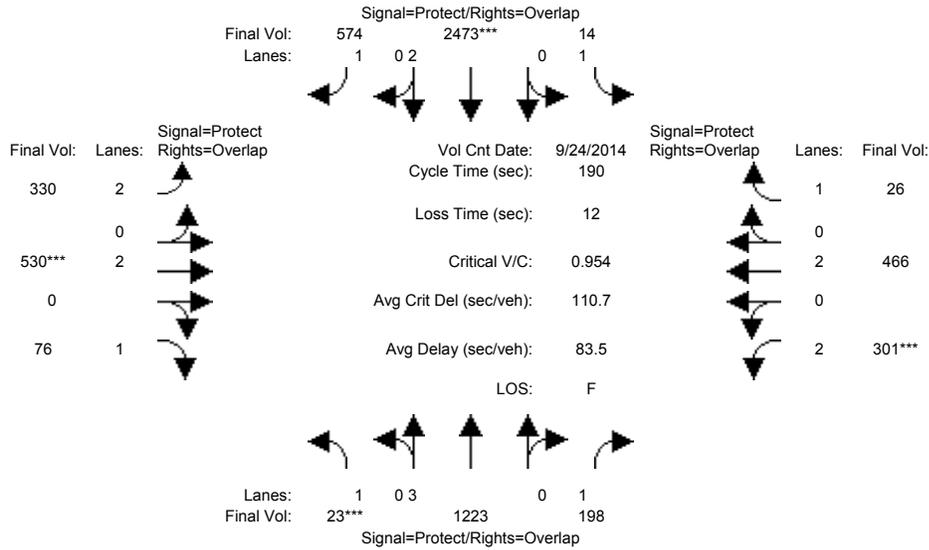
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM	13	2376	258	3	730	236	433	378	37	91	350	27
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	557	-1	1	167	39	180	18	0	3	27	3
Initial Fut:	14	2933	257	4	897	275	613	396	37	94	377	30
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2493	257	4	897	275	613	396	37	94	377	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2493	257	4	897	275	613	396	37	94	377	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	2493	257	4	897	275	613	396	37	94	377	30
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:	0.01	0.66	0.15	0.00	0.16	0.16	0.19	0.10	0.02	0.03	0.10	0.02
Vol/Sat:	0.01	0.66	0.15	0.00	0.16	0.16	0.19	0.10	0.02	0.03	0.10	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	1.19	0.23	0.04	0.29	0.22	1.26	0.42	0.07	0.37	0.57	0.07
Delay/Veh:	93.7	153	24.9	93.8	18.0	3.0	224.4	68.1	51.1	94.2	82.5	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	153	24.9	93.8	18.0	3.0	224.4	68.1	51.1	94.2	82.5	63.2
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	2	150	20	1	13	4	54	19	4	7	20	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 24 Sep 2014 <<

Base Vol:	17	960	188	14	2600	389	268	491	74	289	426	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:	17	960	188	14	2600	389	268	491	74	289	426	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	263	10	0	612	185	62	39	2	12	40	1
Initial Fut:	23	1223	198	14	3212	574	330	530	76	301	466	26
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1223	198	14	2473	574	330	530	76	301	466	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1223	198	14	2473	574	330	530	76	301	466	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1223	198	14	2473	574	330	530	76	301	466	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

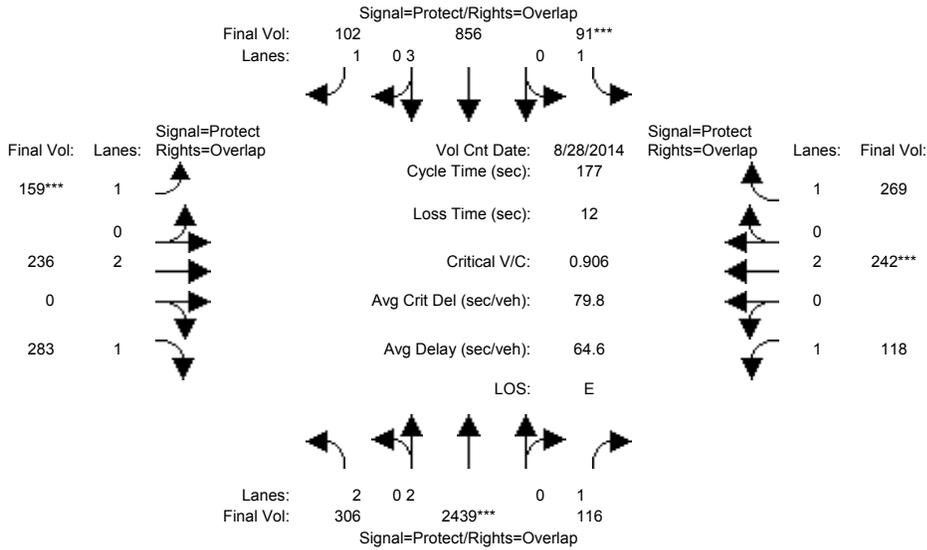
Vol/Sat:	0.01	0.21	0.11	0.01	0.65	0.33	0.10	0.14	0.04	0.10	0.12	0.02
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.20	0.36	0.16	0.12	1.11	0.48	1.04	0.75	0.17	0.95	0.66	0.06
Delay/Veh:	93.0	31.1	18.5	92.1	114	24.6	156.3	84.7	61.1	131.0	81.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	31.1	18.5	92.1	114	24.6	156.3	84.7	61.1	131.0	81.1	59.1
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	3	30	14	2	132	41	26	27	8	23	24	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5427: SAN TOMAS/WILLIAMS



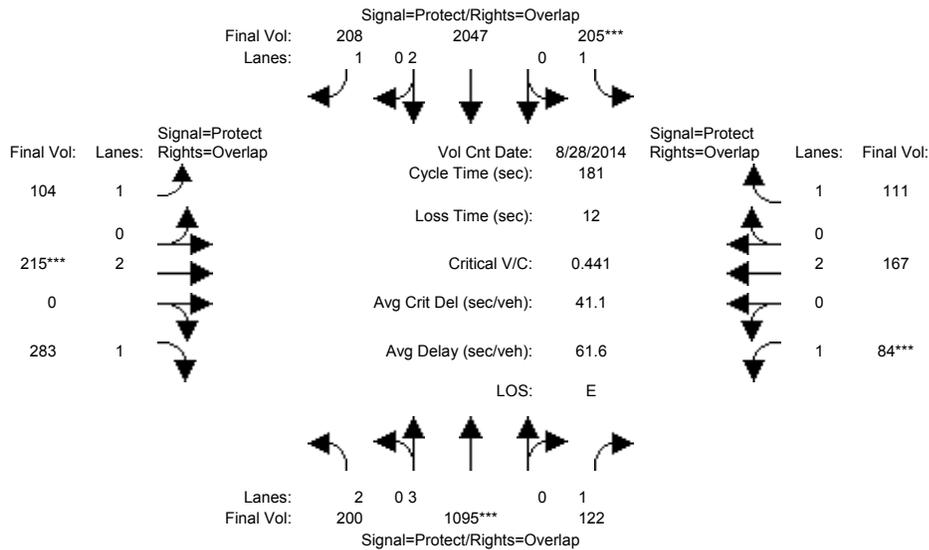
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	304	2846	115	82	846	102	155	229	281	113	239	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:	304	2846	115	82	846	102	155	229	281	113	239	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	23	1	9	10	0	4	7	2	5	3	32
Initial Fut:	306	2869	116	91	856	102	159	236	283	118	242	269
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	2439	116	91	856	102	159	236	283	118	242	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	2439	116	91	856	102	159	236	283	118	242	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	2439	116	91	856	102	159	236	283	118	242	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.64	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.07	0.06	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.73	1.10	0.10	0.58	0.28	0.09	0.86	0.36	0.53	0.75	0.40	0.62
Delay/Veh:	85.5	78.1	4.0	87.8	16.6	5.7	113.9	69.0	55.1	101.9	71.9	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	78.1	4.0	87.8	16.6	5.7	113.9	69.0	55.1	101.9	71.9	65.7
LOS by Move:	F	E	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	119	2	10	11	2	22	12	26	16	12	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	28 Aug 2014	<<							
Base Vol:	198	1079	117	168	2522	206	104	213	282	80	161	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1079	117	168	2522	206	104	213	282	80	161	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	16	5	37	37	2	0	2	1	4	6	20
Initial Fut:	200	1095	122	205	2559	208	104	215	283	84	167	111
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1095	122	205	2047	208	104	215	283	84	167	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1095	122	205	2047	208	104	215	283	84	167	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1095	122	205	2047	208	104	215	283	84	167	111

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

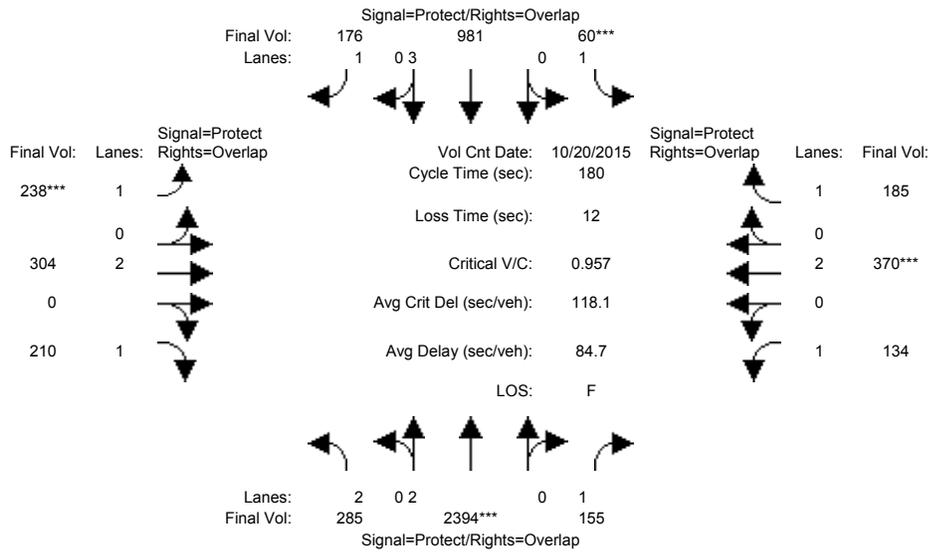
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.12	0.54	0.12	0.06	0.06	0.16	0.05	0.04	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.56	0.38	0.12	0.63	0.94	0.18	0.64	0.35	0.59	0.54	0.28	0.19
Delay/Veh:	82.8	22.6	10.4	87.3	80.3	28.3	92.5	72.4	62.5	88.3	72.3	44.8
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:	82.8	22.6	10.4	87.3	80.3	28.3	92.5	72.4	62.5	88.3	72.3	44.8
LOS by Move:	F	C	B	F	F	C	F	E	E	F	E	D
HCM2k95thQ:	12	17	4	22	88	18	14	11	27	11	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<	7:45-8:45AM						
Base Vol:	285	2793	155	60	974	176	238	304	210	134	370	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:	285	2793	155	60	974	176	238	304	210	134	370	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	23	0	0	7	0	0	0	0	0	0	0
Initial Fut:	285	2816	155	60	981	176	238	304	210	134	370	185
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2394	155	60	981	176	238	304	210	134	370	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2394	155	60	981	176	238	304	210	134	370	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2394	155	60	981	176	238	304	210	134	370	185

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

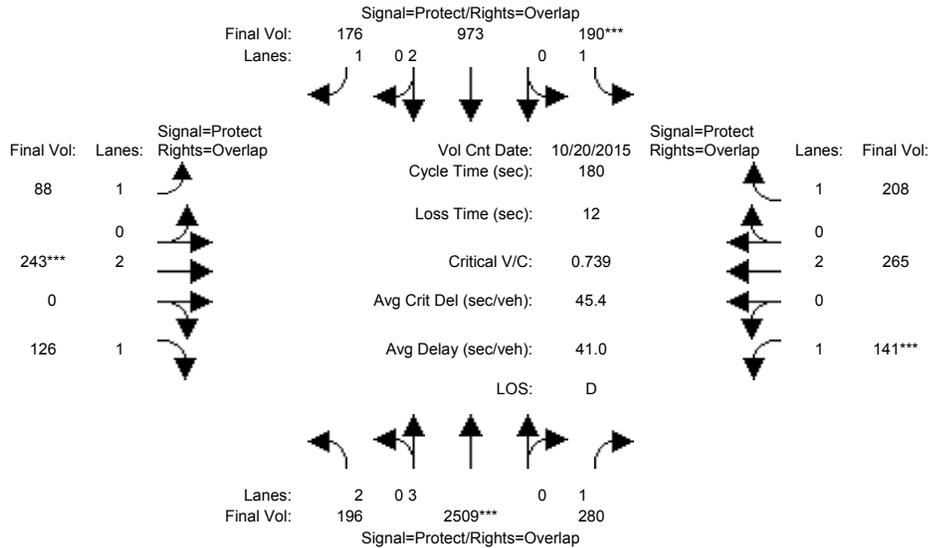
Capacity Analysis Module:												
Vol/Sat:	0.09	0.63	0.09	0.03	0.17	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.20	0.14	0.39	0.35	0.16	0.87	0.40	0.37	0.61	0.58	0.41
Delay/Veh:	87.3	127	5.6	84.2	23.7	6.1	103.7	67.5	50.4	84.7	75.3	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	127	5.6	84.2	23.7	6.1	103.7	67.5	50.4	84.7	75.3	60.2
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	134	3	7	16	4	30	15	18	16	19	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	194	2495	279	189	1197	174	88	243	126	141	265	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	2495	279	189	1197	174	88	243	126	141	265	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	14	1	1	19	2	0	0	0	0	0	0
Initial Fut:	196	2509	280	190	1216	176	88	243	126	141	265	208
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2509	280	190	973	176	88	243	126	141	265	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2509	280	190	973	176	88	243	126	141	265	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	2509	280	190	973	176	88	243	126	141	265	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

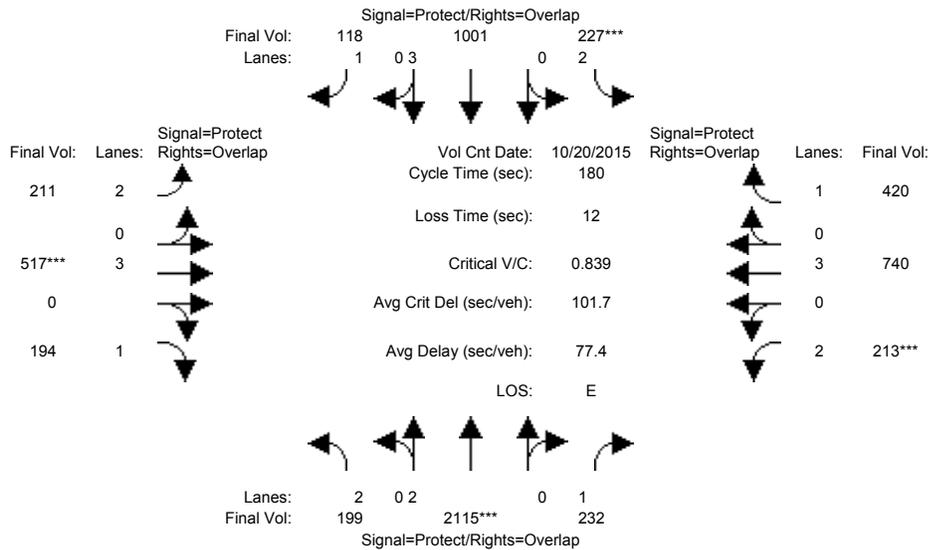
Vol/Sat:	0.06	0.44	0.16	0.11	0.26	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.54	0.87	0.27	0.74	0.48	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	82.0	35.0	11.3	89.8	19.8	7.3	86.5	66.2	49.1	133.4	67.6	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	35.0	11.3	89.8	19.8	7.3	86.5	66.2	49.1	133.4	67.6	48.0
LOS by Move:	F	D	B	F	B	A	F	E	D	F	E	D
HCM2k95thQ:	12	63	9	20	21	4	11	12	11	21	13	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



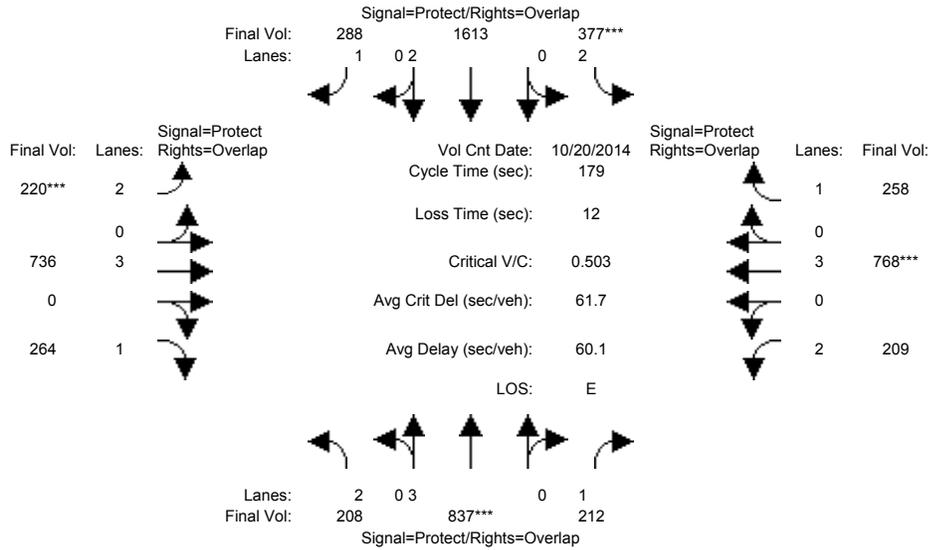
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	197	2488	232	227	1000	117	206	510	191	213	736	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2488	232	227	1000	117	206	510	191	213	736	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	0	0	1	1	5	7	3	0	4	0
Initial Fut:	199	2488	232	227	1001	118	211	517	194	213	740	420
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2115	232	227	1001	118	211	517	194	213	740	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2115	232	227	1001	118	211	517	194	213	740	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	2115	232	227	1001	118	211	517	194	213	740	420
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.53	1.10	0.21	0.73	0.36	0.11	0.58	0.44	0.34	0.54	0.59	0.76
Delay/Veh:	80.8	113	22.2	92.4	37.9	23.1	83.1	66.4	49.1	80.4	68.1	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	113	22.2	92.4	37.9	23.1	83.1	66.4	49.1	80.4	68.1	64.7
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	114	16	15	25	9	15	16	17	14	24	41

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



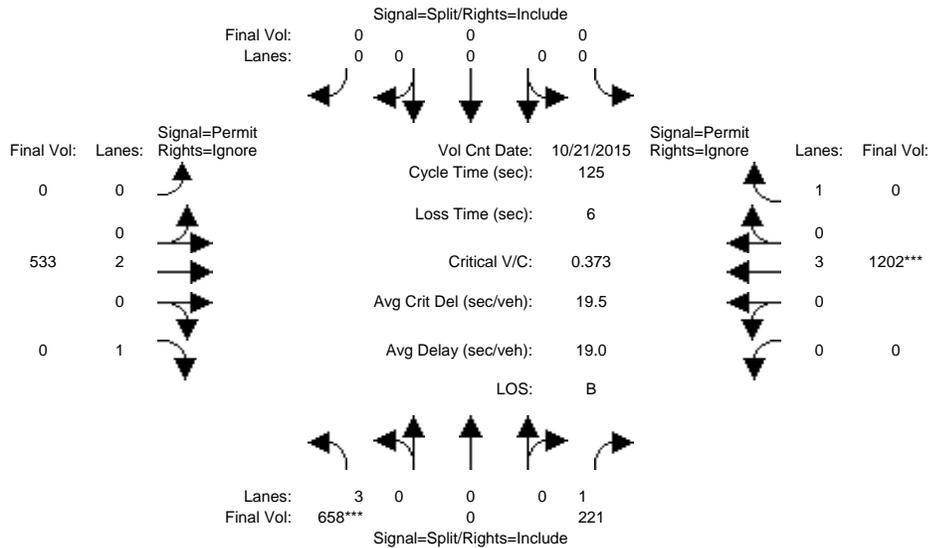
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2014 <<												
Base Vol:	204	837	212	377	2092	283	217	728	261	209	759	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	837	212	377	2092	283	217	728	261	209	759	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	0	3	5	3	8	3	0	9	0
Initial Fut:	208	837	212	377	2095	288	220	736	264	209	768	258
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	837	212	377	1613	288	220	736	264	209	768	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	837	212	377	1613	288	220	736	264	209	768	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	837	212	377	1613	288	220	736	264	209	768	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.12	0.12	0.42	0.16	0.07	0.13	0.15	0.07	0.13	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.57	0.39	0.24	0.60	0.92	0.28	0.53	0.54	0.42	0.55	0.58	0.34
Delay/Veh:	82.3	48.7	34.1	71.7	66.2	26.4	78.9	63.6	47.1	80.9	66.1	36.8
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:	82.3	48.7	34.1	71.7	66.2	26.4	78.9	63.6	47.1	80.9	66.1	36.8
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	22	73	21	14	22	22	14	24	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background with TDP (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-136	0	0	0	0	0	0	53	144	0	160	0
Initial Fut:	658	0	221	0	0	0	0	533	545	0	1202	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	658	0	221	0	0	0	0	533	0	0	1202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	0	221	0	0	0	0	533	0	0	1202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	658	0	221	0	0	0	0	533	0	0	1202	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

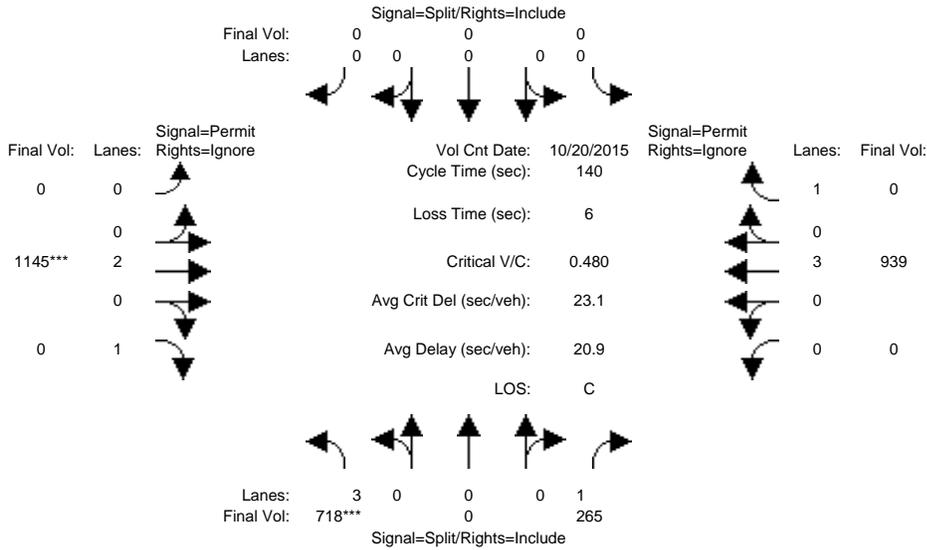
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.21	0.00
Crit Moves:	****										****	
Green Time:	48.4	0.0	48.4	0.0	0.0	0.0	0.0	70.6	0.0	0.0	70.6	0.0
Volume/Cap:	0.37	0.00	0.33	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.37	0.00
Delay/Veh:	27.6	0.0	27.1	0.0	0.0	0.0	0.0	13.8	0.0	0.0	15.1	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:	27.6	0.0	27.1	0.0	0.0	0.0	0.0	13.8	0.0	0.0	15.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	14	0	12	0	0	0	0	10	0	0	16	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Oct 2015 <<

Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-147	0	0	0	0	0	0	198	309	0	119	0
Initial Fut:	718	0	265	0	0	0	0	1145	727	0	939	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	718	0	265	0	0	0	0	1145	0	0	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	0	265	0	0	0	0	1145	0	0	939	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	718	0	265	0	0	0	0	1145	0	0	939	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

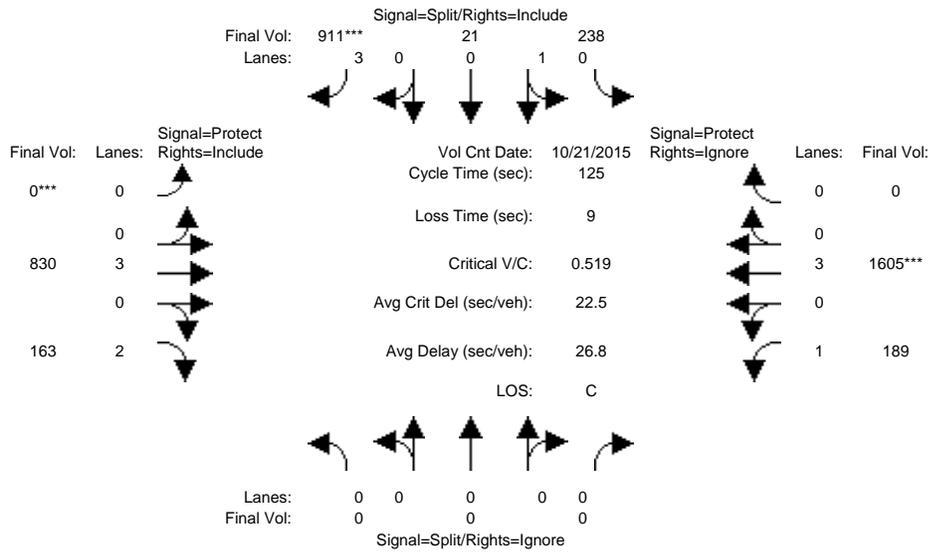
Vol/Sat:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.16	0.00
Crit Moves:	****							****				
Green Time:	46.1	0.0	46.1	0.0	0.0	0.0	0.0	87.9	0.0	0.0	87.9	0.0
Volume/Cap:	0.48	0.00	0.46	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.26	0.00
Delay/Veh:	37.7	0.0	37.7	0.0	0.0	0.0	0.0	14.0	0.0	0.0	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	0.0	37.7	0.0	0.0	0.0	0.0	14.0	0.0	0.0	11.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	19	0	18	0	0	0	0	22	0	0	11	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3056: SB 880/STEVENS CREEK



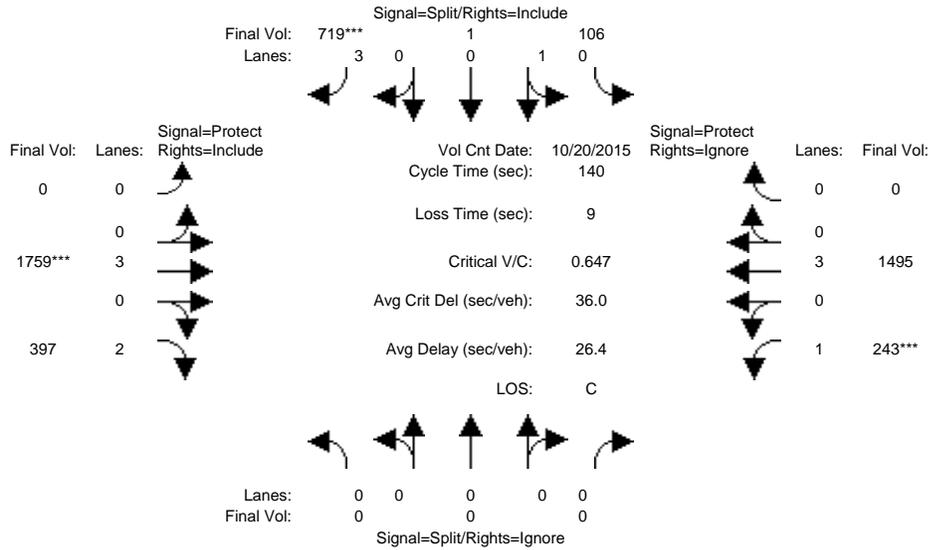
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	229	0	206	115	0	29	0
Initial Fut:	0	0	0	238	21	911	0	830	544	189	1605	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	911	0	830	163	189	1605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	911	0	830	163	189	1605	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	238	21	911	0	830	163	189	1605	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.20	0.00	0.15	0.05	0.11	0.28	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	48.2	48.2	48.2	0.0	38.9	38.9	28.9	67.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.52	0.00	0.47	0.17	0.47	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	27.9	27.9	29.8	0.0	34.9	31.3	42.3	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	27.9	29.8	0.0	34.9	31.3	42.3	18.4	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	14	14	20	0	15	5	13	23	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3056: SB 880/STEVENS CREEK



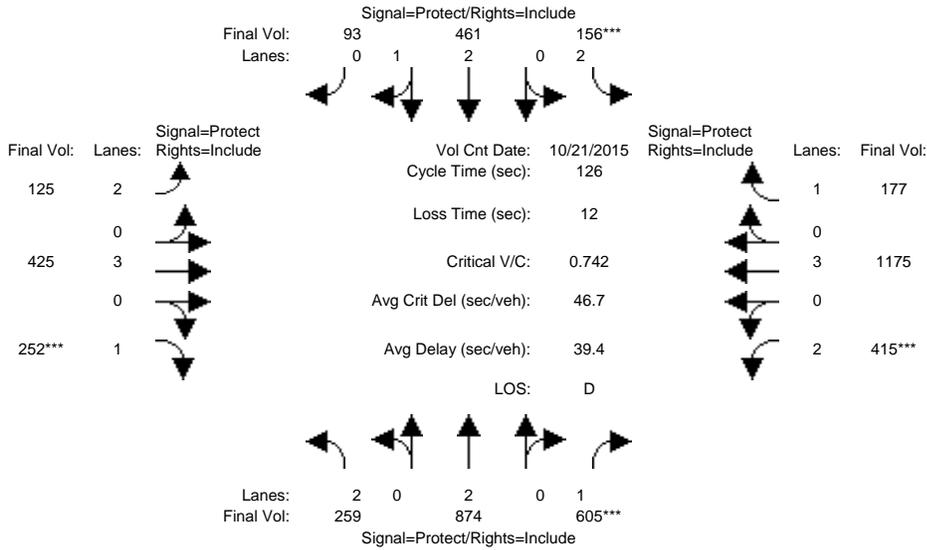
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	0
Growth 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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	240	0	513	485	0	-20	0
Initial Fut:	0	0	0	106	1	719	0	1759	1324	243	1495	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	719	0	1759	397	243	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	719	0	1759	397	243	1495	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	719	0	1759	397	243	1495	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.16	0.00	0.31	0.13	0.14	0.26	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	34.2	34.2	34.2	0.0	66.8	66.8	30.0	96.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.65	0.00	0.65	0.26	0.65	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	42.8	42.8	48.8	0.0	28.3	22.0	54.0	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	42.8	42.8	48.8	0.0	28.3	22.0	54.0	9.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	A	A
HCM2k95thQ:	0	0	0	8	8	22	0	30	11	19	16	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<	7:45-8:45AM						
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	93	135	492	75	155	13	13	54	99	150	-31	-23
Initial Fut:	259	874	605	156	461	93	125	425	252	415	1175	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	874	605	156	461	93	125	425	252	415	1175	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	874	605	156	461	93	125	425	252	415	1175	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	874	605	156	461	93	125	425	252	415	1175	177

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	940	3150	5700	1750	3150	5700	1750

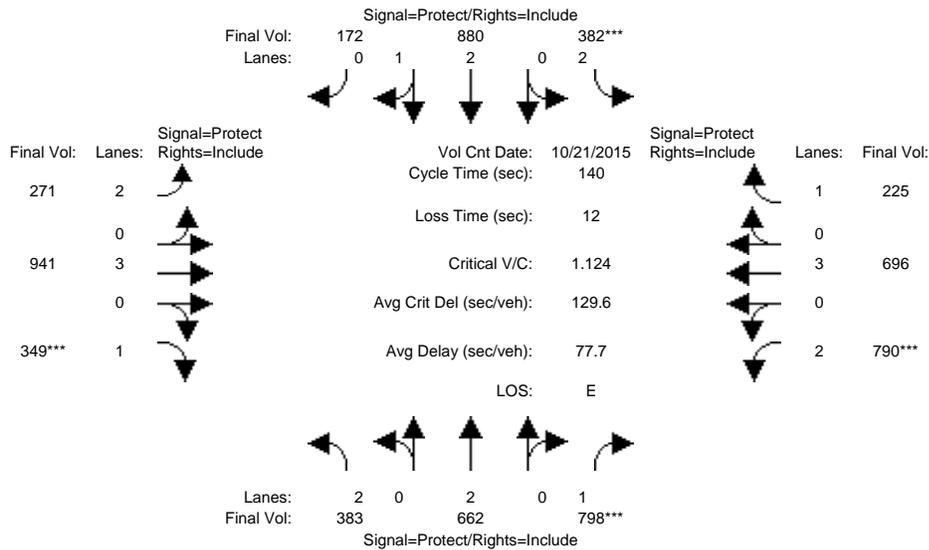
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.23	0.35	0.05	0.10	0.10	0.04	0.07	0.14	0.13	0.21	0.10
Crit Moves:			****	****					****	****		
Green Time:	30.5	58.7	58.7	8.4	36.7	36.7	9.9	24.5	24.5	22.4	36.9	36.9
Volume/Cap:	0.34	0.49	0.74	0.74	0.34	0.34	0.50	0.38	0.74	0.74	0.70	0.35
Delay/Veh:	39.7	23.5	31.1	70.9	35.3	35.3	57.3	44.4	56.3	54.4	41.1	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	23.5	31.1	70.9	35.3	35.3	57.3	44.4	56.3	54.4	41.1	35.5
LOS by Move:	D	C	C	E	D	D	E	D	E	D	D	D
HCM2k95thQ:	10	21	36	10	11	11	7	10	21	17	24	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



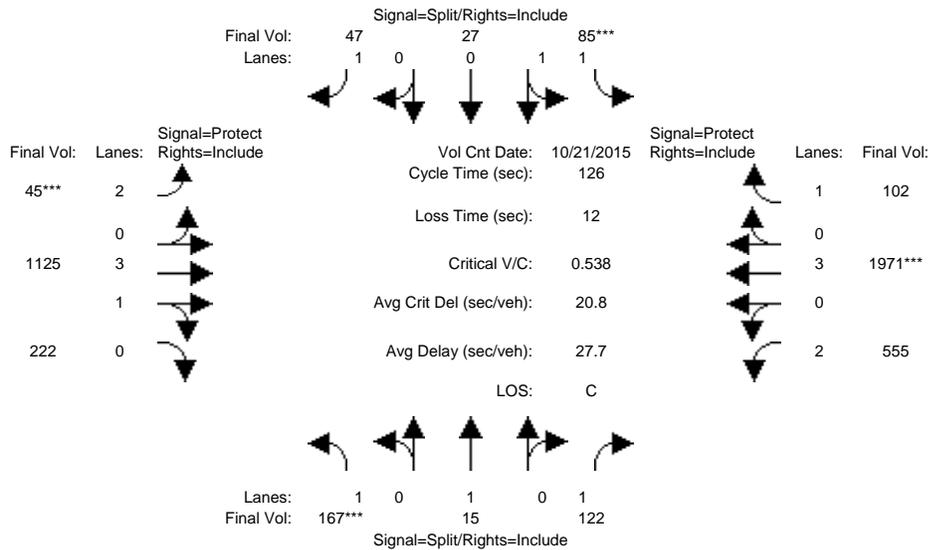
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	146	259	452	147	132	26	24	74	44	405	64	119
Initial Fut:	383	662	798	382	880	172	271	941	349	790	696	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	662	798	382	880	172	271	941	349	790	696	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	662	798	382	880	172	271	941	349	790	696	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	383	662	798	382	880	172	271	941	349	790	696	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4683	915	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.46	0.12	0.19	0.19	0.09	0.17	0.20	0.25	0.12	0.13
Crit Moves:			****	****					****	****		
Green Time:	28.3	56.8	56.8	15.1	43.7	43.7	22.5	24.8	24.8	31.2	33.6	33.6
Volume/Cap:	0.60	0.43	1.12	1.12	0.60	0.60	0.54	0.93	1.12	1.12	0.51	0.54
Delay/Veh:	52.4	30.1	114.8	149.1	41.4	41.4	55.1	71.2	146.3	127.7	46.4	47.8
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:	52.4	30.1	114.8	149.1	41.4	41.4	55.1	71.2	146.3	127.7	46.4	47.8
LOS by Move:	D	C	F	F	D	D	E	E	F	F	D	D
HCM2k95thQ:	18	18	79	28	24	24	13	29	41	46	16	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3702: MONROE/STEVENS CREEK



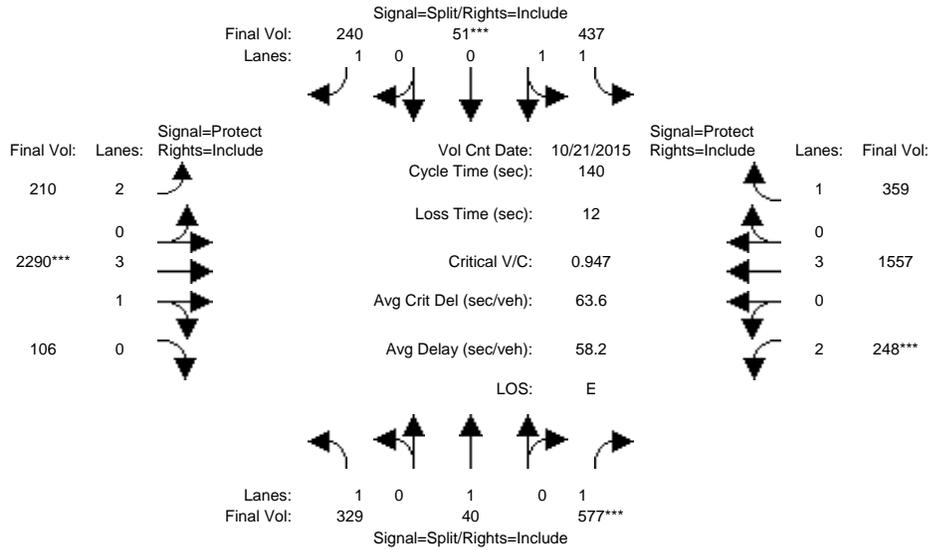
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	151	2	-179	34	19	36	38	467	207	227	-4	36
Initial Fut:	167	15	122	85	27	47	45	1125	222	555	1971	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	15	122	85	27	47	45	1125	222	555	1971	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	15	122	85	27	47	45	1125	222	555	1971	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	15	122	85	27	47	45	1125	222	555	1971	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.52	0.48	1.00	2.00	3.31	0.69	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2694	856	1750	3150	6262	1236	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.03	0.03	0.03	0.01	0.18	0.18	0.18	0.35	0.06
Crit Moves:	****			****			****				****	
Green Time:	21.0	21.0	21.0	10.0	10.0	10.0	7.0	41.9	41.9	41.1	76.0	76.0
Volume/Cap:	0.57	0.05	0.42	0.40	0.40	0.34	0.26	0.54	0.54	0.54	0.57	0.10
Delay/Veh:	51.1	44.2	48.0	56.1	56.1	56.3	57.8	34.4	34.4	35.3	15.4	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	44.2	48.0	56.1	56.1	56.3	57.8	34.4	34.4	35.3	15.4	10.6
LOS by Move:	D	D	D	E	E	E	E	C	C	D	B	B
HCM2k95thQ:	14	1	10	5	5	4	3	20	20	19	26	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	292	18	357	199	6	163	161	543	78	-43	198	141
Initial Fut:	329	40	577	437	51	240	210	2290	106	248	1557	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:	329	40	577	437	51	240	210	2290	106	248	1557	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	40	577	437	51	240	210	2290	106	248	1557	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:	329	40	577	437	51	240	210	2290	106	248	1557	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	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.79	0.21	1.00	2.00	3.82	0.18	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3179	371	1750	3150	7168	332	3150	5700	1750

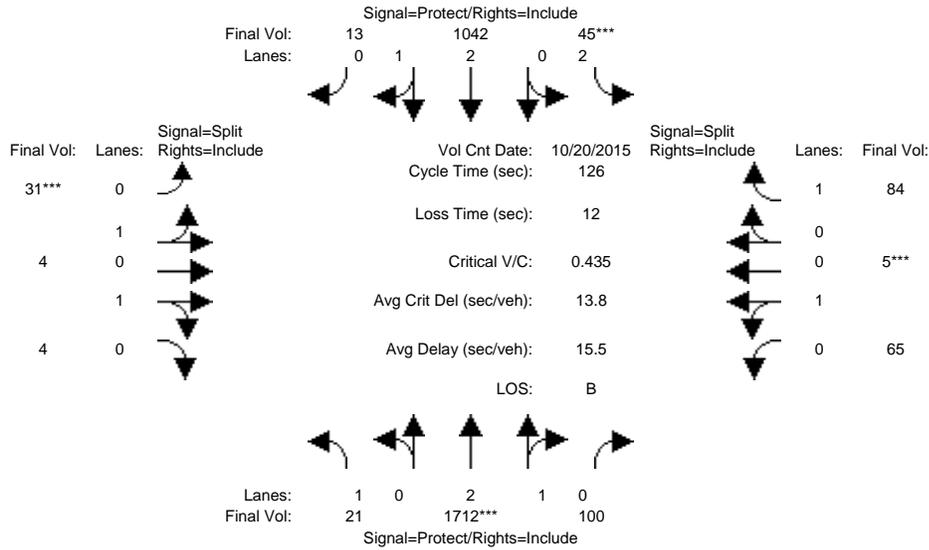
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.33	0.14	0.14	0.14	0.07	0.32	0.32	0.08	0.27	0.21
Crit Moves:			****		****			****		****		
Green Time:	48.8	48.8	48.8	20.3	20.3	20.3	11.6	47.3	47.3	11.6	47.3	47.3
Volume/Cap:	0.54	0.06	0.95	0.95	0.95	0.94	0.81	0.95	0.95	0.95	0.81	0.61
Delay/Veh:	37.6	30.4	68.3	86.1	86.1	100.6	80.0	53.6	53.6	104.9	44.8	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	30.4	68.3	86.1	86.1	100.6	80.0	53.6	53.6	104.9	44.8	40.4
LOS by Move:	D	C	E	F	F	F	E	D	D	F	D	D
HCM2k95thQ:	22	2	49	26	26	26	14	48	48	14	35	24

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3726: OLIN/WINCHESTER



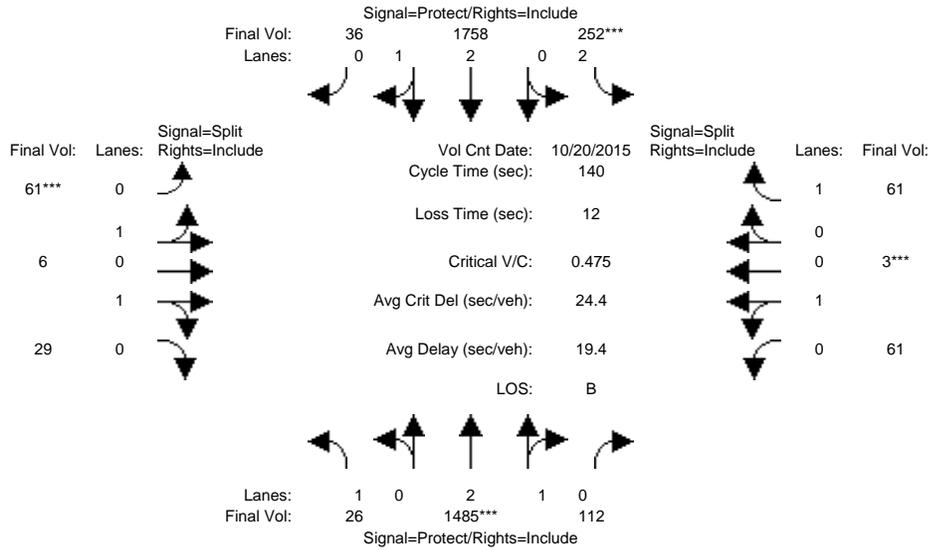
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	680	61	2	397	0	16	0	-16	21	0	10
Initial Fut:	21	1712	100	45	1042	13	31	4	4	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1712	100	45	1042	13	31	4	4	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1712	100	45	1042	13	31	4	4	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1712	100	45	1042	13	31	4	4	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	2.00	2.96	0.04	1.00	0.50	0.50	0.93	0.07	1.00
Final Sat.:	1750	5291	309	3150	5531	69	1800	900	900	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.01	0.19	0.19	0.02	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.8	84.5	84.5	7.0	70.6	70.6	10.0	10.0	10.0	12.5	12.5	12.5
Volume/Cap:	0.07	0.48	0.48	0.26	0.34	0.34	0.22	0.06	0.06	0.39	0.39	0.48
Delay/Veh:	44.5	10.2	10.2	57.8	15.0	15.0	54.9	53.7	53.7	54.6	54.6	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	10.2	10.2	57.8	15.0	15.0	54.9	53.7	53.7	54.6	54.6	55.8
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	E
HCM2k95thQ:	1	20	20	3	14	14	3	1	1	6	6	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3726: OLIN/WINCHESTER



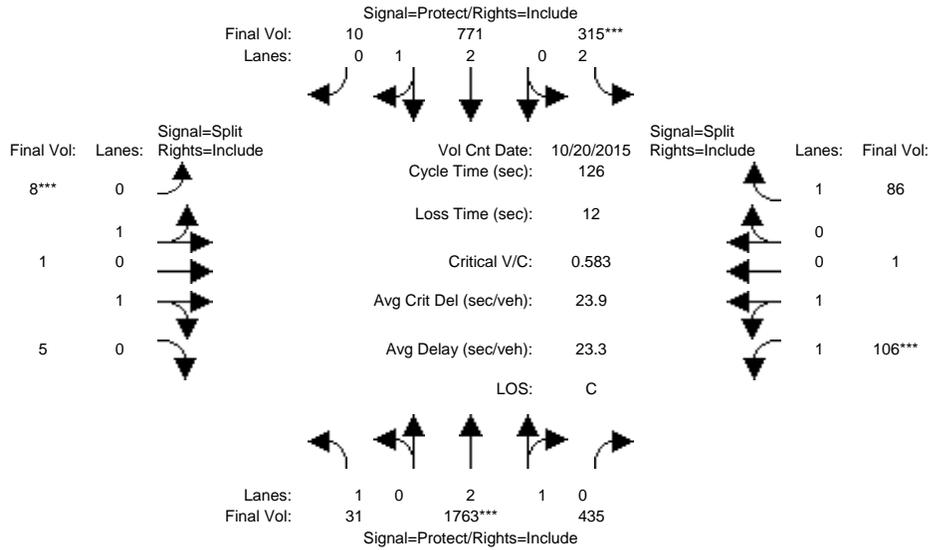
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	754	36	4	504	9	34	0	-12	8	0	4
Initial Fut:	26	1485	112	252	1758	36	61	6	29	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1485	112	252	1758	36	61	6	29	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1485	112	252	1758	36	61	6	29	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1485	112	252	1758	36	61	6	29	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	2.00	2.94	0.06	1.00	0.17	0.83	0.95	0.05	1.00
Final Sat.:	1750	5207	393	3150	5487	112	1800	309	1491	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.08	0.32	0.32	0.03	0.02	0.02	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	14.5	84.0	84.0	23.6	93.0	93.0	10.0	10.0	10.0	10.5	10.5	10.5
Volume/Cap:	0.14	0.48	0.48	0.48	0.48	0.48	0.47	0.27	0.27	0.48	0.48	0.47
Delay/Veh:	57.4	15.8	15.8	53.3	11.7	11.7	64.2	62.0	62.0	64.8	64.8	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	15.8	15.8	53.3	11.7	11.7	64.2	62.0	62.0	64.8	64.8	64.7
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	2	22	22	12	23	23	6	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3727: OLSEN/WINCHESTER



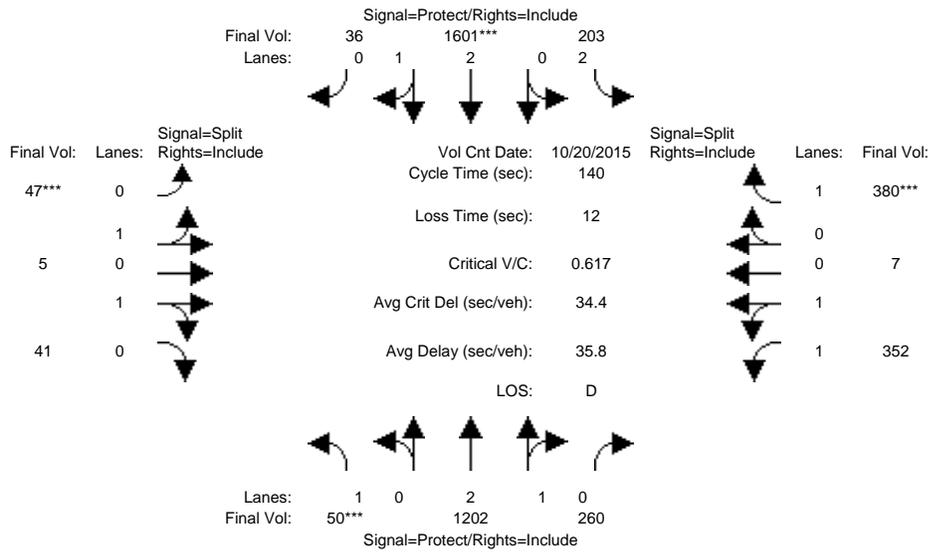
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	676	346	297	105	0	5	0	-5	56	0	59
Initial Fut:	31	1763	435	315	771	10	8	1	5	106	1	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1763	435	315	771	10	8	1	5	106	1	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1763	435	315	771	10	8	1	5	106	1	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1763	435	315	771	10	8	1	5	106	1	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.38	0.62	2.00	2.96	0.04	1.00	0.17	0.83	1.98	0.02	1.00
Final Sat.:	1750	4490	1108	3150	5528	72	1800	300	1500	3517	33	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.10	0.14	0.14	0.00	0.00	0.00	0.03	0.03	0.05
Crit Moves:	****			****			****			****		
Green Time:	26.6	74.4	74.4	19.0	66.8	66.8	10.0	10.0	10.0	10.6	10.6	10.6
Volume/Cap:	0.08	0.66	0.66	0.66	0.26	0.26	0.06	0.04	0.04	0.36	0.36	0.58
Delay/Veh:	40.0	17.9	17.9	54.1	16.2	16.2	53.7	53.6	53.6	55.2	55.2	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	17.9	17.9	54.1	16.2	16.2	53.7	53.6	53.6	55.2	55.2	61.4
LOS by Move:	D	B	B	D	B	B	D	D	D	E	E	E
HCM2k95thQ:	2	33	33	13	10	10	1	1	1	5	5	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	453	141	132	355	14	31	0	6	233	0	309
Initial Fut:	50	1202	260	203	1601	36	47	5	41	352	7	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1202	260	203	1601	36	47	5	41	352	7	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1202	260	203	1601	36	47	5	41	352	7	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1202	260	203	1601	36	47	5	41	352	7	380

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.45	0.55	2.00	2.93	0.07	1.00	0.11	0.89	1.96	0.04	1.00
Final Sat.:	1750	4603	996	3150	5477	123	1800	196	1604	3481	69	1750

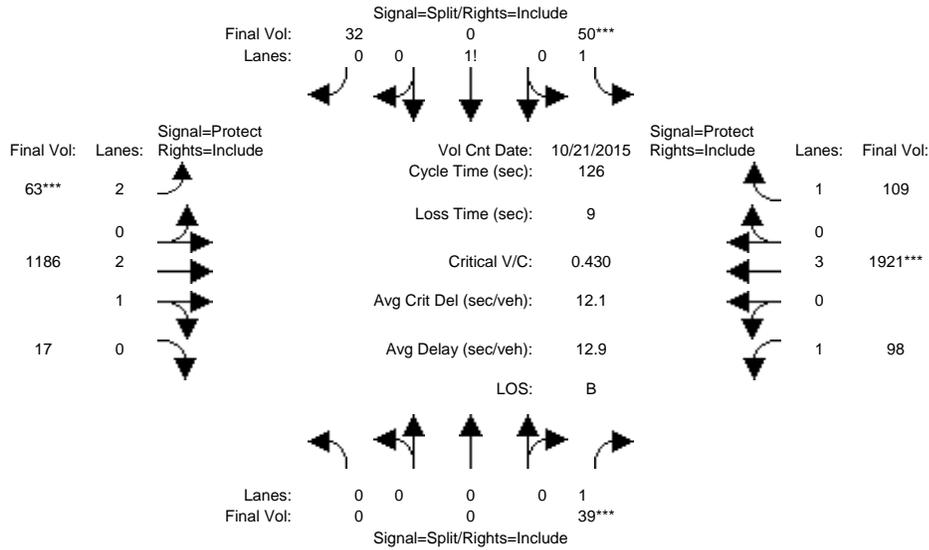
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.06	0.29	0.29	0.03	0.03	0.03	0.10	0.10	0.22
Crit Moves:	****			****			****					****
Green Time:	7.0	56.7	56.7	14.0	63.7	63.7	10.0	10.0	10.0	47.3	47.3	47.3
Volume/Cap:	0.57	0.64	0.64	0.64	0.64	0.64	0.37	0.36	0.36	0.30	0.30	0.64
Delay/Veh:	73.8	34.2	34.2	65.2	30.0	30.0	62.9	62.8	62.8	34.3	34.3	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	34.2	34.2	65.2	30.0	30.0	62.9	62.8	62.8	34.3	34.3	41.6
LOS by Move:	E	C	C	E	C	C	E	E	E	C	C	D
HCM2k95thQ:	6	30	30	10	31	31	5	5	5	11	11	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 << 7:45-8:45AM											
Base Vol:	0	0	39	22	0	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	0	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	28	0	23	42	566	0	71	67	40
Initial Fut:	0	0	39	50	0	32	63	1186	17	98	1921	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	50	0	32	63	1186	17	98	1921	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	39	50	0	32	63	1186	17	98	1921	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	39	50	0	32	63	1186	17	98	1921	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5521	79	1750	5700	1750

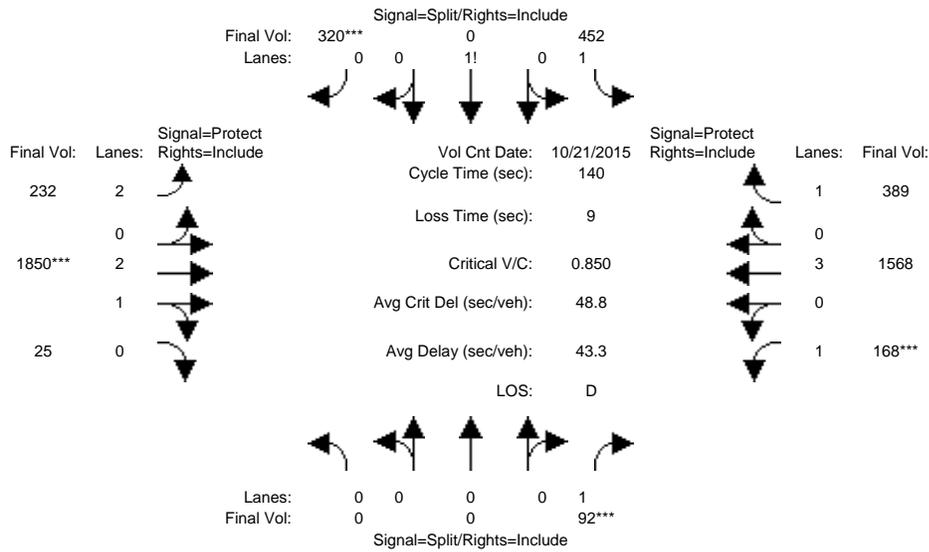
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.03	0.02	0.21	0.21	0.06	0.34	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	10.0	10.0	0.0	10.0	7.0	76.9	76.9	20.1	90.0	90.0
Volume/Cap:	0.00	0.00	0.28	0.25	0.00	0.41	0.36	0.35	0.35	0.35	0.47	0.09
Delay/Veh:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	12.2	12.2	48.0	7.8	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:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	12.2	12.2	48.0	7.8	5.5
LOS by Move:	A	A	E	D	A	E	E	B	B	D	A	A
HCM2k95thQ:	0	0	4	3	0	5	3	14	14	8	19	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 21 Oct 2015 <<

Base Vol:	0	0	92	286	0	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	0	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	166	0	136	146	518	0	80	430	145
Initial Fut:	0	0	92	452	0	320	232	1850	25	168	1568	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	92	452	0	320	232	1850	25	168	1568	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	92	452	0	320	232	1850	25	168	1568	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	92	452	0	320	232	1850	25	168	1568	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5525	75	1750	5700	1750

Capacity Analysis Module:

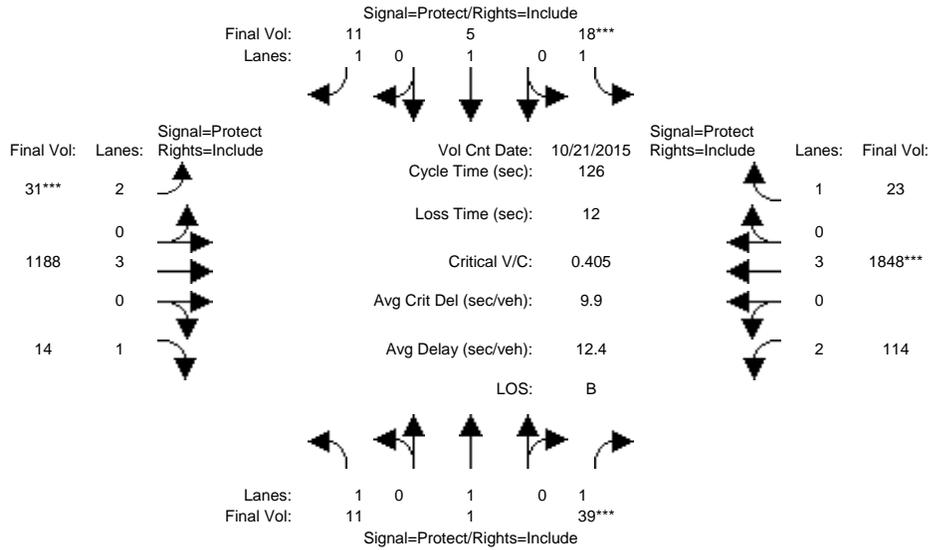
Vol/Sat:	0.00	0.00	0.05	0.18	0.00	0.31	0.07	0.33	0.33	0.10	0.28	0.22
Crit Moves:			****			****		****		****		
Green Time:	0.0	0.0	10.0	50.8	0.0	50.8	14.8	54.5	54.5	15.6	55.4	55.4
Volume/Cap:	0.00	0.00	0.74	0.50	0.00	0.86	0.70	0.86	0.86	0.86	0.70	0.56
Delay/Veh:	0.0	0.0	84.0	35.0	0.0	49.7	66.7	42.9	42.9	90.8	36.3	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	84.0	35.0	0.0	49.7	66.7	42.9	42.9	90.8	36.3	34.0
LOS by Move:	A	A	F	D	A	D	E	D	D	F	D	C
HCM2k95thQ:	0	0	11	21	0	42	11	42	42	19	33	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 << 7:30-8:30AM											
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	0	0	9	0	8	14	603	0	1	76	10
Initial Fut:	11	1	39	18	5	11	31	1188	14	114	1848	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	31	1188	14	114	1848	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	31	1188	14	114	1848	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	31	1188	14	114	1848	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	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

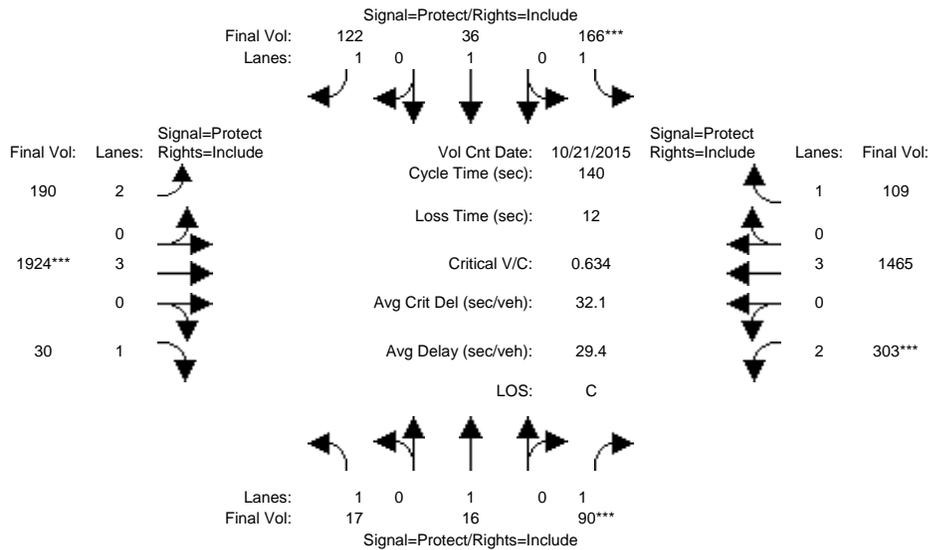
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.01	0.21	0.01	0.04	0.32	0.01
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	76.6	76.6	20.4	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.18	0.34	0.01	0.22	0.45	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	12.3	9.8	46.1	7.7	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	12.3	9.8	46.1	7.7	5.2
LOS by Move:	E	D	E	E	D	D	E	B	A	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	14	0	4	18	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	0	55	0	46	49	618	1	5	531	37
Initial Fut:	17	16	90	166	36	122	190	1924	30	303	1465	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	190	1924	30	303	1465	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	190	1924	30	303	1465	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	190	1924	30	303	1465	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

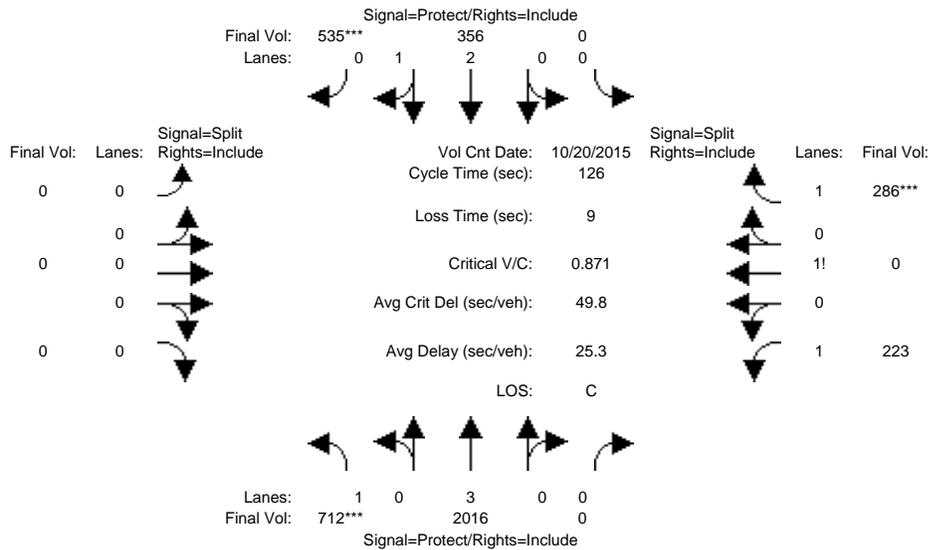
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.34	0.02	0.10	0.26	0.06
Crit Moves:			****	****				****		****		
Green Time:	13.3	11.3	11.3	20.9	19.0	19.0	18.2	74.5	74.5	21.2	77.5	77.5
Volume/Cap:	0.10	0.10	0.63	0.63	0.14	0.51	0.46	0.63	0.03	0.63	0.46	0.11
Delay/Veh:	58.2	59.9	71.4	61.0	53.6	58.1	57.2	23.6	15.6	58.5	18.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	59.9	71.4	61.0	53.6	58.1	57.2	23.6	15.6	58.5	18.9	14.9
LOS by Move:	E	E	E	E	D	E	E	C	B	E	B	B
HCM2k95thQ:	2	1	10	15	3	11	8	31	1	14	22	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (AM)

Intersection #3829: TISCH/WINCHESTER



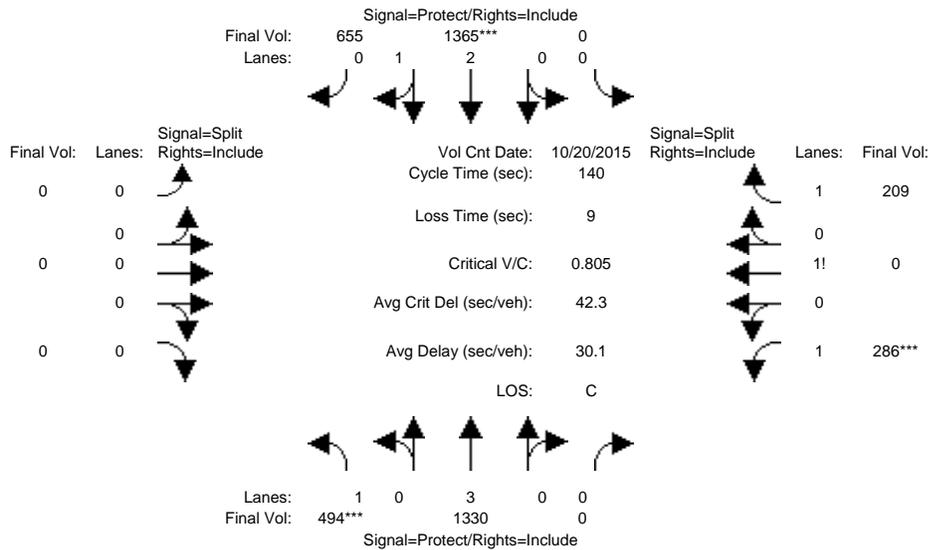
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	37	835	-435	-42	-38	233	0	0	0	109	-155	272
Initial Fut:	712	2016	0	0	356	535	0	0	0	223	0	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:	712	2016	0	0	356	535	0	0	0	223	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	2016	0	0	356	535	0	0	0	223	0	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:	712	2016	0	0	356	535	0	0	0	223	0	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.44	0.00	1.56
Final Sat.:	1750	5600	0	0	3767	1800	0	0	0	2517	0	2733
Capacity Analysis Module:												
Vol/Sat:	0.41	0.36	0.00	0.00	0.09	0.30	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:	****					****						****
Green Time:	58.9	102	0.0	0.0	43.0	43.0	0.0	0.0	0.0	15.1	0.0	15.1
Volume/Cap:	0.87	0.45	0.00	0.00	0.28	0.87	0.00	0.00	0.00	0.74	0.00	0.87
Delay/Veh:	40.2	3.7	0.0	0.0	30.2	47.1	0.0	0.0	0.0	57.7	0.0	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	3.7	0.0	0.0	30.2	47.1	0.0	0.0	0.0	57.7	0.0	67.9
LOS by Move:	D	A	A	A	C	D	A	A	A	E	A	E
HCM2k95thQ:	47	15	0	0	10	39	0	0	0	13	0	16

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background with TDP (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	482	-166	-43	328	303	0	0	0	32	-100	170
Initial Fut:	494	1330	0	0	1365	655	0	0	0	286	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1330	0	0	1365	655	0	0	0	286	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1330	0	0	1365	655	0	0	0	286	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	1330	0	0	1365	655	0	0	0	286	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.01	0.99	0.00	0.00	0.00	1.58	0.00	1.42
Final Sat.:	1750	5600	0	0	3716	1783	0	0	0	2761	0	2489
Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:	****				****					****		
Green Time:	49.1	113	0.0	0.0	63.9	63.9	0.0	0.0	0.0	18.0	0.0	18.0
Volume/Cap:	0.80	0.29	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.80	0.00	0.65
Delay/Veh:	48.8	3.5	0.0	0.0	34.7	34.7	0.0	0.0	0.0	66.9	0.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	3.5	0.0	0.0	34.7	34.7	0.0	0.0	0.0	66.9	0.0	60.1
LOS by Move:	D	A	A	A	C	C	A	A	A	E	A	E
HCM2k95thQ:	37	10	0	0	44	44	0	0	0	16	0	13

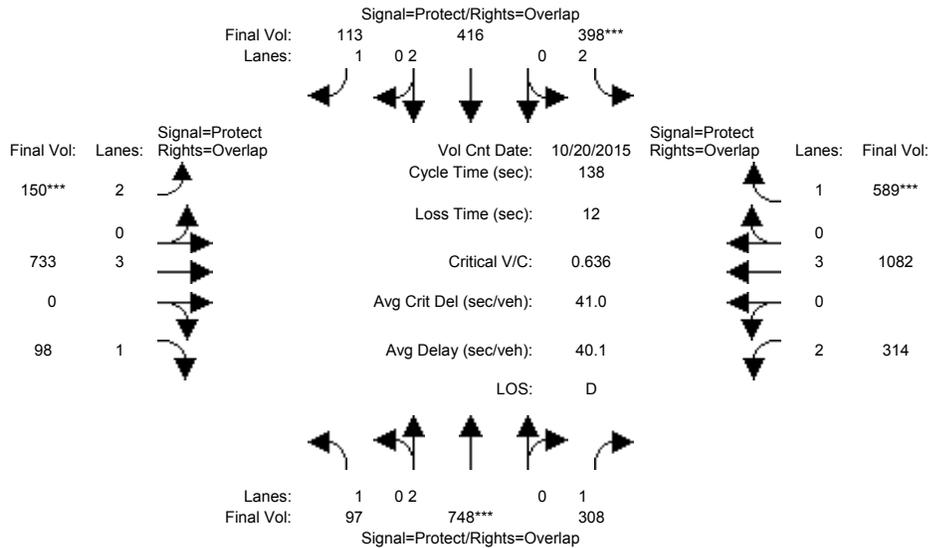
Note: Queue reported is the number of cars per lane.

Background Plus Project Conditions

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	96	708	308	396	410	110	136	731	96	314	1081	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	708	308	396	410	110	136	731	96	314	1081	577
Added Vol:	0	37	0	2	5	2	12	0	0	0	0	12
ATI:	1	3	0	0	1	1	2	2	2	0	1	0
Initial Fut:	97	748	308	398	416	113	150	733	98	314	1082	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	748	308	398	416	113	150	733	98	314	1082	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	748	308	398	416	113	150	733	98	314	1082	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	748	308	398	416	113	150	733	98	314	1082	589

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

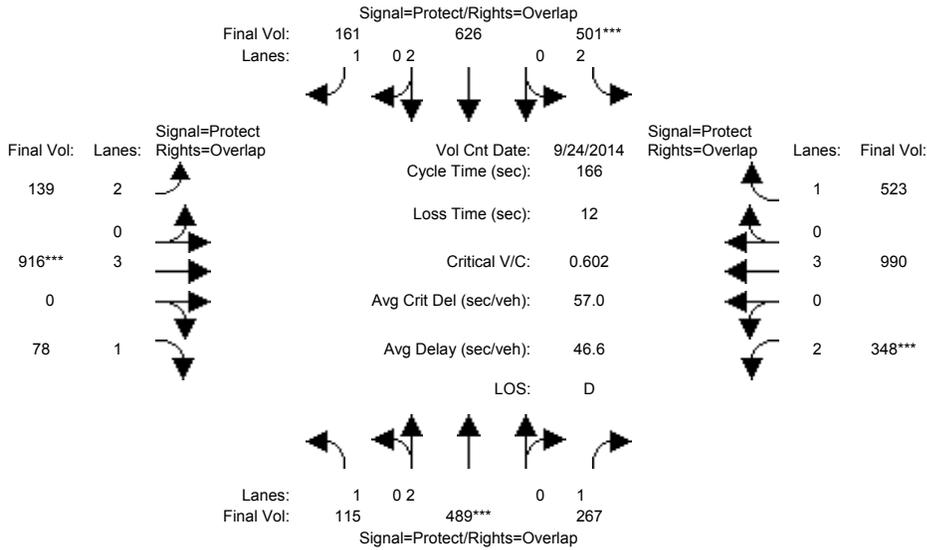
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.18	0.13	0.11	0.06	0.05	0.13	0.06	0.10	0.19	0.34
Crit Moves:	****			****			****			****		
Green Time:	23.6	42.7	67.1	27.4	46.5	56.9	10.3	31.5	55.1	24.4	45.6	73.0
Volume/Cap:	0.32	0.64	0.36	0.64	0.32	0.16	0.64	0.56	0.14	0.56	0.57	0.64
Delay/Veh:	50.9	42.1	22.4	52.9	34.2	25.6	67.7	47.7	26.5	53.3	38.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	42.1	22.4	52.9	34.2	25.6	67.7	47.7	26.5	53.3	38.6	24.6
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	C
HCM2k95thQ:	7	24	16	19	12	6	9	18	6	15	23	33

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	112	481	267	489	588	146	134	913	75	348	987	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	481	267	489	588	146	134	913	75	348	987	521
Added Vol:	0	6	0	11	33	11	2	0	0	0	0	2
ATI:	3	2	0	1	5	4	3	3	3	0	3	0
Initial Fut:	115	489	267	501	626	161	139	916	78	348	990	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	489	267	501	626	161	139	916	78	348	990	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	489	267	501	626	161	139	916	78	348	990	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	489	267	501	626	161	139	916	78	348	990	523

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

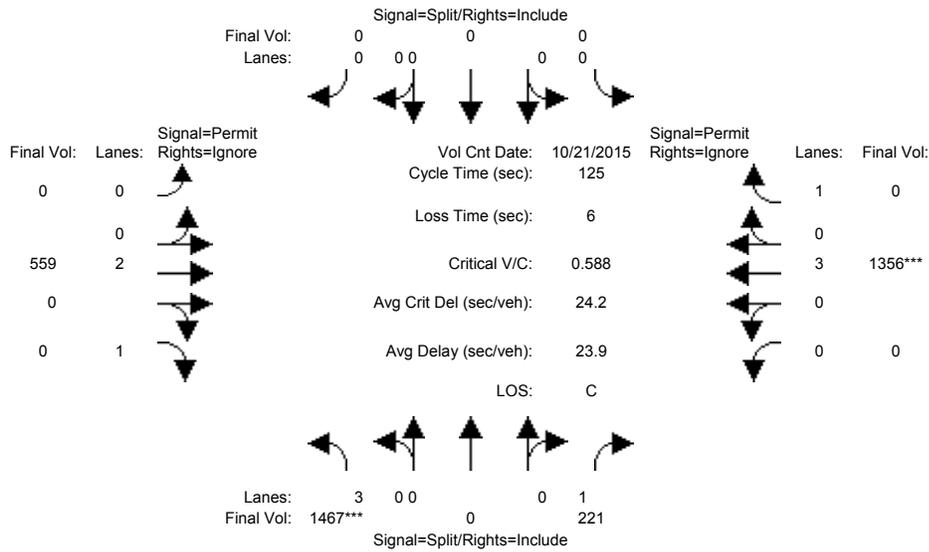
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.15	0.16	0.16	0.09	0.04	0.16	0.04	0.11	0.17	0.30
Crit Moves:	****			****			****			****		
Green Time:	22.6	35.5	65.9	43.8	56.7	71.8	15.1	44.3	66.9	30.4	59.6	103.4
Volume/Cap:	0.48	0.60	0.38	0.60	0.48	0.21	0.48	0.60	0.11	0.60	0.48	0.48
Delay/Veh:	67.8	60.2	36.0	54.7	43.4	29.6	73.0	53.9	31.0	64.0	41.5	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	60.2	36.0	54.7	43.4	29.6	73.0	53.9	31.0	64.0	41.5	17.2
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	24	22	10	9	24	5	19	23	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	310	0	0	0	0	0	0	18	23	0	149	0
ATI:	363	0	0	0	0	0	0	61	145	0	165	0
Initial Fut:	1467	0	221	0	0	0	0	559	569	0	1356	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1467	0	221	0	0	0	0	559	0	0	1356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1467	0	221	0	0	0	0	559	0	0	1356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1467	0	221	0	0	0	0	559	0	0	1356	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

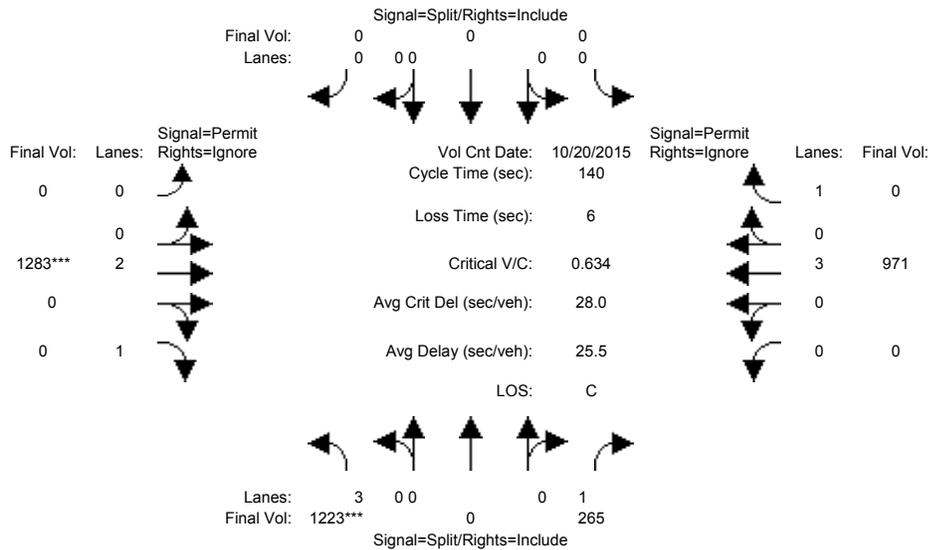
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.24	0.00
Crit Moves:	****										****	
Green Time:	68.5	0.0	68.5	0.0	0.0	0.0	0.0	50.5	0.0	0.0	50.5	0.0
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.59	0.00
Delay/Veh:	19.2	0.0	14.8	0.0	0.0	0.0	0.0	26.2	0.0	0.0	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	0.0	14.8	0.0	0.0	0.0	0.0	26.2	0.0	0.0	29.5	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	27	0	9	0	0	0	0	14	0	0	23	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	52	0	0	0	0	0	0	133	166	0	25	0
ATI:	306	0	0	0	0	0	0	203	310	0	126	0
Initial Fut:	1223	0	265	0	0	0	0	1283	894	0	971	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1223	0	265	0	0	0	0	1283	0	0	971	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1223	0	265	0	0	0	0	1283	0	0	971	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1223	0	265	0	0	0	0	1283	0	0	971	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

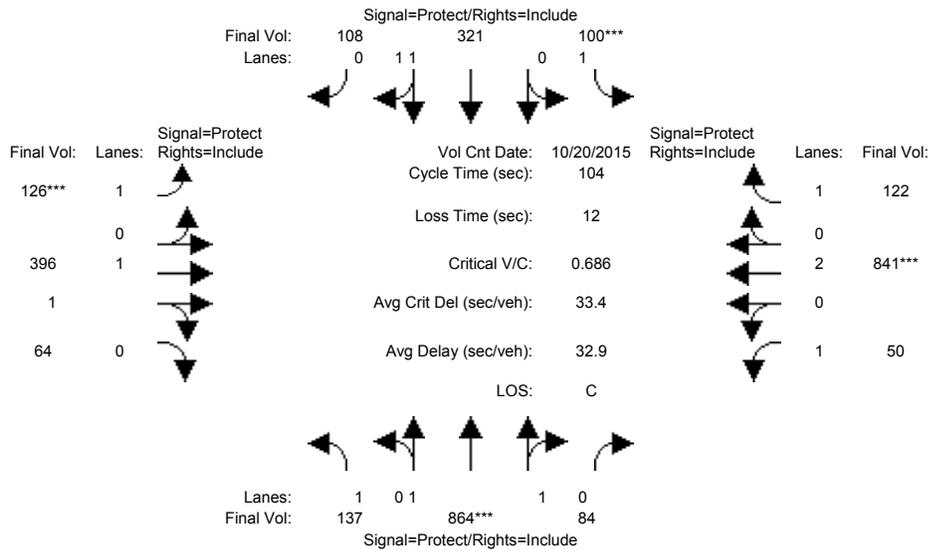
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.15	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:	****							****				
Green Time:	59.4	0.0	59.4	0.0	0.0	0.0	0.0	74.6	0.0	0.0	74.6	0.0
Volume/Cap:	0.63	0.00	0.36	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.32	0.00
Delay/Veh:	32.4	0.0	27.6	0.0	0.0	0.0	0.0	23.7	0.0	0.0	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	0.0	27.6	0.0	0.0	0.0	0.0	23.7	0.0	0.0	18.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	30	0	15	0	0	0	0	32	0	0	14	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	129	657	72	75	237	94	127	333	59	49	731	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	657	72	75	237	94	127	333	59	49	731	119
Added Vol:	0	0	0	12	0	0	0	12	0	0	2	2
ATI:	8	207	12	13	84	14	-1	51	5	1	108	1
Initial Fut:	137	864	84	100	321	108	126	396	64	50	841	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	864	84	100	321	108	126	396	64	50	841	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	864	84	100	321	108	126	396	64	50	841	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	864	84	100	321	108	126	396	64	50	841	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	1.48	0.52	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1750	3372	328	1750	2769	930	1750	3185	515	1750	3800	1750

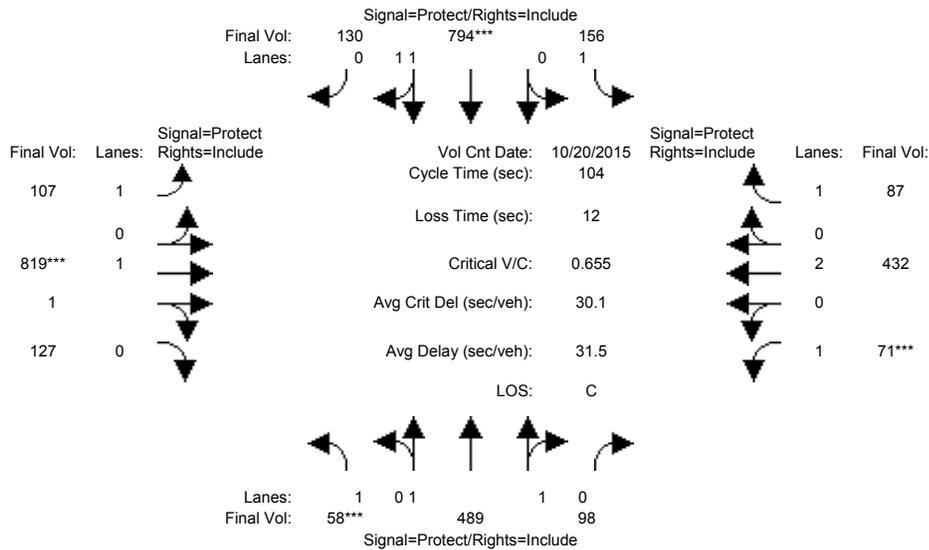
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.06	0.12	0.12	0.07	0.12	0.12	0.03	0.22	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.1	38.9	38.9	8.7	28.4	28.4	10.9	28.9	28.9	15.6	33.6	33.6
Volume/Cap:	0.43	0.69	0.69	0.69	0.43	0.43	0.69	0.45	0.45	0.19	0.69	0.22
Delay/Veh:	38.5	28.9	28.9	59.1	31.4	31.4	55.2	31.3	31.3	39.0	32.3	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	28.9	28.9	59.1	31.4	31.4	55.2	31.3	31.3	39.0	32.3	25.8
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	9	25	25	9	12	12	11	12	12	3	20	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	52	385	95	149	563	130	96	728	120	63	354	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	385	95	149	563	130	96	728	120	63	354	66
Added Vol:	0	0	0	2	0	0	0	2	0	0	11	11
ATI:	6	104	3	5	231	0	11	89	7	8	67	10
Initial Fut:	58	489	98	156	794	130	107	819	127	71	432	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	489	98	156	794	130	107	819	127	71	432	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	489	98	156	794	130	107	819	127	71	432	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	489	98	156	794	130	107	819	127	71	432	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	1.71	0.29	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1750	3081	618	1750	3179	521	1750	3203	497	1750	3800	1750

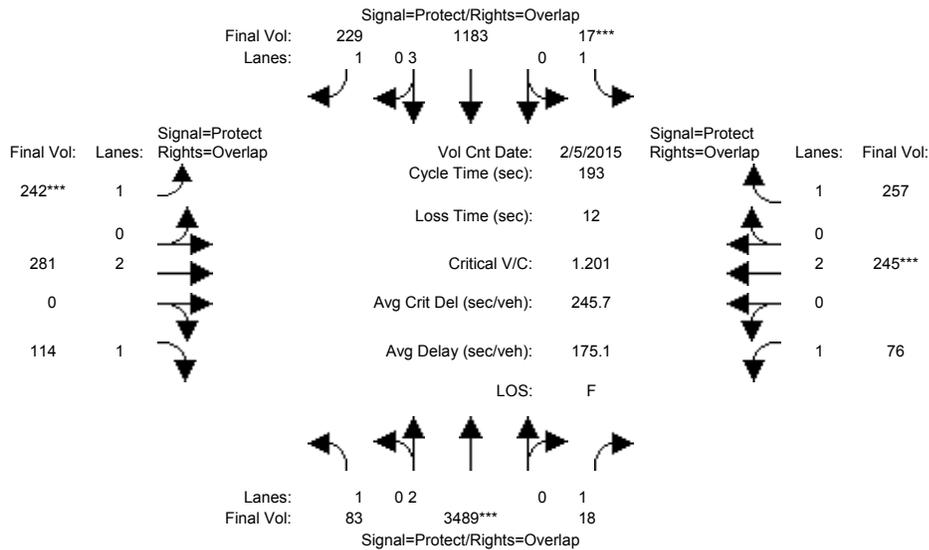
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.25	0.25	0.06	0.26	0.26	0.04	0.11	0.05
Crit Moves:	***			****			****			****		
Green Time:	7.0	29.1	29.1	16.4	38.5	38.5	17.3	39.5	39.5	7.0	29.2	29.2
Volume/Cap:	0.49	0.57	0.57	0.57	0.67	0.67	0.37	0.67	0.67	0.60	0.41	0.18
Delay/Veh:	50.0	32.7	32.7	43.2	28.8	28.8	39.3	28.2	28.2	55.7	30.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	32.7	32.7	43.2	28.8	28.8	39.3	28.2	28.2	55.7	30.6	28.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	5	16	16	11	24	24	7	24	24	5	10	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	91	3163	17	15	915	228	211	264	104	67	226	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	3163	17	15	915	228	211	264	104	67	226	226
Added Vol:	1	3	1	0	25	0	0	0	6	6	0	0
ATI:	-9	939	0	2	243	1	31	17	4	3	19	31
Initial Fut:	83	4105	18	17	1183	229	242	281	114	76	245	257
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	3489	18	17	1183	229	242	281	114	76	245	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	3489	18	17	1183	229	242	281	114	76	245	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	3489	18	17	1183	229	242	281	114	76	245	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

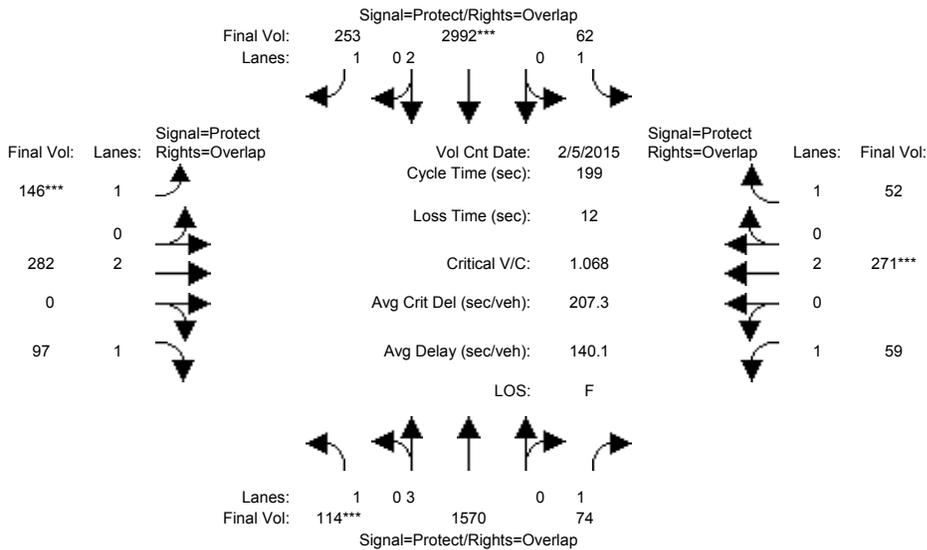
Capacity Analysis Module:												
Vol/Sat:	0.05	0.92	0.01	0.01	0.21	0.13	0.14	0.07	0.07	0.04	0.06	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.39	1.46	0.01	0.18	0.37	0.19	1.01	0.40	0.21	0.59	0.53	0.84
Delay/Veh:	84.1	264	15.2	93.6	33.1	17.8	150.5	73.8	52.8	99.3	85.6	99.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	264	15.2	93.6	33.1	17.8	150.5	73.8	52.8	99.3	85.6	99.7
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	10	252	1	2	29	16	35	15	11	11	14	32

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	101	1174	64	52	2723	225	132	240	87	53	241	43				
Added Vol:	6	22	6	0	4	0	0	0	1	1	0	0				
ATI:	7	374	4	10	1013	28	14	42	9	5	30	9				
Initial Fut:	114	1570	74	62	3740	253	146	282	97	59	271	52				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	114	1570	74	62	2992	253	146	282	97	59	271	52				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	114	1570	74	62	2992	253	146	282	97	59	271	52				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	114	1570	74	62	2992	253	146	282	97	59	271	52				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

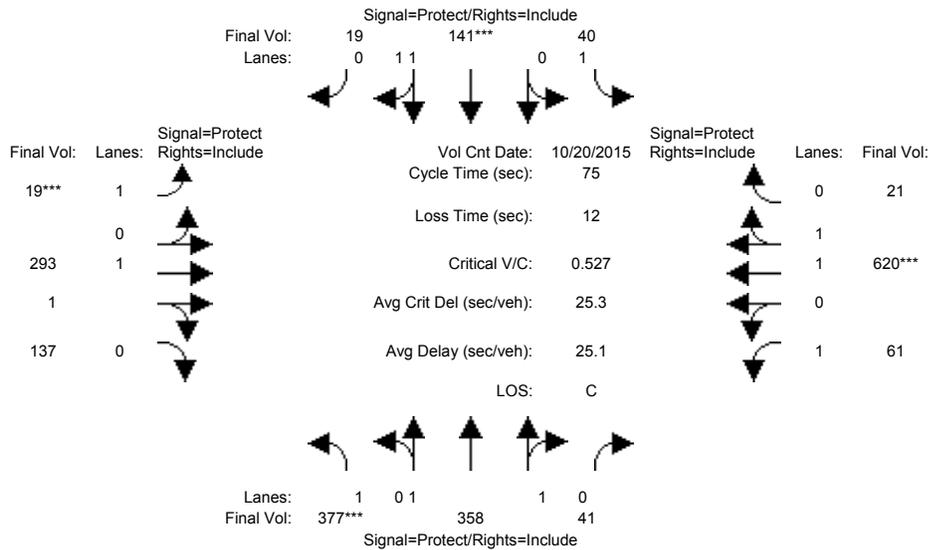
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.04	0.04	0.79	0.14	0.08	0.07	0.06	0.03	0.07	0.03
Crit Moves:	***			****			****			****		
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.86	0.48	0.06	0.34	1.31	0.20	0.77	0.40	0.21	0.42	0.46	0.11
Delay/Veh:	136.3	35.8	20.0	95.7	226	27.3	108.2	76.1	61.3	94.3	81.4	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.3	35.8	20.0	95.7	226	27.3	108.2	76.1	61.3	94.3	81.4	59.5
LOS by Move:	F	D	C	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	16	40	6	8	198	23	21	16	12	9	16	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #400: WINCHESTER / NEWHALL



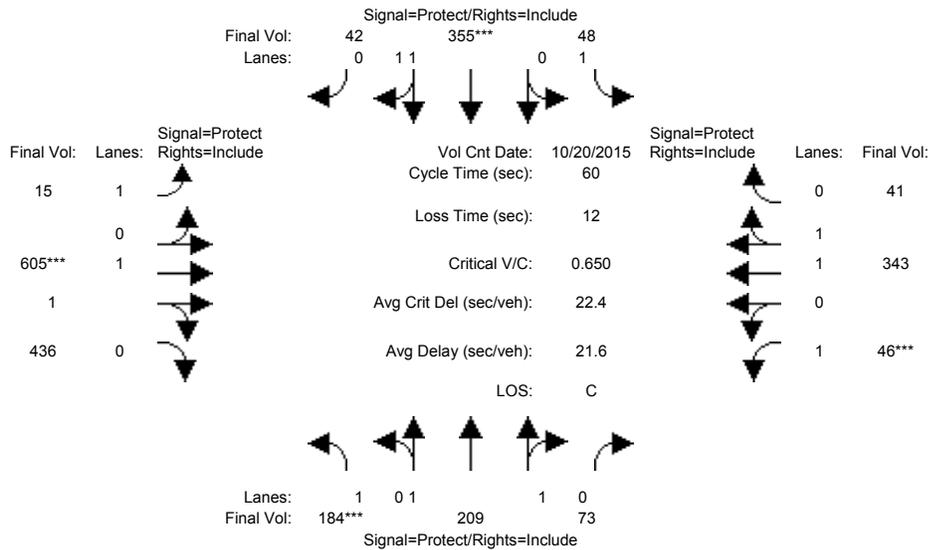
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	270	346	36	40	100	19	19	290	89	30	580	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	346	36	40	100	19	19	290	89	30	580	21
Added Vol:	5	5	4	0	37	0	0	0	37	31	0	0
ATI:	102	7	1	0	4	0	0	3	11	0	40	0
Initial Fut:	377	358	41	40	141	19	19	293	137	61	620	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	358	41	40	141	19	19	293	137	61	620	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	358	41	40	141	19	19	293	137	61	620	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	358	41	40	141	19	19	293	137	61	620	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.79	0.21	1.00	1.76	0.24	1.00	1.35	0.65	1.00	1.93	0.07
Final Sat.:	1750	3320	380	1750	3260	439	1750	2520	1178	1750	3579	121
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.11	0.02	0.04	0.04	0.01	0.12	0.12	0.03	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.5	20.9	20.9	14.6	10.0	10.0	7.0	16.2	16.2	11.3	20.5	20.5
Volume/Cap:	0.63	0.39	0.39	0.12	0.32	0.32	0.12	0.54	0.54	0.23	0.63	0.63
Delay/Veh:	23.1	22.1	22.1	25.0	29.8	29.8	31.5	26.8	26.8	28.5	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	22.1	22.1	25.0	29.8	29.8	31.5	26.8	26.8	28.5	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	8	8	2	3	3	1	9	9	3	13	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #400: WINCHESTER / NEWHALL



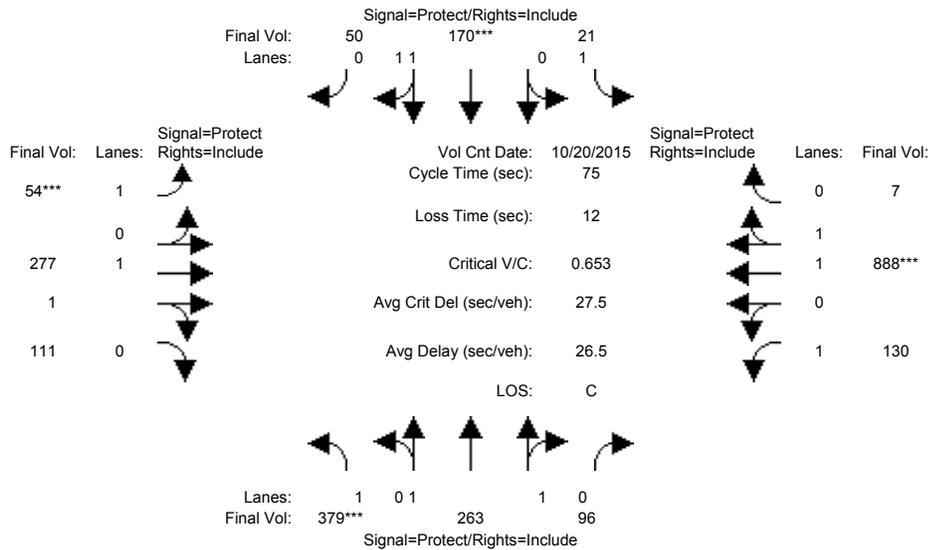
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	125	168	42	48	340	42	15	577	338	39	331	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	168	42	48	340	42	15	577	338	39	331	41
Added Vol:	33	33	28	0	6	0	0	0	6	5	0	0
ATI:	26	8	3	0	9	0	0	28	92	2	12	0
Initial Fut:	184	209	73	48	355	42	15	605	436	46	343	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	209	73	48	355	42	15	605	436	46	343	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	209	73	48	355	42	15	605	436	46	343	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	209	73	48	355	42	15	605	436	46	343	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.47	0.53	1.00	1.78	0.22	1.00	1.14	0.86	1.00	1.78	0.22
Final Sat.:	1750	2741	958	1750	3308	391	1750	2149	1549	1750	3304	395
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.03	0.11	0.11	0.01	0.28	0.28	0.03	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.4	10.8	10.8	7.6	10.0	10.0	12.2	22.6	22.6	7.0	17.4	17.4
Volume/Cap:	0.75	0.42	0.42	0.22	0.64	0.64	0.04	0.75	0.75	0.23	0.36	0.36
Delay/Veh:	36.7	22.2	22.2	24.0	25.7	25.7	19.3	18.5	18.5	24.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	22.2	22.2	24.0	25.7	25.7	19.3	18.5	18.5	24.6	17.1	17.1
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	11	6	6	2	7	7	0	16	16	2	6	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #403: SCOTT / SARATOGA



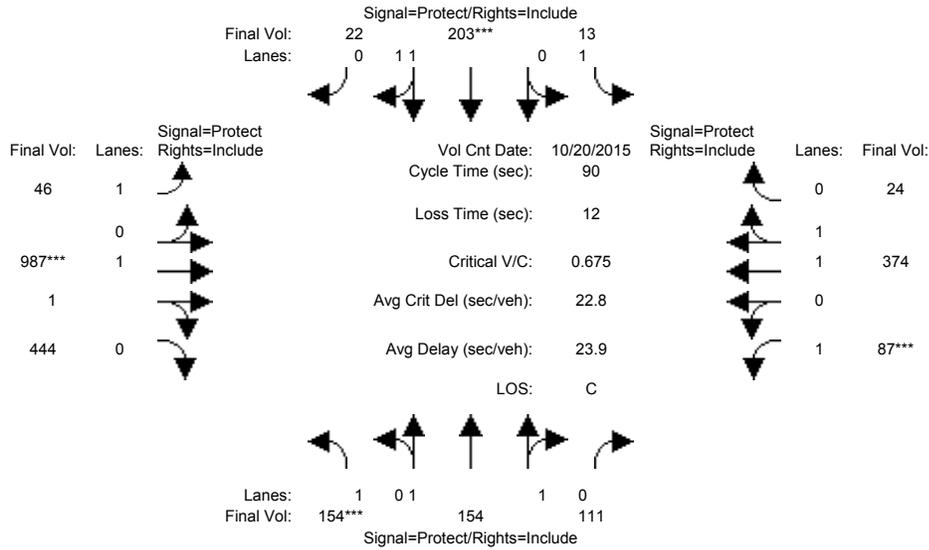
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	370	235	96	14	165	47	53	233	110	130	754	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	235	96	14	165	47	53	233	110	130	754	6
Added Vol:	0	0	0	6	0	0	0	31	0	0	4	1
ATI:	9	28	0	1	5	3	1	13	1	0	130	0
Initial Fut:	379	263	96	21	170	50	54	277	111	130	888	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	263	96	21	170	50	54	277	111	130	888	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	263	96	21	170	50	54	277	111	130	888	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	379	263	96	21	170	50	54	277	111	130	888	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.45	0.55	1.00	1.53	0.47	1.00	1.41	0.59	1.00	1.98	0.02
Final Sat.:	1750	2709	990	1750	2860	839	1750	2641	1058	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.01	0.06	0.06	0.03	0.10	0.10	0.07	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.7	18.7	18.7	13.1	10.0	10.0	7.0	18.4	18.4	12.9	24.3	24.3
Volume/Cap:	0.75	0.39	0.39	0.07	0.45	0.45	0.33	0.43	0.43	0.43	0.75	0.75
Delay/Veh:	30.2	23.7	23.7	26.0	30.6	30.6	33.0	24.2	24.2	28.8	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	23.7	23.7	26.0	30.6	30.6	33.0	24.2	24.2	28.8	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	7	7	1	6	6	3	7	7	6	18	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #403: SCOTT / SARATOGA



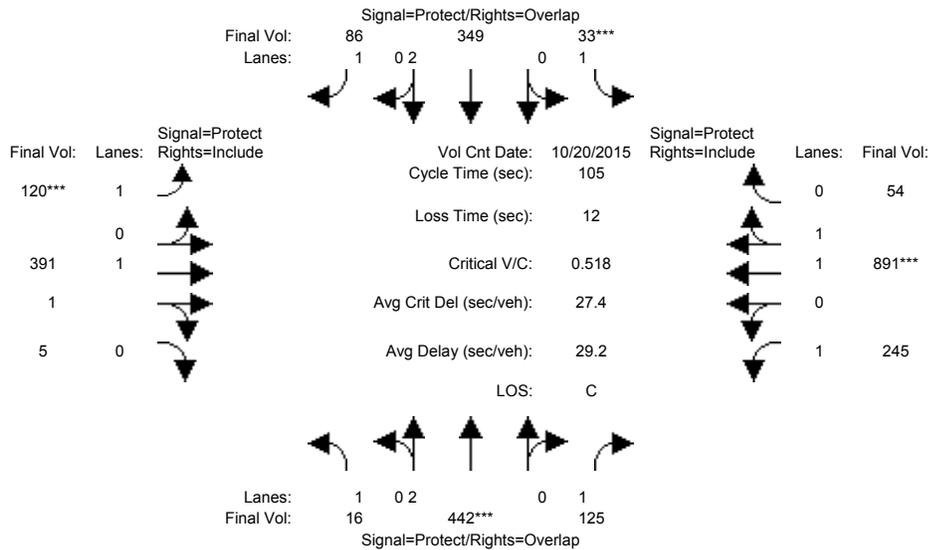
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	152	144	111	11	156	21	43	875	435	87	314	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	144	111	11	156	21	43	875	435	87	314	17
Added Vol:	0	0	0	1	0	0	0	5	0	0	28	6
ATI:	2	10	0	1	47	1	3	107	9	0	32	1
Initial Fut:	154	154	111	13	203	22	46	987	444	87	374	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	154	111	13	203	22	46	987	444	87	374	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	154	111	13	203	22	46	987	444	87	374	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	154	111	13	203	22	46	987	444	87	374	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.14	0.86	1.00	1.80	0.20	1.00	1.36	0.64	1.00	1.88	0.12
Final Sat.:	1750	2147	1551	1750	3337	362	1750	2551	1148	1750	3477	223
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.06	0.06	0.03	0.39	0.39	0.05	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	11.3	12.5	12.5	8.8	10.0	10.0	23.3	49.7	49.7	7.0	33.4	33.4
Volume/Cap:	0.70	0.51	0.51	0.08	0.55	0.55	0.10	0.70	0.70	0.64	0.29	0.29
Delay/Veh:	47.4	36.8	36.8	37.1	39.4	39.4	25.4	15.8	15.8	50.1	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	36.8	36.8	37.1	39.4	39.4	25.4	15.8	15.8	50.1	20.1	20.1
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2k95thQ:	9	7	7	1	8	8	2	26	26	5	8	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #404: SARATOGA / PRUNERIDGE



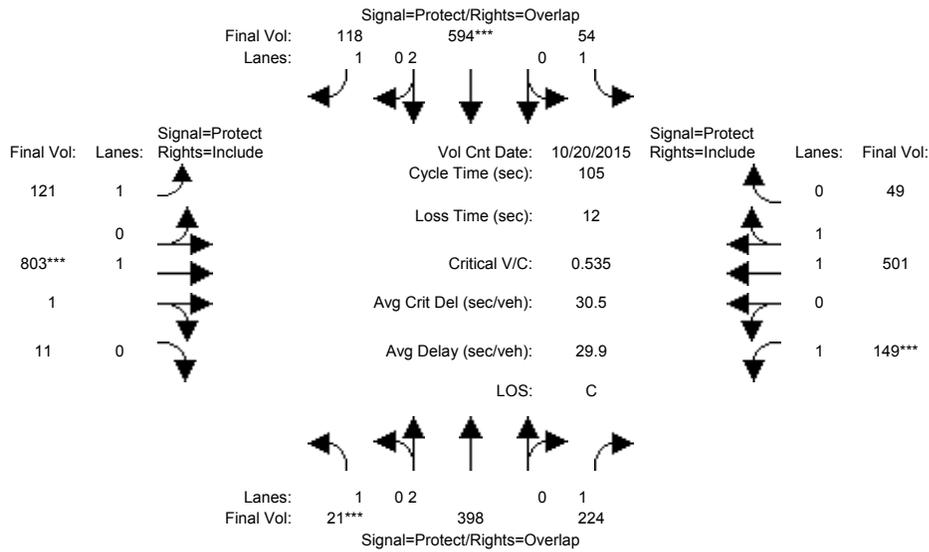
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	426	123	33	317	86	120	307	5	244	725	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	426	123	33	317	86	120	307	5	244	725	54
Added Vol:	0	0	0	0	0	0	0	30	0	0	4	0
ATI:	0	16	2	0	32	0	0	54	0	1	162	0
Initial Fut:	16	442	125	33	349	86	120	391	5	245	891	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	442	125	33	349	86	120	391	5	245	891	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	442	125	33	349	86	120	391	5	245	891	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	442	125	33	349	86	120	391	5	245	891	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3653	47	1750	3488	211
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.02	0.09	0.05	0.07	0.11	0.11	0.14	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	12.2	22.7	58.6	7.0	17.5	30.9	13.4	27.4	27.4	35.9	49.9	49.9
Volume/Cap:	0.08	0.54	0.13	0.28	0.55	0.17	0.54	0.41	0.41	0.41	0.54	0.54
Delay/Veh:	41.5	37.2	11.1	47.9	41.2	27.7	45.5	32.4	32.4	26.9	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	37.2	11.1	47.9	41.2	27.7	45.5	32.4	32.4	26.9	19.8	19.8
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	1	11	4	2	10	4	8	10	10	12	20	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #404: SARATOGA / PRUNERIDGE



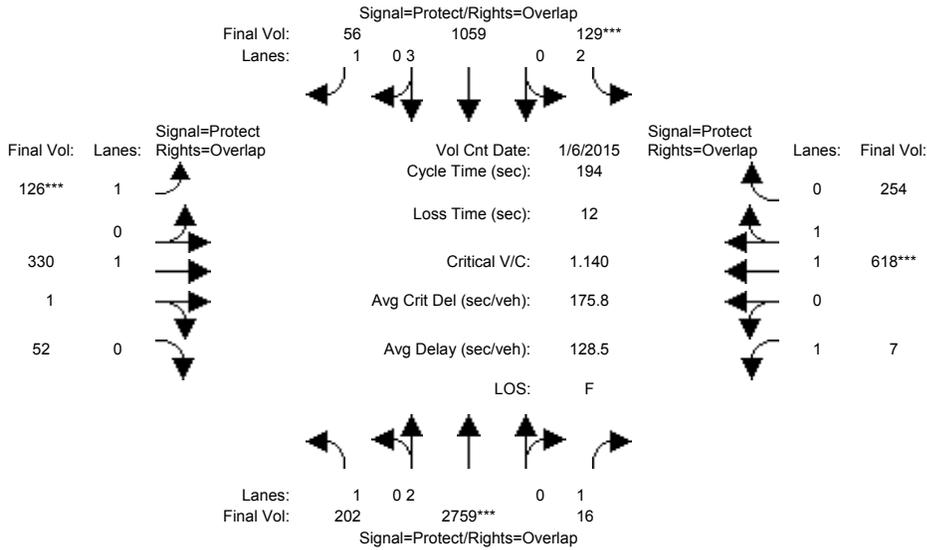
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	350	223	54	545	118	121	653	11	145	378	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	350	223	54	545	118	121	653	11	145	378	49
Added Vol:	0	0	0	0	0	0	0	5	0	0	27	0
ATI:	0	48	1	0	49	0	0	145	0	4	96	0
Initial Fut:	21	398	224	54	594	118	121	803	11	149	501	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	398	224	54	594	118	121	803	11	149	501	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	398	224	54	594	118	121	803	11	149	501	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	398	224	54	594	118	121	803	11	149	501	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3650	50	1750	3370	330
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.13	0.03	0.16	0.07	0.07	0.22	0.22	0.09	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.0	22.1	37.9	14.1	29.1	47.2	18.1	41.0	41.0	15.9	38.8	38.8
Volume/Cap:	0.18	0.50	0.35	0.23	0.56	0.15	0.40	0.56	0.56	0.56	0.40	0.40
Delay/Veh:	47.0	37.1	24.9	41.1	33.2	17.2	39.6	25.5	25.5	44.1	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	37.1	24.9	41.1	33.2	17.2	39.6	25.5	25.5	44.1	24.7	24.7
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	11	11	3	15	5	7	18	18	9	12	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Jan 2015	<<	7:30-8:30 AM						
Base Vol:	192	2547	16	96	821	54	101	278	32	6	515	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2547	16	96	821	54	101	278	32	6	515	188
Added Vol:	2	5	0	22	40	0	0	9	16	0	1	3
ATI:	8	694	0	11	198	2	25	43	4	1	102	63
Initial Fut:	202	3246	16	129	1059	56	126	330	52	7	618	254
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	2759	16	129	1059	56	126	330	52	7	618	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	2759	16	129	1059	56	126	330	52	7	618	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	2759	16	129	1059	56	126	330	52	7	618	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.72	0.28	1.00	1.40	0.60
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3193	507	1750	2622	1077

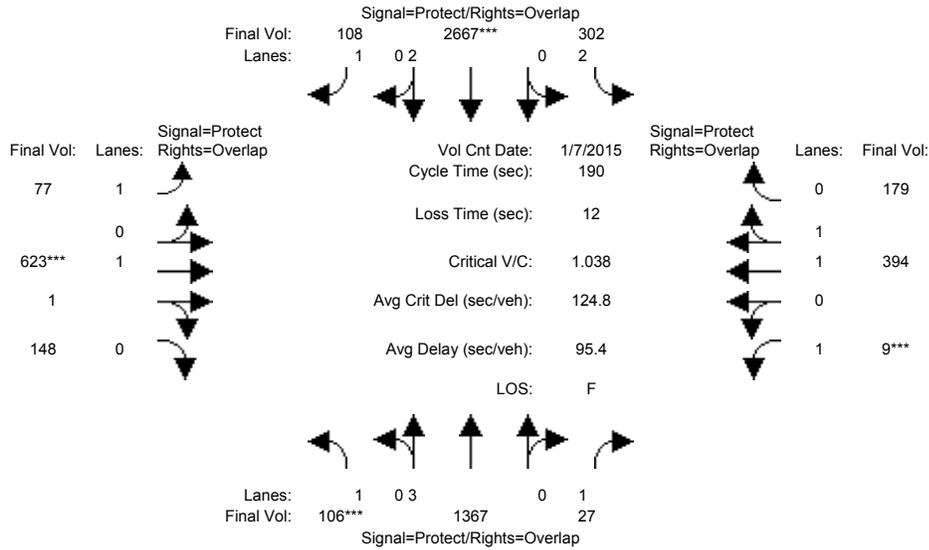
Capacity Analysis Module:												
Vol/Sat:	0.12	0.73	0.01	0.04	0.19	0.03	0.07	0.10	0.10	0.00	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	27.3	113	120.6	15.9	102	118.7	16.9	46.2	73.6	7.4	36.7	52.7
Volume/Cap:	0.82	1.24	0.01	0.50	0.35	0.05	0.82	0.43	0.27	0.10	1.24	0.87
Delay/Veh:	105.1	173	21.5	92.4	20.9	8.8	122.2	67.3	44.6	96.8	206	80.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.1	173	21.5	92.4	20.9	8.8	122.2	67.3	44.6	96.8	206	80.0
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	23	171	1	9	16	2	17	19	15	1	61	45

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<							
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133
Added Vol:	14	36	0	4	7	0	0	1	3	0	8	19
ATI:	7	332	1	63	803	12	6	81	14	1	68	27
Initial Fut:	106	1367	27	302	3333	108	77	623	148	9	394	179
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1367	27	302	2667	108	77	623	148	9	394	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1367	27	302	2667	108	77	623	148	9	394	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	1367	27	302	2667	108	77	623	148	9	394	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.61	0.39	1.00	1.36	0.64
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2991	708	1750	2544	1154

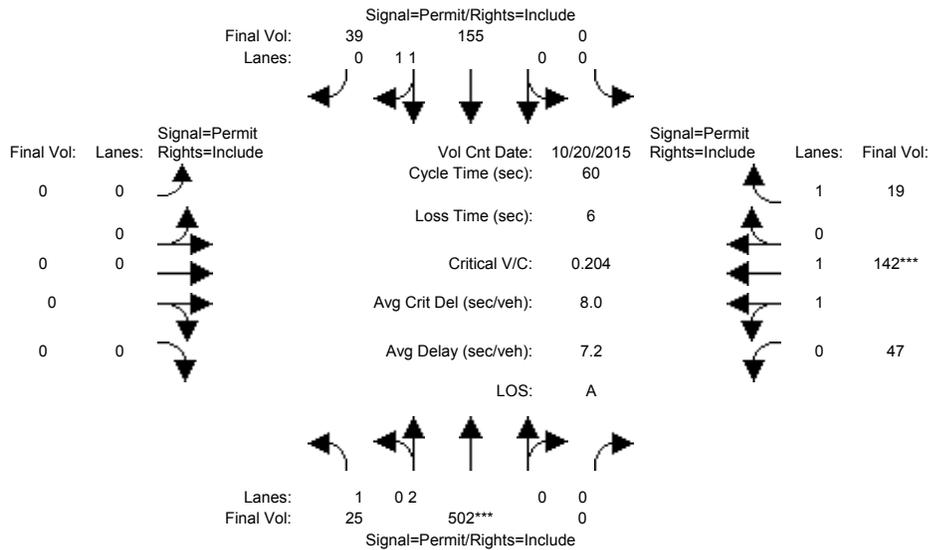
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.02	0.10	0.70	0.06	0.04	0.21	0.21	0.01	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.77	0.48	0.03	0.48	1.13	0.09	0.56	1.08	0.77	0.11	0.95	0.43
Delay/Veh:	113.3	41.3	27.3	72.9	121	16.2	94.5	139	71.1	92.3	108	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.3	41.3	27.3	72.9	121	16.2	94.5	139	71.1	92.3	108	48.9
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
HCM2k95thQ:	14	36	2	18	143	7	9	47	37	1	34	23

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #606: WINCHESTER / MARKET



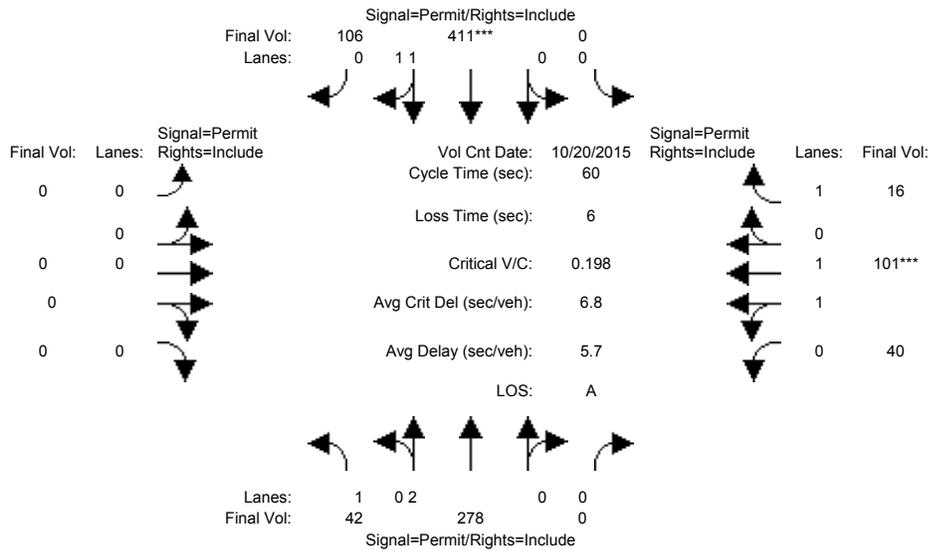
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	23	483	0	0	139	37	0	0	0	35	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	483	0	0	139	37	0	0	0	35	142	19
Added Vol:	2	2	0	0	12	0	0	0	0	12	0	0
ATI:	0	17	0	0	4	2	0	0	0	0	0	0
Initial Fut:	25	502	0	0	155	39	0	0	0	47	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	502	0	0	155	39	0	0	0	47	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	502	0	0	155	39	0	0	0	47	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	502	0	0	155	39	0	0	0	47	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.59	0.41	0.00	0.00	0.00	0.51	1.49	1.00
Final Sat.:	1750	3800	0	0	2956	744	0	0	0	920	2779	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	38.9	38.9	0.0	0.0	38.9	38.9	0.0	0.0	0.0	15.1	15.1	15.1
Volume/Cap:	0.02	0.20	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.20	0.20	0.04
Delay/Veh:	3.8	4.3	0.0	0.0	3.9	3.9	0.0	0.0	0.0	17.8	17.8	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.3	0.0	0.0	3.9	3.9	0.0	0.0	0.0	17.8	17.8	17.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #606: WINCHESTER / MARKET



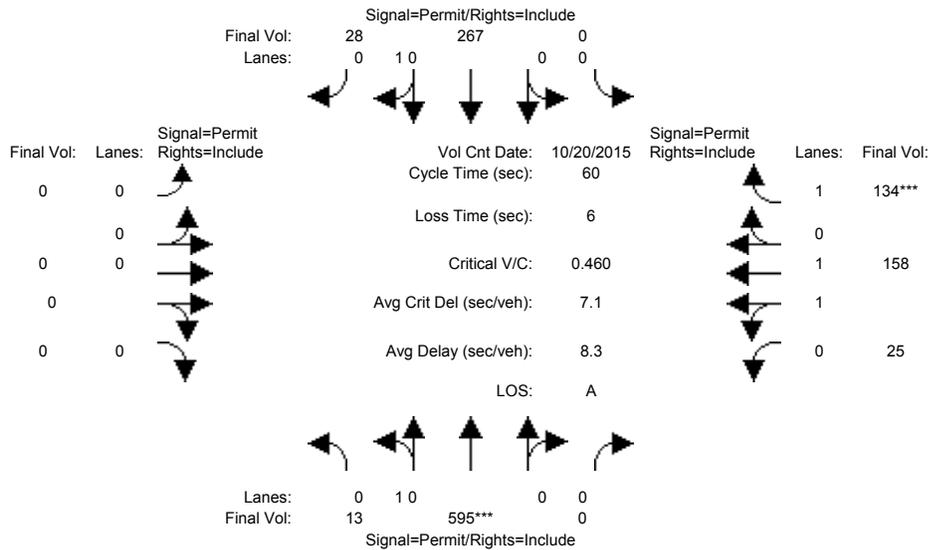
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	256	0	0	401	98	0	0	0	38	101	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	256	0	0	401	98	0	0	0	38	101	16
Added Vol:	11	11	0	0	2	0	0	0	0	2	0	0
ATI:	1	11	0	0	8	8	0	0	0	0	0	0
Initial Fut:	42	278	0	0	411	106	0	0	0	40	101	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	278	0	0	411	106	0	0	0	40	101	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	278	0	0	411	106	0	0	0	40	101	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	278	0	0	411	106	0	0	0	40	101	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	0.58	1.42	1.00
Final Sat.:	1750	3800	0	0	2941	758	0	0	0	1049	2650	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****											
Green Time:	42.4	42.4	0.0	0.0	42.4	42.4	0.0	0.0	0.0	11.6	11.6	11.6
Volume/Cap:	0.03	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.20	0.20	0.05
Delay/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B
HCM2k95thQ:	1	2	0	0	4	4	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #607: MONROE / MARKET



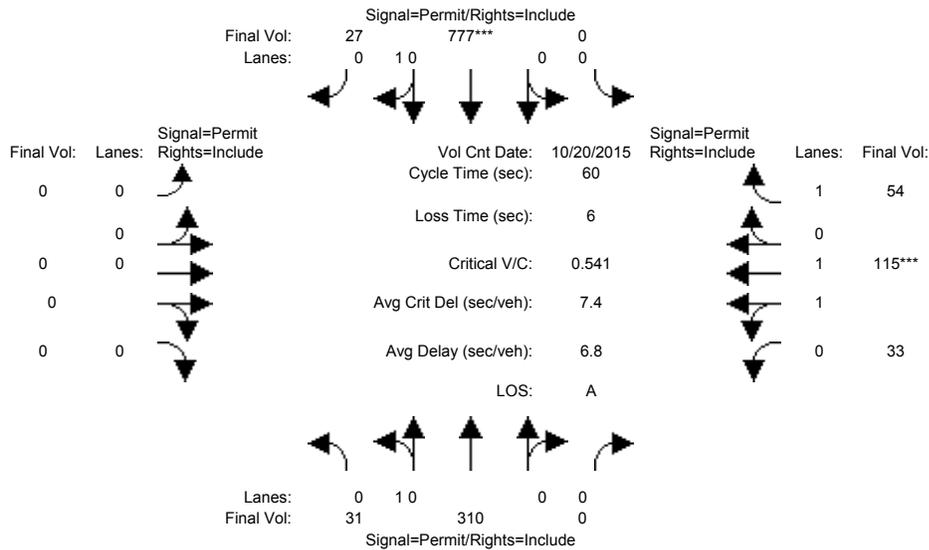
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	12	565	0	0	250	28	0	0	0	19	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	565	0	0	250	28	0	0	0	19	158	134
Added Vol:	1	2	0	0	12	0	0	0	0	6	0	0
ATI:	0	28	0	0	5	0	0	0	0	0	0	0
Initial Fut:	13	595	0	0	267	28	0	0	0	25	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	595	0	0	267	28	0	0	0	25	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	595	0	0	267	28	0	0	0	25	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	595	0	0	267	28	0	0	0	25	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.91	0.09	0.00	0.00	0.00	0.28	1.72	1.00
Final Sat.:	39	1761	0	0	1629	171	0	0	0	505	3194	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.30	0.46
Delay/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.2	22.2	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.2	22.2	23.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	4	4	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #607: MONROE / MARKET



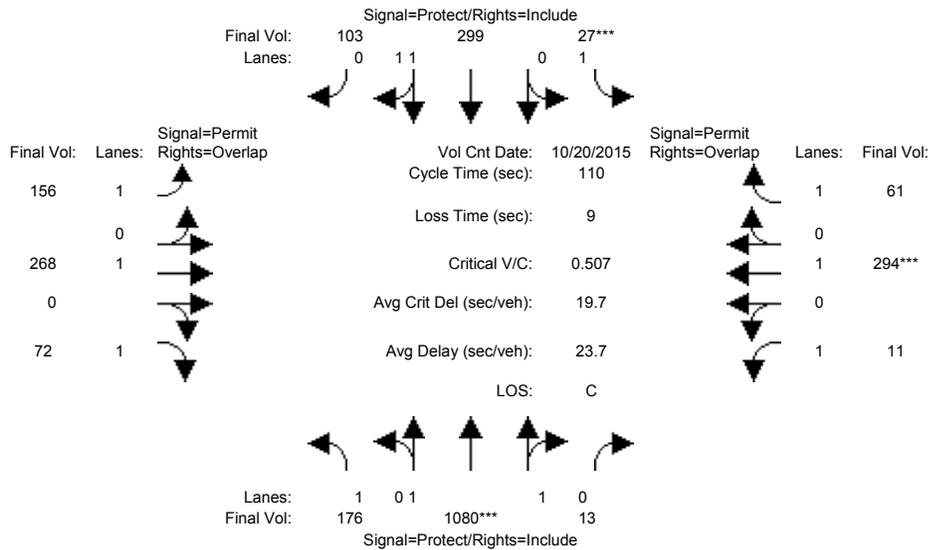
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	291	0	0	745	27	0	0	0	32	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	291	0	0	745	27	0	0	0	32	115	54
Added Vol:	6	11	0	0	2	0	0	0	0	1	0	0
ATI:	0	8	0	0	30	0	0	0	0	0	0	0
Initial Fut:	31	310	0	0	777	27	0	0	0	33	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	310	0	0	777	27	0	0	0	33	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	310	0	0	777	27	0	0	0	33	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	310	0	0	777	27	0	0	0	33	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.09	0.91	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.46	1.54	1.00
Final Sat.:	164	1636	0	0	1740	60	0	0	0	825	2874	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.26	0.26	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	16	16	0	0	0	3	3	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #609: SCOTT / HOMESTEAD



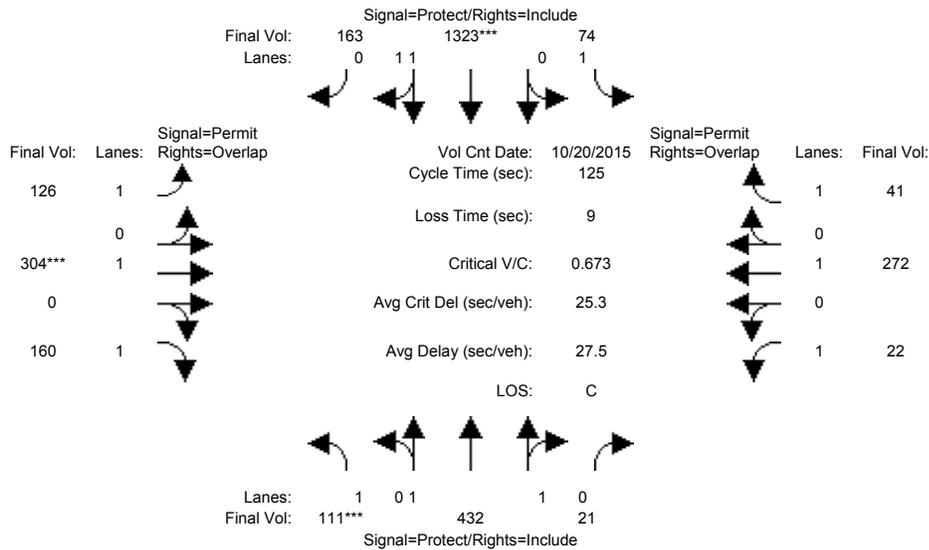
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	175	919	12	25	263	103	156	242	66	5	260	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	919	12	25	263	103	156	242	66	5	260	47
Added Vol:	1	2	1	0	19	0	0	0	6	6	0	0
ATI:	0	159	0	2	17	0	0	26	0	0	34	14
Initial Fut:	176	1080	13	27	299	103	156	268	72	11	294	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1080	13	27	299	103	156	268	72	11	294	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1080	13	27	299	103	156	268	72	11	294	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1080	13	27	299	103	156	268	72	11	294	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3656	44	1750	2752	947	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.02	0.11	0.11	0.09	0.14	0.04	0.01	0.15	0.03
Crit Moves:	****			****						****		
Green Time:	33.0	61.7	61.7	7.0	35.7	35.7	32.3	32.3	65.3	32.3	32.3	39.3
Volume/Cap:	0.34	0.53	0.53	0.24	0.34	0.34	0.30	0.48	0.07	0.02	0.53	0.10
Delay/Veh:	30.3	15.3	15.3	50.1	28.3	28.3	30.5	32.6	9.5	27.6	33.4	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	15.3	15.3	50.1	28.3	28.3	30.5	32.6	9.5	27.6	33.4	23.6
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	21	21	2	10	10	9	14	2	1	16	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #609: SCOTT / HOMESTEAD



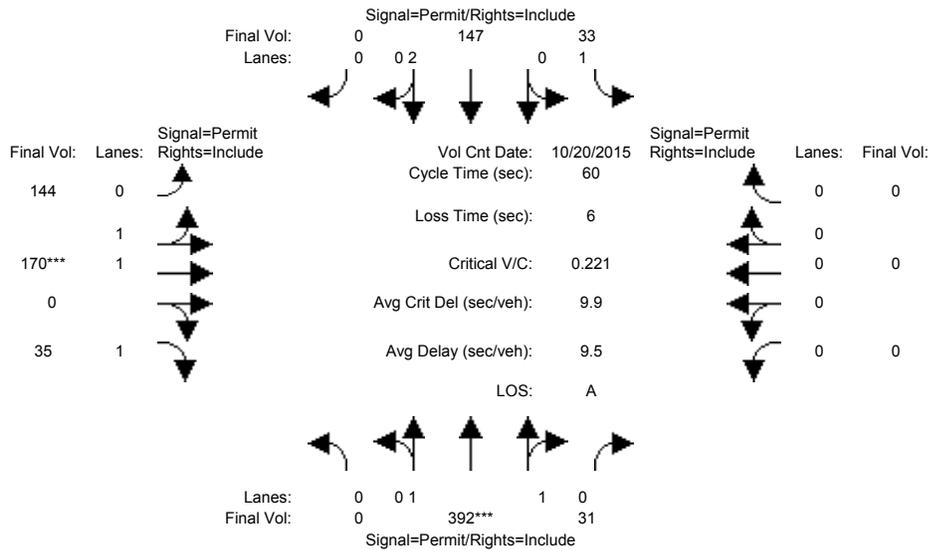
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	105	377	15	59	1163	163	126	250	159	21	231	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	377	15	59	1163	163	126	250	159	21	231	38
Added Vol:	6	17	6	0	3	0	0	0	1	1	0	0
ATI:	0	38	0	15	157	0	0	54	0	0	41	3
Initial Fut:	111	432	21	74	1323	163	126	304	160	22	272	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	432	21	74	1323	163	126	304	160	22	272	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	432	21	74	1323	163	126	304	160	22	272	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	432	21	74	1323	163	126	304	160	22	272	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3528	172	1750	3294	406	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.40	0.40	0.07	0.16	0.09	0.01	0.14	0.02
Crit Moves:	****			****			****					
Green Time:	11.8	59.2	59.2	27.1	74.6	74.6	29.7	29.7	41.4	29.7	29.7	56.8
Volume/Cap:	0.67	0.26	0.26	0.19	0.67	0.67	0.30	0.67	0.28	0.05	0.60	0.05
Delay/Veh:	65.2	19.8	19.8	40.3	17.8	17.8	39.6	47.2	31.0	36.9	44.7	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	19.8	19.8	40.3	17.8	17.8	39.6	47.2	31.0	36.9	44.7	19.1
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	B
HCM2k95thQ:	9	10	10	5	34	34	9	21	9	1	18	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #621: Winchester / BELLOMY



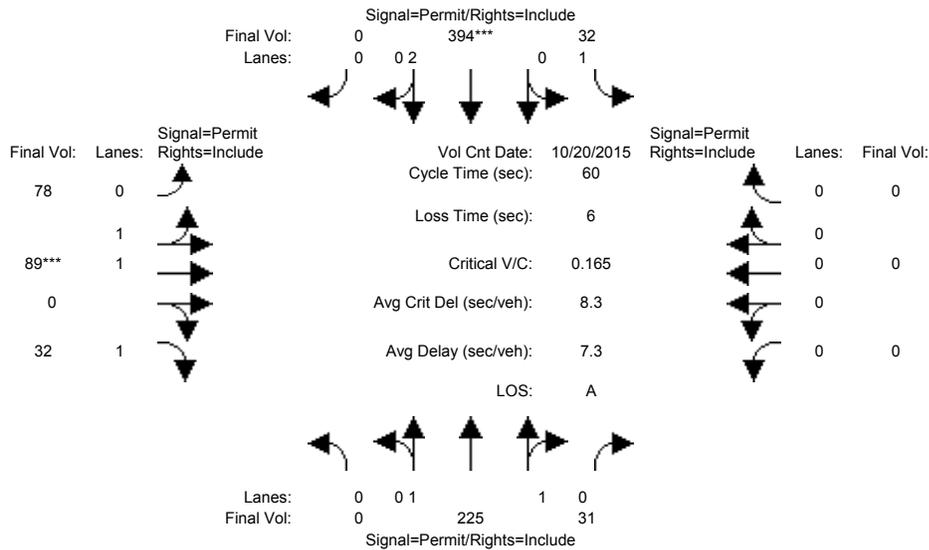
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	382	29	33	118	0	135	170	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	29	33	118	0	135	170	23	0	0	0
Added Vol:	0	3	2	0	25	0	0	0	12	0	0	0
ATI:	0	7	0	0	4	0	9	0	0	0	0	0
Initial Fut:	0	392	31	33	147	0	144	170	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	392	31	33	147	0	144	170	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	392	31	33	147	0	144	170	35	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	392	31	33	147	0	144	170	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.94	1.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3429	271	1750	3800	0	1696	2002	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.04	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	31.0	31.0	31.0	31.0	0.0	23.0	23.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.07	0.00	0.22	0.22	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	8.0	8.0	7.2	7.3	0.0	12.5	12.5	11.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	7.2	7.3	0.0	12.5	12.5	11.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #621: Winchester / BELLOMY



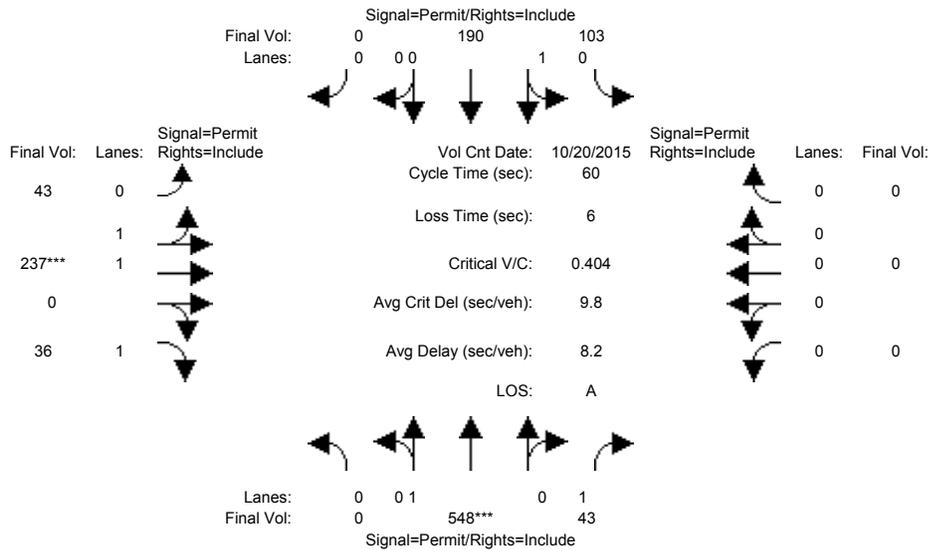
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	196	19	32	381	0	74	89	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	19	32	381	0	74	89	30	0	0	0
Added Vol:	0	22	11	0	4	0	0	0	2	0	0	0
ATI:	0	7	1	0	9	0	4	0	0	0	0	0
Initial Fut:	0	225	31	32	394	0	78	89	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	225	31	32	394	0	78	89	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	225	31	32	394	0	78	89	32	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	225	31	32	394	0	78	89	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.75	0.25	1.00	2.00	0.00	0.96	1.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3252	448	1750	3800	0	1727	1971	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.10	0.00	0.05	0.05	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.6	37.6	37.6	37.6	0.0	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.11	0.03	0.17	0.00	0.17	0.17	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	0	3	0	3	3	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #622: MONROE / BELLOMY



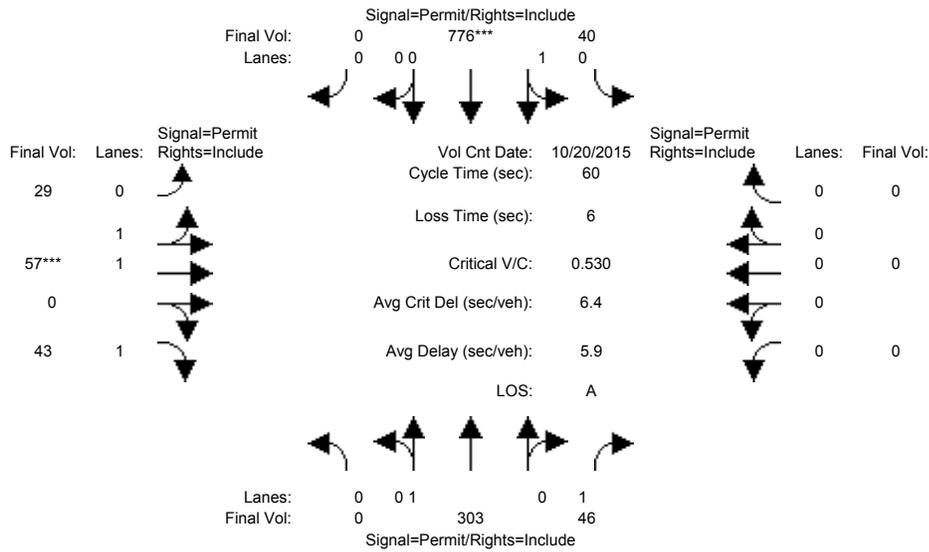
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	518	42	103	166	0	43	237	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	42	103	166	0	43	237	30	0	0	0
Added Vol:	0	2	1	0	19	0	0	0	6	0	0	0
ATI:	0	28	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	548	43	103	190	0	43	237	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	548	43	103	190	0	43	237	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	43	103	190	0	43	237	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	548	43	103	190	0	43	237	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.35	0.65	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	632	1168	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.02	0.16	0.16	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.8	42.8	42.8	42.8	0.0	11.2	11.2	11.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.03	0.23	0.23	0.00	0.40	0.40	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	2.5	3.0	3.0	0.0	21.8	21.8	20.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	2.5	3.0	3.0	0.0	21.8	21.8	20.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	6	6	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #622: MONROE / BELLOMY



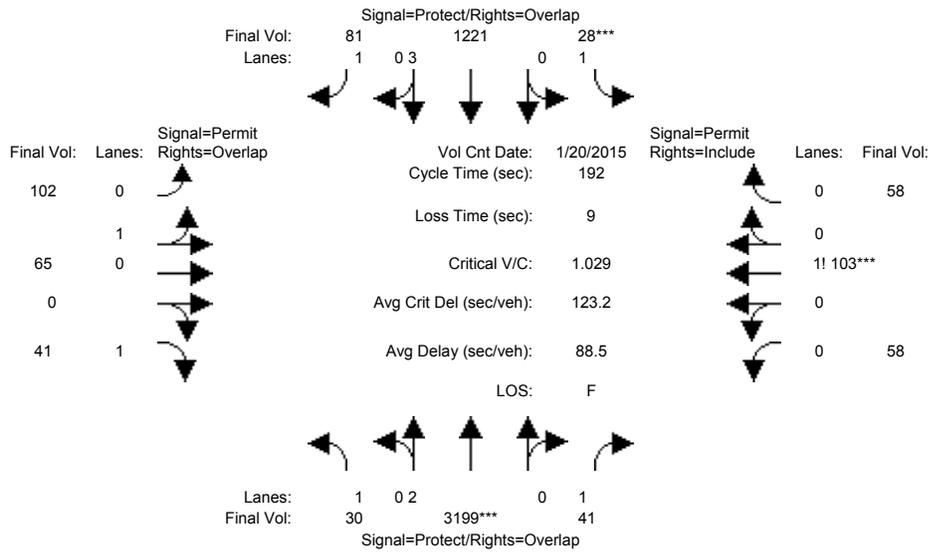
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	278	40	40	742	0	29	57	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	40	40	742	0	29	57	42	0	0	0
Added Vol:	0	17	6	0	3	0	0	0	1	0	0	0
ATI:	0	8	0	0	31	0	0	0	0	0	0	0
Initial Fut:	0	303	46	40	776	0	29	57	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	303	46	40	776	0	29	57	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	303	46	40	776	0	29	57	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	303	46	40	776	0	29	57	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	88	1712	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.03	0.45	0.45	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.04	0.62	0.62	0.00	0.14	0.14	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	4	1	15	15	0	2	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #810: San Tomas Expwy/Forbes Ave



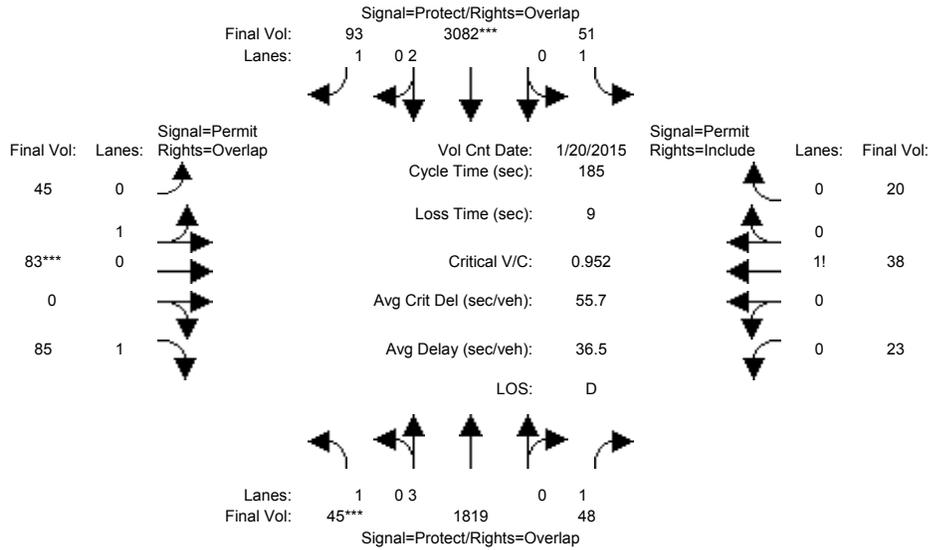
Street Name:	San Tomas Expressway						Forbes Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Jan 2015 << 8-9 AM												
Base Vol:	27	2977	40	11	972	76	75	55	35	52	92	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2977	40	11	972	76	75	55	35	52	92	32
Added Vol:	1	6	1	0	50	0	0	0	6	6	0	0
ATI:	2	780	0	17	199	5	27	10	0	0	11	26
Initial Fut:	30	3763	41	28	1221	81	102	65	41	58	103	58
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3199	41	28	1221	81	102	65	41	58	103	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3199	41	28	1221	81	102	65	41	58	103	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3199	41	28	1221	81	102	65	41	58	103	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.61	0.39	1.00	0.26	0.48	0.26
Final Sat.:	1750	3800	1750	1750	5700	1750	1099	701	1750	463	823	463
Capacity Analysis Module:												
Vol/Sat:	0.02	0.84	0.02	0.02	0.21	0.05	0.09	0.09	0.02	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	10.5	147	147.1	4.8	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.31	1.10	0.03	0.64	0.29	0.06	0.57	0.57	0.11	0.76	0.76	0.76
Delay/Veh:	96.8	125	17.9	125.6	0.7	0.6	79.9	79.9	62.9	91.6	91.6	91.6
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:	96.8	125	17.9	125.6	0.7	0.6	79.9	79.9	62.9	91.6	91.6	91.6
LOS by Move:	F	F	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	4	163	4	4	2	0	19	19	4	27	27	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<											
Base Vol:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	1411	42	23	2967	64	36	71	82	22	28	14				
Added Vol:	6	44	6	0	8	0	0	0	1	1	0	0				
ATI:	2	364	0	28	878	29	9	12	2	0	10	6				
Initial Fut:	45	1819	48	51	3853	93	45	83	85	23	38	20				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	45	1819	48	51	3082	93	45	83	85	23	38	20				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	45	1819	48	51	3082	93	45	83	85	23	38	20				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	45	1819	48	51	3082	93	45	83	85	23	38	20				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.35	0.65	1.00	0.28	0.47	0.25
Final Sat.:	1750	5700	1750	1750	3800	1750	633	1167	1750	497	821	432

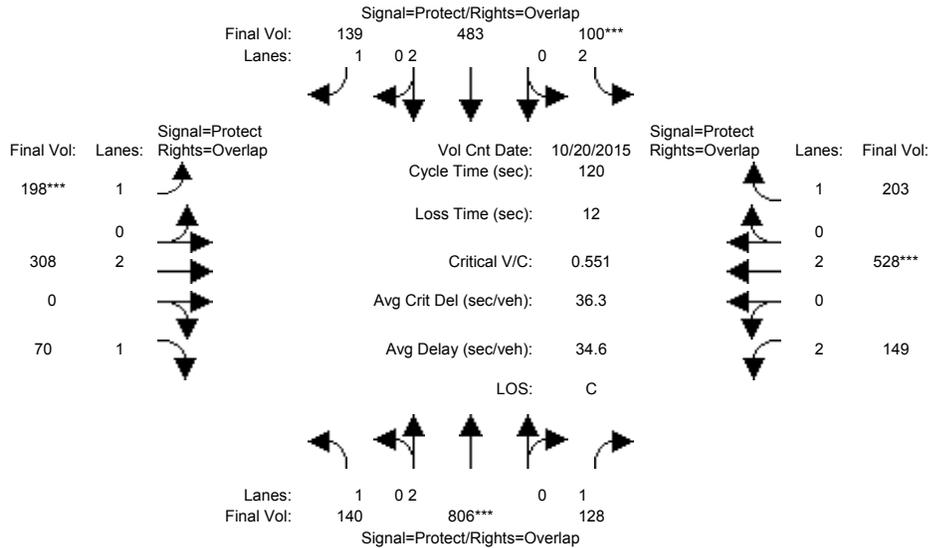
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.03	0.03	0.81	0.05	0.07	0.07	0.05	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	11.5	137	137.1	10.5	136	136.1	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.41	0.43	0.04	0.51	1.10	0.07	0.46	0.46	0.22	0.30	0.30	0.30
Delay/Veh:	89.7	0.6	0.4	92.8	54.3	0.6	75.3	75.3	63.4	72.8	72.8	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	0.6	0.4	92.8	54.3	0.6	75.3	75.3	63.4	72.8	72.8	72.8
LOS by Move:	F	A	A	F	D	A	E	E	E	E	E	E
HCM2k95thQ:	5	3	0	6	153	0	14	14	9	9	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #1033: WINCHESTER/CAMPBELL



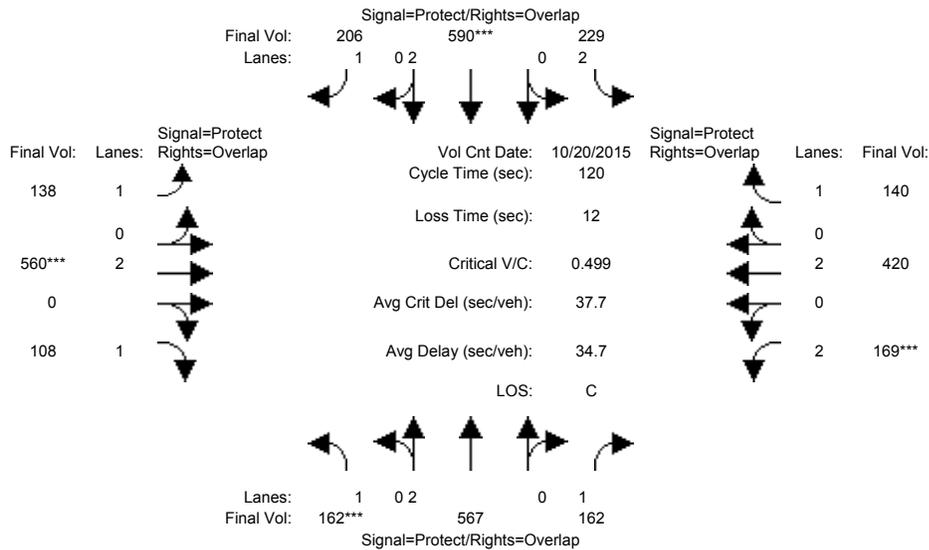
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	137	790	128	98	478	137	186	308	69	149	528	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:	137	790	128	98	478	137	186	308	69	149	528	191
Added Vol:	0	12	0	2	2	2	12	0	0	0	0	12
ATI:	3	4	0	0	3	0	0	0	1	0	0	0
Initial Fut:	140	806	128	100	483	139	198	308	70	149	528	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	806	128	100	483	139	198	308	70	149	528	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	806	128	100	483	139	198	308	70	149	528	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	806	128	100	483	139	198	308	70	149	528	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.5	46.2	68.7	7.0	32.6	57.2	24.6	32.3	52.8	22.6	30.2	37.2
Volume/Cap:	0.47	0.55	0.13	0.54	0.47	0.17	0.55	0.30	0.09	0.25	0.55	0.37
Delay/Veh:	46.0	29.3	11.9	58.3	36.8	17.9	44.6	35.1	19.7	41.7	39.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	29.3	11.9	58.3	36.8	17.9	44.6	35.1	19.7	41.7	39.7	32.7
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	11	21	5	4	14	6	14	9	3	6	16	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	161	561	162	217	572	194	136	560	105	169	420	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	561	162	217	572	194	136	560	105	169	420	138
Added Vol:	0	2	0	11	11	11	2	0	0	0	0	2
ATI:	1	4	0	1	7	1	0	0	3	0	0	0
Initial Fut:	162	567	162	229	590	206	138	560	108	169	420	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:	162	567	162	229	590	206	138	560	108	169	420	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	567	162	229	590	206	138	560	108	169	420	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	567	162	229	590	206	138	560	108	169	420	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

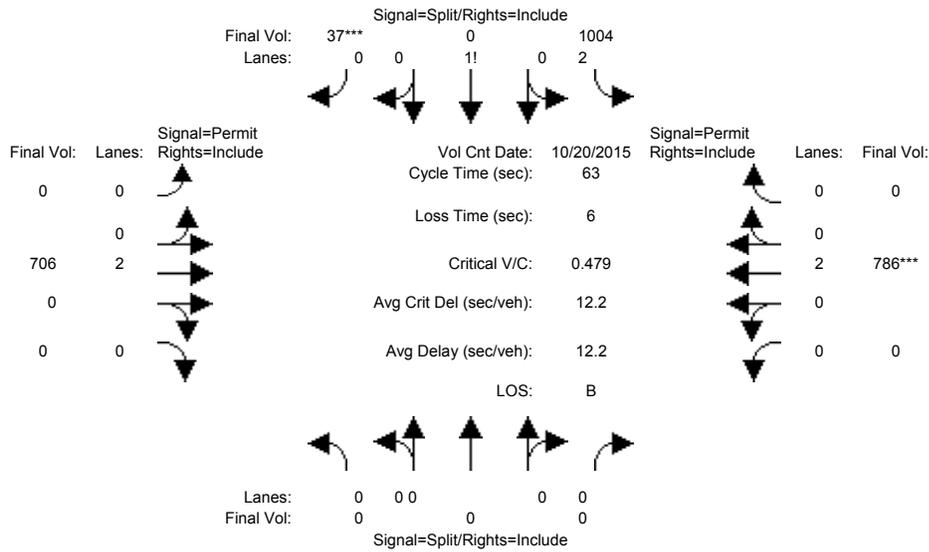
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.16	0.12	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.3	40.1	53.0	19.5	37.4	57.5	20.1	35.5	57.7	12.9	28.2	47.8
Volume/Cap:	0.50	0.45	0.21	0.45	0.50	0.25	0.47	0.50	0.13	0.50	0.47	0.20
Delay/Veh:	45.1	31.5	20.7	46.0	34.0	18.6	46.3	35.3	17.3	51.7	39.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	31.5	20.7	46.0	34.0	18.6	46.3	35.3	17.3	51.7	39.8	23.8
LOS by Move:	D	C	C	D	C	B	D	D	B	D	D	C
HCM2k95thQ:	12	15	8	9	16	9	10	16	5	8	13	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #3037: 280/MOORPARK



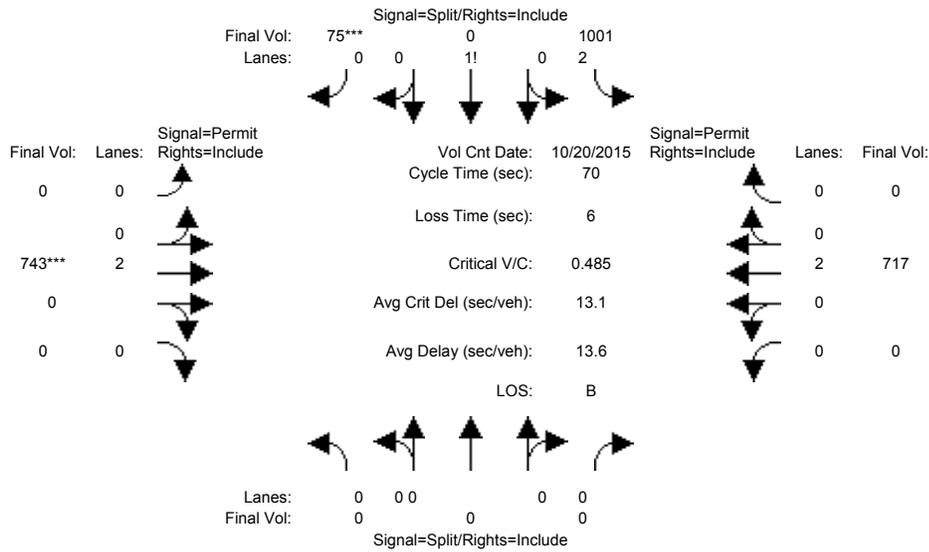
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	728	0	34	0	588	0	0	764	0
Growth Adj:	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	728	0	34	0	588	0	0	764	0
Added Vol:	0	0	0	124	0	0	0	50	0	0	6	0
ATI:	0	0	0	152	0	3	0	68	0	0	16	0
Initial Fut:	0	0	0	1004	0	37	0	706	0	0	786	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	1004	0	37	0	706	0	0	786	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1004	0	37	0	706	0	0	786	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	1004	0	37	0	706	0	0	786	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4735	0	163	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	0.19	0.00	0.00	0.21	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	29.8	0.0	29.8	0.0	27.2	0.0	0.0	27.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.48	0.00	0.43	0.00	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.5	0.0	12.7	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	11.2	0.0	11.5	0.0	12.7	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	12	0	10	0	0	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3037: 280/MOORPARK



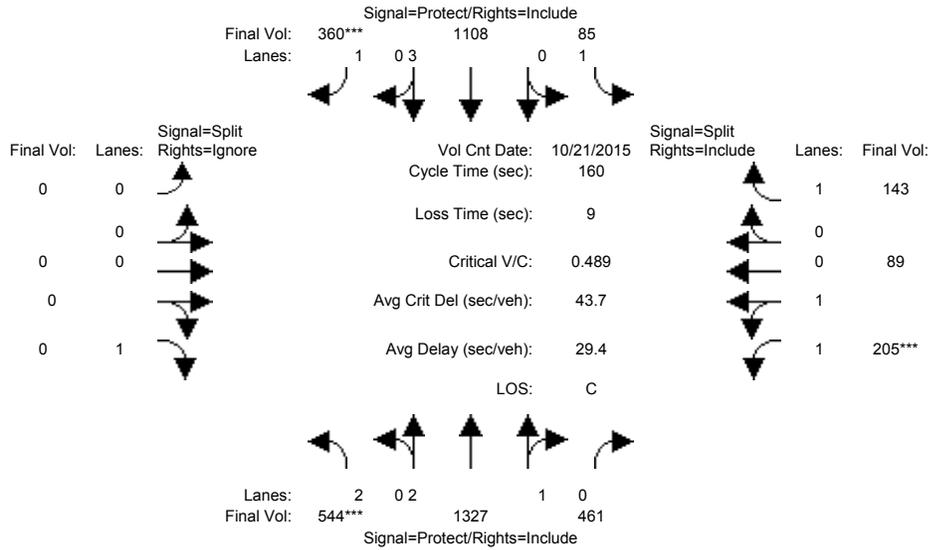
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	826	0	60	0	685	0	0	585	0
Growth Adj:	1.00	1.00	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	826	0	60	0	685	0	0	585	0
Added Vol:	0	0	0	21	0	0	0	8	0	0	44	0
ATI:	0	0	0	154	0	15	0	50	0	0	88	0
Initial Fut:	0	0	0	1001	0	75	0	743	0	0	717	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	1001	0	75	0	743	0	0	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1001	0	75	0	743	0	0	717	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1001	0	75	0	743	0	0	717	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4593	0	302	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.25	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	35.8	0.0	35.8	0.0	28.2	0.0	0.0	28.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.49	0.00	0.49	0.00	0.00	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	15.8	0.0	0.0	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	15.8	0.0	0.0	15.6	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.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3038: 280/SARATOGA (N)



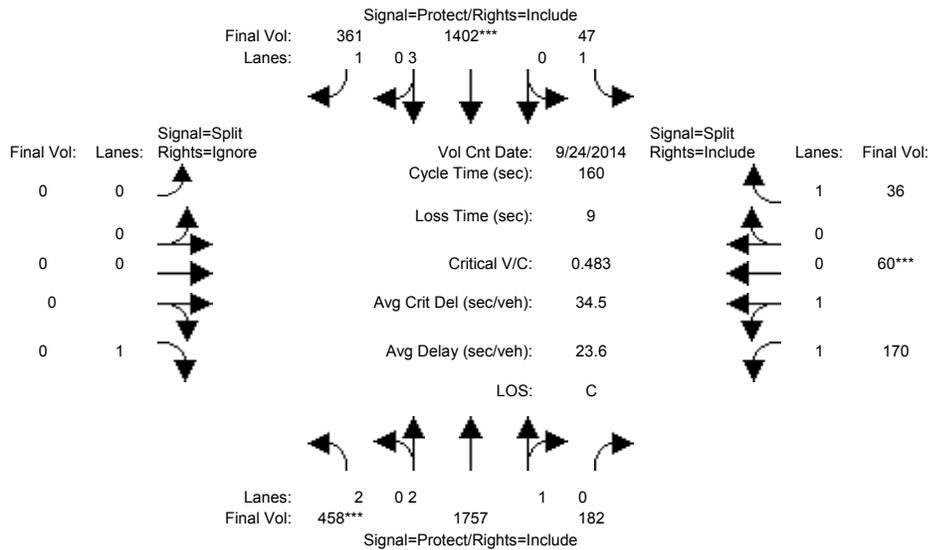
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	4	51	3	0	8	1	0	0	0	0	0	0
Initial Fut:	544	1327	461	85	1108	360	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	1327	461	85	1108	360	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1327	461	85	1108	360	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	544	1327	461	85	1108	360	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.20	0.80	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4154	1443	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.5	108	107.5	16.4	67.3	67.3	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.49	0.48	0.48	0.48	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.48
Delay/Veh:	40.8	12.7	12.7	69.8	33.4	34.3	0.0	0.0	0.0	60.8	60.8	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	12.7	12.7	69.8	33.4	34.3	0.0	0.0	0.0	60.8	60.8	61.3
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	21	24	24	8	22	24	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	457	1731	182	47	1320	358	0	0	945	170	60	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:	457	1731	182	47	1320	358	0	0	945	170	60	36
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	1	20	0	0	49	3	0	0	0	0	0	0
Initial Fut:	458	1757	182	47	1402	361	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	458	1757	182	47	1402	361	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1757	182	47	1402	361	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	458	1757	182	47	1402	361	0	0	0	170	60	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.71	0.29	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5074	526	1750	5700	1750	0	0	1750	2624	926	1750

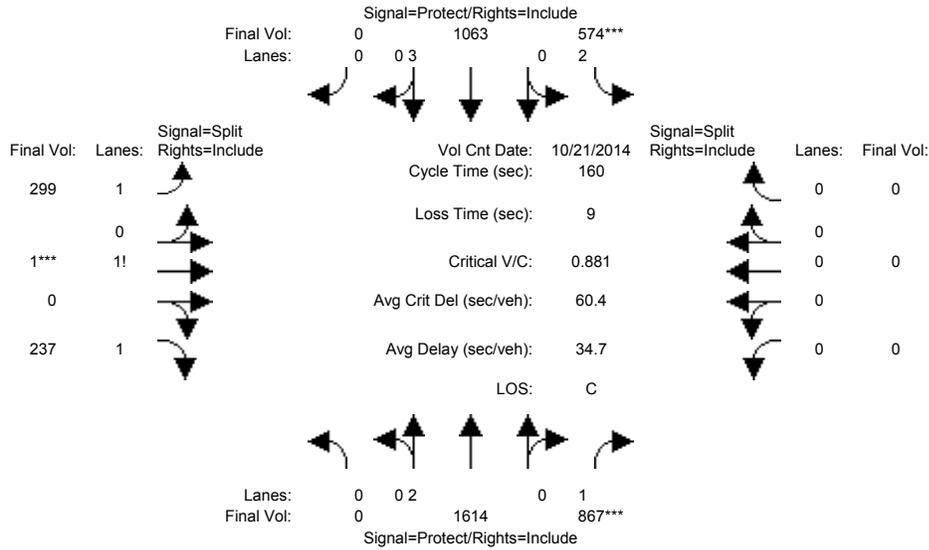
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.03	0.25	0.21	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	48.1	115	115.0	14.5	81.4	81.4	0.0	0.0	0.0	21.4	21.4	21.4
Volume/Cap:	0.48	0.48	0.48	0.30	0.48	0.41	0.00	0.00	0.00	0.48	0.48	0.15
Delay/Veh:	46.2	9.8	9.8	69.0	25.7	24.6	0.0	0.0	0.0	64.9	64.9	61.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	9.8	9.8	69.0	25.7	24.6	0.0	0.0	0.0	64.9	64.9	61.6
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	19	24	24	5	25	20	0	0	0	11	11	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3039: 280/SARATOGA (S)



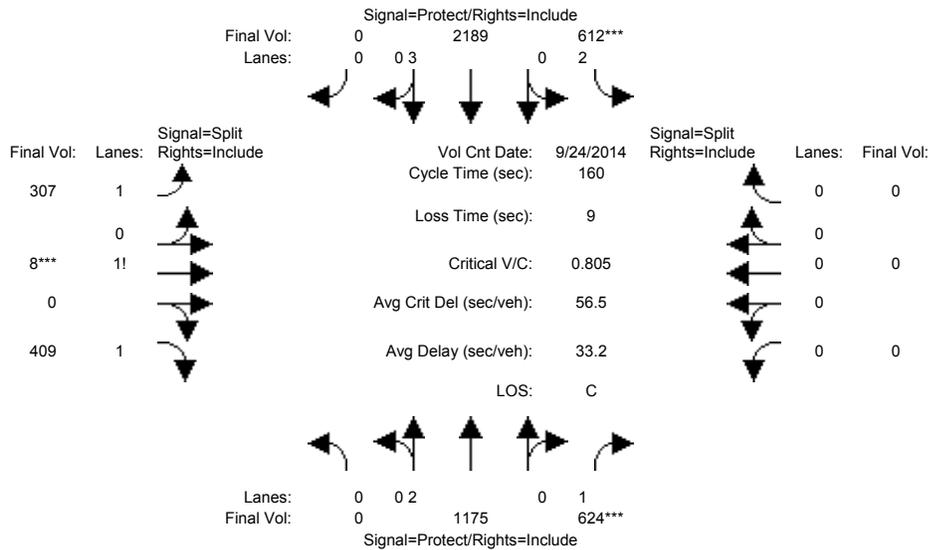
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1514	845	570	1047	0	299	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1514	845	570	1047	0	299	1	237	0	0	0
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	0	63	22	4	11	0	0	0	0	0	0	0
Initial Fut:	0	1614	867	574	1063	0	299	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1614	867	574	1063	0	299	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1614	867	574	1063	0	299	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1614	867	574	1063	0	299	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2723	7	2521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.50	0.18	0.19	0.00	0.11	0.15	0.09	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	90.0	90.0	33.1	123	0.0	27.9	27.9	27.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.88	0.88	0.24	0.00	0.63	0.88	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	28.2	39.7	74.8	5.3	0.0	62.8	78.4	60.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	39.7	74.8	5.3	0.0	62.8	78.4	60.8	0.0	0.0	0.0
LOS by Move:	A	C	D	E	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	47	62	30	9	0	19	29	16	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3039: 280/SARATOGA (S)



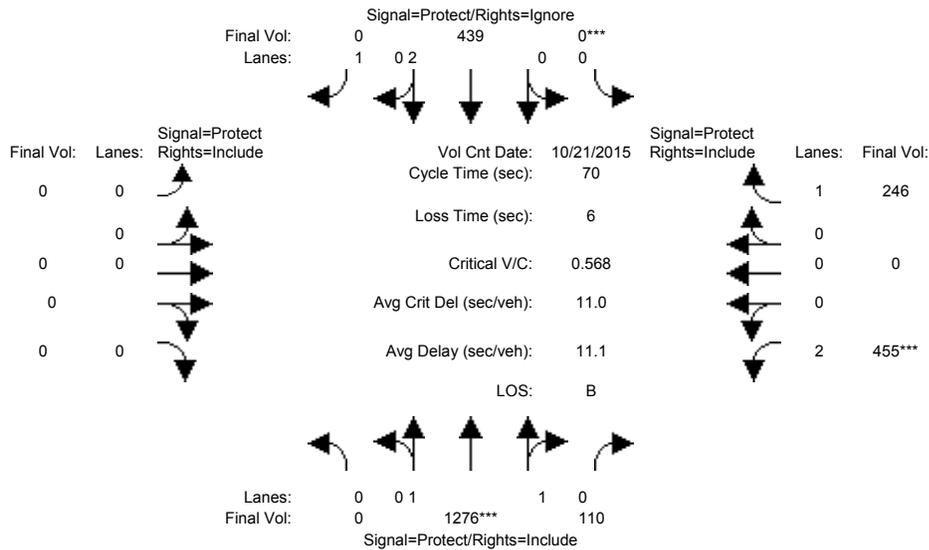
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1146	618	604	2094	0	307	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1146	618	604	2094	0	307	8	409	0	0	0
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	0	23	6	8	62	0	0	0	0	0	0	0
Initial Fut:	0	1175	624	612	2189	0	307	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1175	624	612	2189	0	307	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1175	624	612	2189	0	307	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1175	624	612	2189	0	307	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.42	0.02	1.56	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2484	38	2728	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.36	0.19	0.38	0.00	0.12	0.21	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	70.8	70.8	38.6	109	0.0	41.6	41.6	41.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.81	0.81	0.56	0.00	0.48	0.81	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	37.3	44.8	63.5	13.2	0.0	50.3	60.8	52.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.3	44.8	63.5	13.2	0.0	50.3	60.8	52.2	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	38	46	30	31	0	18	34	22	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3048: 880/BASCOM (N)



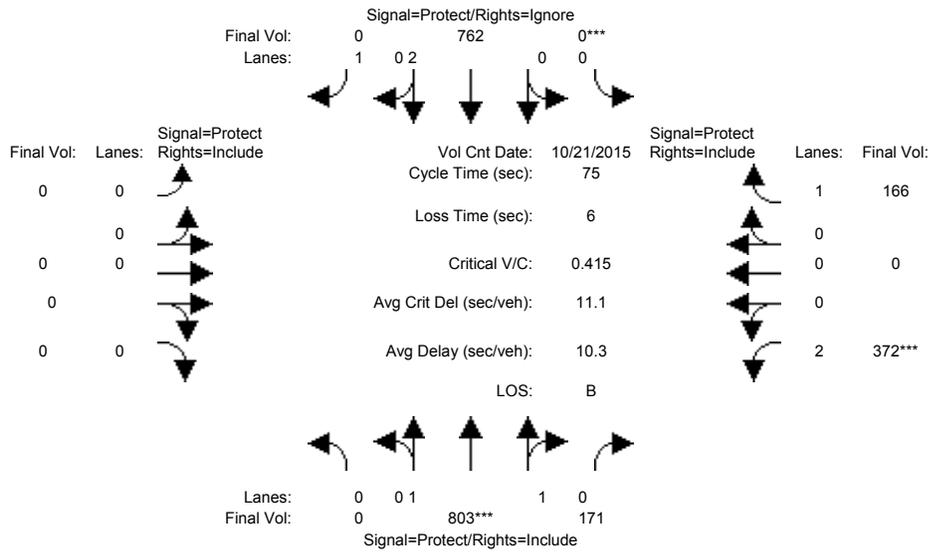
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1259	110	0	410	400	0	0	0	430	0	233
Growth Adj:	1.00	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	1259	110	0	410	400	0	0	0	430	0	233
Added Vol:	0	3	0	0	25	0	0	0	0	0	0	0
ATI:	0	14	0	0	4	4	0	0	0	25	0	13
Initial Fut:	0	1276	110	0	439	404	0	0	0	455	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1276	110	0	439	0	0	0	0	455	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1276	110	0	439	0	0	0	0	455	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1276	110	0	439	0	0	0	0	455	0	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.84	0.16	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3406	294	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.12	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.2	46.2	0.0	46.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.57	0.57	0.00	0.18	0.00	0.00	0.00	0.00	0.57	0.00	0.55
Delay/Veh:	0.0	6.8	6.8	0.0	4.6	0.0	0.0	0.0	0.0	23.7	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	0.0	4.6	0.0	0.0	0.0	0.0	23.7	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	16	16	0	4	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3048: 880/BASCOM (N)



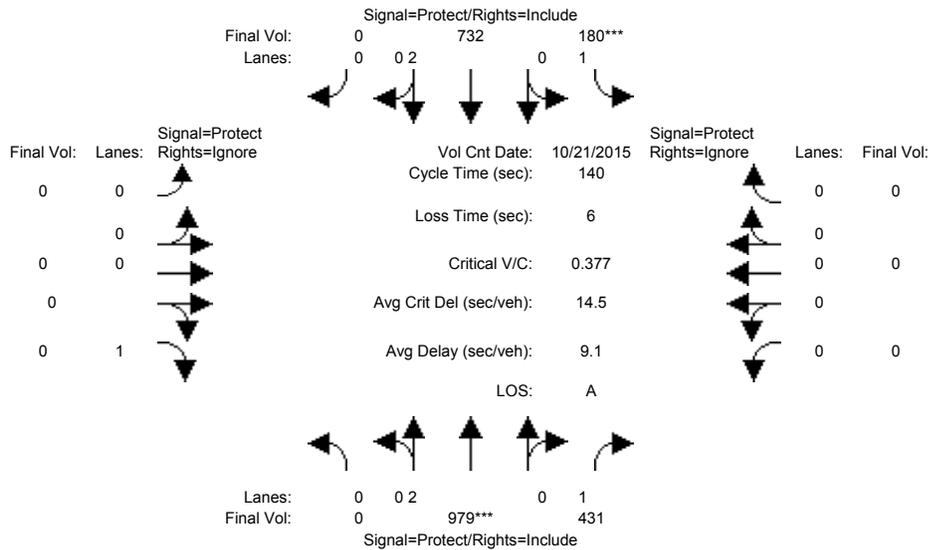
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	774	170	0	737	737	0	0	0	335	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	774	170	0	737	737	0	0	0	335	0	147
Added Vol:	0	22	0	0	4	0	0	0	0	0	0	0
ATI:	0	7	1	0	21	5	0	0	0	37	0	19
Initial Fut:	0	803	171	0	762	742	0	0	0	372	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	803	171	0	762	0	0	0	0	372	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	171	0	762	0	0	0	0	372	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	803	171	0	762	0	0	0	0	372	0	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.64	0.36	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3050	649	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****			****			****			****		
Green Time:	0.0	47.6	47.6	0.0	47.6	0.0	0.0	0.0	0.0	21.4	0.0	21.4
Volume/Cap:	0.00	0.41	0.41	0.00	0.32	0.00	0.00	0.00	0.00	0.41	0.00	0.33
Delay/Veh:	0.0	6.9	6.9	0.0	6.3	0.0	0.0	0.0	0.0	22.1	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	0.0	6.3	0.0	0.0	0.0	0.0	22.1	0.0	21.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	11	0	8	0	0	0	0	9	0	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #3049: 880/BASCOM (S)



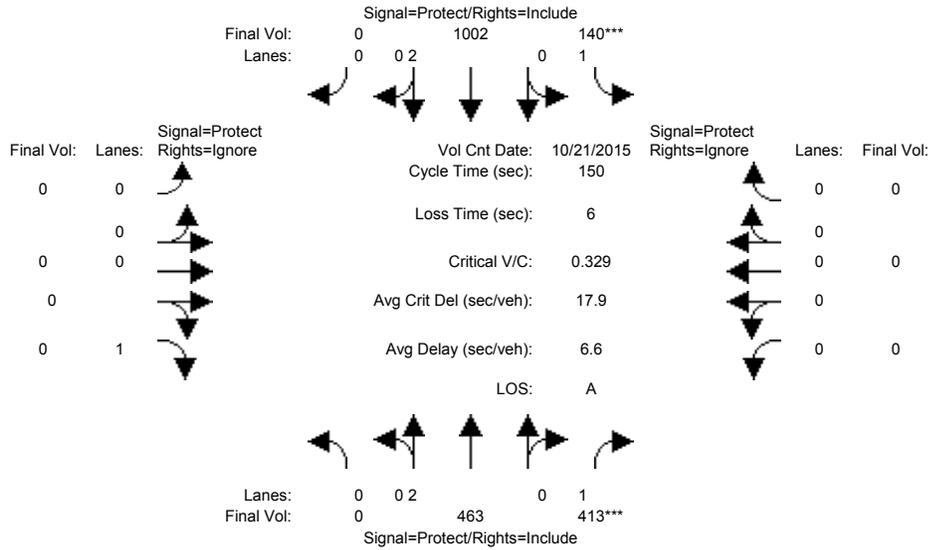
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	947	422	174	678	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	947	422	174	678	0	0	0	118	0	0	0
Added Vol:	0	3	0	0	25	0	0	0	0	0	0	0
ATI:	0	29	9	6	29	0	0	0	0	0	0	0
Initial Fut:	0	979	431	180	732	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	979	431	180	732	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	979	431	180	732	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	979	431	180	732	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.10	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	95.8	95.8	38.2	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.36	0.38	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	9.5	41.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	41.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	16	15	12	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3049: 880/BASCOM (S)



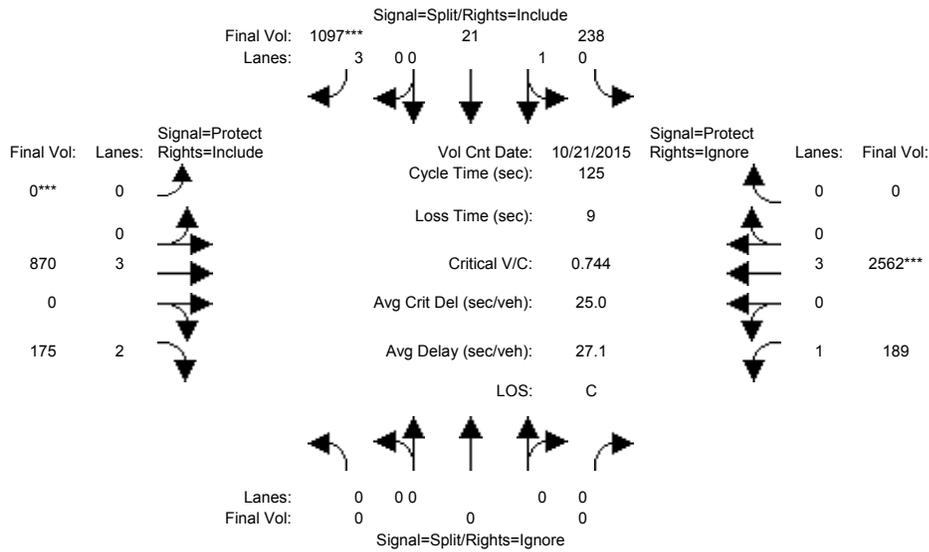
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	424	401	136	955	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	401	136	955	0	0	0	357	0	0	0
Added Vol:	0	22	0	0	4	0	0	0	0	0	0	0
ATI:	0	17	12	4	43	0	0	0	0	0	0	0
Initial Fut:	0	463	413	140	1002	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	463	413	140	1002	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	463	413	140	1002	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	463	413	140	1002	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.24	0.08	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	108	107.5	36.5	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.33	0.33	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.9	8.0	47.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	8.0	47.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	7	14	11	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #3056: SB 880/STEVENS CREEK



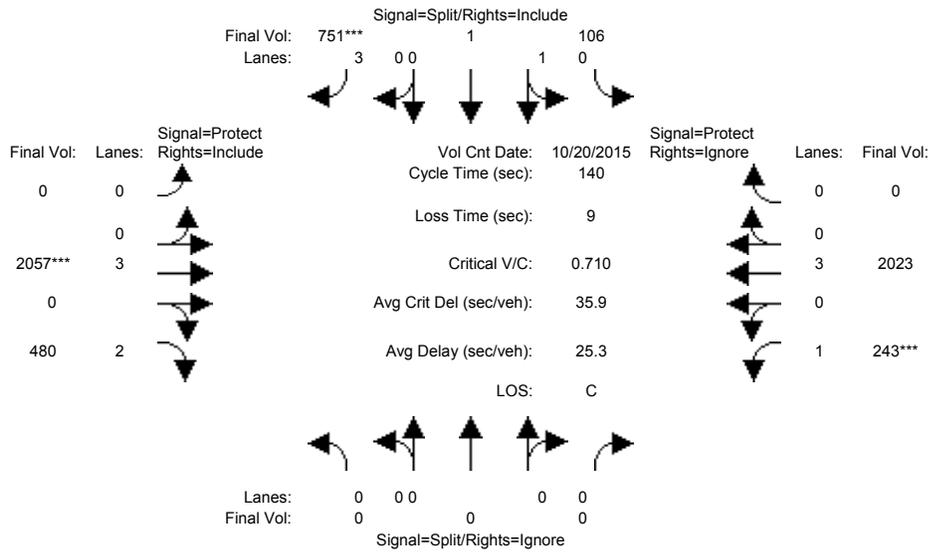
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	186	0	40	38	0	459	0
ATI:	0	0	0	0	0	229	0	206	117	0	527	0
Initial Fut:	0	0	0	238	21	1097	0	870	584	189	2562	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	1097	0	870	175	189	2562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	1097	0	870	175	189	2562	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	1097	0	870	175	189	2562	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.24	0.00	0.15	0.06	0.11	0.45	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	44.2	44.2	31.3	75.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.74	0.00	0.43	0.16	0.43	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	33.9	33.9	39.7	0.0	31.0	27.7	40.1	18.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.9	33.9	39.7	0.0	31.0	27.7	40.1	18.7	0.0
LOS by Move:	A	A	A	C	C	D	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	16	16	29	0	16	5	12	39	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3056: SB 880/STEVENS CREEK



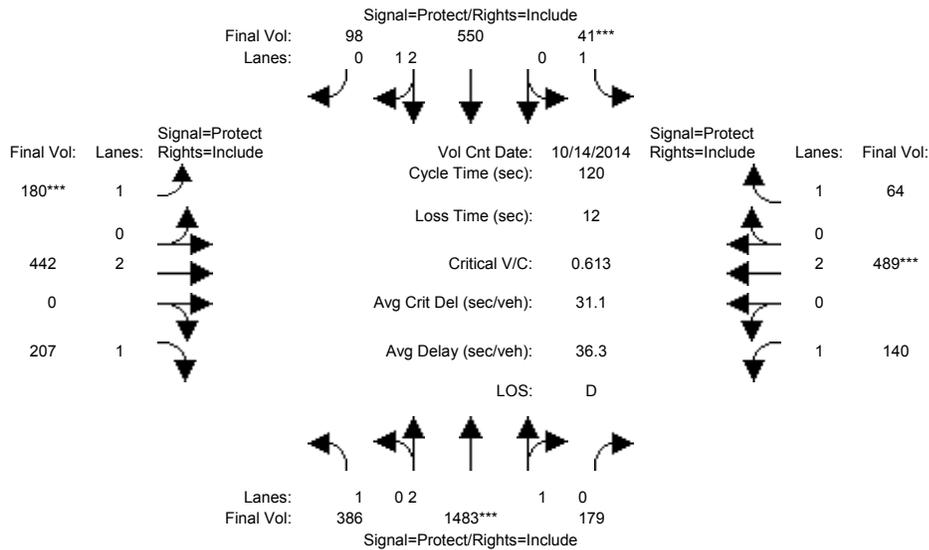
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	0
Growth Adj:	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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	31	0	298	276	0	77	0
ATI:	0	0	0	0	0	241	0	513	486	0	431	0
Initial Fut:	0	0	0	106	1	751	0	2057	1601	243	2023	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	751	0	2057	480	243	2023	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	751	0	2057	480	243	2023	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	751	0	2057	480	243	2023	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.17	0.00	0.36	0.15	0.14	0.35	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	32.5	32.5	32.5	0.0	71.1	71.1	27.4	98.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.71	0.00	0.71	0.30	0.71	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	44.2	44.2	51.7	0.0	27.4	20.1	59.4	9.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.2	44.2	51.7	0.0	27.4	20.1	59.4	9.6	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2k95thQ:	0	0	0	8	8	24	0	38	13	20	23	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3077: BIRD/SAN CARLOS



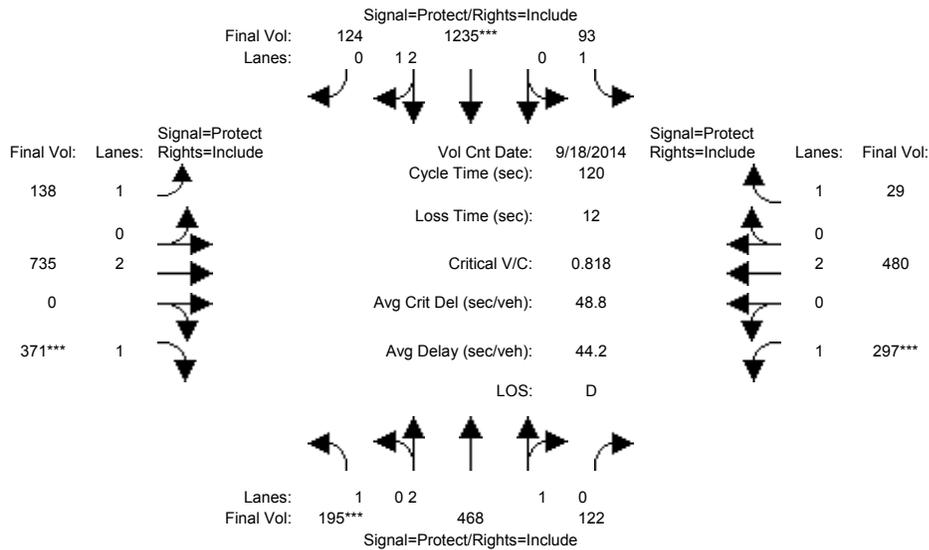
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	347	1180	151	33	436	72	111	302	162	113	371	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	1180	151	33	436	72	111	302	162	113	371	59
Added Vol:	12	0	0	0	0	12	2	3	2	0	25	0
ATI:	27	303	28	8	114	14	67	137	43	27	93	5
Initial Fut:	386	1483	179	41	550	98	180	442	207	140	489	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	1483	179	41	550	98	180	442	207	140	489	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1483	179	41	550	98	180	442	207	140	489	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	386	1483	179	41	550	98	180	442	207	140	489	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4996	603	1750	4752	847	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.30	0.02	0.12	0.12	0.10	0.12	0.12	0.08	0.13	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.8	56.7	56.7	7.0	21.9	21.9	19.7	26.4	26.4	17.9	24.6	24.6
Volume/Cap:	0.63	0.63	0.63	0.40	0.63	0.63	0.63	0.53	0.54	0.54	0.63	0.18
Delay/Veh:	34.9	24.2	24.2	57.1	46.6	46.6	51.1	41.9	42.9	49.5	45.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	24.2	24.2	57.1	46.6	46.6	51.1	41.9	42.9	49.5	45.2	39.6
LOS by Move:	C	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	24	28	28	4	16	16	13	13	14	10	15	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3077: BIRD/SAN CARLOS



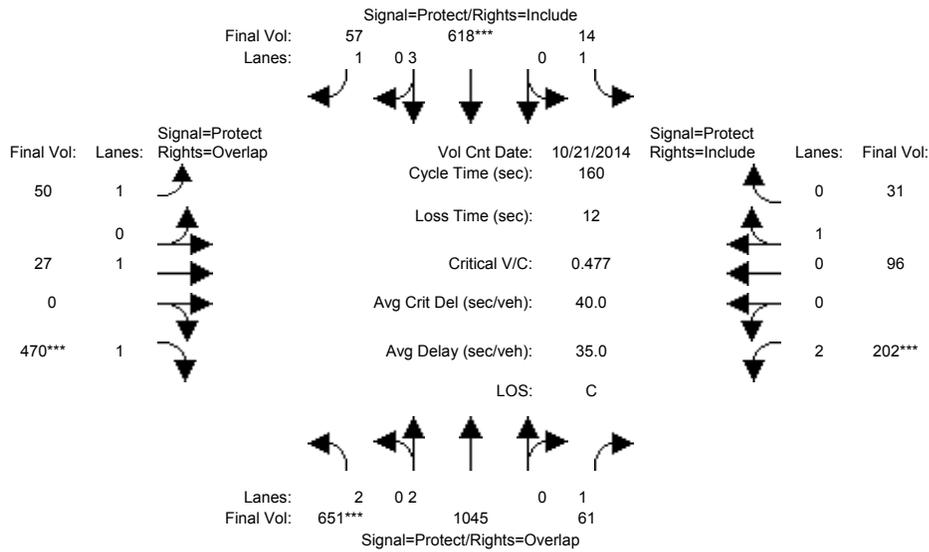
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	176	333	114	84	1092	100	91	572	308	205	306	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	333	114	84	1092	100	91	572	308	205	306	22
Added Vol:	2	0	0	0	0	2	11	22	11	0	4	0
ATI:	17	135	8	9	143	22	36	141	52	92	170	7
Initial Fut:	195	468	122	93	1235	124	138	735	371	297	480	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	468	122	93	1235	124	138	735	371	297	480	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	468	122	93	1235	124	138	735	371	297	480	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	468	122	93	1235	124	138	735	371	297	480	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.36	0.64	1.00	2.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4441	1158	1750	5088	511	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.24	0.24	0.08	0.19	0.21	0.17	0.13	0.02
Crit Moves:	****				****				****	****		
Green Time:	16.4	33.5	33.5	18.5	35.6	35.6	21.5	31.1	31.1	24.9	34.5	34.5
Volume/Cap:	0.82	0.38	0.38	0.34	0.82	0.82	0.44	0.75	0.82	0.82	0.44	0.06
Delay/Veh:	69.8	35.0	35.0	46.1	42.5	42.5	44.8	44.0	52.9	58.9	35.2	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	35.0	35.0	46.1	42.5	42.5	44.8	44.0	52.9	58.9	35.2	31.0
LOS by Move:	E	D	D	D	D	D	D	D	D	E	D	C
HCM2k95thQ:	18	12	12	7	31	31	9	22	25	22	13	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3103: KIELY/SARATOGA



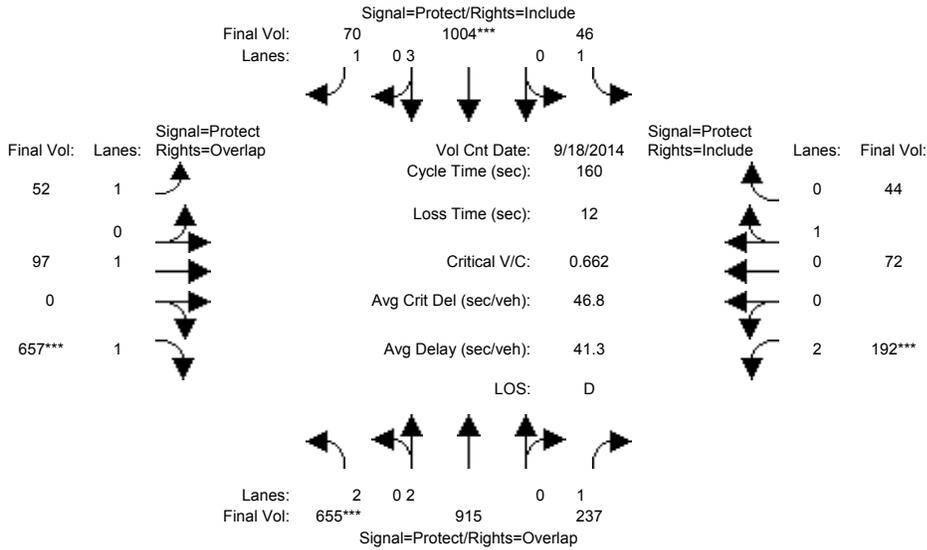
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	640	960	60	14	604	57	50	27	470	202	96	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	960	60	14	604	57	50	27	470	202	96	31
Added Vol:	0	37	0	0	5	0	0	0	0	0	0	0
ATI:	11	48	1	0	9	0	0	0	0	0	0	0
Initial Fut:	651	1045	61	14	618	57	50	27	470	202	96	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	1045	61	14	618	57	50	27	470	202	96	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	1045	61	14	618	57	50	27	470	202	96	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	651	1045	61	14	618	57	50	27	470	202	96	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.76	0.24
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1361	439
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.03	0.01	0.11	0.03	0.03	0.01	0.27	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	69.3	91.2	112.7	14.5	36.4	36.4	16.2	20.8	90.1	21.5	26.1	26.1
Volume/Cap:	0.48	0.48	0.05	0.09	0.48	0.14	0.28	0.11	0.48	0.48	0.43	0.43
Delay/Veh:	32.6	20.6	7.3	66.9	53.8	49.5	67.4	61.6	21.2	64.9	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	20.6	7.3	66.9	53.8	49.5	67.4	61.6	21.2	64.9	61.3	61.3
LOS by Move:	C	C	A	E	D	D	E	E	C	E	E	E
HCM2k95thQ:	24	26	2	1	16	5	5	2	26	11	12	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3103: KIELY/SARATOGA



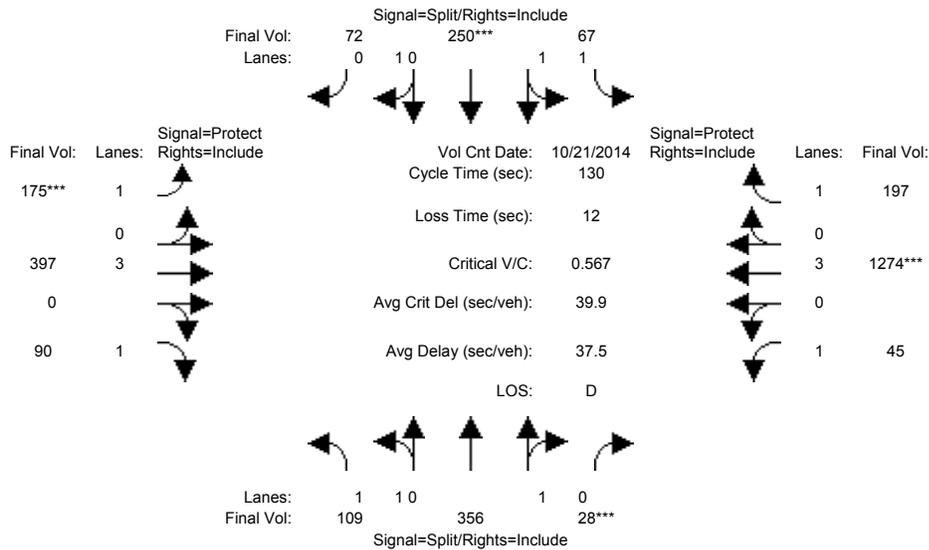
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	652	891	236	45	926	69	52	97	654	192	72	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:	652	891	236	45	926	69	52	97	654	192	72	44
Added Vol:	0	6	0	0	33	0	0	0	0	0	0	0
ATI:	3	18	1	1	45	1	0	0	3	0	0	0
Initial Fut:	655	915	237	46	1004	70	52	97	657	192	72	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:	655	915	237	46	1004	70	52	97	657	192	72	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	915	237	46	1004	70	52	97	657	192	72	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	655	915	237	46	1004	70	52	97	657	192	72	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.62	0.38
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1117	683
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.14	0.03	0.18	0.04	0.03	0.05	0.38	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	50.2	78.5	93.3	14.3	42.6	42.6	22.3	40.5	90.7	14.7	32.9	32.9
Volume/Cap:	0.66	0.49	0.23	0.29	0.66	0.15	0.21	0.20	0.66	0.66	0.31	0.31
Delay/Veh:	49.2	27.5	16.2	69.2	53.4	45.0	61.5	47.3	25.7	75.9	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	27.5	16.2	69.2	53.4	45.0	61.5	47.3	25.7	75.9	54.5	54.5
LOS by Move:	D	C	B	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	29	25	11	4	25	5	5	7	40	13	10	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3104: KIELY/STEVENS CREEK



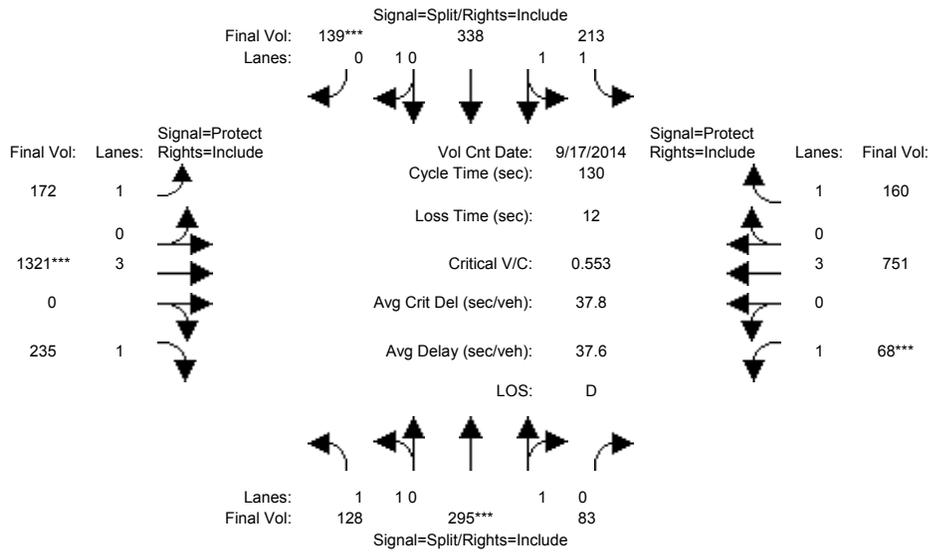
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	109	356	28	45	250	72	169	326	86	44	1253	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	356	28	45	250	72	169	326	86	44	1253	192
Added Vol:	0	0	0	12	0	0	0	25	0	0	3	2
ATI:	0	0	0	10	0	0	6	46	4	1	18	3
Initial Fut:	109	356	28	67	250	72	175	397	90	45	1274	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	356	28	67	250	72	175	397	90	45	1274	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	356	28	67	250	72	175	397	90	45	1274	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	356	28	67	250	72	175	397	90	45	1274	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3430	270	1750	2872	827	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.04	0.09	0.09	0.10	0.07	0.05	0.03	0.22	0.11
Crit Moves:			****		****		****				****	
Green Time:	23.8	23.8	23.8	20.0	20.0	20.0	22.9	43.7	43.7	30.6	51.3	51.3
Volume/Cap:	0.34	0.57	0.57	0.25	0.57	0.57	0.57	0.21	0.15	0.11	0.57	0.29
Delay/Veh:	46.4	49.3	49.3	48.5	52.1	52.1	51.4	30.9	30.3	39.2	31.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	49.3	49.3	48.5	52.1	52.1	51.4	30.9	30.3	39.2	31.0	27.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	8	15	15	5	13	13	13	7	5	3	23	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3104: KIELY/STEVENS CREEK



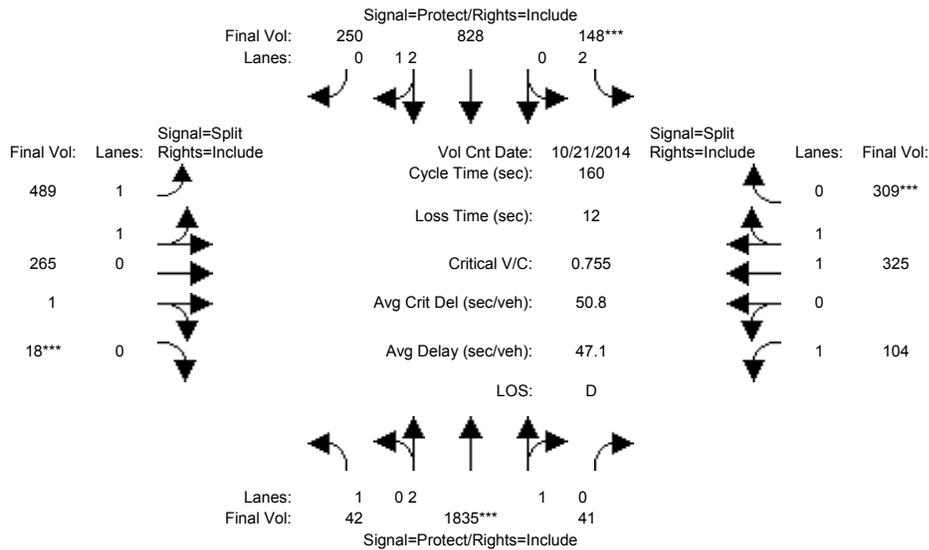
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	295	82	205	338	139	172	1296	235	66	665	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	295	82	205	338	139	172	1296	235	66	665	134
Added Vol:	0	0	0	2	0	0	0	4	0	0	22	11
ATI:	0	0	1	6	0	0	0	21	0	2	64	15
Initial Fut:	128	295	83	213	338	139	172	1321	235	68	751	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	295	83	213	338	139	172	1321	235	68	751	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	295	83	213	338	139	172	1321	235	68	751	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	295	83	213	338	139	172	1321	235	68	751	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2887	812	1750	2621	1078	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.12	0.13	0.13	0.10	0.23	0.13	0.04	0.13	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.0	24.0	24.0	30.3	30.3	30.3	27.2	54.5	54.5	9.1	36.5	36.5
Volume/Cap:	0.40	0.55	0.55	0.52	0.55	0.55	0.47	0.55	0.32	0.55	0.47	0.33
Delay/Veh:	46.8	48.8	48.8	43.9	44.4	44.4	46.0	28.8	25.6	63.8	39.0	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	48.8	48.8	43.9	44.4	44.4	46.0	28.8	25.6	63.8	39.0	37.4
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	14	14	16	17	17	12	23	13	6	15	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3113: MOORPARK/SARATOGA



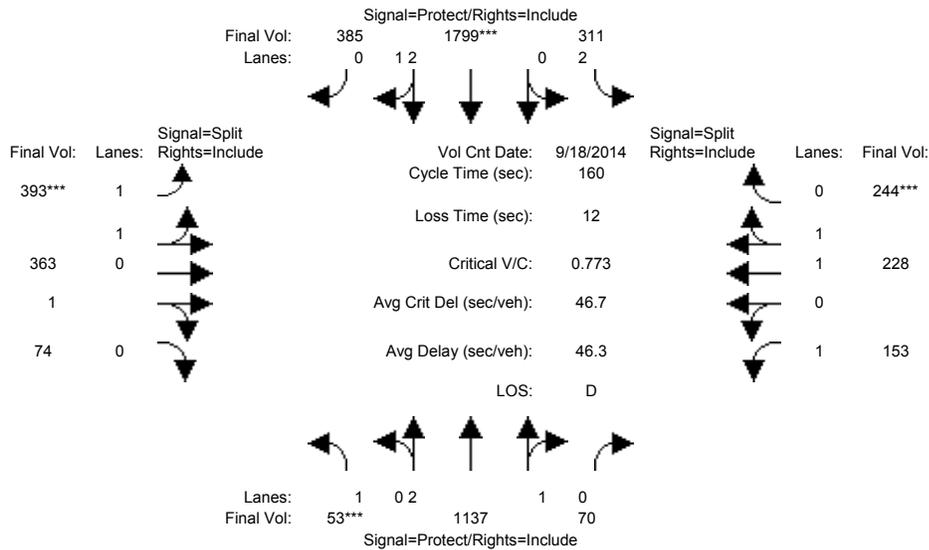
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	42	1748	41	143	815	244	452	233	17	102	321	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1748	41	143	815	244	452	233	17	102	321	297
Added Vol:	0	25	0	0	3	2	12	12	0	0	2	0
ATI:	0	62	0	5	10	4	25	20	1	2	2	12
Initial Fut:	42	1835	41	148	828	250	489	265	18	104	325	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1835	41	148	828	250	489	265	18	104	325	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1835	41	148	828	250	489	265	18	104	325	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1835	41	148	828	250	489	265	18	104	325	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.93	0.07	2.00	2.28	0.72	1.91	1.02	0.07	1.00	1.00	1.00
Final Sat.:	1750	5477	122	3150	4300	1298	3389	1836	125	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.05	0.19	0.19	0.14	0.14	0.14	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	15.0	71.0	71.0	10.0	66.0	66.0	30.6	30.6	30.6	36.4	36.4	36.4
Volume/Cap:	0.26	0.75	0.75	0.75	0.47	0.47	0.75	0.75	0.75	0.26	0.75	0.75
Delay/Veh:	68.2	38.5	38.5	89.1	34.3	34.3	64.4	64.4	64.4	51.1	61.5	61.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	38.5	38.5	89.1	34.3	34.3	64.4	64.4	64.4	51.1	61.5	61.6
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	5	43	43	9	23	23	25	25	25	9	28	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3113: MOORPARK/SARATOGA



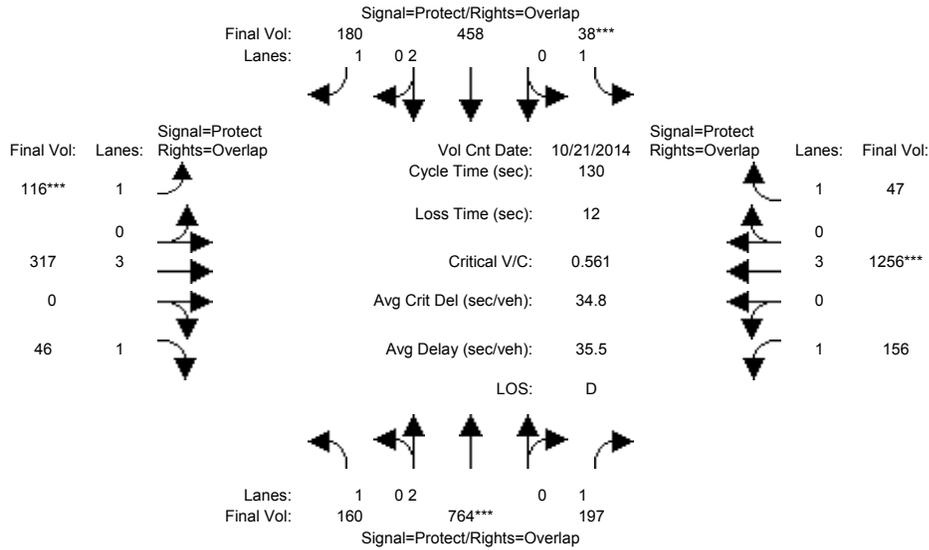
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1117	67	294	1726	359	383	353	74	147	197	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1117	67	294	1726	359	383	353	74	147	197	230
Added Vol:	0	4	0	0	22	11	2	2	0	0	11	0
ATI:	0	16	3	17	51	15	8	8	0	6	20	14
Initial Fut:	53	1137	70	311	1799	385	393	363	74	153	228	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1137	70	311	1799	385	393	363	74	153	228	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1137	70	311	1799	385	393	363	74	153	228	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1137	70	311	1799	385	393	363	74	153	228	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.45	0.55	1.44	1.30	0.26	1.00	1.00	1.00
Final Sat.:	1750	5275	325	3150	4612	987	2533	2340	477	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.39	0.39	0.16	0.16	0.16	0.09	0.12	0.14
Crit Moves:	****			****			****					****
Green Time:	7.0	59.9	59.9	27.4	80.3	80.3	32.0	32.0	32.0	28.7	28.7	28.7
Volume/Cap:	0.69	0.58	0.58	0.58	0.78	0.78	0.78	0.78	0.78	0.49	0.67	0.78
Delay/Veh:	99.2	40.3	40.3	62.5	33.9	33.9	64.3	64.3	64.3	60.2	63.7	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	40.3	40.3	62.5	33.9	33.9	64.3	64.3	64.3	60.2	63.7	68.9
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	28	28	15	47	47	27	27	27	14	20	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3116: SARATOGA/STEVENS CREEK



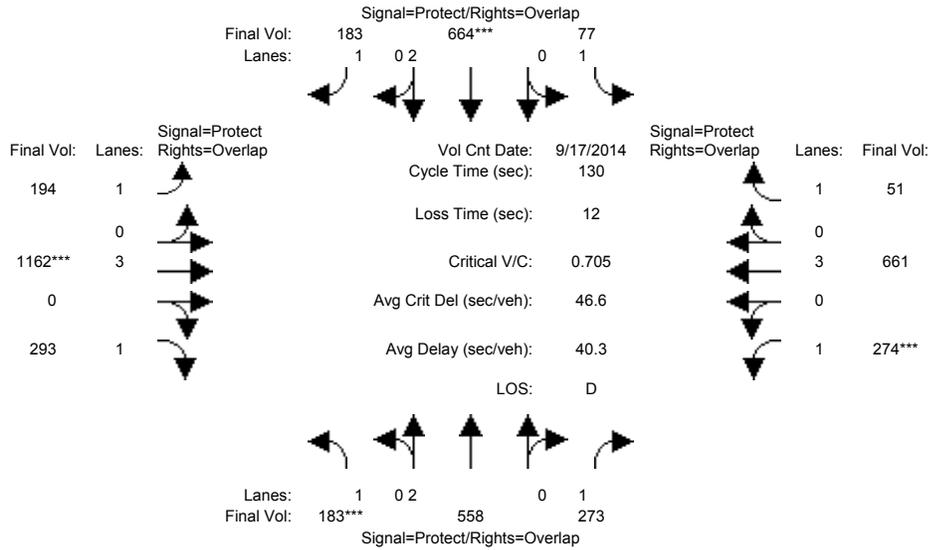
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	156	746	129	38	454	179	113	217	44	147	1213	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	746	129	38	454	179	113	217	44	147	1213	47
Added Vol:	0	0	37	0	0	0	0	37	0	5	5	0
ATI:	4	18	31	0	4	1	3	63	2	4	38	0
Initial Fut:	160	764	197	38	458	180	116	317	46	156	1256	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	764	197	38	458	180	116	317	46	156	1256	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	764	197	38	458	180	116	317	46	156	1256	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	764	197	38	458	180	116	317	46	156	1256	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.11	0.02	0.12	0.10	0.07	0.06	0.03	0.09	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	22.8	45.8	80.8	7.0	30.0	45.1	15.1	30.2	53.0	35.0	50.2	57.2
Volume/Cap:	0.52	0.57	0.18	0.40	0.52	0.30	0.57	0.24	0.06	0.33	0.57	0.06
Delay/Veh:	50.3	34.8	10.6	62.3	44.3	31.2	58.3	40.6	23.5	38.5	31.8	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	34.8	10.6	62.3	44.3	31.2	58.3	40.6	23.5	38.5	31.8	21.0
LOS by Move:	D	C	B	E	D	C	E	D	C	D	C	C
HCM2k95thQ:	12	22	7	3	15	11	9	7	2	10	22	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3116: SARATOGA/STEVENS CREEK



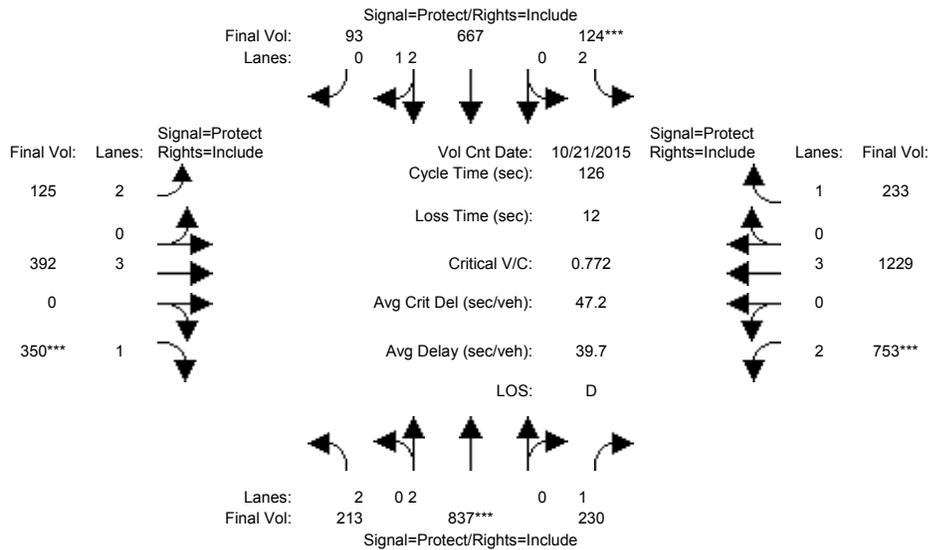
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	182	553	252	73	644	179	194	1085	293	207	528	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	553	252	73	644	179	194	1085	293	207	528	51
Added Vol:	0	0	6	0	0	0	0	6	0	33	33	0
ATI:	1	5	15	4	20	4	0	71	0	34	100	0
Initial Fut:	183	558	273	77	664	183	194	1162	293	274	661	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	558	273	77	664	183	194	1162	293	274	661	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	558	273	77	664	183	194	1162	293	274	661	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	558	273	77	664	183	194	1162	293	274	661	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.16	0.04	0.17	0.10	0.11	0.20	0.17	0.16	0.12	0.03
Crit Moves:	****				****			****			****	
Green Time:	19.3	37.7	66.6	13.8	32.2	64.7	32.5	37.6	56.9	28.9	34.0	47.8
Volume/Cap:	0.70	0.51	0.30	0.41	0.70	0.21	0.44	0.70	0.38	0.70	0.44	0.08
Delay/Veh:	61.2	38.8	18.5	55.8	47.0	18.4	41.8	42.7	25.0	52.4	40.3	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	38.8	18.5	55.8	47.0	18.4	41.8	42.7	25.0	52.4	40.3	26.8
LOS by Move:	E	D	B	E	D	B	D	D	C	D	D	C
HCM2k95thQ:	14	17	12	6	20	8	13	24	15	19	13	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



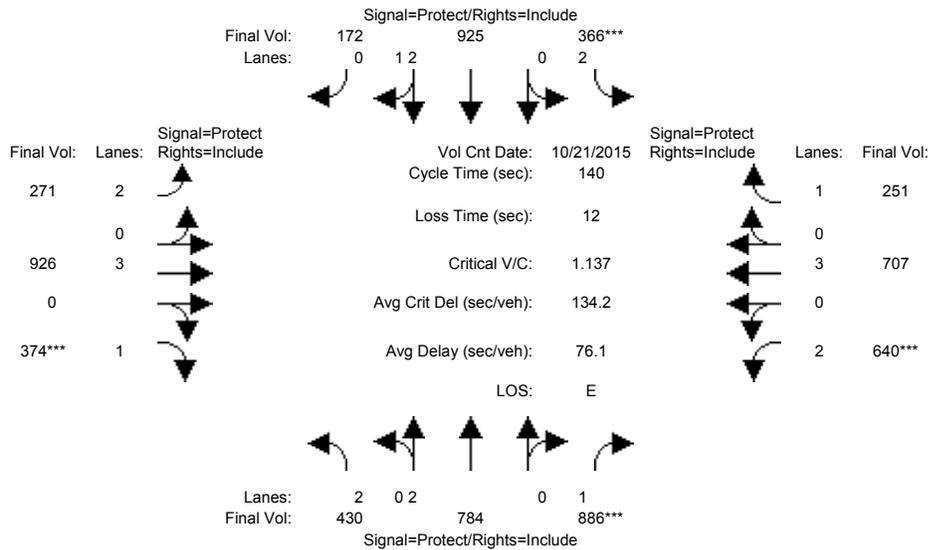
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	8	21	47	0	174	0	0	0	65	391	0	0
ATI:	39	77	70	43	187	13	13	21	132	97	23	33
Initial Fut:	213	837	230	124	667	93	125	392	350	753	1229	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	837	230	124	667	93	125	392	350	753	1229	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	837	230	124	667	93	125	392	350	753	1229	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	837	230	124	667	93	125	392	350	753	1229	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4914	685	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.13	0.04	0.14	0.14	0.04	0.07	0.20	0.24	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	14.2	35.7	35.7	7.0	28.5	28.5	14.6	32.5	32.5	38.8	56.7	56.7
Volume/Cap:	0.60	0.78	0.46	0.71	0.60	0.60	0.34	0.27	0.78	0.78	0.48	0.30
Delay/Veh:	56.0	45.1	37.9	71.1	44.4	44.4	51.8	37.4	51.7	43.7	24.5	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	45.1	37.9	71.1	44.4	44.4	51.8	37.4	51.7	43.7	24.5	22.2
LOS by Move:	E	D	D	E	D	D	D	D	D	D	C	C
HCM2k95thQ:	11	29	15	8	18	18	6	8	27	28	19	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	58	155	348	0	29	0	0	0	11	66	0	0
ATI:	135	226	192	131	148	26	24	59	58	189	75	145
Initial Fut:	430	784	886	366	925	172	271	926	374	640	707	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	784	886	366	925	172	271	926	374	640	707	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	784	886	366	925	172	271	926	374	640	707	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	784	886	366	925	172	271	926	374	640	707	251

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4721	878	3150	5700	1750	3150	5700	1750

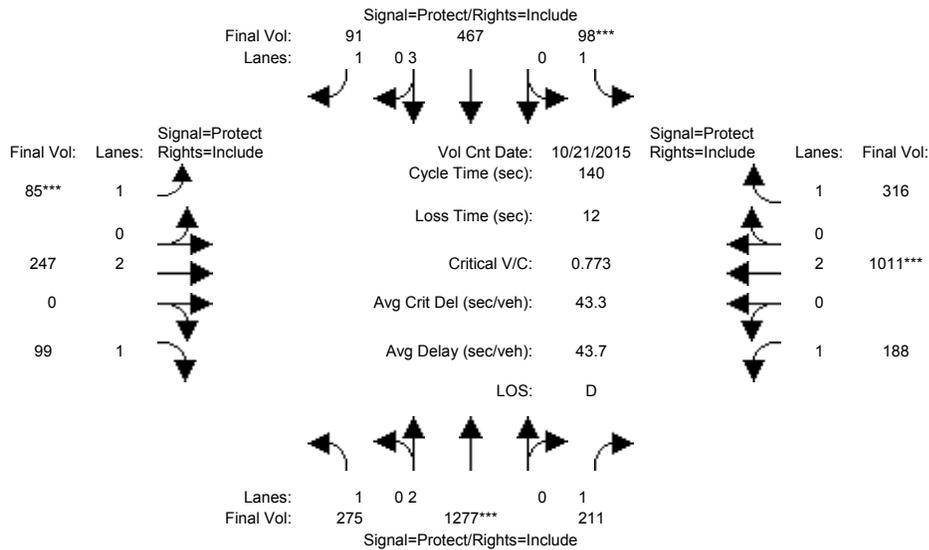
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.51	0.12	0.20	0.20	0.09	0.16	0.21	0.20	0.12	0.14
Crit Moves:			****	****					****	****		
Green Time:	31.5	62.4	62.4	14.3	45.2	45.2	19.2	26.3	26.3	25.0	32.1	32.1
Volume/Cap:	0.61	0.46	1.14	1.14	0.61	0.61	0.63	0.86	1.14	1.14	0.54	0.63
Delay/Veh:	50.2	27.3	115.7	155.3	40.5	40.5	59.9	62.6	148.8	139.1	47.9	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	27.3	115.7	155.3	40.5	40.5	59.9	62.6	148.8	139.1	47.9	51.7
LOS by Move:	D	C	F	F	D	D	E	E	F	F	D	D
HCM2k95thQ:	19	21	88	28	24	24	14	27	44	39	16	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3279: BASCOM/SAN CARLOS



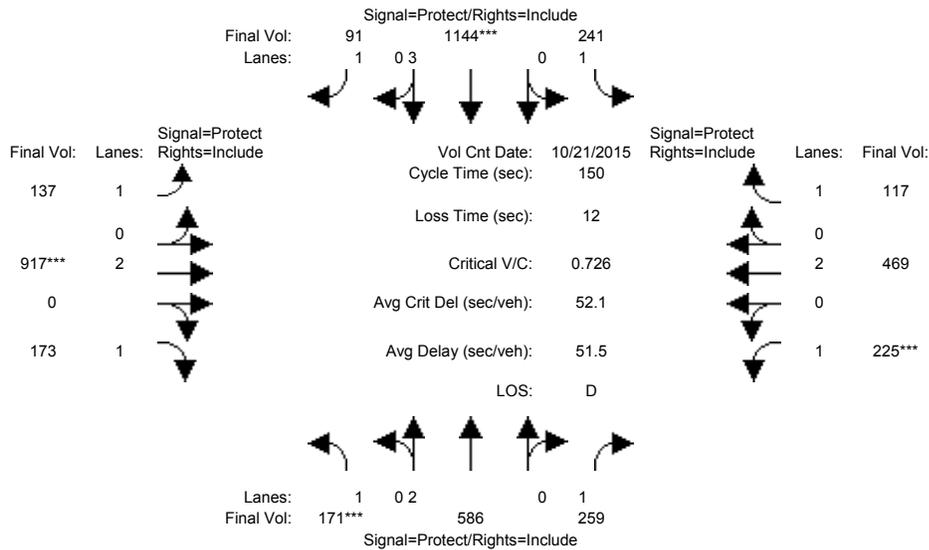
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	244	1239	187	94	456	45	79	167	93	183	764	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1239	187	94	456	45	79	167	93	183	764	311
Added Vol:	12	0	0	0	0	25	3	14	2	0	112	0
ATI:	19	38	24	4	11	21	3	66	4	5	135	5
Initial Fut:	275	1277	211	98	467	91	85	247	99	188	1011	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1277	211	98	467	91	85	247	99	188	1011	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1277	211	98	467	91	85	247	99	188	1011	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	1277	211	98	467	91	85	247	99	188	1011	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.12	0.06	0.08	0.05	0.05	0.07	0.06	0.11	0.27	0.18
Crit Moves:	****			****			****			****		
Green Time:	46.7	60.9	60.9	10.1	24.3	24.3	8.8	22.8	22.8	34.2	48.2	48.2
Volume/Cap:	0.47	0.77	0.28	0.77	0.47	0.30	0.77	0.40	0.35	0.44	0.77	0.52
Delay/Veh:	37.5	36.0	25.6	88.7	52.4	51.0	92.7	52.9	52.8	45.5	43.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	36.0	25.6	88.7	52.4	51.0	92.7	52.9	52.8	45.5	43.9	37.6
LOS by Move:	D	D	C	F	D	D	F	D	D	D	D	D
HCM2k95thQ:	18	39	12	9	11	7	8	9	8	14	35	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3279: BASCOM/SAN CARLOS



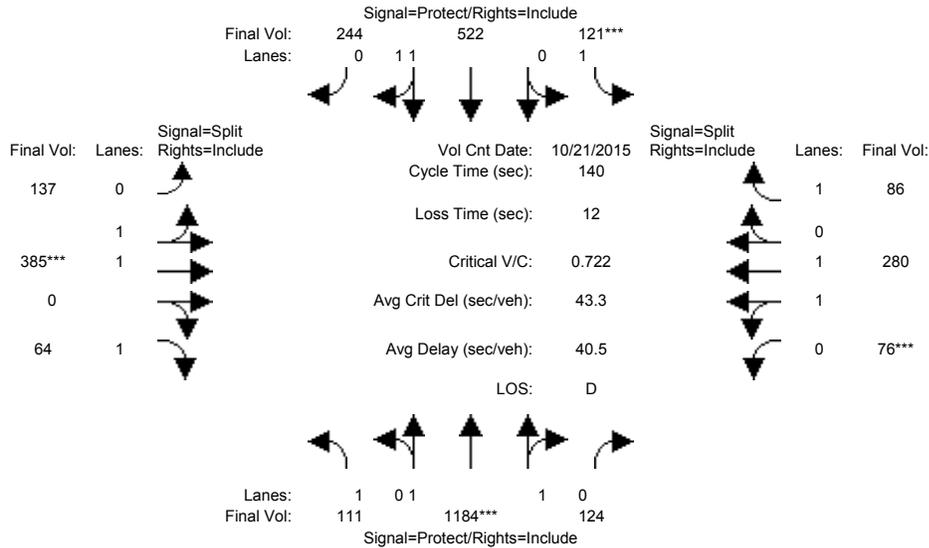
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	154	574	247	228	1116	75	94	646	145	204	333	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	574	247	228	1116	75	94	646	145	204	333	113
Added Vol:	2	0	0	0	0	4	22	99	11	0	19	0
ATI:	15	12	12	13	28	12	21	172	17	21	117	4
Initial Fut:	171	586	259	241	1144	91	137	917	173	225	469	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	586	259	241	1144	91	137	917	173	225	469	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	586	259	241	1144	91	137	917	173	225	469	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	586	259	241	1144	91	137	917	173	225	469	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.14	0.20	0.05	0.08	0.24	0.10	0.13	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	20.2	32.6	32.6	29.1	41.4	41.4	29.6	49.8	49.8	26.5	46.7	46.7
Volume/Cap:	0.73	0.71	0.68	0.71	0.73	0.19	0.40	0.73	0.30	0.73	0.40	0.21
Delay/Veh:	73.0	57.3	59.0	63.4	50.9	41.6	53.1	46.2	37.4	66.6	40.8	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	57.3	59.0	63.4	50.9	41.6	53.1	46.2	37.4	66.6	40.8	38.3
LOS by Move:	E	E	E	E	D	D	D	D	D	E	D	D
HCM2k95thQ:	16	23	21	20	27	7	11	31	12	21	16	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3283: BASCOM/HEDDING



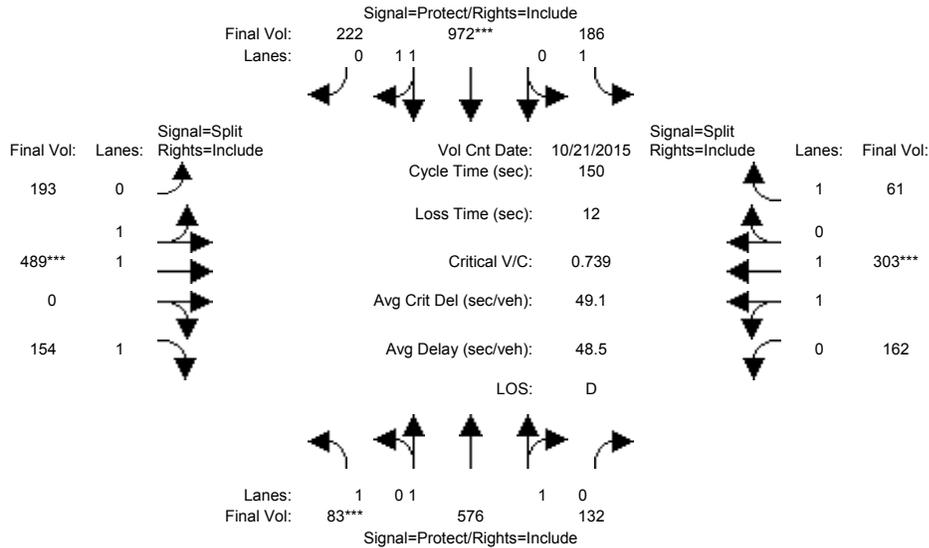
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:50-8:50AM												
Base Vol:	110	1155	121	117	466	232	129	362	63	64	274	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:	110	1155	121	117	466	232	129	362	63	64	274	85
Added Vol:	0	2	1	0	19	6	1	0	0	9	3	0
ATI:	1	27	2	4	37	6	7	23	1	3	3	1
Initial Fut:	111	1184	124	121	522	244	137	385	64	76	280	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1184	124	121	522	244	137	385	64	76	280	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1184	124	121	522	244	137	385	64	76	280	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1184	124	121	522	244	137	385	64	76	280	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.81	0.19	1.00	1.35	0.65	0.54	1.46	1.00	0.44	1.56	1.00
Final Sat.:	1750	3349	351	1750	2521	1178	971	2728	1750	790	2910	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.21	0.21	0.14	0.14	0.04	0.10	0.10	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.2	68.6	68.6	13.4	62.8	62.8	27.4	27.4	27.4	18.7	18.7	18.7
Volume/Cap:	0.46	0.72	0.72	0.72	0.46	0.46	0.72	0.72	0.19	0.72	0.72	0.37
Delay/Veh:	57.0	29.6	29.6	75.8	27.1	27.1	56.3	56.3	47.3	63.4	63.4	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	29.6	29.6	75.8	27.1	27.1	56.3	56.3	47.3	63.4	63.4	56.3
LOS by Move:	E	C	C	E	C	C	E	E	D	E	E	E
HCM2k95thQ:	9	37	37	11	21	21	20	20	5	15	15	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3283: BASCOM/HEDDING



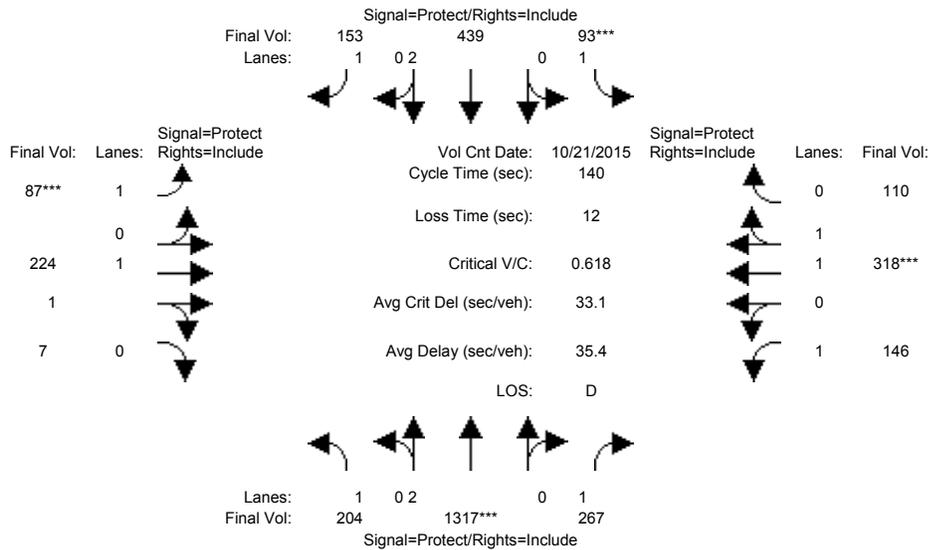
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	82	535	120	182	931	220	185	477	153	151	288	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	535	120	182	931	220	185	477	153	151	288	58
Added Vol:	0	17	8	0	3	1	6	3	0	2	1	0
ATI:	1	24	4	4	38	1	2	9	1	9	14	3
Initial Fut:	83	576	132	186	972	222	193	489	154	162	303	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	576	132	186	972	222	193	489	154	162	303	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	576	132	186	972	222	193	489	154	162	303	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	576	132	186	972	222	193	489	154	162	303	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.62	0.38	1.00	1.62	0.38	0.58	1.42	1.00	0.72	1.28	1.00
Final Sat.:	1750	3010	690	1750	3012	688	1047	2652	1750	1289	2410	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.11	0.32	0.32	0.18	0.18	0.09	0.13	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	9.6	48.3	48.3	26.8	65.5	65.5	37.4	37.4	37.4	25.5	25.5	25.5
Volume/Cap:	0.74	0.59	0.59	0.59	0.74	0.74	0.74	0.74	0.35	0.74	0.74	0.21
Delay/Veh:	91.7	43.5	43.5	59.7	37.0	37.0	55.0	55.0	46.8	63.7	63.7	53.9
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:	91.7	43.5	43.5	59.7	37.0	37.0	55.0	55.0	46.8	63.7	63.7	53.9
LOS by Move:	F	D	D	E	D	D	E	E	D	E	E	D
HCM2k95thQ:	8	24	24	16	39	39	26	26	12	20	20	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3284: BASCOM/NAGLEE



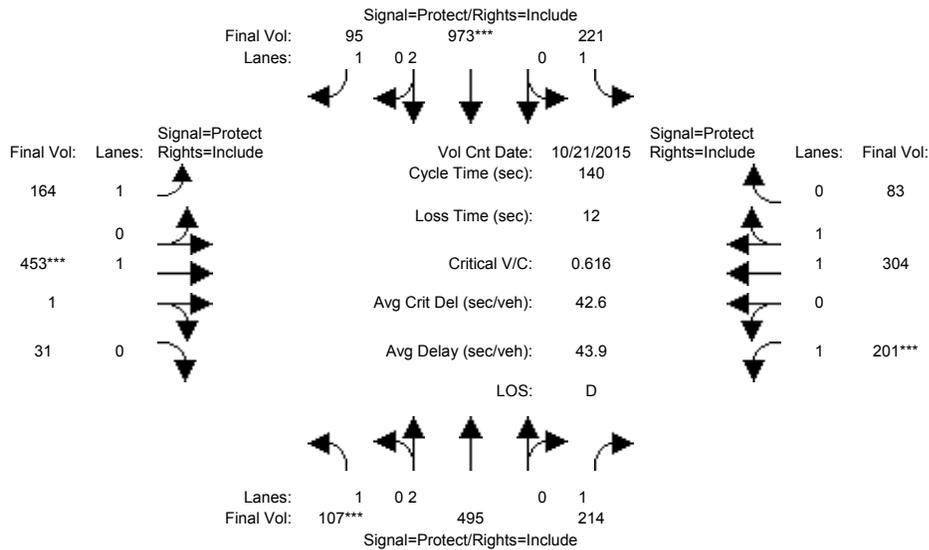
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	186	1291	265	90	407	124	70	206	2	139	295	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1291	265	90	407	124	70	206	2	139	295	109
Added Vol:	0	2	1	0	19	9	1	1	0	6	6	0
ATI:	18	24	1	3	13	20	16	17	5	1	17	1
Initial Fut:	204	1317	267	93	439	153	87	224	7	146	318	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1317	267	93	439	153	87	224	7	146	318	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1317	267	93	439	153	87	224	7	146	318	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1317	267	93	439	153	87	224	7	146	318	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.47	0.53
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3588	112	1750	2748	951
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.15	0.05	0.12	0.09	0.05	0.06	0.06	0.08	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	45.5	78.5	78.5	12.0	45.1	45.1	11.3	17.3	17.3	20.2	26.2	26.2
Volume/Cap:	0.36	0.62	0.27	0.62	0.36	0.27	0.62	0.51	0.51	0.58	0.62	0.62
Delay/Veh:	36.5	21.2	16.1	69.3	36.6	35.5	70.4	58.3	58.3	59.3	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	21.2	16.1	69.3	36.6	35.5	70.4	58.3	58.3	59.3	54.0	54.0
LOS by Move:	D	C	B	E	D	D	E	E	E	E	D	D
HCM2k95thQ:	13	31	12	8	13	10	8	9	9	13	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3284: BASCOM/NAGLEE



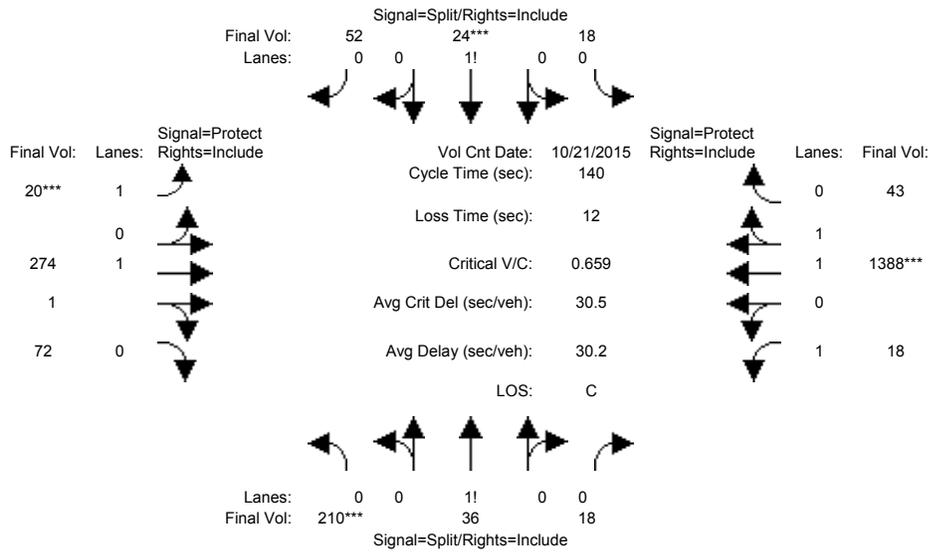
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	93	463	205	219	943	77	128	412	14	192	264	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	463	205	219	943	77	128	412	14	192	264	80
Added Vol:	0	17	6	0	3	2	8	6	0	1	1	0
ATI:	14	15	3	2	27	16	28	35	17	8	39	3
Initial Fut:	107	495	214	221	973	95	164	453	31	201	304	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:	107	495	214	221	973	95	164	453	31	201	304	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	495	214	221	973	95	164	453	31	201	304	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	495	214	221	973	95	164	453	31	201	304	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3463	237	1750	2906	793
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.12	0.13	0.26	0.05	0.09	0.13	0.13	0.11	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	13.9	36.6	36.6	35.5	58.2	58.2	26.4	29.7	29.7	26.1	29.5	29.5
Volume/Cap:	0.62	0.50	0.47	0.50	0.62	0.13	0.50	0.62	0.62	0.62	0.50	0.50
Delay/Veh:	67.0	44.3	44.2	45.5	32.8	25.3	52.0	51.4	51.4	55.8	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	44.3	44.2	45.5	32.8	25.3	52.0	51.4	51.4	55.8	49.2	49.2
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	9	16	15	16	27	5	13	18	18	17	15	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3290: BELLEROSE/STEVENS CREEK



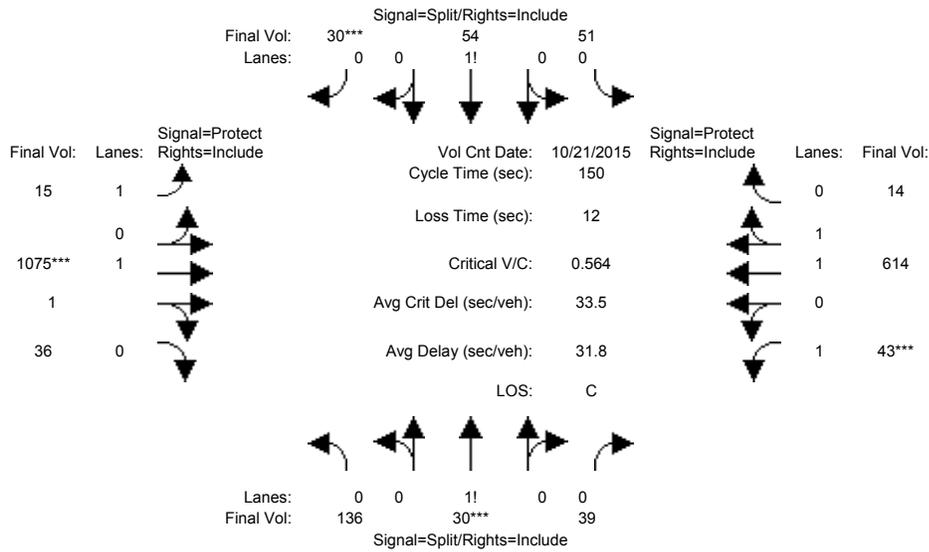
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	210	36	18	17	24	52	20	233	72	18	1193	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	36	18	17	24	52	20	233	72	18	1193	37
Added Vol:	0	0	0	0	0	0	0	18	0	0	149	0
ATI:	0	0	0	1	0	0	0	23	0	0	46	6
Initial Fut:	210	36	18	18	24	52	20	274	72	18	1388	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	36	18	18	24	52	20	274	72	18	1388	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	36	18	18	24	52	20	274	72	18	1388	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	36	18	18	24	52	20	274	72	18	1388	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.79	0.14	0.07	0.19	0.26	0.55	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1392	239	119	335	447	968	1750	2929	770	1750	3589	111
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.01	0.09	0.09	0.01	0.39	0.39
Crit Moves:	****			****			****			****		
Green Time:	30.9	30.9	30.9	11.0	11.0	11.0	7.0	56.1	56.1	30.0	79.1	79.1
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.23	0.23	0.23	0.05	0.68	0.68
Delay/Veh:	55.1	55.1	55.1	76.2	76.2	76.2	65.2	27.8	27.8	43.7	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	55.1	55.1	76.2	76.2	76.2	65.2	27.8	27.8	43.7	22.5	22.5
LOS by Move:	E	E	E	E	E	E	E	C	C	D	C	C
HCM2k95thQ:	22	22	22	11	11	11	2	9	9	1	36	36

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #3290: BELLEROSE/STEVENS CREEK



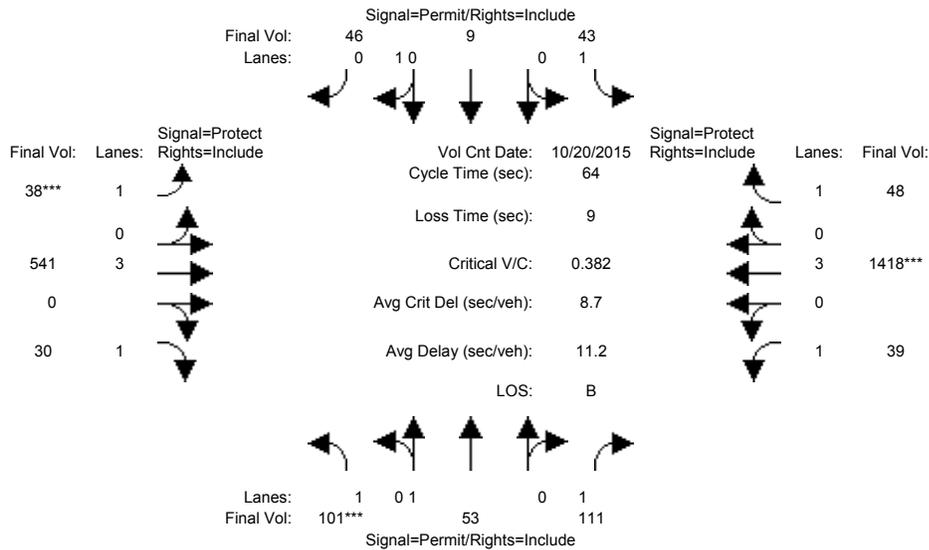
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	136	30	39	45	54	30	15	904	36	43	553	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	30	39	45	54	30	15	904	36	43	553	13
Added Vol:	0	0	0	0	0	0	0	133	0	0	25	0
ATI:	0	0	0	6	0	0	0	38	0	0	36	1
Initial Fut:	136	30	39	51	54	30	15	1075	36	43	614	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	30	39	51	54	30	15	1075	36	43	614	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	30	39	51	54	30	15	1075	36	43	614	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	30	39	51	54	30	15	1075	36	43	614	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.66	0.15	0.19	0.38	0.40	0.22	1.00	1.93	0.07	1.00	1.95	0.05
Final Sat.:	1161	256	333	661	700	389	1750	3580	120	1750	3617	82
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.08	0.01	0.30	0.30	0.02	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	31.0	31.0	31.0	20.4	20.4	20.4	18.7	79.5	79.5	7.0	67.9	67.9
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.07	0.57	0.57	0.53	0.38	0.38
Delay/Veh:	55.5	55.5	55.5	63.8	63.8	63.8	58.1	24.0	24.0	76.1	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	55.5	55.5	63.8	63.8	63.8	58.1	24.0	24.0	76.1	27.2	27.2
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	18	18	18	13	13	13	1	29	29	4	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3442: CYPRESS/STEVENS CREEK



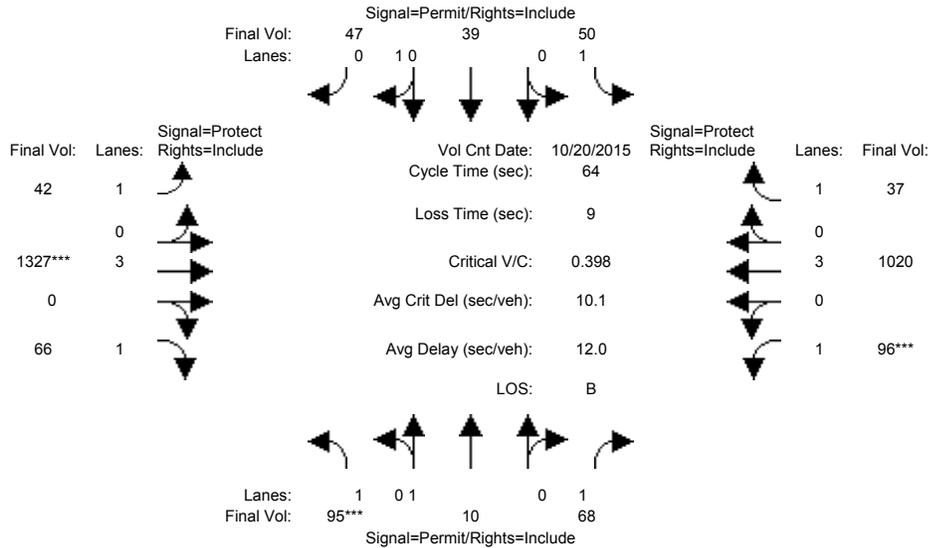
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	382	30	39	1383	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	382	30	39	1383	48
Added Vol:	0	0	0	0	0	0	0	131	0	0	16	0
ATI:	0	0	0	0	0	0	0	28	0	0	19	0
Initial Fut:	101	53	111	43	9	46	38	541	30	39	1418	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	541	30	39	1418	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	541	30	39	1418	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	541	30	39	1418	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.09	0.02	0.02	0.25	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.23	0.04	0.08	0.42	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.2	11.2	16.6	7.1	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.2	11.2	16.6	7.1	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	4	1	1	10	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3442: CYPRESS/STEVENS CREEK



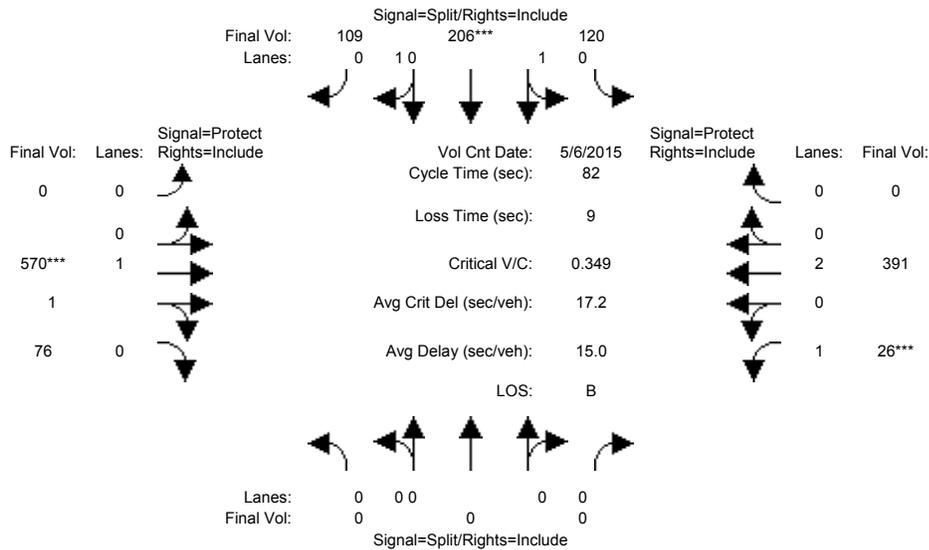
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1284	66	94	845	36
Growth 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:	95	10	68	50	39	47	42	1284	66	94	845	36
Added Vol:	0	0	0	0	0	0	0	22	0	0	117	0
ATI:	0	0	0	0	0	0	0	21	0	2	58	1
Initial Fut:	95	10	68	50	39	47	42	1327	66	96	1020	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	10	68	50	39	47	42	1327	66	96	1020	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1327	66	96	1020	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	10	68	50	39	47	42	1327	66	96	1020	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.23	0.04	0.05	0.18	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	17.1	36.4	36.4	8.6	27.9	27.9
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.09	0.41	0.07	0.41	0.41	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.7	7.8	6.2	26.5	12.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.7	7.8	6.2	26.5	12.5	10.4
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	9	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3446: DELMAS/SAN CARLOS



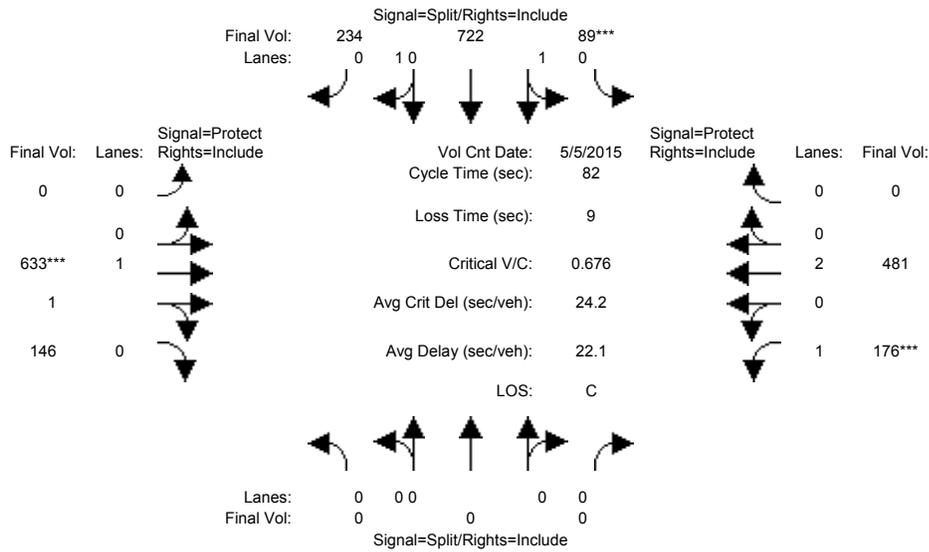
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	38	120	70	0	453	67	18	331	0
Growth 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	38	120	70	0	453	67	18	331	0
Added Vol:	0	0	0	0	0	9	0	2	1	0	16	0
ATI:	0	0	0	82	86	30	0	115	8	8	44	0
Initial Fut:	0	0	0	120	206	109	0	570	76	26	391	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	120	206	109	0	570	76	26	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	206	109	0	570	76	26	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	120	206	109	0	570	76	26	391	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.55	0.95	0.50	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	0	0	0	993	1705	902	0	3264	435	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.17	0.17	0.01	0.10	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	27.0	27.0	27.0	0.0	39.0	39.0	7.0	46.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.17	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	21.2	21.2	0.0	13.8	13.8	35.4	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	21.2	21.2	0.0	13.8	13.8	35.4	8.8	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	9	9	9	0	10	10	1	5	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3446: DELMAS/SAN CARLOS



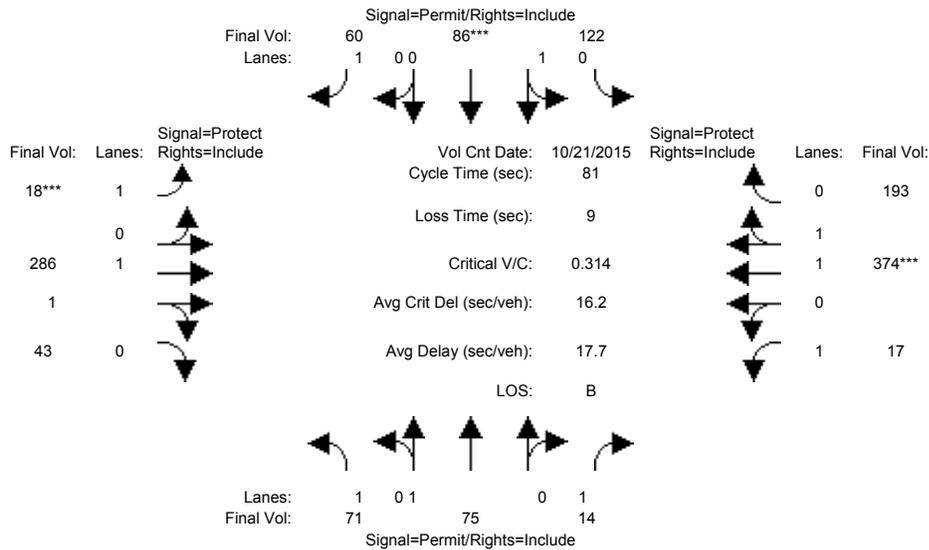
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	0	0	0	26	361	142	0	533	129	55	374	0
Growth Adj:	1.00	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	26	361	142	0	533	129	55	374	0
Added Vol:	0	0	0	0	0	2	0	14	8	0	3	0
ATI:	0	0	0	63	361	90	0	86	9	121	104	0
Initial Fut:	0	0	0	89	722	234	0	633	146	176	481	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	89	722	234	0	633	146	176	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	722	234	0	633	146	176	481	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	89	722	234	0	633	146	176	481	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.38	0.45	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	307	2487	806	0	3006	693	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.21	0.21	0.10	0.13	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	35.2	35.2	35.2	0.0	25.6	25.6	12.2	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.68	0.00	0.68	0.68	0.68	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	26.2	26.2	39.9	13.7	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	20.0	20.0	20.0	0.0	26.2	26.2	39.9	13.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	22	22	22	0	16	16	9	7	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3527: FOREST/MONROE



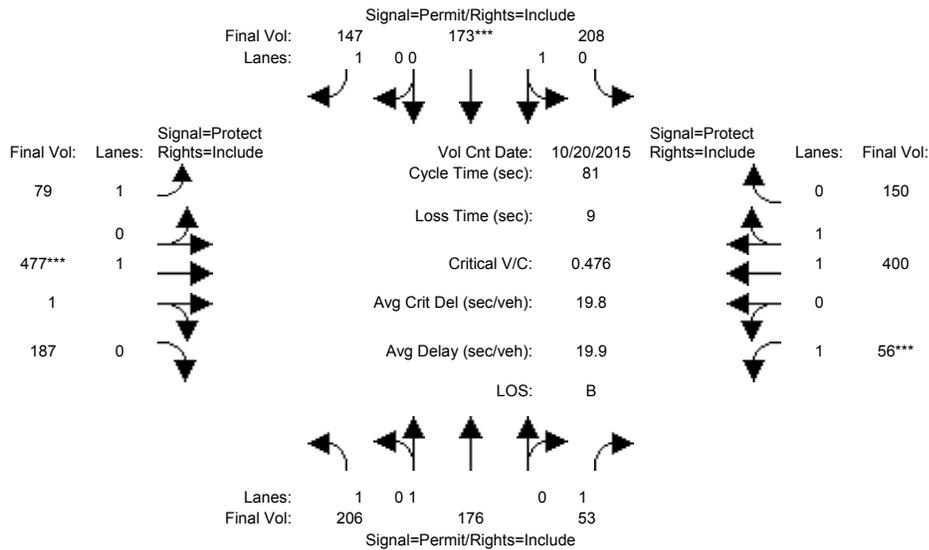
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	48	57	8	117	35	46	15	239	15	8	329	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	8	117	35	46	15	239	15	8	329	192
Added Vol:	0	1	0	0	6	6	1	2	0	0	16	0
ATI:	23	17	6	5	45	8	2	45	28	9	29	1
Initial Fut:	71	75	14	122	86	60	18	286	43	17	374	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	75	14	122	86	60	18	286	43	17	374	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	75	14	122	86	60	18	286	43	17	374	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	75	14	122	86	60	18	286	43	17	374	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.59	0.41	1.00	1.00	1.73	0.27	1.00	1.30	0.70
Final Sat.:	1750	1900	1750	1056	744	1750	1750	3216	484	1750	2440	1259
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.12	0.12	0.03	0.01	0.09	0.09	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	7.0	25.9	25.9	18.1	37.1	37.1
Volume/Cap:	0.12	0.11	0.02	0.34	0.34	0.10	0.12	0.28	0.28	0.04	0.34	0.34
Delay/Veh:	18.2	18.2	17.5	20.0	20.0	18.1	34.5	20.7	20.7	24.7	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	17.5	20.0	20.0	18.1	34.5	20.7	20.7	24.7	14.2	14.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	3	3	0	8	8	2	1	6	6	1	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3527: FOREST/MONROE



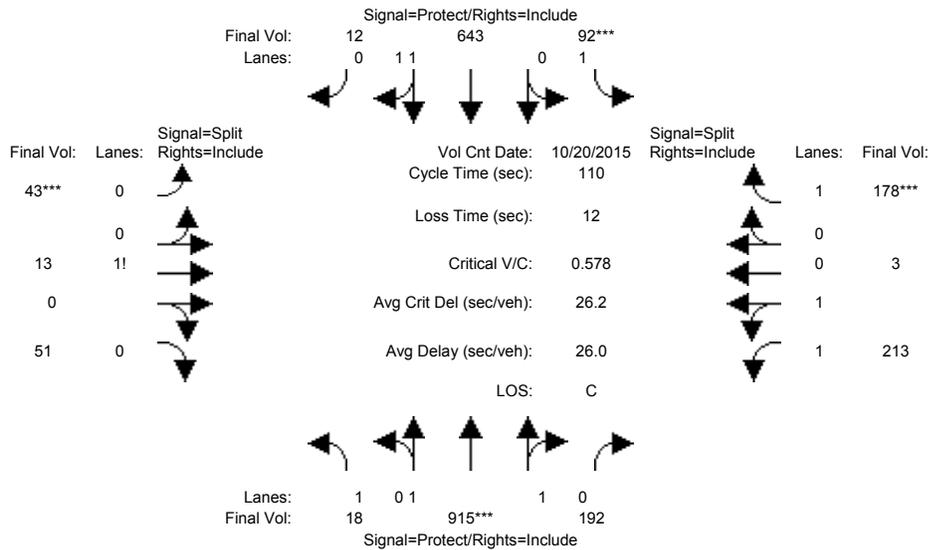
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	60	20	204	80	133	57	419	79	24	341	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	60	20	204	80	133	57	419	79	24	341	143
Added Vol:	0	6	0	0	1	1	6	14	0	0	3	0
ATI:	111	110	33	4	92	13	16	44	108	32	56	7
Initial Fut:	206	176	53	208	173	147	79	477	187	56	400	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	176	53	208	173	147	79	477	187	56	400	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	176	53	208	173	147	79	477	187	56	400	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	176	53	208	173	147	79	477	187	56	400	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	1.42	0.58	1.00	1.44	0.56
Final Sat.:	1750	1900	1750	983	817	1750	1750	2657	1042	1750	2690	1009
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.03	0.21	0.21	0.08	0.05	0.18	0.18	0.03	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	35.2	35.2	35.2	35.2	35.2	35.2	13.5	29.8	29.8	7.0	23.3	23.3
Volume/Cap:	0.27	0.21	0.07	0.49	0.49	0.19	0.27	0.49	0.49	0.37	0.52	0.52
Delay/Veh:	14.9	14.4	13.4	16.9	16.9	14.3	29.9	20.0	20.0	36.5	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.4	13.4	16.9	16.9	14.3	29.9	20.0	20.0	36.5	24.6	24.6
LOS by Move:	B	B	B	B	B	B	C	B	B	D	C	C
HCM2k95thQ:	7	5	2	13	13	5	4	12	12	3	11	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3530: FOREST/WINCHESTER



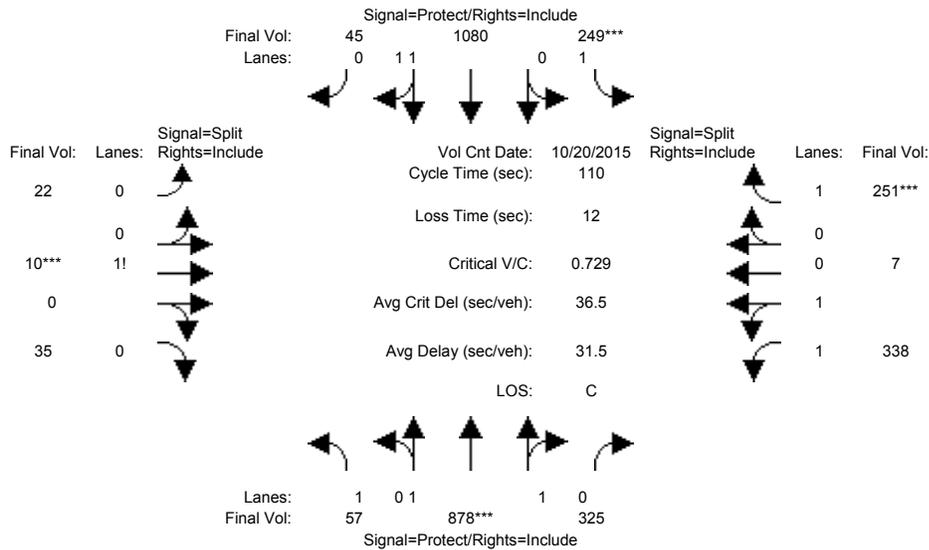
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	8	841	176	67	322	7	20	6	14	167	1	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	841	176	67	322	7	20	6	14	167	1	162
Added Vol:	0	18	3	0	151	0	0	0	0	22	0	0
ATI:	10	56	13	25	170	5	23	7	37	24	2	16
Initial Fut:	18	915	192	92	643	12	43	13	51	213	3	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	915	192	92	643	12	43	13	51	213	3	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	915	192	92	643	12	43	13	51	213	3	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	915	192	92	643	12	43	13	51	213	3	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.96	0.04	0.40	0.12	0.48	1.97	0.03	1.00
Final Sat.:	1750	3058	642	1750	3632	68	703	213	834	3501	49	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.05	0.18	0.18	0.06	0.06	0.06	0.06	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	17.7	57.0	57.0	10.0	49.3	49.3	11.6	11.6	11.6	19.4	19.4	19.4
Volume/Cap:	0.06	0.58	0.58	0.58	0.40	0.40	0.58	0.58	0.58	0.35	0.35	0.58
Delay/Veh:	39.2	18.7	18.7	53.1	20.5	20.5	51.3	51.3	51.3	40.1	40.1	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.7	18.7	53.1	20.5	20.5	51.3	51.3	51.3	40.1	40.1	44.3
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	23	23	6	14	14	9	9	9	7	7	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3530: FOREST/WINCHESTER



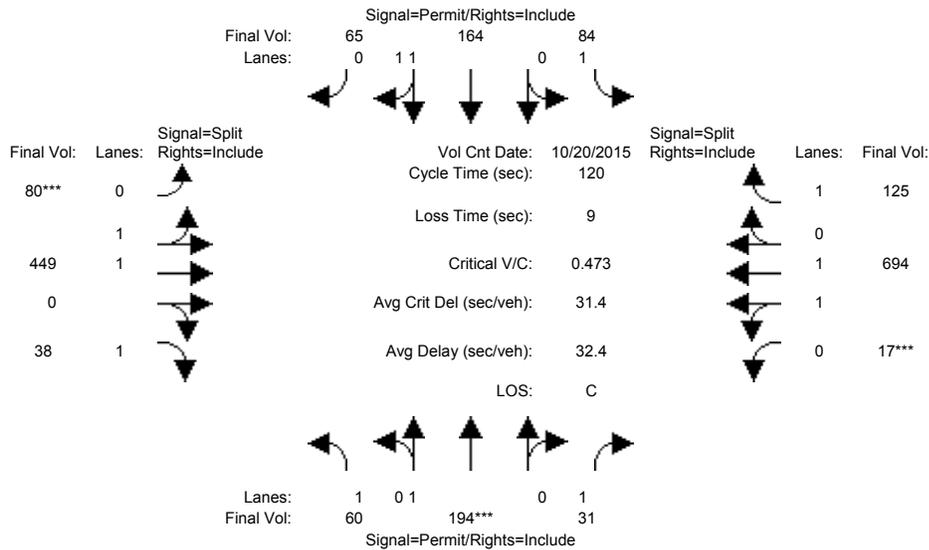
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	18	500	258	161	900	25	9	6	15	283	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	500	258	161	900	25	9	6	15	283	0	150
Added Vol:	0	135	19	0	25	0	0	0	0	4	0	0
ATI:	39	243	48	88	155	20	13	4	20	51	7	101
Initial Fut:	57	878	325	249	1080	45	22	10	35	338	7	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	878	325	249	1080	45	22	10	35	338	7	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	878	325	249	1080	45	22	10	35	338	7	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	878	325	249	1080	45	22	10	35	338	7	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.44	0.56	1.00	1.92	0.08	0.33	0.15	0.52	1.96	0.04	1.00
Final Sat.:	1750	2700	999	1750	3552	148	575	261	914	3478	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.14	0.30	0.30	0.04	0.04	0.04	0.10	0.10	0.14
Crit Moves:	****			****			****			****		
Green Time:	11.7	46.8	46.8	20.5	55.7	55.7	10.0	10.0	10.0	20.7	20.7	20.7
Volume/Cap:	0.31	0.76	0.76	0.76	0.60	0.60	0.42	0.42	0.42	0.52	0.52	0.76
Delay/Veh:	46.4	29.1	29.1	52.7	19.8	19.8	49.1	49.1	49.1	40.9	40.9	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	29.1	29.1	52.7	19.8	19.8	49.1	49.1	49.1	40.9	40.9	52.5
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	4	31	31	16	23	23	6	6	6	12	12	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3575: HEDDING/MONROE



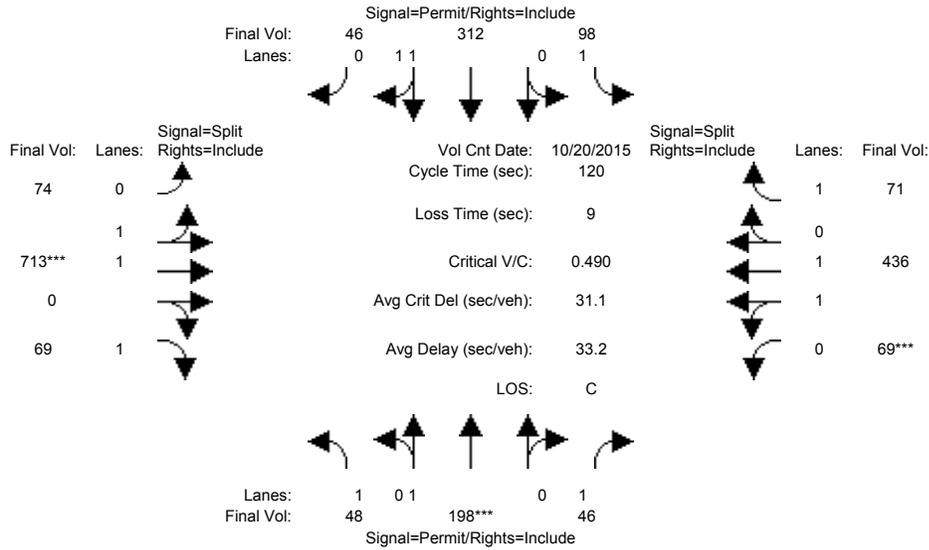
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	187	31	84	126	54	77	419	33	16	671	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	187	31	84	126	54	77	419	33	16	671	122
Added Vol:	0	2	0	0	12	6	1	1	0	0	9	0
ATI:	0	5	0	0	26	5	2	29	5	1	14	3
Initial Fut:	60	194	31	84	164	65	80	449	38	17	694	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	194	31	84	164	65	80	449	38	17	694	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	194	31	84	164	65	80	449	38	17	694	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	194	31	84	164	65	80	449	38	17	694	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	0.31	1.69	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2649	1050	559	3140	1750	88	3611	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.06	0.06	0.14	0.14	0.02	0.19	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	36.3	36.3	36.3	48.8	48.8	48.8
Volume/Cap:	0.16	0.47	0.08	0.22	0.29	0.29	0.47	0.47	0.07	0.47	0.47	0.18
Delay/Veh:	38.4	41.9	37.6	39.0	39.5	39.5	34.4	34.4	29.9	26.4	26.4	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	41.9	37.6	39.0	39.5	39.5	34.4	34.4	29.9	26.4	26.4	22.9
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	12	2	6	7	7	15	15	2	17	17	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3575: HEDDING/MONROE



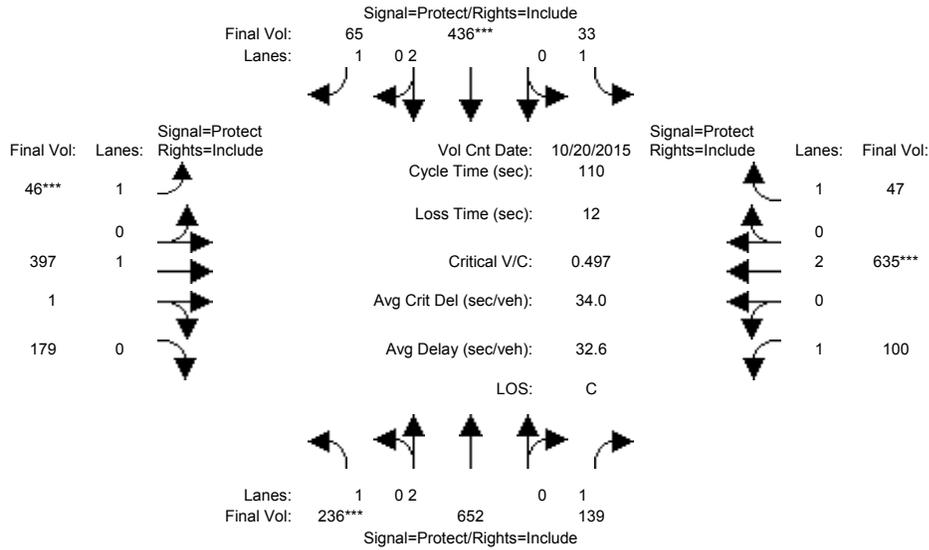
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	45	159	46	98	301	43	63	688	69	67	412	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	159	46	98	301	43	63	688	69	67	412	68
Added Vol:	0	11	0	0	2	1	6	8	0	0	2	0
ATI:	3	28	0	0	9	2	5	17	0	2	22	3
Initial Fut:	48	198	46	98	312	46	74	713	69	69	436	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	198	46	98	312	46	74	713	69	69	436	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	198	46	98	312	46	74	713	69	69	436	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	198	46	98	312	46	74	713	69	69	436	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.19	1.81	1.00	0.28	1.72	1.00
Final Sat.:	1750	1900	1750	1750	3224	475	348	3352	1750	505	3194	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.06	0.10	0.10	0.21	0.21	0.04	0.14	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	52.1	52.1	52.1	33.4	33.4	33.4
Volume/Cap:	0.13	0.49	0.12	0.26	0.46	0.46	0.49	0.49	0.09	0.49	0.49	0.15
Delay/Veh:	38.4	42.5	38.4	39.8	41.6	41.6	24.7	24.7	20.1	36.5	36.5	32.7
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:	38.4	42.5	38.4	39.8	41.6	41.6	24.7	24.7	20.1	36.5	36.5	32.7
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	C
HCM2k95thQ:	3	12	3	7	12	12	18	18	3	14	14	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3582: HEDDING/WINCHESTER



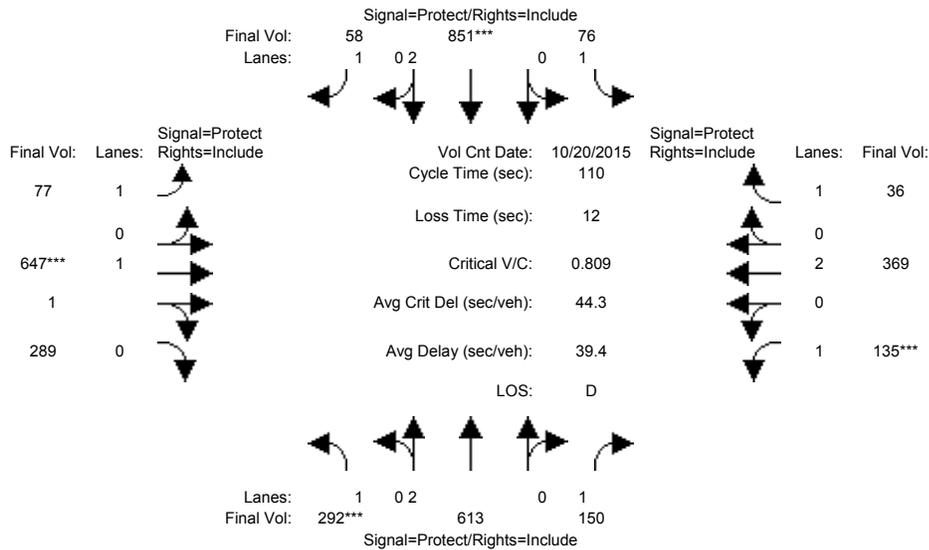
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	209	589	128	33	191	65	42	379	100	70	629	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	589	128	33	191	65	42	379	100	70	629	47
Added Vol:	4	13	2	0	105	0	0	0	30	16	0	0
ATI:	23	50	9	0	140	0	4	18	49	14	6	0
Initial Fut:	236	652	139	33	436	65	46	397	179	100	635	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	652	139	33	436	65	46	397	179	100	635	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	652	139	33	436	65	46	397	179	100	635	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	652	139	33	436	65	46	397	179	100	635	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2549	1149	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.08	0.02	0.11	0.04	0.03	0.16	0.16	0.06	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.5	39.8	39.8	14.7	25.1	25.1	7.0	30.9	30.9	12.6	36.5	36.5
Volume/Cap:	0.50	0.47	0.22	0.14	0.50	0.16	0.41	0.55	0.55	0.50	0.50	0.08
Delay/Veh:	35.0	27.3	24.5	42.3	37.5	34.3	52.0	34.4	34.4	47.7	29.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	27.3	24.5	42.3	37.5	34.3	52.0	34.4	34.4	47.7	29.8	25.3
LOS by Move:	C	C	C	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	13	15	7	2	13	4	3	16	16	7	16	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3582: HEDDING/WINCHESTER



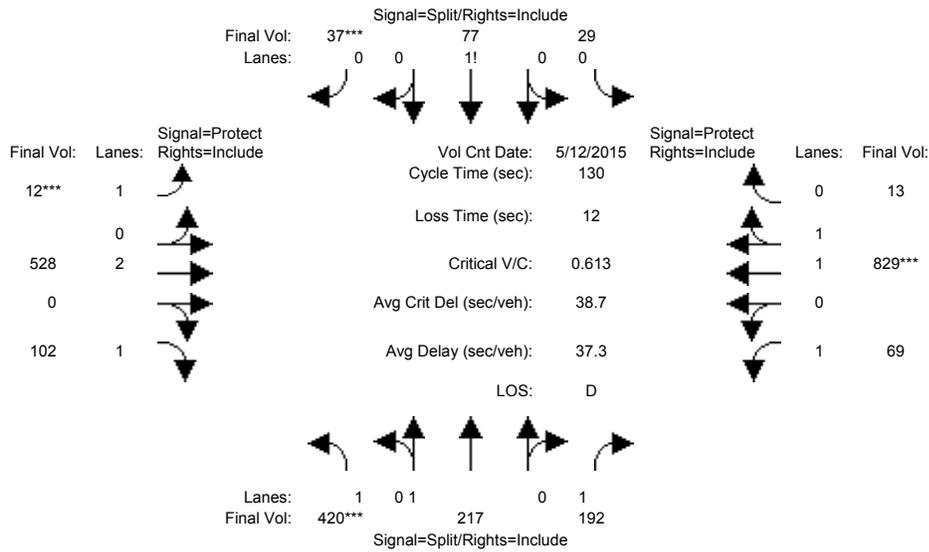
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	183	312	118	76	693	58	77	640	214	120	357	36
Growth 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:	183	312	118	76	693	58	77	640	214	120	357	36
Added Vol:	27	94	14	0	18	0	0	0	5	3	0	0
ATI:	82	207	18	0	140	0	0	7	70	12	12	0
Initial Fut:	292	613	150	76	851	58	77	647	289	135	369	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:	292	613	150	76	851	58	77	647	289	135	369	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	613	150	76	851	58	77	647	289	135	369	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	613	150	76	851	58	77	647	289	135	369	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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2557	1142	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.09	0.04	0.22	0.03	0.04	0.25	0.25	0.08	0.10	0.02
Crit Moves:	****			****			****			****		
Green Time:	22.7	38.1	38.1	15.0	30.4	30.4	17.8	34.4	34.4	10.5	27.1	27.1
Volume/Cap:	0.81	0.47	0.25	0.32	0.81	0.12	0.27	0.81	0.81	0.81	0.39	0.08
Delay/Veh:	54.4	28.3	25.9	43.6	41.9	29.9	41.0	39.2	39.2	73.5	34.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	28.3	25.9	43.6	41.9	29.9	41.0	39.2	39.2	73.5	34.9	32.0
LOS by Move:	D	C	C	D	D	C	D	D	D	E	C	C
HCM2k95thQ:	19	14	7	6	27	3	5	27	27	10	10	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3653: LINCOLN/SAN CARLOS



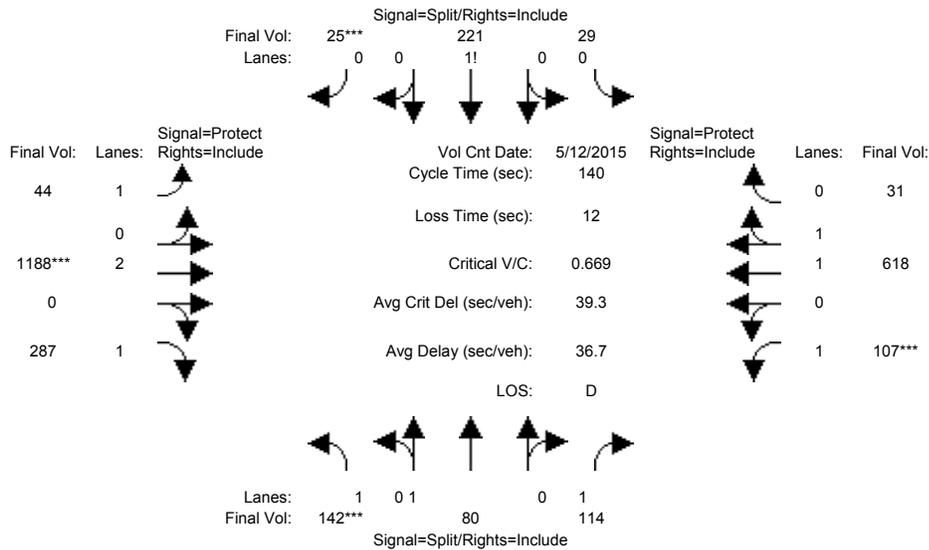
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	348	159	167	13	45	29	6	382	82	48	660	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	159	167	13	45	29	6	382	82	48	660	5
Added Vol:	12	0	0	0	0	0	0	6	2	0	50	0
ATI:	60	58	25	16	32	8	6	140	18	21	119	8
Initial Fut:	420	217	192	29	77	37	12	528	102	69	829	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	217	192	29	77	37	12	528	102	69	829	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	217	192	29	77	37	12	528	102	69	829	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	217	192	29	77	37	12	528	102	69	829	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	355	942	453	1750	3800	1750	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.08	0.08	0.08	0.01	0.14	0.06	0.04	0.23	0.23
Crit Moves:	****					****	****				****	
Green Time:	48.5	48.5	48.5	16.5	16.5	16.5	7.0	38.2	38.2	14.8	46.0	46.0
Volume/Cap:	0.64	0.31	0.29	0.64	0.64	0.64	0.13	0.47	0.20	0.35	0.64	0.64
Delay/Veh:	35.8	29.1	28.9	60.3	60.3	60.3	59.2	38.0	34.6	54.2	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	29.1	28.9	60.3	60.3	60.3	59.2	38.0	34.6	54.2	36.3	36.3
LOS by Move:	D	C	C	E	E	E	E	D	C	D	D	D
HCM2k95thQ:	27	12	11	13	13	13	1	16	6	5	25	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3653: LINCOLN/SAN CARLOS



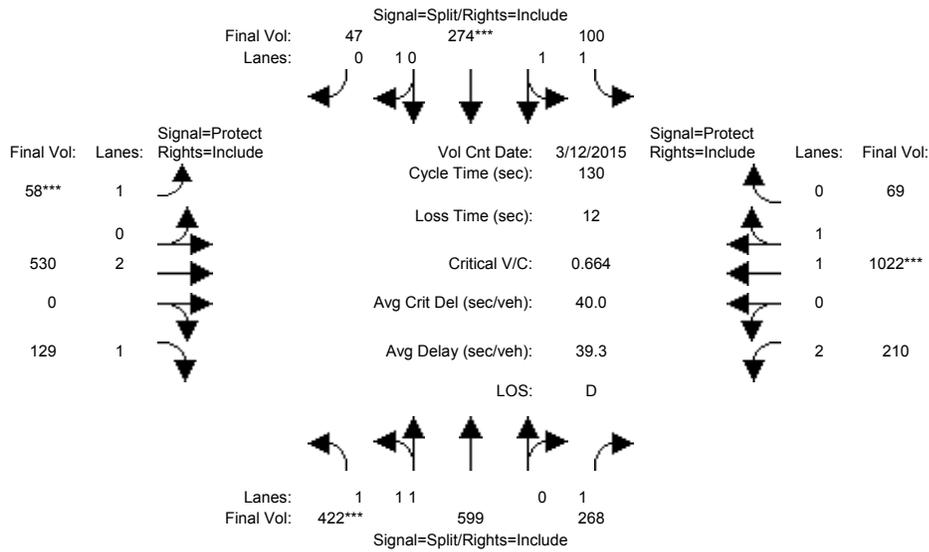
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 <<												
Base Vol:	104	47	99	17	171	20	33	911	227	88	451	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	47	99	17	171	20	33	911	227	88	451	14
Added Vol:	2	0	0	0	0	0	0	44	11	0	8	0
ATI:	36	33	15	12	50	5	11	233	49	19	159	17
Initial Fut:	142	80	114	29	221	25	44	1188	287	107	618	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	80	114	29	221	25	44	1188	287	107	618	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	80	114	29	221	25	44	1188	287	107	618	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	80	114	29	221	25	44	1188	287	107	618	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.11	0.80	0.09	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	185	1406	159	1750	3800	1750	1750	3523	177
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.16	0.16	0.16	0.03	0.31	0.16	0.06	0.18	0.18
Crit Moves:	****					****		****				****
Green Time:	17.0	17.0	17.0	32.9	32.9	32.9	17.3	65.4	65.4	12.8	60.8	60.8
Volume/Cap:	0.67	0.35	0.54	0.67	0.67	0.67	0.20	0.67	0.35	0.67	0.40	0.40
Delay/Veh:	66.8	57.3	60.6	52.9	52.9	52.9	55.6	29.9	24.0	72.0	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	57.3	60.6	52.9	52.9	52.9	55.6	29.9	24.0	72.0	27.3	27.3
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	14	7	11	22	22	22	4	33	15	10	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



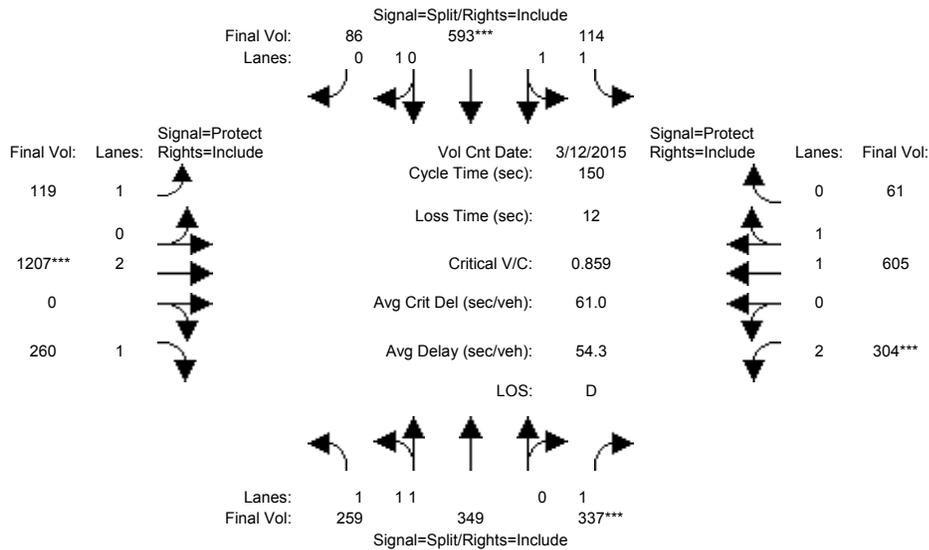
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 << 7:30-8:30AM												
Base Vol:	306	520	214	95	254	22	51	369	95	162	772	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	520	214	95	254	22	51	369	95	162	772	63
Added Vol:	12	0	0	0	0	12	2	8	2	0	62	0
ATI:	104	79	54	5	20	13	5	153	32	48	188	6
Initial Fut:	422	599	268	100	274	47	58	530	129	210	1022	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	599	268	100	274	47	58	530	129	210	1022	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	599	268	100	274	47	58	530	129	210	1022	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	599	268	100	274	47	58	530	129	210	1022	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.28	1.72	1.00	1.00	1.70	0.30	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	2251	3195	1750	1750	3158	542	1750	3800	1750	3150	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.15	0.06	0.09	0.09	0.03	0.14	0.07	0.07	0.29	0.29
Crit Moves:	****				****		****				****	
Green Time:	36.6	36.6	36.6	16.9	16.9	16.9	7.0	43.6	43.6	20.9	57.5	57.5
Volume/Cap:	0.67	0.67	0.54	0.44	0.67	0.67	0.62	0.42	0.22	0.42	0.67	0.67
Delay/Veh:	42.5	42.5	40.9	52.5	56.6	56.6	71.8	33.5	31.2	49.6	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.5	40.9	52.5	56.6	56.6	71.8	33.5	31.2	49.6	29.7	29.7
LOS by Move:	D	D	D	D	E	E	E	C	C	D	C	C
HCM2k95thQ:	24	24	19	9	14	14	7	15	8	9	30	30

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Mar 2015 <<											
Base Vol:	156	298	252	101	525	67	87	902	196	236	423	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	298	252	101	525	67	87	902	196	236	423	52
Added Vol:	2	0	0	0	0	2	11	55	11	0	10	0
ATI:	101	51	85	13	68	17	21	250	53	68	172	9
Initial Fut:	259	349	337	114	593	86	119	1207	260	304	605	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	349	337	114	593	86	119	1207	260	304	605	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	349	337	114	593	86	119	1207	260	304	605	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	349	337	114	593	86	119	1207	260	304	605	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.32	1.68	1.00	1.00	1.74	0.26	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	2320	3126	1750	1750	3231	469	1750	3800	1750	3150	3361	339

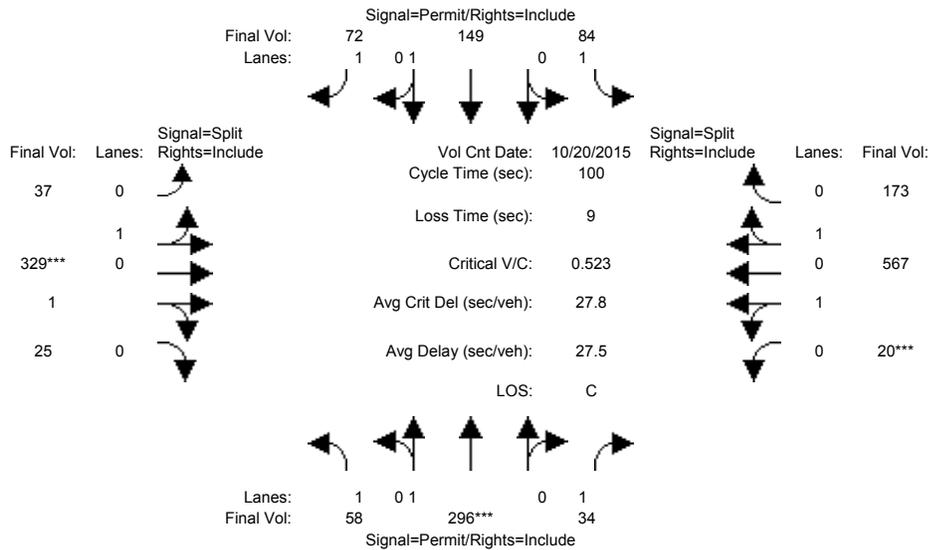
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.19	0.07	0.18	0.18	0.07	0.32	0.15	0.10	0.18	0.18
Crit Moves:			****		****			****		****		
Green Time:	33.6	33.6	33.6	32.1	32.1	32.1	19.8	55.5	55.5	16.9	52.5	52.5
Volume/Cap:	0.50	0.50	0.86	0.30	0.86	0.86	0.51	0.86	0.40	0.86	0.51	0.51
Delay/Veh:	51.1	51.1	73.0	49.7	64.9	64.9	62.6	49.2	35.4	84.0	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	73.0	49.7	64.9	64.9	62.6	49.2	35.4	84.0	39.0	39.0
LOS by Move:	D	D	E	D	E	E	E	D	D	F	D	D
HCM2k95thQ:	16	16	32	9	31	31	12	45	17	17	22	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3701: MONROE/NEWHALL



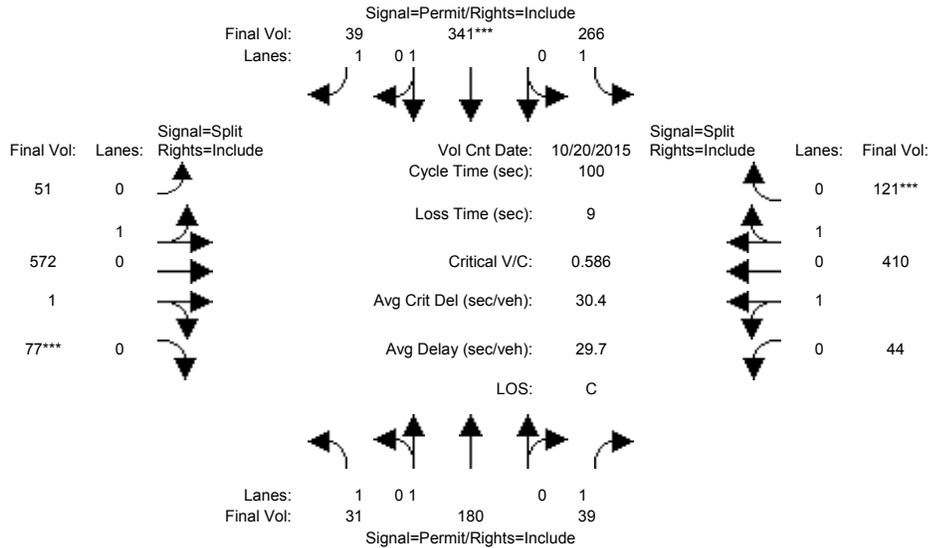
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	57	281	33	84	99	61	36	318	24	20	517	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	281	33	84	99	61	36	318	24	20	517	172
Added Vol:	0	2	0	0	19	6	1	3	0	0	25	0
ATI:	1	13	1	0	31	5	0	8	1	0	25	1
Initial Fut:	58	296	34	84	149	72	37	329	25	20	567	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	296	34	84	149	72	37	329	25	20	567	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	296	34	84	149	72	37	329	25	20	567	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	296	34	84	149	72	37	329	25	20	567	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	1.68	0.13	0.05	1.49	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	341	3029	230	95	2686	819
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.02	0.05	0.08	0.04	0.11	0.11	0.11	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.8	29.8	29.8	29.8	29.8	20.8	20.8	20.8	40.4	40.4	40.4
Volume/Cap:	0.11	0.52	0.07	0.16	0.26	0.14	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	25.6	30.1	25.2	26.0	27.0	25.8	35.9	35.9	35.9	22.9	22.9	22.9
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:	25.6	30.1	25.2	26.0	27.0	25.8	35.9	35.9	35.9	22.9	22.9	22.9
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	15	2	4	7	3	11	11	11	18	18	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3701: MONROE/NEWHALL



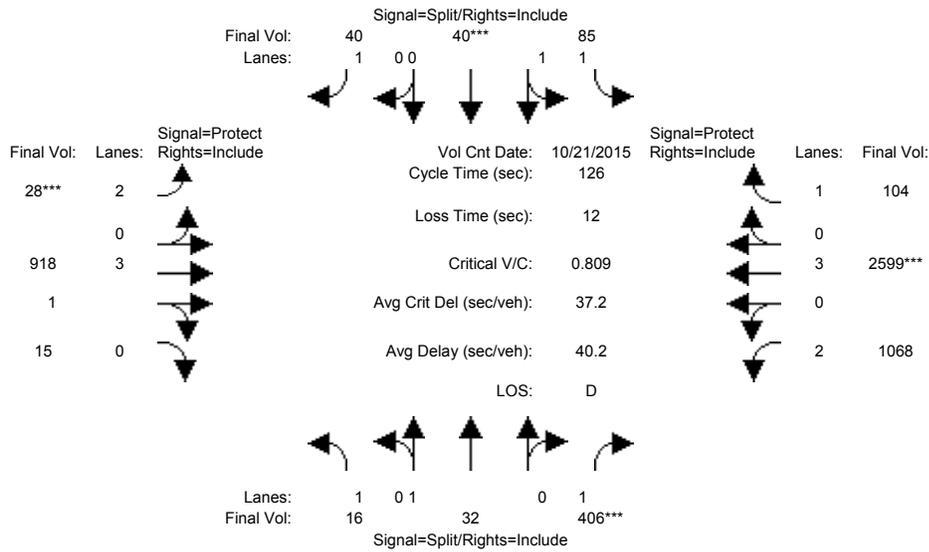
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	30	131	39	262	320	36	40	527	76	42	380	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	131	39	262	320	36	40	527	76	42	380	117
Added Vol:	0	17	0	0	3	1	6	22	0	0	4	0
ATI:	1	32	0	4	18	2	5	23	1	2	26	4
Initial Fut:	31	180	39	266	341	39	51	572	77	44	410	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	180	39	266	341	39	51	572	77	44	410	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	180	39	266	341	39	51	572	77	44	410	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	180	39	266	341	39	51	572	77	44	410	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.15	1.63	0.22	0.15	1.43	0.42
Final Sat.:	1750	1900	1750	1750	1900	1750	262	2942	396	275	2567	758
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.02	0.15	0.18	0.02	0.19	0.19	0.19	0.16	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	30.6	30.6	30.6	30.6	30.6	30.6	33.2	33.2	33.2	27.2	27.2	27.2
Volume/Cap:	0.06	0.31	0.07	0.50	0.59	0.07	0.59	0.59	0.59	0.59	0.59	0.59
Delay/Veh:	24.6	26.9	24.7	29.1	30.9	24.7	28.5	28.5	28.5	32.4	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	26.9	24.7	29.1	30.9	24.7	28.5	28.5	28.5	32.4	32.4	32.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	8	2	13	16	2	17	17	17	16	16	16

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



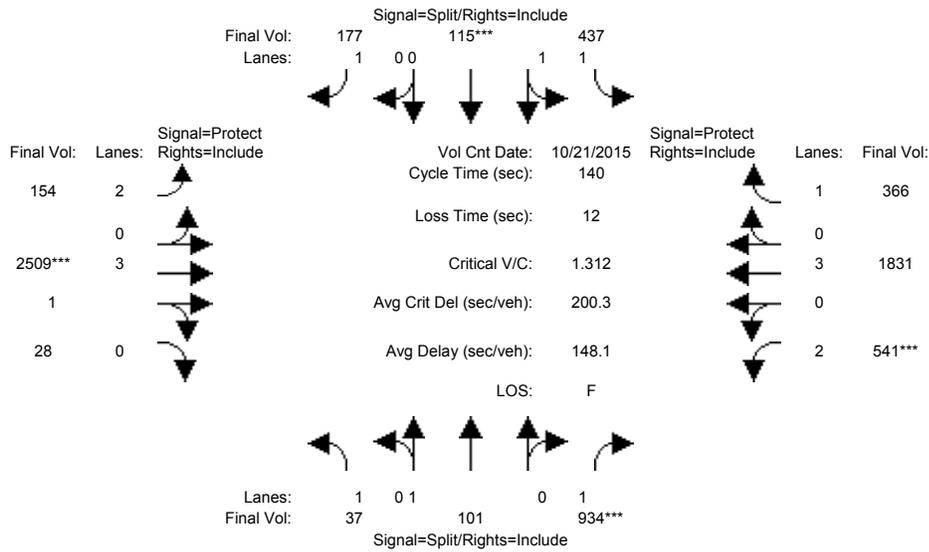
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	31	0	2	4	0	47	0	258	387	0
ATI:	0	19	74	34	30	25	21	213	0	482	237	38
Initial Fut:	16	32	406	85	40	40	28	918	15	1068	2599	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	32	406	85	40	40	28	918	15	1068	2599	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	406	85	40	40	28	918	15	1068	2599	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	32	406	85	40	40	28	918	15	1068	2599	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.37	0.63	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2414	1136	1750	3150	7379	121	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.23	0.04	0.04	0.02	0.01	0.12	0.12	0.34	0.46	0.06
Crit Moves:			****		****		****				****	
Green Time:	32.7	32.7	32.7	10.0	10.0	10.0	7.0	19.1	19.1	52.2	64.3	64.3
Volume/Cap:	0.04	0.06	0.89	0.44	0.44	0.29	0.16	0.82	0.82	0.82	0.89	0.12
Delay/Veh:	34.9	35.2	64.6	56.5	56.5	55.8	57.1	56.6	56.6	37.0	31.8	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	35.2	64.6	56.5	56.5	55.8	57.1	56.6	56.6	37.0	31.8	16.1
LOS by Move:	C	D	E	E	E	E	E	E	E	D	C	B
HCM2k95thQ:	1	2	34	6	6	4	2	20	20	38	51	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



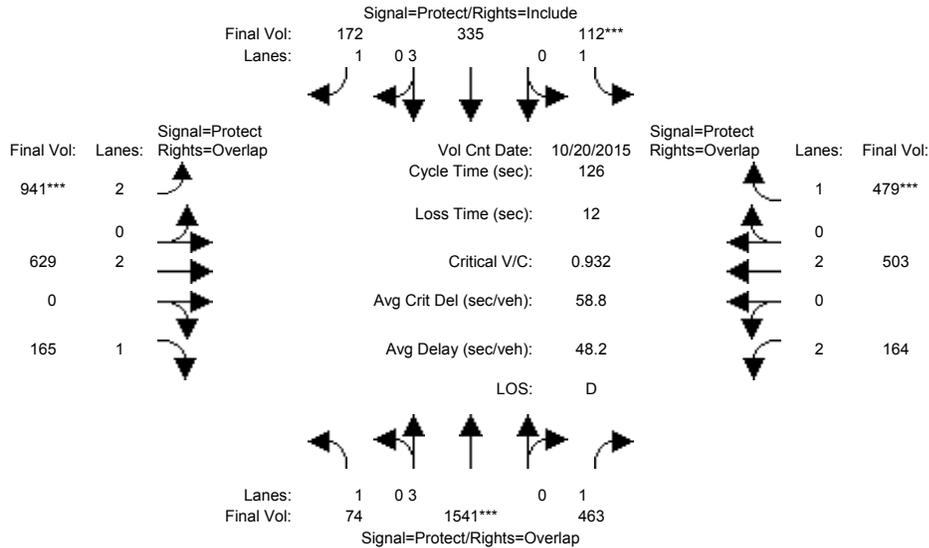
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	2	230	0	0	1	3	345	0	43	65	0
ATI:	0	77	484	199	70	99	102	417	0	207	407	148
Initial Fut:	37	101	934	437	115	177	154	2509	28	541	1831	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:	37	101	934	437	115	177	154	2509	28	541	1831	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	101	934	437	115	177	154	2509	28	541	1831	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
Final Volume:	37	101	934	437	115	177	154	2509	28	541	1831	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	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2810	740	1750	3150	7417	83	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.53	0.16	0.16	0.10	0.05	0.34	0.34	0.17	0.32	0.21
Crit Moves:			****		****			****		****		
Green Time:	57.0	57.0	57.0	16.6	16.6	16.6	7.3	36.1	36.1	18.3	47.1	47.1
Volume/Cap:	0.05	0.13	1.31	1.31	1.31	0.85	0.93	1.31	1.31	1.31	0.95	0.62
Delay/Veh:	25.2	26.1	191.7	218.1	218	87.8	116.9	196	196.0	217.5	57.1	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	26.1	191.7	218.1	218	87.8	116.9	196	196.0	217.5	57.1	41.0
LOS by Move:	C	C	F	F	F	F	F	F	F	F	E	D
HCM2k95thQ:	2	5	111	39	39	19	13	73	73	40	47	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



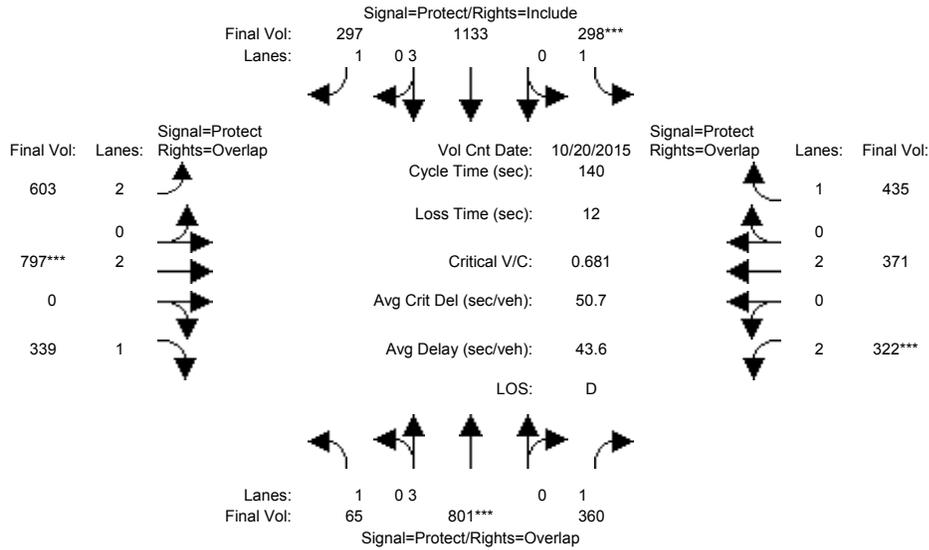
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 20 Oct 2015 << 7:30-8:30AM											
Base Vol:	73	1275	380	108	279	151	558	624	161	156	502	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1275	380	108	279	151	558	624	161	156	502	454
Added Vol:	0	99	0	2	12	6	174	0	0	0	0	12
ATI:	1	167	83	2	44	15	209	5	4	8	1	13
Initial Fut:	74	1541	463	112	335	172	941	629	165	164	503	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:	74	1541	463	112	335	172	941	629	165	164	503	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1541	463	112	335	172	941	629	165	164	503	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
Final Volume:	74	1541	463	112	335	172	941	629	165	164	503	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	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.26	0.06	0.06	0.10	0.30	0.17	0.09	0.05	0.13	0.27
Crit Moves:	****			****			****			****		
Green Time:	16.3	36.6	53.9	8.7	28.9	28.9	40.4	51.5	67.8	17.3	28.4	37.0
Volume/Cap:	0.33	0.93	0.62	0.93	0.26	0.43	0.93	0.41	0.18	0.38	0.59	0.93
Delay/Veh:	50.7	53.5	29.7	119.3	39.9	42.2	56.1	26.6	14.9	50.0	44.7	67.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	53.5	29.7	119.3	39.9	42.2	56.1	26.6	14.9	50.0	44.7	67.1
LOS by Move:	D	D	C	F	D	D	E	C	B	D	D	E
HCM2k95thQ:	6	39	27	11	7	11	39	15	7	7	17	39

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



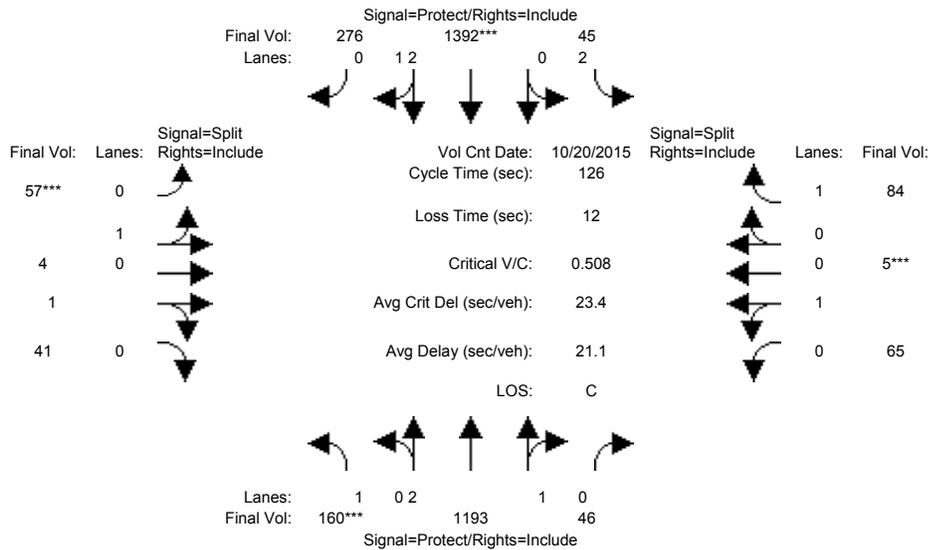
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	65	638	340	269	811	174	389	795	324	284	367	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	638	340	269	811	174	389	795	324	284	367	425
Added Vol:	0	17	0	11	88	44	29	0	0	0	0	2
ATI:	0	146	20	18	234	79	185	2	15	38	4	8
Initial Fut:	65	801	360	298	1133	297	603	797	339	322	371	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	801	360	298	1133	297	603	797	339	322	371	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	801	360	298	1133	297	603	797	339	322	371	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	801	360	298	1133	297	603	797	339	322	371	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.21	0.17	0.20	0.17	0.19	0.21	0.19	0.10	0.10	0.25
Crit Moves:	****			****			****			****		
Green Time:	12.8	28.9	49.9	35.0	51.0	51.0	42.5	43.1	55.9	21.0	21.7	56.7
Volume/Cap:	0.41	0.68	0.58	0.68	0.55	0.47	0.63	0.68	0.48	0.68	0.63	0.61
Delay/Veh:	61.6	53.0	37.9	51.8	35.6	34.6	43.4	44.1	31.8	60.4	57.7	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	53.0	37.9	51.8	35.6	34.6	43.4	44.1	31.8	60.4	57.7	34.6
LOS by Move:	E	D	D	D	D	C	D	D	C	E	E	C
HCM2k95thQ:	6	21	24	21	21	18	23	26	21	17	16	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3726: OLIN/WINCHESTER



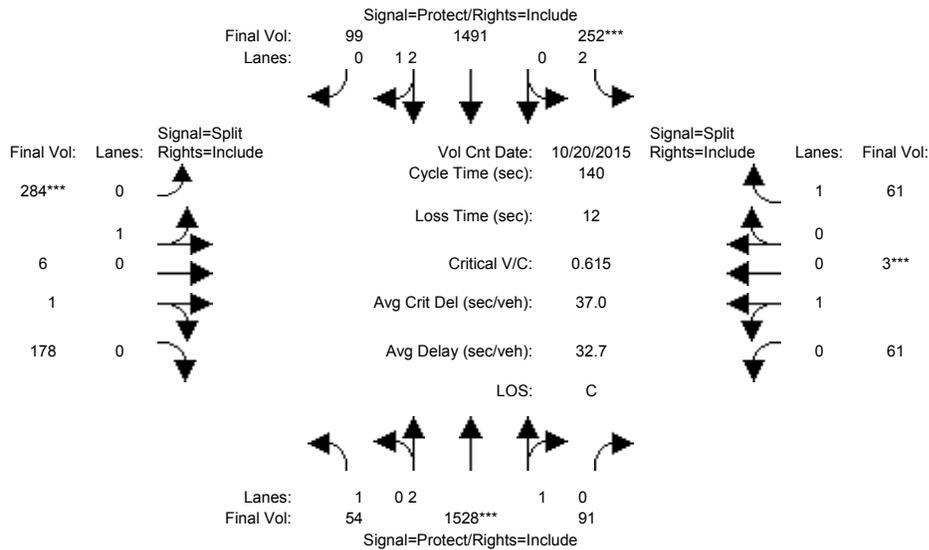
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	139	34	0	0	367	263	42	0	21	0	0	0
ATI:	0	127	7	2	380	0	0	0	0	21	0	10
Initial Fut:	160	1193	46	45	1392	276	57	4	41	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1193	46	45	1392	276	57	4	41	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1193	46	45	1392	276	57	4	41	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1193	46	45	1392	276	57	4	41	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.49	0.51	1.00	0.09	0.91	0.93	0.07	1.00
Final Sat.:	1750	5392	208	3150	4672	926	1800	160	1640	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.01	0.30	0.30	0.03	0.03	0.03	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	21.6	73.6	73.6	18.5	70.5	70.5	10.0	10.0	10.0	11.9	11.9	11.9
Volume/Cap:	0.53	0.38	0.38	0.10	0.53	0.53	0.40	0.32	0.32	0.41	0.41	0.51
Delay/Veh:	49.4	14.1	14.1	46.6	17.6	17.6	56.2	55.3	55.3	55.4	55.4	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	14.1	14.1	46.6	17.6	17.6	56.2	55.3	55.3	55.4	55.4	56.9
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	12	16	16	2	24	24	5	4	4	6	6	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3726: OLIN/WINCHESTER



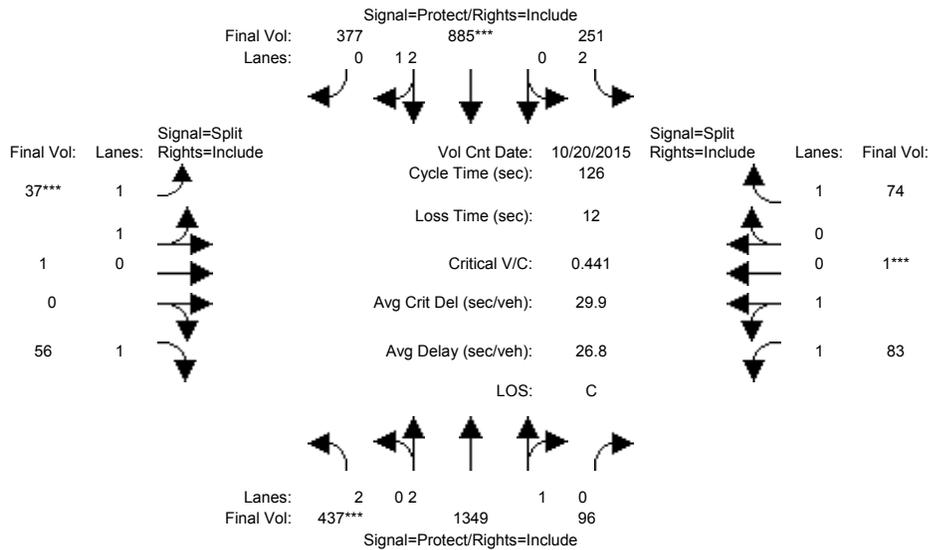
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	28	319	0	0	42	64	245	0	130	0	0	0
ATI:	4	478	15	4	195	8	12	0	7	8	0	4
Initial Fut:	54	1528	91	252	1491	99	284	6	178	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1528	91	252	1491	99	284	6	178	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1528	91	252	1491	99	284	6	178	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1528	91	252	1491	99	284	6	178	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	2.00	2.81	0.19	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1750	5285	315	3150	5251	349	1800	59	1741	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.08	0.28	0.28	0.16	0.10	0.10	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.4	64.8	64.8	17.9	70.3	70.3	35.3	35.3	35.3	10.0	10.0	10.0
Volume/Cap:	0.35	0.63	0.63	0.63	0.57	0.57	0.63	0.41	0.41	0.50	0.50	0.49
Delay/Veh:	61.4	28.9	28.9	60.9	24.5	24.5	48.1	43.8	43.8	65.6	65.6	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	28.9	28.9	60.9	24.5	24.5	48.1	43.8	43.8	65.6	65.6	65.5
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	E
HCM2k95thQ:	5	30	30	13	28	28	22	13	13	7	7	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3727: OLSEN/WINCHESTER



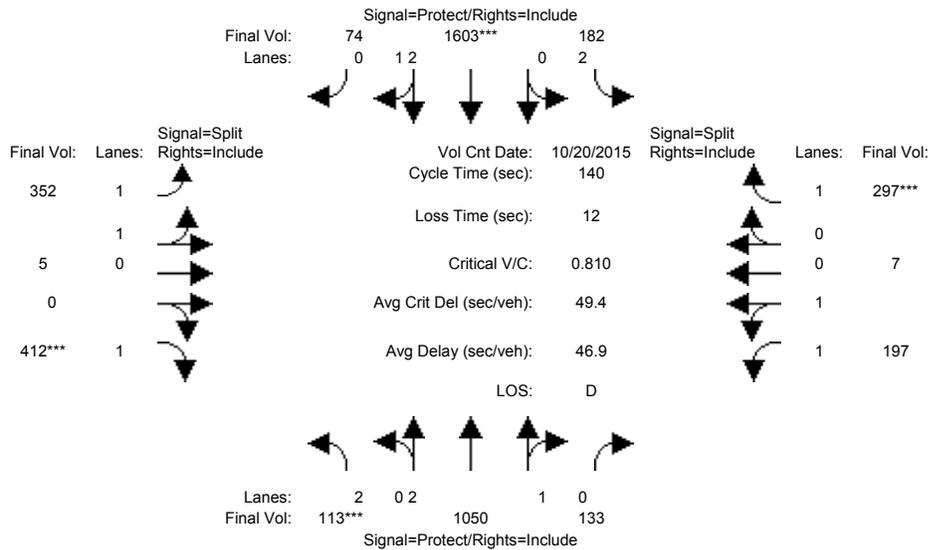
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	406	139	0	0	21	367	34	0	46	0	0	0
ATI:	1	123	7	233	198	0	0	0	0	33	0	47
Initial Fut:	437	1349	96	251	885	377	37	1	56	83	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	1349	96	251	885	377	37	1	56	83	1	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1349	96	251	885	377	37	1	56	83	1	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	437	1349	96	251	885	377	37	1	56	83	1	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.79	0.21	2.00	2.07	0.93	1.95	0.05	1.00	1.98	0.02	1.00
Final Sat.:	3150	5227	372	3150	3925	1672	3457	93	1750	3508	42	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.08	0.23	0.23	0.01	0.01	0.03	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	35.0	70.2	70.2	21.7	56.9	56.9	10.0	10.0	10.0	12.1	12.1	12.1
Volume/Cap:	0.50	0.46	0.46	0.46	0.50	0.50	0.13	0.13	0.40	0.25	0.25	0.44
Delay/Veh:	38.6	16.7	16.7	47.5	24.6	24.6	54.2	54.2	57.1	53.1	53.1	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	16.7	16.7	47.5	24.6	24.6	54.2	54.2	57.1	53.1	53.1	55.6
LOS by Move:	D	B	B	D	C	C	D	D	E	D	D	E
HCM2k95thQ:	16	20	20	10	20	20	2	2	5	4	4	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3727: OLSEN/WINCHESTER



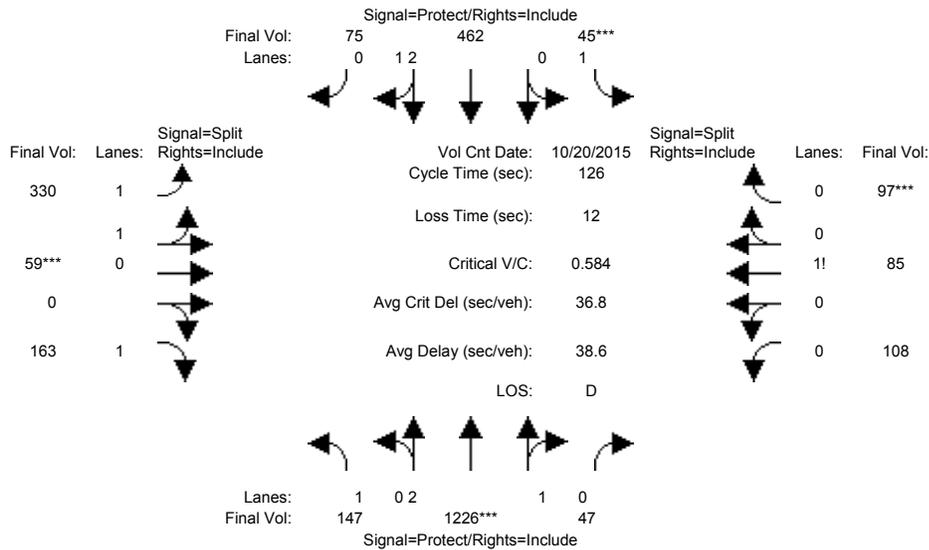
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	61	30	0	0	132	40	317	0	357	0	0	0
ATI:	13	271	14	111	225	12	19	0	20	78	0	226
Initial Fut:	113	1050	133	182	1603	74	352	5	412	197	7	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1050	133	182	1603	74	352	5	412	197	7	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1050	133	182	1603	74	352	5	412	197	7	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1050	133	182	1603	74	352	5	412	197	7	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.65	0.35	2.00	2.86	0.14	1.97	0.03	1.00	1.93	0.07	1.00
Final Sat.:	3150	4970	629	3150	5353	247	3500	50	1750	3428	122	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.06	0.30	0.30	0.10	0.10	0.24	0.06	0.06	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.0	45.9	45.9	12.5	51.4	51.4	40.4	40.4	40.4	29.1	29.1	29.1
Volume/Cap:	0.72	0.64	0.64	0.64	0.82	0.82	0.35	0.35	0.82	0.28	0.28	0.82
Delay/Veh:	80.2	40.9	40.9	66.6	42.6	42.6	39.6	39.6	56.2	46.8	46.8	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	40.9	40.9	66.6	42.6	42.6	39.6	39.6	56.2	46.8	46.8	66.1
LOS by Move:	F	D	D	E	D	D	D	D	E	D	D	E
HCM2k95thQ:	8	26	26	9	37	37	12	12	33	8	8	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3737: PAYNE/WINCHESTER



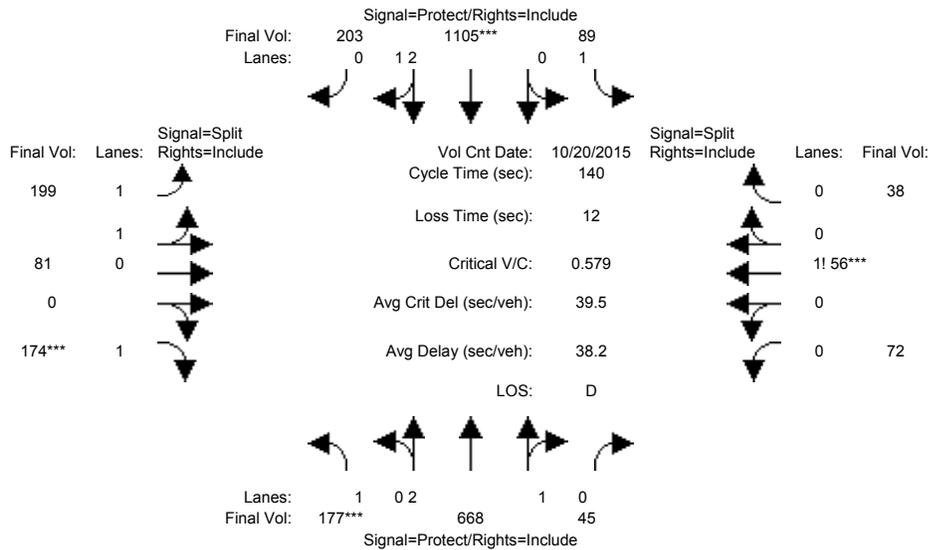
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1088	47	44	407	71	308	59	163	108	85	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1088	47	44	407	71	308	59	163	108	85	86
Added Vol:	0	62	0	1	8	2	12	0	0	0	0	6
ATI:	0	76	0	0	47	2	10	0	0	0	0	5
Initial Fut:	147	1226	47	45	462	75	330	59	163	108	85	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1226	47	45	462	75	330	59	163	108	85	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1226	47	45	462	75	330	59	163	108	85	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1226	47	45	462	75	330	59	163	108	85	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	2.57	0.43	1.70	0.30	1.00	0.38	0.29	0.33
Final Sat.:	1750	5393	207	1750	4817	782	3011	538	1750	652	513	585
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.03	0.10	0.10	0.11	0.11	0.09	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.9	48.4	48.4	7.0	29.5	29.5	23.3	23.3	23.3	35.3	35.3	35.3
Volume/Cap:	0.41	0.59	0.59	0.46	0.41	0.41	0.59	0.59	0.50	0.59	0.59	0.59
Delay/Veh:	44.2	31.4	31.4	61.1	41.1	41.1	48.4	48.4	47.4	41.1	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	31.4	31.4	61.1	41.1	41.1	48.4	48.4	47.4	41.1	41.1	41.1
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	24	24	4	11	11	15	15	13	20	20	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	177	592	45	77	959	180	191	81	174	72	56	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:	177	592	45	77	959	180	191	81	174	72	56	33
Added Vol:	0	10	0	6	55	11	2	0	0	0	0	1
ATI:	0	66	0	6	91	12	6	0	0	0	0	4
Initial Fut:	177	668	45	89	1105	203	199	81	174	72	56	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	668	45	89	1105	203	199	81	174	72	56	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	668	45	89	1105	203	199	81	174	72	56	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	668	45	89	1105	203	199	81	174	72	56	38

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.52	0.48	1.43	0.57	1.00	0.43	0.34	0.23
Final Sat.:	1750	5246	353	1750	4730	869	2523	1027	1750	759	590	401

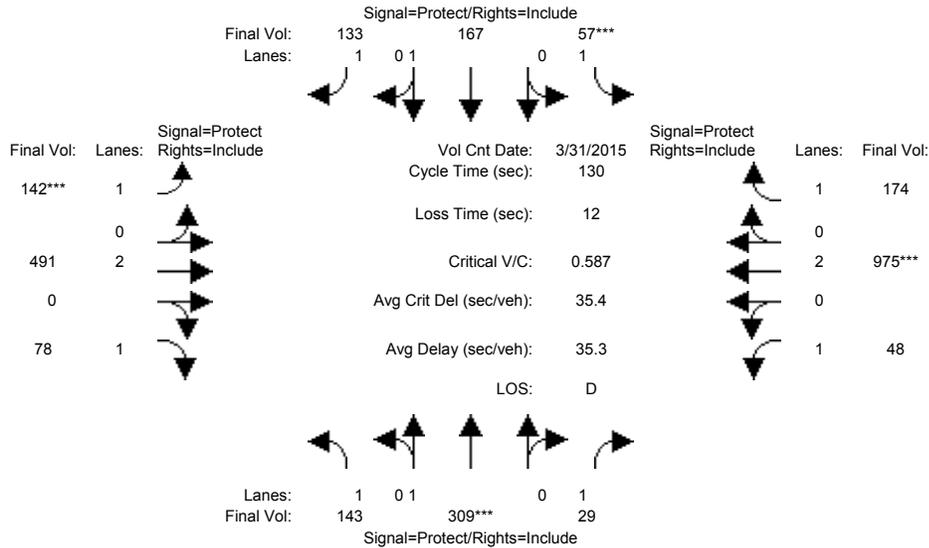
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.05	0.23	0.23	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****		****			****
Green Time:	24.5	57.9	57.9	23.1	56.5	56.5	24.1	24.1	24.1	22.9	22.9	22.9
Volume/Cap:	0.58	0.31	0.31	0.31	0.58	0.58	0.46	0.46	0.58	0.58	0.58	0.58
Delay/Veh:	55.8	27.7	27.7	52.0	32.9	32.9	52.7	52.7	56.1	57.0	57.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	27.7	27.7	52.0	32.9	32.9	52.7	52.7	56.1	57.0	57.0	57.0
LOS by Move:	E	C	C	D	C	C	D	D	E	E	E	E
HCM2k95thQ:	15	13	13	7	25	25	12	12	15	15	15	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3748: RACE/SAN CARLOS



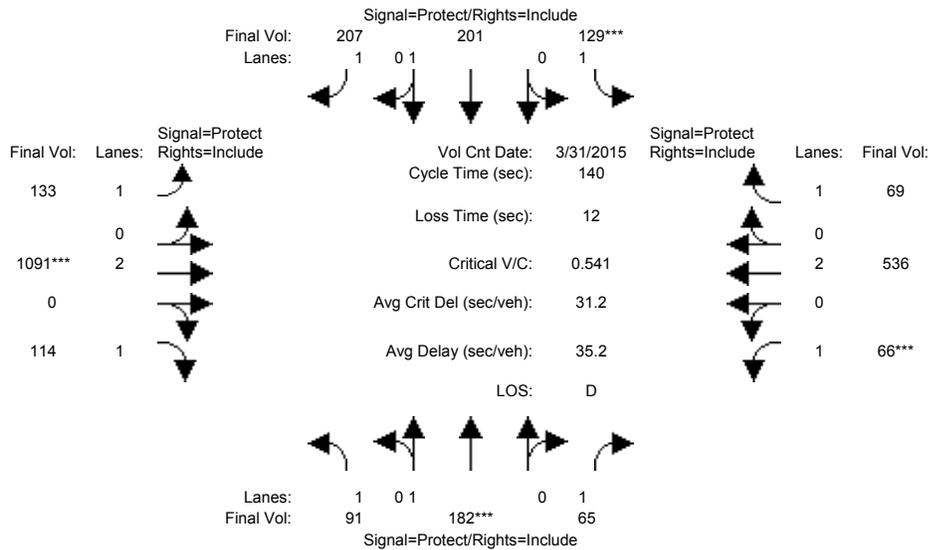
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 << 7:30-8:30AM												
Base Vol:	125	248	28	47	117	132	142	411	61	44	837	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:	125	248	28	47	117	132	142	411	61	44	837	161
Added Vol:	0	0	0	0	0	0	0	8	0	0	62	0
ATI:	18	61	1	10	50	1	0	72	17	4	76	13
Initial Fut:	143	309	29	57	167	133	142	491	78	48	975	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	309	29	57	167	133	142	491	78	48	975	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	309	29	57	167	133	142	491	78	48	975	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	309	29	57	167	133	142	491	78	48	975	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.03	0.09	0.08	0.08	0.13	0.04	0.03	0.26	0.10
Crit Moves:	****			****			****			****		
Green Time:	20.8	36.0	36.0	7.2	22.4	22.4	18.0	52.8	52.8	22.0	56.8	56.8
Volume/Cap:	0.51	0.59	0.06	0.59	0.51	0.44	0.59	0.32	0.11	0.16	0.59	0.23
Delay/Veh:	51.5	42.3	34.6	69.0	50.2	49.2	56.3	26.5	24.1	46.4	28.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	42.3	34.6	69.0	50.2	49.2	56.3	26.5	24.1	46.4	28.3	23.0
LOS by Move:	D	D	C	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	12	20	2	7	12	11	11	12	4	3	25	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #3748: RACE/SAN CARLOS



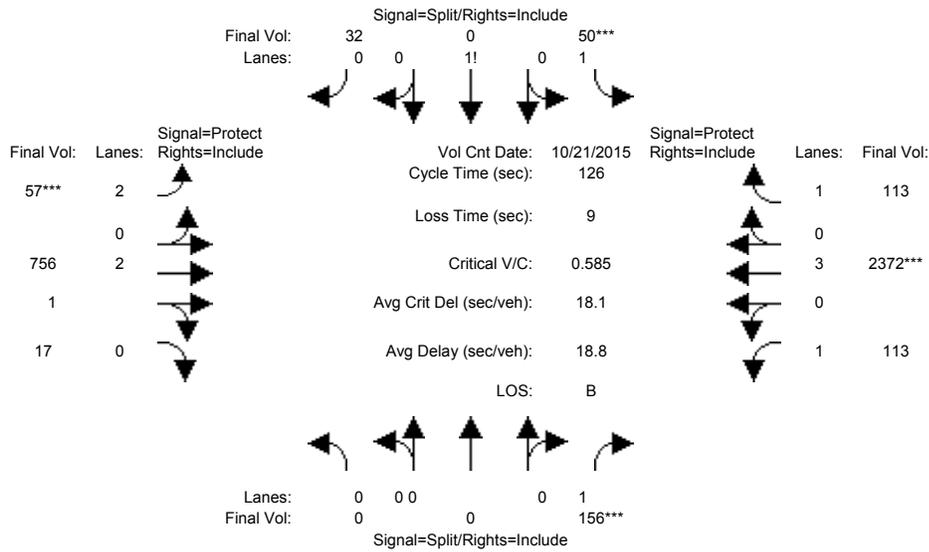
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	83	154	63	112	159	203	133	902	105	63	469	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	154	63	112	159	203	133	902	105	63	469	59
Added Vol:	0	0	0	0	0	0	0	55	0	0	10	0
ATI:	8	28	2	17	42	4	0	134	9	3	57	10
Initial Fut:	91	182	65	129	201	207	133	1091	114	66	536	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	182	65	129	201	207	133	1091	114	66	536	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	182	65	129	201	207	133	1091	114	66	536	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	182	65	129	201	207	133	1091	114	66	536	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.04	0.07	0.11	0.12	0.08	0.29	0.07	0.04	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.4	24.8	24.8	19.1	30.5	30.5	29.5	74.3	74.3	9.8	54.7	54.7
Volume/Cap:	0.54	0.54	0.21	0.54	0.49	0.54	0.36	0.54	0.12	0.54	0.36	0.10
Delay/Veh:	64.0	54.2	49.6	58.9	48.8	50.2	47.8	21.9	16.5	67.8	30.4	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	54.2	49.6	58.9	48.8	50.2	47.8	21.9	16.5	67.8	30.4	27.1
LOS by Move:	E	D	D	E	D	D	D	C	B	E	C	C
HCM2k95thQ:	9	14	5	12	15	17	10	25	5	6	15	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



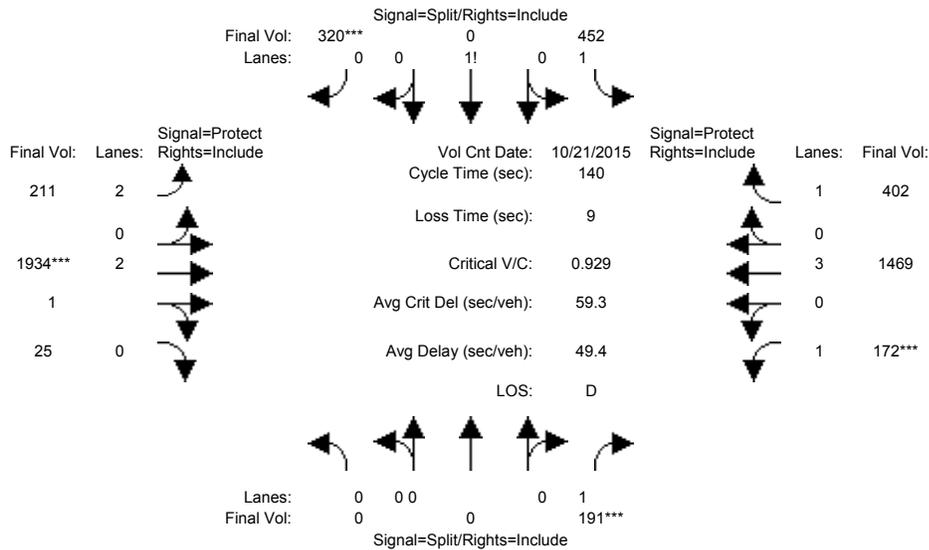
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	22	0	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	0	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	47	0	0	391	0
ATI:	0	0	117	28	0	23	36	89	0	86	127	44
Initial Fut:	0	0	156	50	0	32	57	756	17	113	2372	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	156	50	0	32	57	756	17	113	2372	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	156	50	0	32	57	756	17	113	2372	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	156	50	0	32	57	756	17	113	2372	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5477	123	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.02	0.00	0.03	0.02	0.14	0.14	0.06	0.42	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	17.6	10.0	0.0	10.0	7.0	60.9	60.9	28.5	82.4	82.4
Volume/Cap:	0.00	0.00	0.64	0.25	0.00	0.41	0.33	0.29	0.29	0.29	0.64	0.10
Delay/Veh:	0.0	0.0	56.6	54.9	0.0	56.6	58.3	19.6	19.6	40.7	13.3	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	56.6	54.9	0.0	56.6	58.3	19.6	19.6	40.7	13.3	8.1
LOS by Move:	A	A	E	D	A	E	E	B	B	D	B	A
HCM2k95thQ:	0	0	14	3	0	5	3	11	11	8	31	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



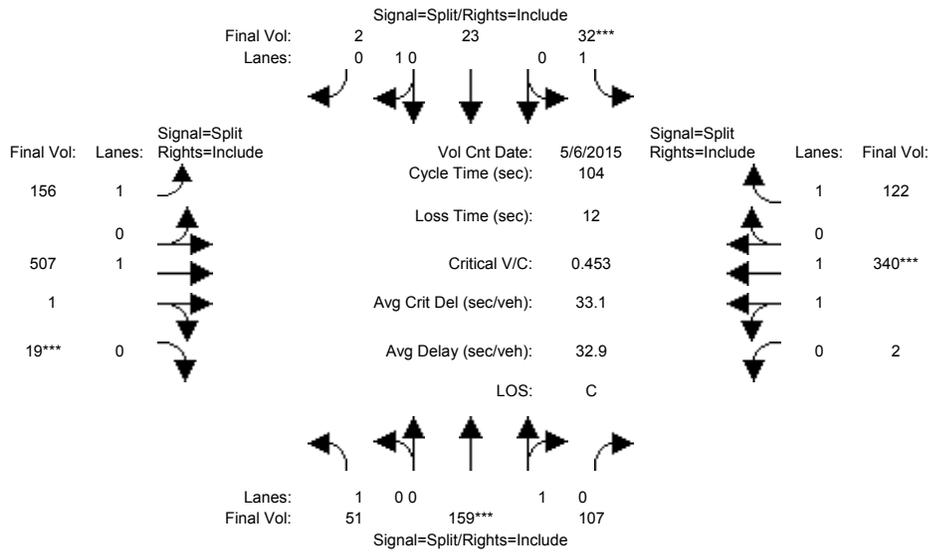
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	92	286	0	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	0	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	348	0	0	66	0
ATI:	0	0	99	166	0	136	125	254	0	84	265	158
Initial Fut:	0	0	191	452	0	320	211	1934	25	172	1469	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	191	452	0	320	211	1934	25	172	1469	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	191	452	0	320	211	1934	25	172	1469	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	191	452	0	320	211	1934	25	172	1469	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5528	71	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.18	0.00	0.31	0.07	0.35	0.35	0.10	0.26	0.23
Crit Moves:			****			****		****		****		
Green Time:	0.0	0.0	16.4	47.0	0.0	47.0	13.9	52.7	52.7	14.8	53.6	53.6
Volume/Cap:	0.00	0.00	0.93	0.54	0.00	0.93	0.67	0.93	0.93	0.93	0.67	0.60
Delay/Veh:	0.0	0.0	104.4	38.2	0.0	61.4	66.5	49.8	49.8	108.2	36.8	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	104.4	38.2	0.0	61.4	66.5	49.8	49.8	108.2	36.8	36.1
LOS by Move:	A	A	F	D	A	E	E	D	D	F	D	D
HCM2k95thQ:	0	0	22	22	0	46	10	47	47	20	31	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3763: SAN CARLOS/WOZ



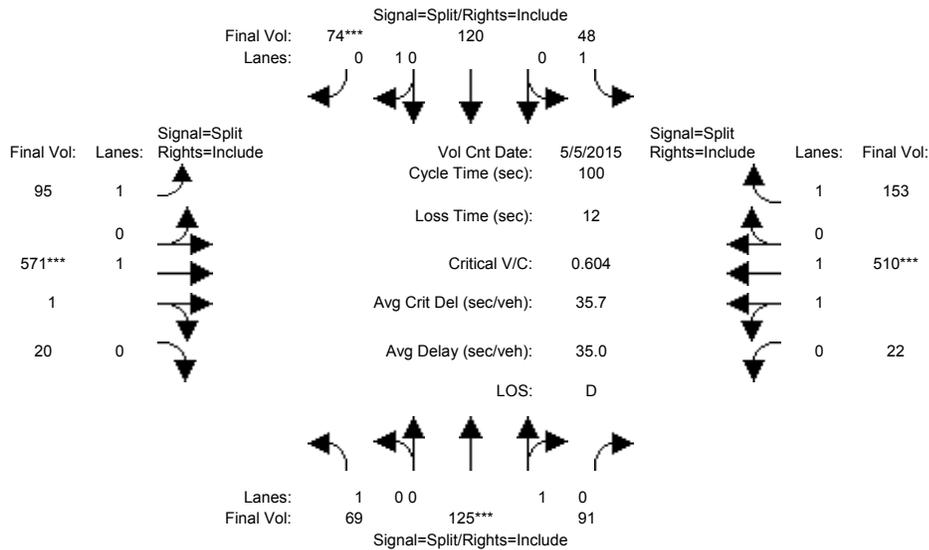
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	41	155	77	32	22	2	150	364	19	2	293	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	155	77	32	22	2	150	364	19	2	293	116
Added Vol:	9	0	0	0	0	0	1	1	0	0	6	0
ATI:	1	4	30	0	1	0	5	142	0	0	41	6
Initial Fut:	51	159	107	32	23	2	156	507	19	2	340	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	159	107	32	23	2	156	507	19	2	340	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	159	107	32	23	2	156	507	19	2	340	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	159	107	32	23	2	156	507	19	2	340	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.60	0.40	1.00	0.92	0.08	1.00	1.93	0.07	0.01	1.99	1.00
Final Sat.:	1750	1076	724	1750	1656	144	1750	3566	134	22	3678	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.01	0.01	0.09	0.14	0.14	0.09	0.09	0.07
Crit Moves:	****			****			****			****		
Green Time:	31.7	31.7	31.7	10.0	10.0	10.0	30.5	30.5	30.5	19.8	19.8	19.8
Volume/Cap:	0.10	0.48	0.48	0.19	0.14	0.14	0.30	0.48	0.48	0.48	0.48	0.37
Delay/Veh:	26.0	30.2	30.2	43.8	43.5	43.5	28.9	30.6	30.6	38.1	38.1	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	30.2	30.2	43.8	43.5	43.5	28.9	30.6	30.6	38.1	38.1	37.3
LOS by Move:	C	C	C	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	3	14	14	2	2	2	8	13	13	11	11	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3763: SAN CARLOS/WOZ



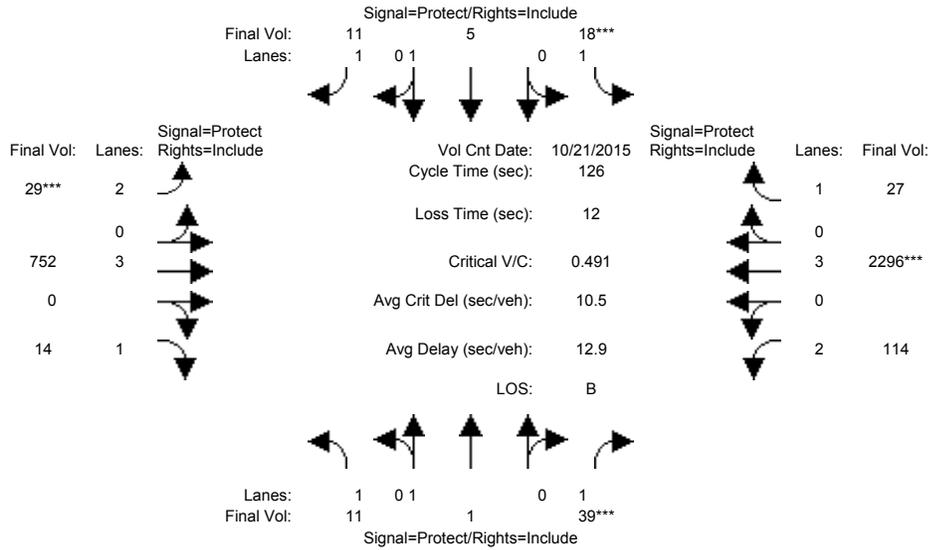
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	65	122	84	44	113	73	84	468	20	21	308	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	122	84	44	113	73	84	468	20	21	308	94
Added Vol:	2	0	0	0	0	0	8	6	0	0	1	0
ATI:	2	3	7	4	7	1	3	97	0	1	201	59
Initial Fut:	69	125	91	48	120	74	95	571	20	22	510	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	125	91	48	120	74	95	571	20	22	510	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	125	91	48	120	74	95	571	20	22	510	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	125	91	48	120	74	95	571	20	22	510	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.58	0.42	1.00	0.62	0.38	1.00	1.93	0.07	0.09	1.91	1.00
Final Sat.:	1750	1042	758	1750	1113	687	1750	3575	125	153	3547	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.11	0.11	0.05	0.16	0.16	0.14	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.9	19.9	19.9	17.9	17.9	17.9	26.5	26.5	26.5	23.8	23.8	23.8
Volume/Cap:	0.20	0.60	0.60	0.15	0.60	0.60	0.21	0.60	0.60	0.60	0.60	0.37
Delay/Veh:	33.7	39.4	39.4	34.9	41.1	41.1	28.8	33.3	33.3	35.1	35.1	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	39.4	39.4	34.9	41.1	41.1	28.8	33.3	33.3	35.1	35.1	32.4
LOS by Move:	C	D	D	C	D	D	C	C	C	D	D	C
HCM2k95thQ:	4	14	14	3	13	13	5	15	15	15	15	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



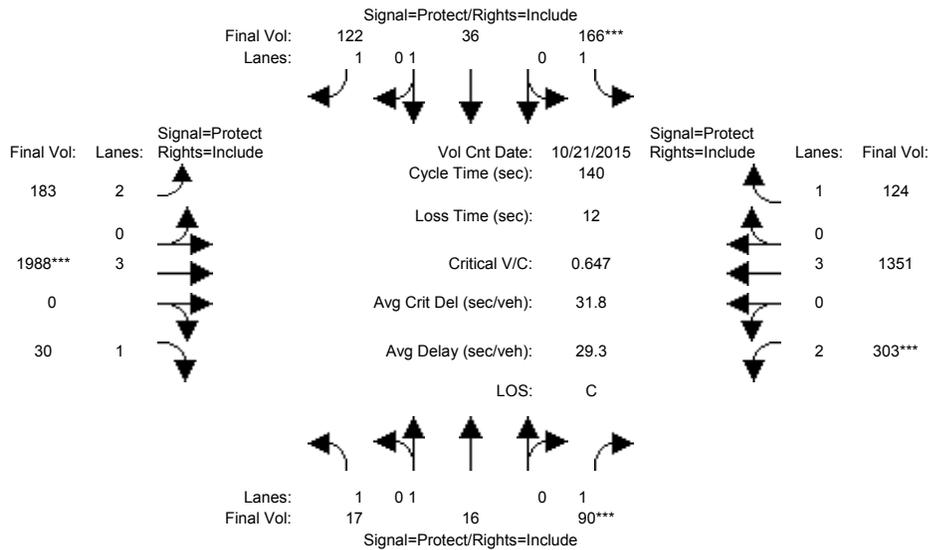
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	47	0	0	391	0
ATI:	5	0	0	9	0	8	12	120	0	1	133	14
Initial Fut:	11	1	39	18	5	11	29	752	14	114	2296	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	29	752	14	114	2296	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	29	752	14	114	2296	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	29	752	14	114	2296	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.02	0.01	0.00	0.01	0.01	0.13	0.01	0.04	0.40	0.02
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	68.3	68.3	28.7	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.17	0.24	0.01	0.16	0.56	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	15.3	13.3	39.0	8.8	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	15.3	13.3	39.0	8.8	5.2
LOS by Move:	E	D	E	E	D	D	E	B	B	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	10	1	4	24	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



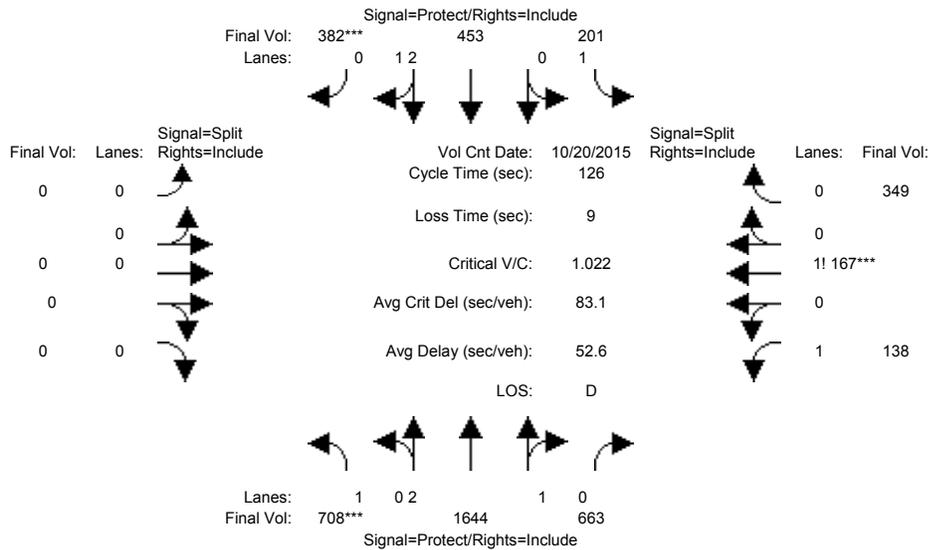
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	348	0	0	66	0
ATI:	2	0	0	55	0	46	42	334	1	5	351	52
Initial Fut:	17	16	90	166	36	122	183	1988	30	303	1351	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	183	1988	30	303	1351	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	183	1988	30	303	1351	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	183	1988	30	303	1351	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.35	0.02	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green Time:	13.0	11.1	11.1	20.5	18.6	18.6	19.0	75.5	75.5	20.8	77.4	77.4
Volume/Cap:	0.10	0.11	0.65	0.65	0.14	0.52	0.43	0.65	0.03	0.65	0.43	0.13
Delay/Veh:	58.4	60.1	72.6	61.9	53.9	58.7	56.2	23.3	15.1	59.3	18.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	60.1	72.6	61.9	53.9	58.7	56.2	23.3	15.1	59.3	18.5	15.1
LOS by Move:	E	E	E	E	D	E	E	C	B	E	B	B
HCM2k95thQ:	2	1	10	15	3	11	8	32	1	14	20	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #3829: TISCH/WINCHESTER



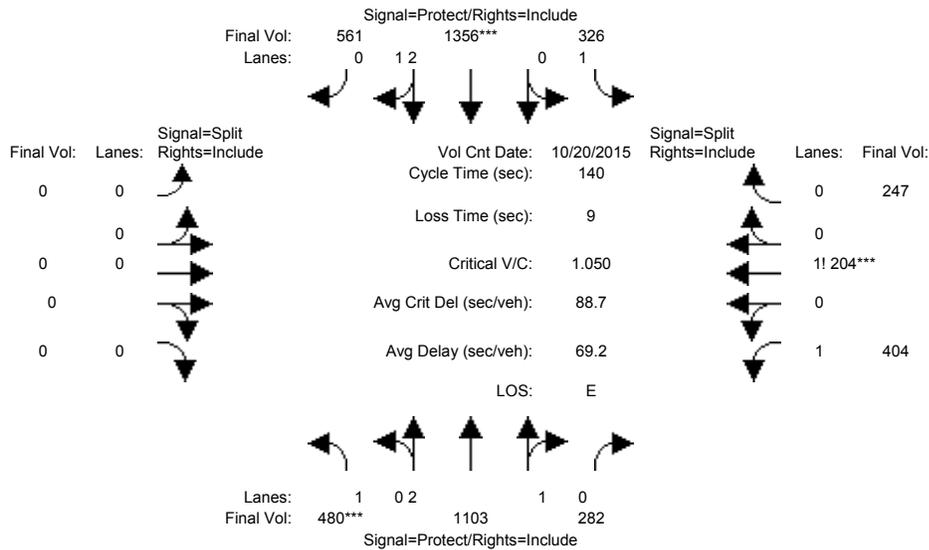
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	285	0	32	20	15	0	0	0	0	0	260
ATI:	33	178	228	127	39	65	0	0	0	24	12	75
Initial Fut:	708	1644	663	201	453	382	0	0	0	138	167	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	1644	663	201	453	382	0	0	0	138	167	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	1644	663	201	453	382	0	0	0	138	167	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	708	1644	663	201	453	382	0	0	0	138	167	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.11	0.89	1.00	2.00	1.00	0.00	0.00	0.00	1.13	0.28	0.59
Final Sat.:	1750	3989	1609	1750	3800	1750	0	0	0	1962	512	1070
Capacity Analysis Module:												
Vol/Sat:	0.40	0.41	0.41	0.11	0.12	0.22	0.00	0.00	0.00	0.07	0.33	0.33
Crit Moves:	****					****					****	
Green Time:	49.9	60.1	60.1	16.7	26.9	26.9	0.0	0.0	0.0	40.2	40.2	40.2
Volume/Cap:	1.02	0.86	0.86	0.86	0.56	1.02	0.00	0.00	0.00	0.22	1.02	1.02
Delay/Veh:	77.9	32.6	32.6	80.4	44.7	86.7	0.0	0.0	0.0	31.5	84.1	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	32.6	32.6	80.4	44.7	86.7	0.0	0.0	0.0	31.5	84.1	84.1
LOS by Move:	E	C	C	F	D	F	A	A	A	C	F	F
HCM2k95thQ:	51	42	42	20	16	37	0	0	0	7	48	48

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	48	0	232	144	111	0	0	0	0	0	44
ATI:	16	207	116	51	175	98	0	0	0	150	104	164
Initial Fut:	480	1103	282	326	1356	561	0	0	0	404	204	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1103	282	326	1356	561	0	0	0	404	204	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1103	282	326	1356	561	0	0	0	404	204	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	480	1103	282	326	1356	561	0	0	0	404	204	247

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.37	0.63	1.00	2.09	0.91	0.00	0.00	0.00	1.32	0.31	0.37
Final Sat.:	1750	4458	1140	1750	3959	1638	0	0	0	2302	557	675

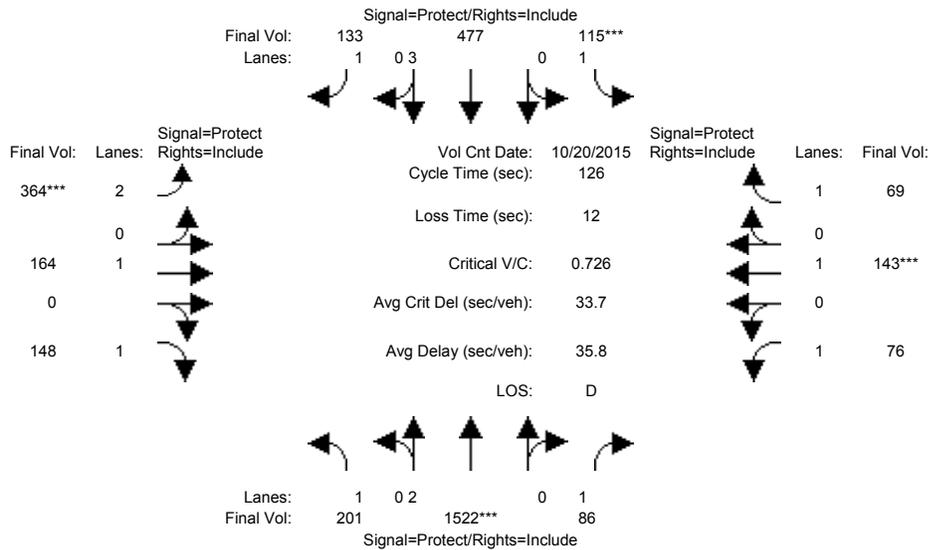
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.25	0.19	0.34	0.34	0.00	0.00	0.00	0.18	0.37	0.37
Crit Moves:	****				****						****	
Green Time:	36.6	46.9	46.9	35.3	45.7	45.7	0.0	0.0	0.0	48.8	48.8	48.8
Volume/Cap:	1.05	0.74	0.74	0.74	1.05	1.05	0.00	0.00	0.00	0.50	1.05	1.05
Delay/Veh:	107.6	42.7	42.7	54.6	82.9	82.9	0.0	0.0	0.0	36.3	91.2	91.2
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:	107.6	42.7	42.7	54.6	82.9	82.9	0.0	0.0	0.0	36.3	91.2	91.2
LOS by Move:	F	D	D	D	F	F	A	A	A	D	F	F
HCM2k95thQ:	44	30	30	27	58	58	0	0	0	20	59	59

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #3836: WILLIAMS/WINCHESTER



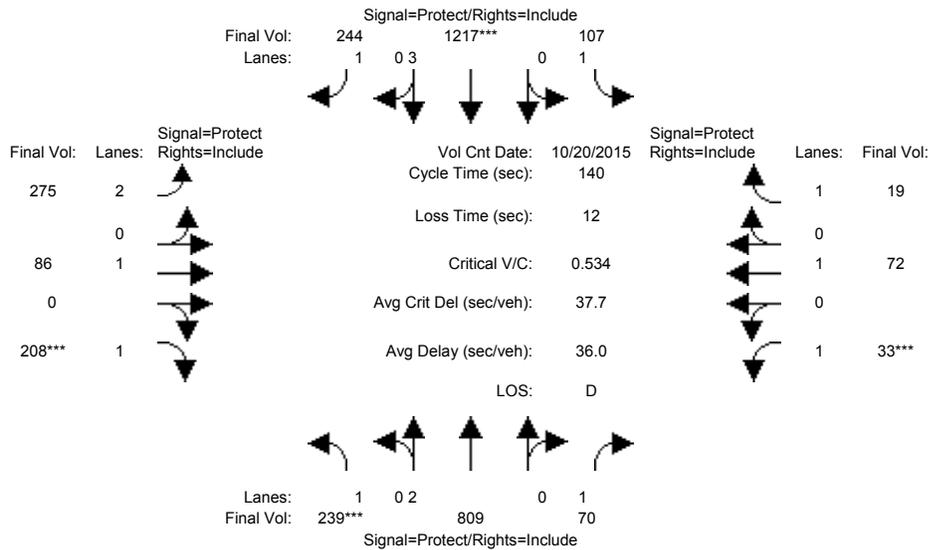
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	191	1360	86	64	432	124	277	155	132	76	139	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1360	86	64	432	124	277	155	132	76	139	58
Added Vol:	0	81	0	1	10	2	12	0	0	0	0	6
ATI:	10	81	0	50	35	7	75	9	16	0	4	5
Initial Fut:	201	1522	86	115	477	133	364	164	148	76	143	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1522	86	115	477	133	364	164	148	76	143	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1522	86	115	477	133	364	164	148	76	143	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1522	86	115	477	133	364	164	148	76	143	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.07	0.08	0.08	0.12	0.09	0.08	0.04	0.08	0.04
Crit Moves:	****			****			****			****		
Green Time:	46.8	69.5	69.5	11.4	34.1	34.1	20.0	20.1	20.1	13.0	13.1	13.1
Volume/Cap:	0.31	0.73	0.09	0.73	0.31	0.28	0.73	0.54	0.53	0.42	0.73	0.38
Delay/Veh:	28.4	22.4	13.4	71.2	36.7	36.6	55.6	50.6	50.5	54.6	67.4	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.4	13.4	71.2	36.7	36.6	55.6	50.6	50.5	54.6	67.4	54.0
LOS by Move:	C	C	B	E	D	D	E	D	D	D	E	D
HCM2k95thQ:	11	36	3	12	10	9	18	12	12	7	13	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #3836: WILLIAMS/WINCHESTER



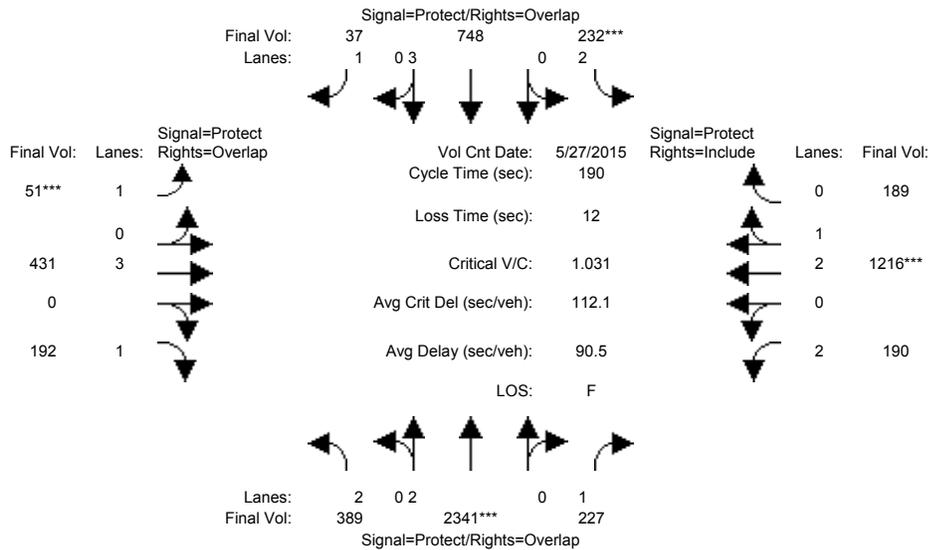
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	198	758	70	70	1051	203	230	80	194	33	55	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	758	70	70	1051	203	230	80	194	33	55	16
Added Vol:	0	14	0	6	72	11	2	0	0	0	0	1
ATI:	41	37	0	31	94	30	43	6	14	0	17	2
Initial Fut:	239	809	70	107	1217	244	275	86	208	33	72	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	809	70	107	1217	244	275	86	208	33	72	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	809	70	107	1217	244	275	86	208	33	72	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	809	70	107	1217	244	275	86	208	33	72	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.06	0.21	0.14	0.09	0.05	0.12	0.02	0.04	0.01
Crit Moves:	****				****				****	****		
Green Time:	35.2	70.2	70.2	20.2	55.1	55.1	20.7	30.7	30.7	7.0	17.0	17.0
Volume/Cap:	0.54	0.42	0.08	0.42	0.54	0.35	0.59	0.21	0.54	0.38	0.31	0.09
Delay/Veh:	46.8	22.3	18.2	55.8	33.0	30.2	57.7	45.0	50.0	67.1	57.0	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	22.3	18.2	55.8	33.0	30.2	57.7	45.0	50.0	67.1	57.0	54.9
LOS by Move:	D	C	B	E	C	C	E	D	D	E	E	D
HCM2k95thQ:	17	19	3	9	24	15	14	6	17	4	6	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



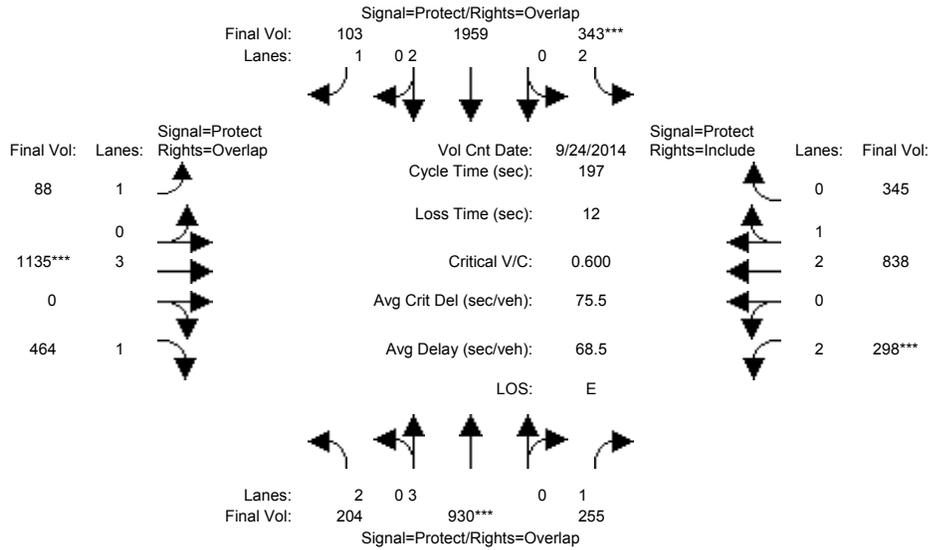
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 May 2015 << 7:30-8:30AM												
Base Vol:	374	2712	223	113	739	37	51	265	189	187	1166	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37	51	265	189	187	1166	156
Added Vol:	0	0	0	56	0	0	0	74	0	0	9	7
ATI:	15	42	4	63	9	0	0	92	3	3	41	26
Initial Fut:	389	2754	227	232	748	37	51	431	192	190	1216	189
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	2341	227	232	748	37	51	431	192	190	1216	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	2341	227	232	748	37	51	431	192	190	1216	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	389	2341	227	232	748	37	51	431	192	190	1216	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4846	753
Capacity Analysis Module:												
Vol/Sat:	0.12	0.62	0.13	0.07	0.13	0.02	0.03	0.08	0.11	0.06	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.80	1.15	0.21	0.93	0.28	0.04	0.33	0.32	0.28	0.66	1.06	1.06
Delay/Veh:	91.5	106	8.2	132.5	28.0	14.4	88.1	64.5	42.7	95.1	120	120.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	106	8.2	132.5	28.0	14.4	88.1	64.5	42.7	95.1	120	120.3
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	23	129	6	18	13	1	6	13	16	13	55	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 24 Sep 2014 <<

Base Vol:	191	908	251	296	2507	102	88	1037	452	289	628	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	908	251	296	2507	102	88	1037	452	289	628	225
Added Vol:	0	0	0	10	0	0	0	13	0	0	66	50
ATI:	13	22	4	37	37	1	0	85	12	9	144	70
Initial Fut:	204	930	255	343	2544	103	88	1135	464	298	838	345
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	930	255	343	1959	103	88	1135	464	298	838	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	930	255	343	1959	103	88	1135	464	298	838	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	930	255	343	1959	103	88	1135	464	298	838	345

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.09	0.91
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	3965	1632

Capacity Analysis Module:

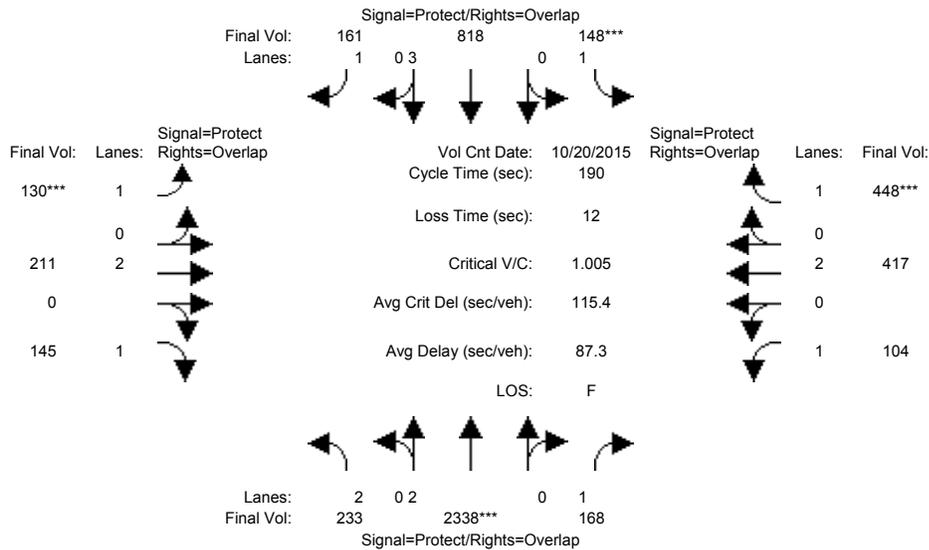
Vol/Sat:	0.06	0.16	0.15	0.11	0.52	0.06	0.05	0.20	0.27	0.09	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.76	0.39	0.28	0.57	0.98	0.10	0.62	0.87	0.84	0.90	0.84	0.84
Delay/Veh:	105.4	49.0	35.6	78.5	52.3	9.9	101.6	84.7	78.6	119.6	79.0	79.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	49.0	35.6	78.5	52.3	9.9	101.6	84.7	78.6	119.6	79.0	79.0
LOS by Move:	F	D	D	E	D	A	F	F	E	F	E	E
HCM2k95thQ:	15	27	22	19	88	3	11	39	48	22	41	41

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << AM											
Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	0	0	37	0	0	0	0	12	0	5	2	0
ATI:	14	53	36	1	12	1	5	16	5	5	4	0
Initial Fut:	233	2750	168	148	818	161	130	211	145	104	417	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2338	168	148	818	161	130	211	145	104	417	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2338	168	148	818	161	130	211	145	104	417	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2338	168	148	818	161	130	211	145	104	417	448

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

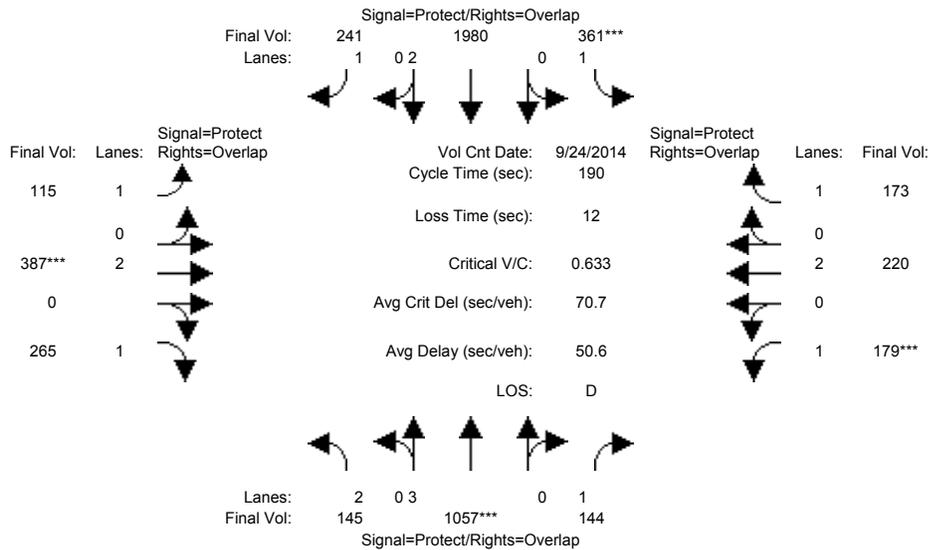
Capacity Analysis Module:												
Vol/Sat:	0.07	0.62	0.10	0.08	0.14	0.09	0.07	0.06	0.08	0.06	0.11	0.26
Crit Moves:	****			****			****			****		
Green Time:	24.8	111	125.4	19.8	106	126.5	20.7	33.6	58.4	14.5	29.2	48.9
Volume/Cap:	0.57	1.05	0.15	0.81	0.26	0.14	0.68	0.31	0.27	0.78	0.72	0.99
Delay/Veh:	92.6	117	29.7	112.2	15.5	4.8	96.3	72.8	53.1	116.1	85.5	115.7
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:	92.6	117	29.7	112.2	15.5	4.8	96.3	72.8	53.1	116.1	85.5	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	15	113	16	19	10	3	17	11	13	16	24	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



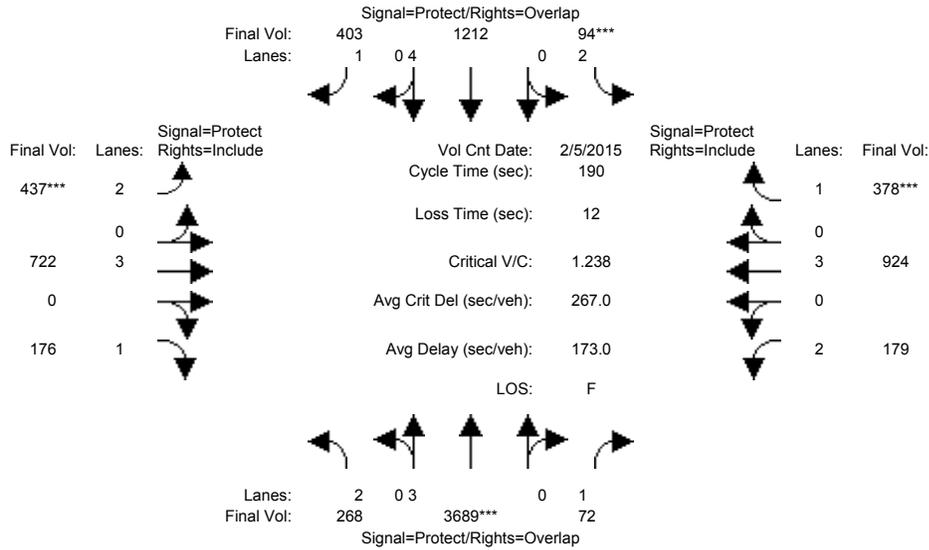
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	137	1023	122	357	2515	239	114	379	252	108	189	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1023	122	357	2515	239	114	379	252	108	189	170
Added Vol:	0	0	6	0	0	0	0	2	0	33	11	0
ATI:	8	34	16	4	57	2	1	6	13	38	20	3
Initial Fut:	145	1057	144	361	2572	241	115	387	265	179	220	173
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1057	144	361	1980	241	115	387	265	179	220	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1057	144	361	1980	241	115	387	265	179	220	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	1057	144	361	1980	241	115	387	265	179	220	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.08	0.21	0.52	0.14	0.07	0.10	0.15	0.10	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.48	0.17	0.73	0.90	0.20	0.62	0.59	0.59	0.99	0.34	0.22
Delay/Veh:	91.8	53.2	35.7	71.8	28.3	3.7	93.5	78.8	68.3	154.3	74.4	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	53.2	35.7	71.8	28.3	3.7	93.5	78.8	68.3	154.3	74.4	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	30	12	33	66	3	15	21	27	28	12	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



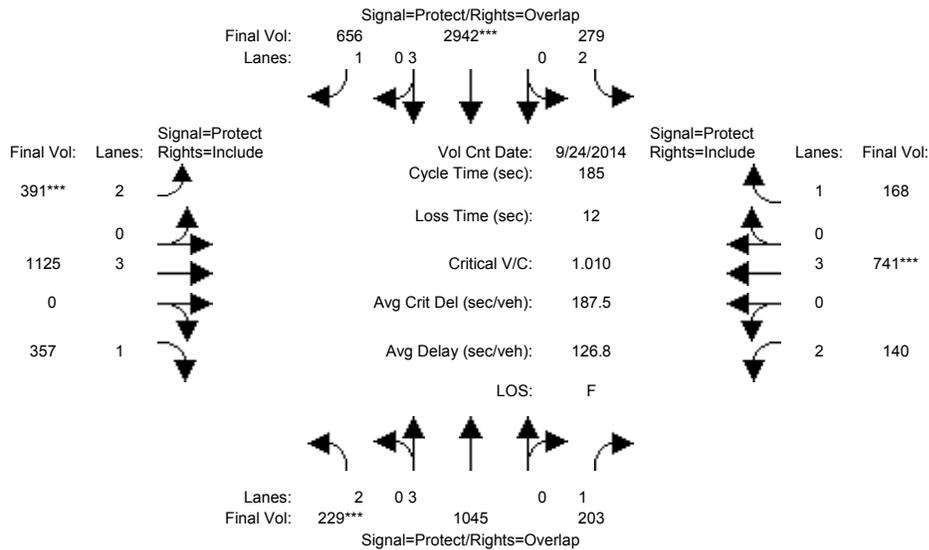
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2015 <<												
Base Vol:	258	3406	72	80	1004	360	259	638	127	174	886	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	3406	72	80	1004	360	259	638	127	174	886	315
Added Vol:	1	2	1	0	12	0	0	0	6	6	0	0
ATI:	9	932	-1	14	196	43	178	84	43	-1	38	63
Initial Fut:	268	4340	72	94	1212	403	437	722	176	179	924	378
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	3689	72	94	1212	403	437	722	176	179	924	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	3689	72	94	1212	403	437	722	176	179	924	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
Final Volume:	268	3689	72	94	1212	403	437	722	176	179	924	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.78	0.04	0.03	0.16	0.23	0.14	0.13	0.10	0.06	0.16	0.22
Crit Moves:	****			****			****			****		
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	39.5	23.5	34.8	34.8
Volume/Cap:	0.57	1.47	0.06	0.38	0.35	0.38	0.93	0.61	0.48	0.46	0.89	1.18
Delay/Veh:	91.0	298	28.6	89.2	41.9	28.6	111.1	73.5	71.5	83.1	89.6	190.6
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:	91.0	298	28.6	89.2	41.9	28.6	111.1	73.5	71.5	83.1	89.6	190.6
LOS by Move:	F	F	C	F	D	C	F	E	E	F	F	F
HCM2k95thQ:	17	178	7	7	24	31	33	24	19	12	35	56

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Added Vol:	6	11	6	0	2	0	0	0	1	1	0	0
ATI:	52	310	10	70	1048	165	108	115	44	0	59	13
Initial Fut:	229	1375	203	279	3821	656	391	1125	357	140	741	168
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1045	203	279	2942	656	391	1125	357	140	741	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1045	203	279	2942	656	391	1125	357	140	741	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	1045	203	279	2942	656	391	1125	357	140	741	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

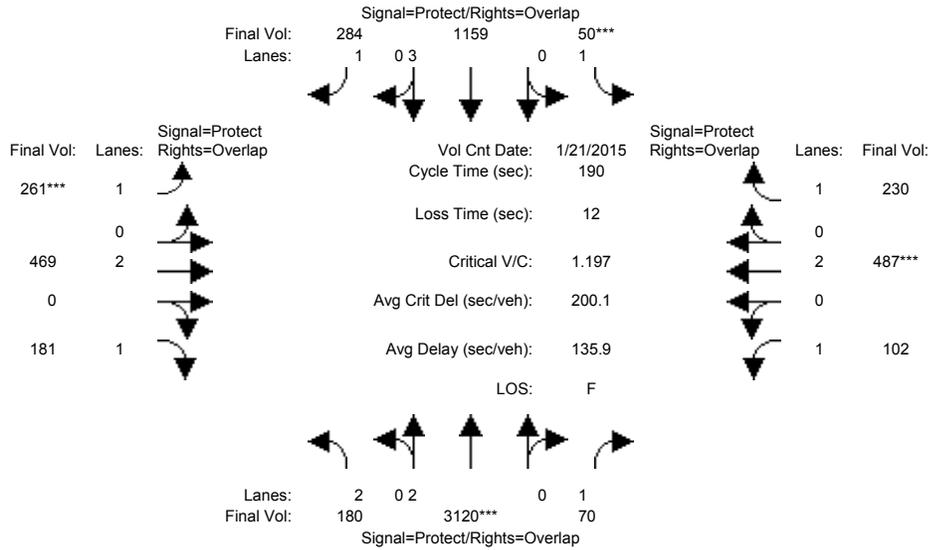
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.12	0.09	0.62	0.37	0.12	0.20	0.20	0.04	0.13	0.10
Crit Moves:	****				****		****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	47.5	27.6	38.5	38.5
Volume/Cap:	1.19	0.50	0.23	0.53	1.32	0.56	0.63	0.77	0.79	0.30	0.62	0.46
Delay/Veh:	219.7	54.0	33.2	86.0	229	41.0	74.4	70.3	77.6	75.0	72.1	69.3
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:	219.7	54.0	33.2	86.0	229	41.0	74.4	70.3	77.6	75.0	72.1	69.3
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	E
HCM2k95thQ:	21	30	17	18	131	57	24	37	38	9	25	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



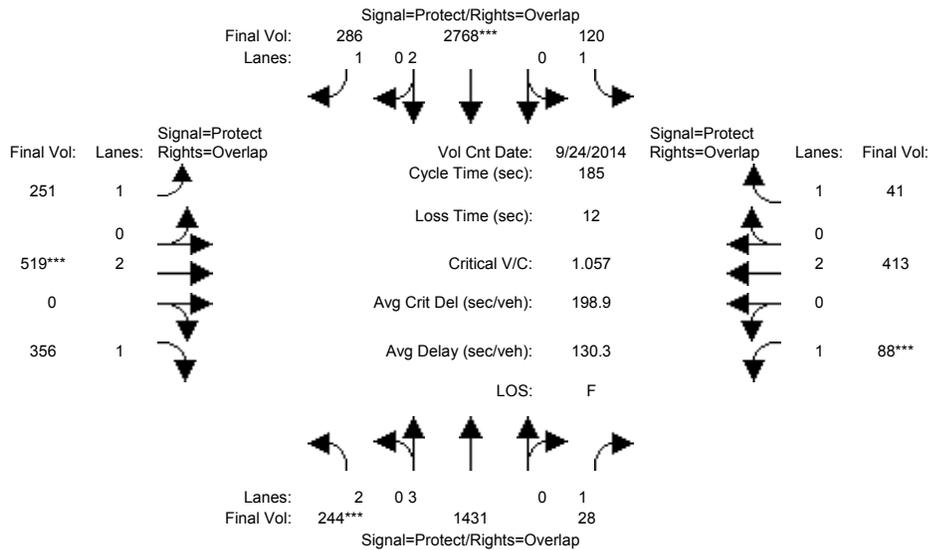
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	21 Jan 2015 << 8-9 AM											
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	1	5	1	0	37	0	0	0	6	6	0	0
ATI:	1	822	0	11	196	33	50	29	33	1	29	70
Initial Fut:	180	3670	70	50	1159	284	261	469	181	102	487	230
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3120	70	50	1159	284	261	469	181	102	487	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3120	70	50	1159	284	261	469	181	102	487	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	3120	70	50	1159	284	261	469	181	102	487	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.82	0.04	0.03	0.20	0.16	0.15	0.12	0.10	0.06	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.55	1.36	0.06	0.65	0.37	0.24	1.16	0.58	0.33	0.74	0.79	0.63
Delay/Veh:	88.4	219	16.9	112.7	18.2	4.7	199.6	73.0	53.3	110.0	88.3	77.2
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:	88.4	219	16.9	112.7	18.2	4.7	199.6	73.0	53.3	110.0	88.3	77.2
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	12	209	5	7	16	5	41	24	17	15	28	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 24 Sep 2014 <<

Base Vol:	197	1088	18	54	2685	231	214	465	332	84	371	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1088	18	54	2685	231	214	465	332	84	371	22
Added Vol:	6	33	6	0	6	0	0	0	1	1	0	0
ATI:	41	310	4	66	903	55	37	54	23	3	42	19
Initial Fut:	244	1431	28	120	3594	286	251	519	356	88	413	41
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1431	28	120	2768	286	251	519	356	88	413	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1431	28	120	2768	286	251	519	356	88	413	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1431	28	120	2768	286	251	519	356	88	413	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

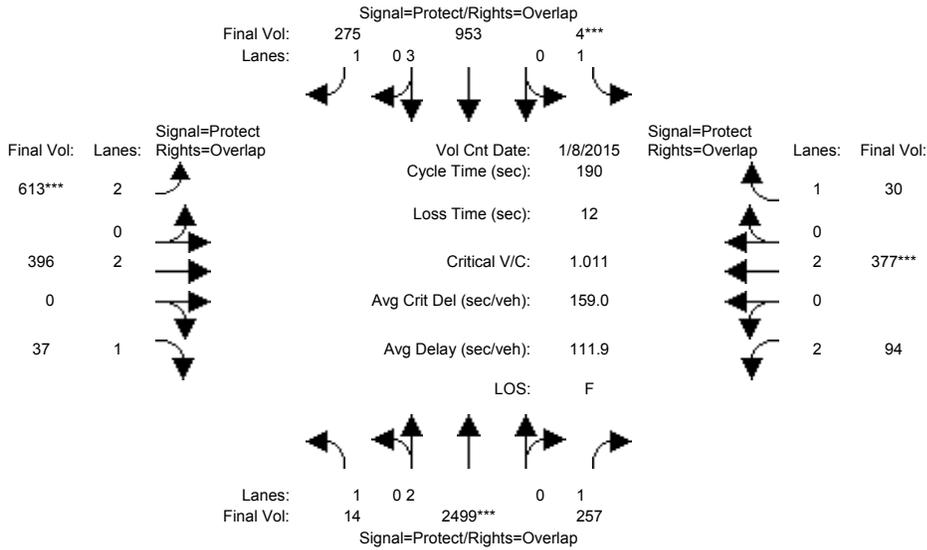
Vol/Sat:	0.08	0.25	0.02	0.07	0.73	0.16	0.14	0.14	0.20	0.05	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.80	0.48	0.03	0.84	1.43	0.25	0.94	0.61	0.64	0.45	0.59	0.09
Delay/Veh:	101.5	22.0	6.5	123.8	235	5.6	122.1	70.1	59.6	83.5	75.2	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.5	22.0	6.5	123.8	235	5.6	122.1	70.1	59.6	83.5	75.2	54.7
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	D
HCM2k95thQ:	17	23	1	14	193	5	33	25	34	11	21	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (AM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



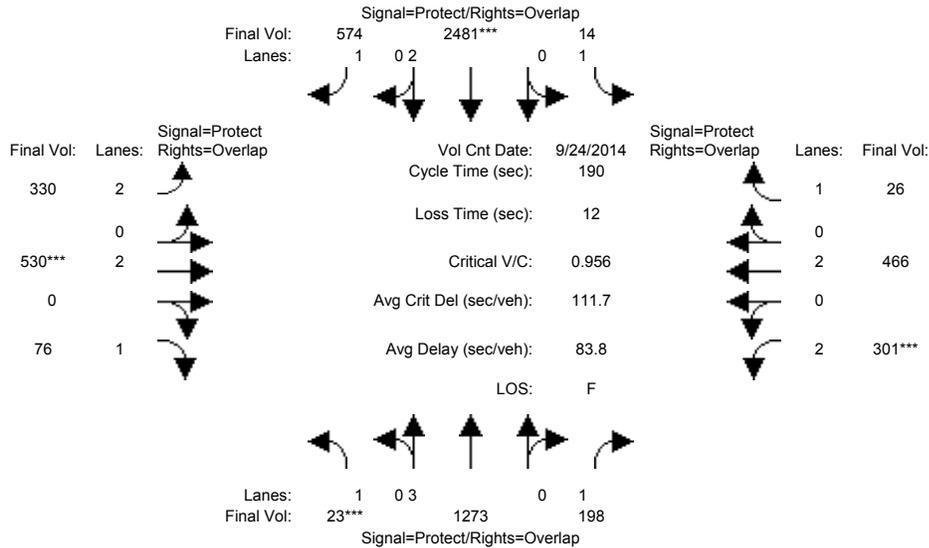
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM												
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	7	0	0	56	0	0	0	0	0	0	0
ATI:	1	557	-1	1	167	39	180	18	0	3	27	3
Initial Fut:	14	2940	257	4	953	275	613	396	37	94	377	30
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2499	257	4	953	275	613	396	37	94	377	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2499	257	4	953	275	613	396	37	94	377	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	2499	257	4	953	275	613	396	37	94	377	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:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.66	0.15	0.00	0.17	0.16	0.19	0.10	0.02	0.03	0.10	0.02
Crit Moves:	****			****			****			****		
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	1.19	0.23	0.04	0.31	0.22	1.26	0.42	0.07	0.37	0.57	0.07
Delay/Veh:	93.7	155	24.9	93.8	18.2	3.0	224.4	68.1	51.1	94.2	82.5	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	155	24.9	93.8	18.2	3.0	224.4	68.1	51.1	94.2	82.5	63.2
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	2	150	20	1	13	4	54	19	4	7	20	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	17	960	188	14	2600	389	268	491	74	289	426	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:	17	960	188	14	2600	389	268	491	74	289	426	25
Added Vol:	0	50	0	0	10	0	0	0	0	0	0	0
ATI:	6	263	10	0	612	185	62	39	2	12	40	1
Initial Fut:	23	1273	198	14	3222	574	330	530	76	301	466	26
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1273	198	14	2481	574	330	530	76	301	466	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1273	198	14	2481	574	330	530	76	301	466	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1273	198	14	2481	574	330	530	76	301	466	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

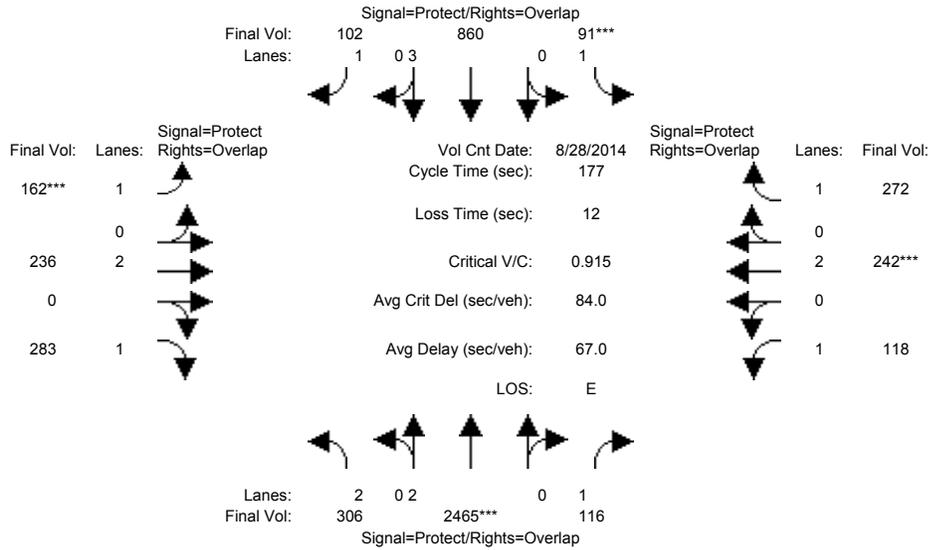
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.11	0.01	0.65	0.33	0.10	0.14	0.04	0.10	0.12	0.02
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.20	0.38	0.16	0.12	1.11	0.48	1.04	0.75	0.17	0.95	0.66	0.06
Delay/Veh:	93.0	31.4	18.5	92.1	115	24.6	156.3	84.7	61.1	131.0	81.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	31.4	18.5	92.1	115	24.6	156.3	84.7	61.1	131.0	81.1	59.1
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	3	31	14	2	133	41	26	27	8	23	24	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5427: SAN TOMAS/WILLIAMS



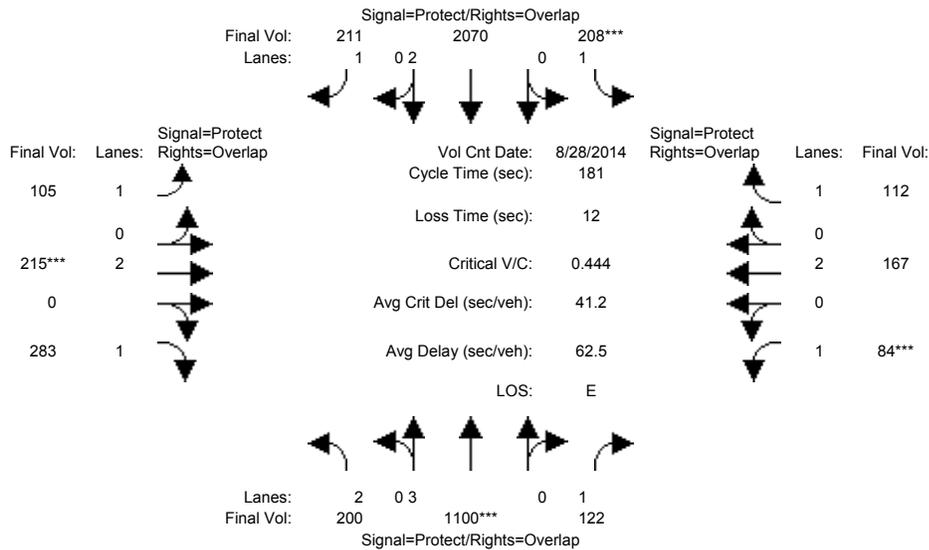
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	304	2846	115	82	846	102	155	229	281	113	239	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:	304	2846	115	82	846	102	155	229	281	113	239	237
Added Vol:	0	31	0	0	4	0	3	0	0	0	0	3
ATI:	2	23	1	9	10	0	4	7	2	5	3	32
Initial Fut:	306	2900	116	91	860	102	162	236	283	118	242	272
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	2465	116	91	860	102	162	236	283	118	242	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	2465	116	91	860	102	162	236	283	118	242	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	2465	116	91	860	102	162	236	283	118	242	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.65	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.07	0.06	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.73	1.11	0.10	0.58	0.28	0.09	0.87	0.36	0.53	0.75	0.40	0.63
Delay/Veh:	85.5	82.9	4.0	87.8	16.6	5.7	117.2	69.0	55.1	101.9	71.9	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	82.9	4.0	87.8	16.6	5.7	117.2	69.0	55.1	101.9	71.9	66.0
LOS by Move:	F	F	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	123	2	10	11	2	22	12	26	16	12	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5427: SAN TOMAS/WILLIAMS



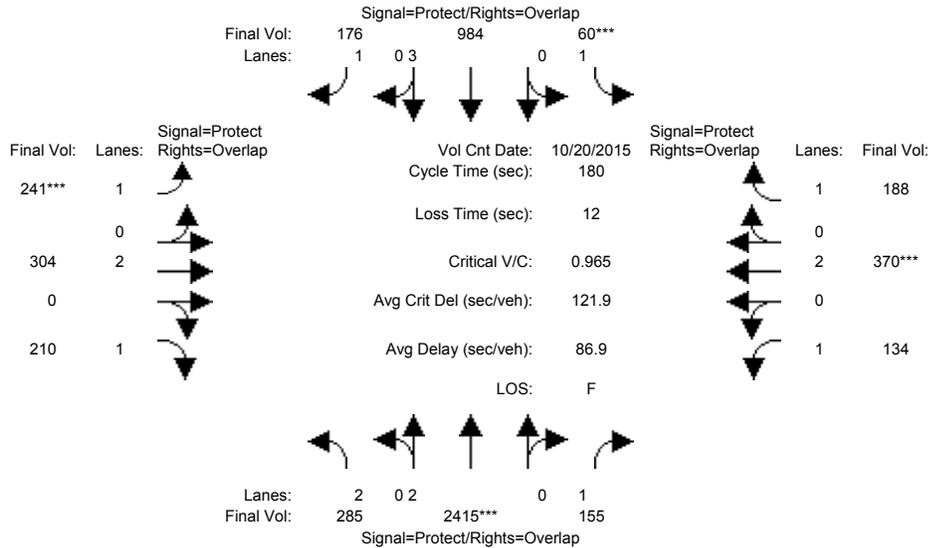
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 <<												
Base Vol:	198	1079	117	168	2522	206	104	213	282	80	161	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1079	117	168	2522	206	104	213	282	80	161	91
Added Vol:	0	5	0	3	28	3	1	0	0	0	0	1
ATI:	2	16	5	37	37	2	0	2	1	4	6	20
Initial Fut:	200	1100	122	208	2587	211	105	215	283	84	167	112
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1100	122	208	2070	211	105	215	283	84	167	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1100	122	208	2070	211	105	215	283	84	167	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1100	122	208	2070	211	105	215	283	84	167	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.12	0.54	0.12	0.06	0.06	0.16	0.05	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.56	0.38	0.12	0.64	0.95	0.18	0.64	0.35	0.59	0.54	0.28	0.19
Delay/Veh:	82.8	22.6	10.4	87.7	82.4	28.4	92.9	72.4	62.5	88.3	72.3	44.8
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:	82.8	22.6	10.4	87.7	82.4	28.4	92.9	72.4	62.5	88.3	72.3	44.8
LOS by Move:	F	C	B	F	F	C	F	E	E	F	E	D
HCM2k95thQ:	12	17	4	22	90	19	14	11	27	11	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5428: PAYNE/SAN TOMAS



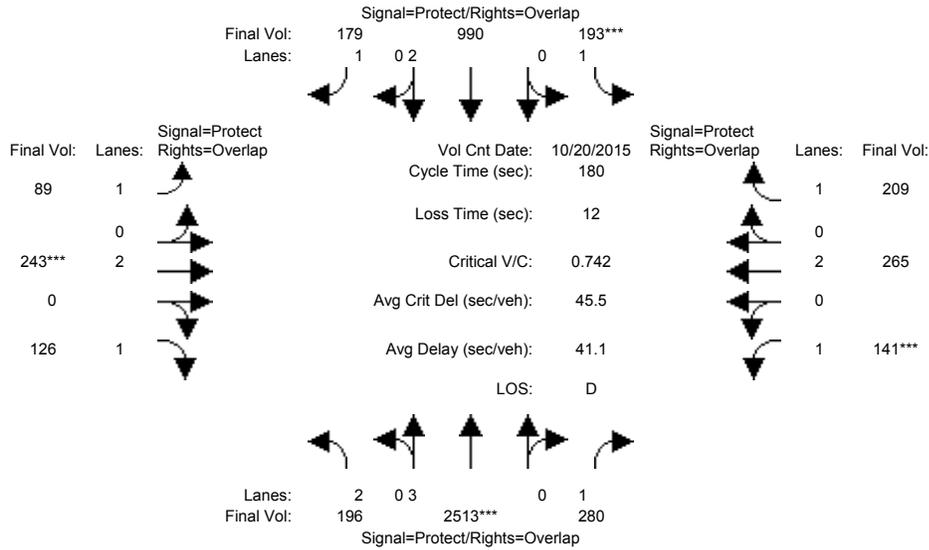
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	285	2793	155	60	974	176	238	304	210	134	370	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:	285	2793	155	60	974	176	238	304	210	134	370	185
Added Vol:	0	25	0	0	3	0	3	0	0	0	0	3
ATI:	0	23	0	0	7	0	0	0	0	0	0	0
Initial Fut:	285	2841	155	60	984	176	241	304	210	134	370	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2415	155	60	984	176	241	304	210	134	370	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2415	155	60	984	176	241	304	210	134	370	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2415	155	60	984	176	241	304	210	134	370	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.09	0.03	0.17	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****			****			****			****		
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.21	0.14	0.39	0.35	0.16	0.88	0.40	0.37	0.61	0.58	0.42
Delay/Veh:	87.3	132	5.6	84.2	23.7	6.1	105.7	67.5	50.4	84.7	75.3	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	132	5.6	84.2	23.7	6.1	105.7	67.5	50.4	84.7	75.3	60.3
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	137	3	7	16	4	30	15	18	16	19	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (PM)

Intersection #5428: PAYNE/SAN TOMAS



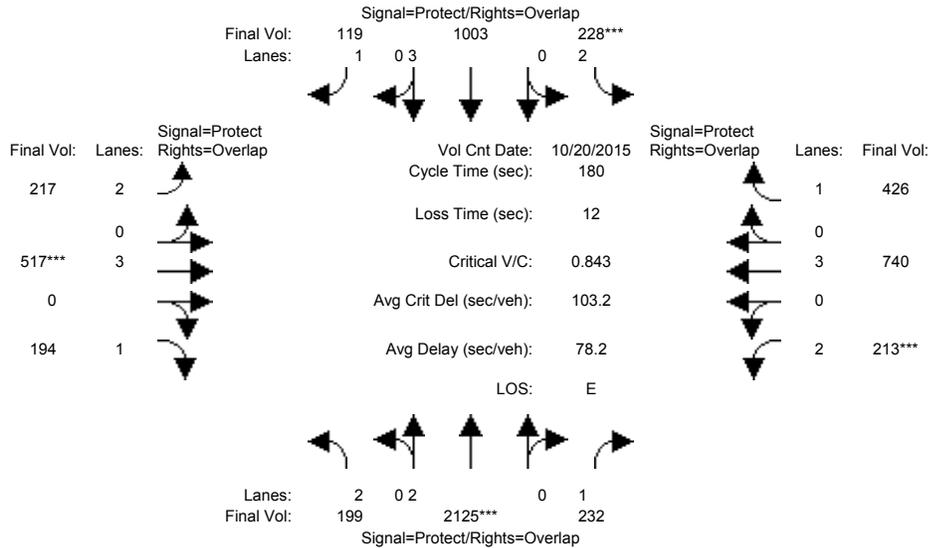
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	194	2495	279	189	1197	174	88	243	126	141	265	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	2495	279	189	1197	174	88	243	126	141	265	208
Added Vol:	0	4	0	3	22	3	1	0	0	0	0	1
ATI:	2	14	1	1	19	2	0	0	0	0	0	0
Initial Fut:	196	2513	280	193	1238	179	89	243	126	141	265	209
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2513	280	193	990	179	89	243	126	141	265	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2513	280	193	990	179	89	243	126	141	265	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	2513	280	193	990	179	89	243	126	141	265	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.16	0.11	0.26	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****			****			****			****		
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.54	0.87	0.27	0.76	0.49	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	82.0	35.1	11.3	90.9	19.9	7.3	86.7	66.2	49.1	133.4	67.6	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	35.1	11.3	90.9	19.9	7.3	86.7	66.2	49.1	133.4	67.6	48.1
LOS by Move:	F	D	B	F	B	A	F	E	D	F	E	D
HCM2k95thQ:	12	63	9	20	21	4	12	12	11	21	13	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project (AM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



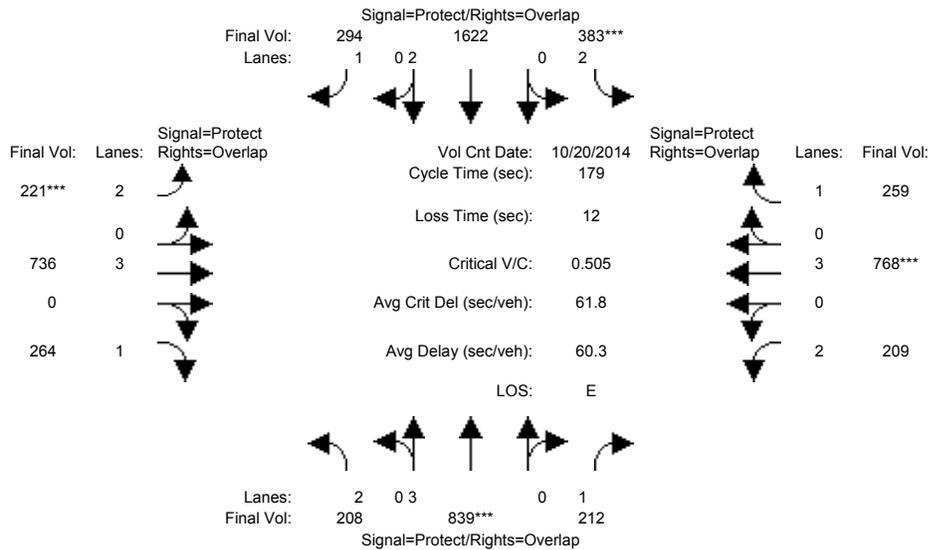
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	197	2488	232	227	1000	117	206	510	191	213	736	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2488	232	227	1000	117	206	510	191	213	736	420
Added Vol:	0	12	0	1	2	1	6	0	0	0	0	6
ATI:	2	0	0	0	1	1	5	7	3	0	4	0
Initial Fut:	199	2500	232	228	1003	119	217	517	194	213	740	426
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2125	232	228	1003	119	217	517	194	213	740	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2125	232	228	1003	119	217	517	194	213	740	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	2125	232	228	1003	119	217	517	194	213	740	426
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.53	1.11	0.21	0.73	0.36	0.11	0.60	0.44	0.34	0.54	0.59	0.77
Delay/Veh:	80.8	116	22.2	92.6	37.9	23.1	83.7	66.4	49.1	80.4	68.1	65.4
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:	80.8	116	22.2	92.6	37.9	23.1	83.7	66.4	49.1	80.4	68.1	65.4
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	115	16	15	25	9	15	16	17	14	24	41

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project (PM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2014 <<											
Base Vol:	204	837	212	377	2092	283	217	728	261	209	759	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	837	212	377	2092	283	217	728	261	209	759	258
Added Vol:	0	2	0	6	11	6	1	0	0	0	0	1
ATI:	4	0	0	0	3	5	3	8	3	0	9	0
Initial Fut:	208	839	212	383	2106	294	221	736	264	209	768	259
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	839	212	383	1622	294	221	736	264	209	768	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	839	212	383	1622	294	221	736	264	209	768	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	839	212	383	1622	294	221	736	264	209	768	259

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.12	0.12	0.43	0.17	0.07	0.13	0.15	0.07	0.13	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.57	0.39	0.24	0.61	0.93	0.28	0.54	0.54	0.42	0.55	0.58	0.34
Delay/Veh:	82.3	48.7	34.1	72.0	66.9	26.6	79.0	63.6	47.1	80.9	66.1	36.8
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:	82.3	48.7	34.1	72.0	66.9	26.6	79.0	63.6	47.1	80.9	66.1	36.8
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	22	74	22	15	22	22	14	24	19

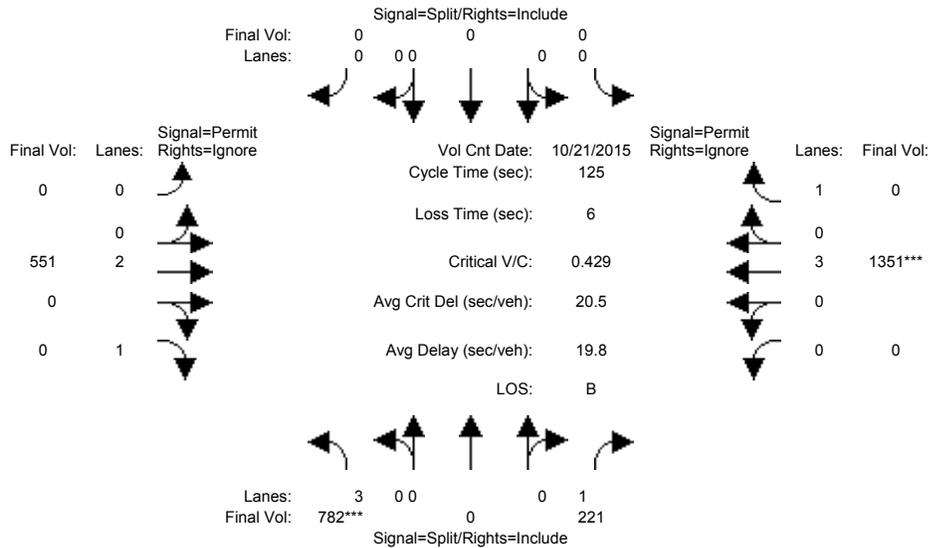
Note: Queue reported is the number of cars per lane.

Background Plus Project Conditions
(with I-280/Winchester TDP Off-Ramp)

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	794	0	221	0	0	0	0	480	401	0	1042	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	221	0	0	0	0	480	401	0	1042	261
Added Vol:	124	0	0	0	0	0	0	18	23	0	149	0
ATI:	-136	0	0	0	0	0	0	53	144	0	160	0
Initial Fut:	782	0	221	0	0	0	0	551	568	0	1351	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	782	0	221	0	0	0	0	551	0	0	1351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	782	0	221	0	0	0	0	551	0	0	1351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	782	0	221	0	0	0	0	551	0	0	1351	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

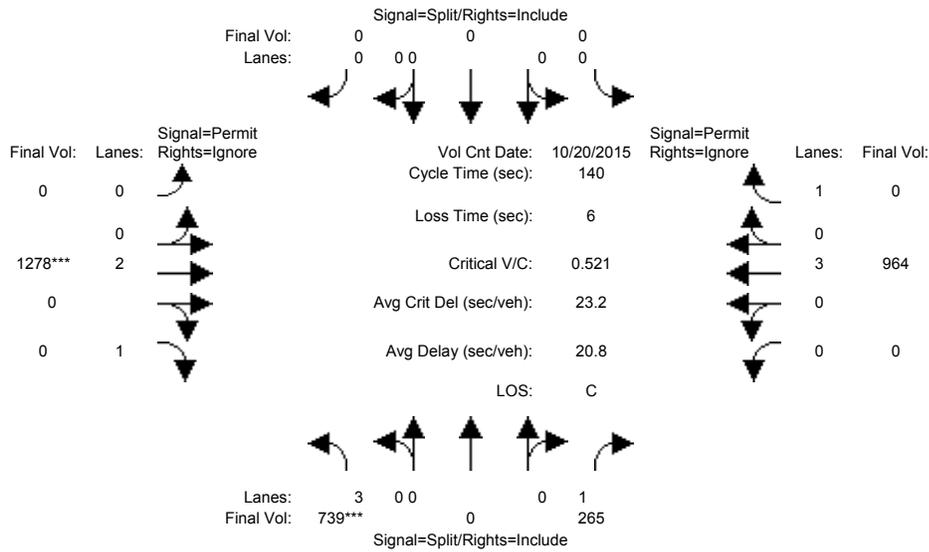
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.24	0.00
Crit Moves:	****										****	
Green Time:	50.0	0.0	50.0	0.0	0.0	0.0	0.0	69.0	0.0	0.0	69.0	0.0
Volume/Cap:	0.43	0.00	0.32	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.43	0.00
Delay/Veh:	27.3	0.0	26.0	0.0	0.0	0.0	0.0	14.7	0.0	0.0	16.5	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:	27.3	0.0	26.0	0.0	0.0	0.0	0.0	14.7	0.0	0.0	16.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	9	0	6	0	0	0	0	5	0	0	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	865	0	265	0	0	0	0	947	418	0	820	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	865	0	265	0	0	0	0	947	418	0	820	192
Added Vol:	21	0	0	0	0	0	0	133	166	0	25	0
ATI:	-147	0	0	0	0	0	0	198	309	0	119	0
Initial Fut:	739	0	265	0	0	0	0	1278	893	0	964	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	739	0	265	0	0	0	0	1278	0	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	0	265	0	0	0	0	1278	0	0	964	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	739	0	265	0	0	0	0	1278	0	0	964	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

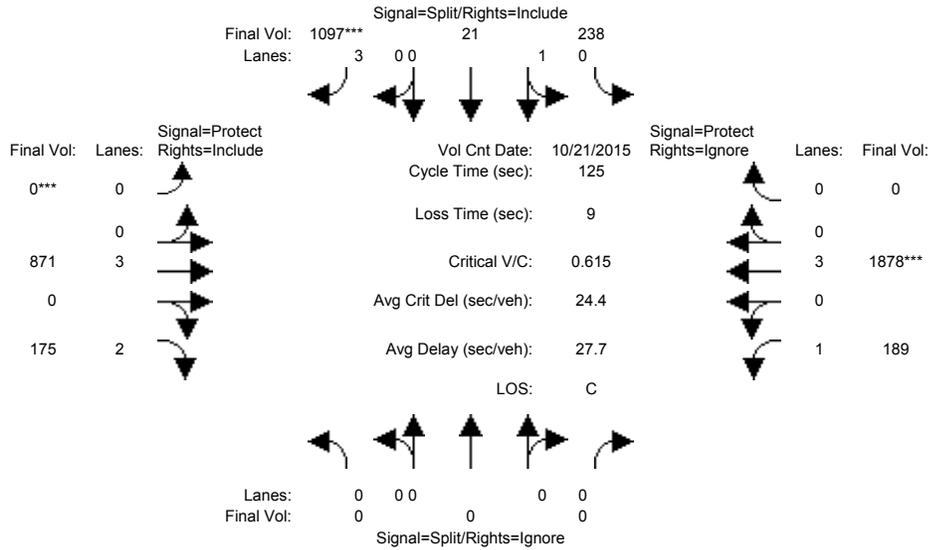
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:	****							****				
Green Time:	43.6	0.0	43.6	0.0	0.0	0.0	0.0	90.4	0.0	0.0	90.4	0.0
Volume/Cap:	0.52	0.00	0.49	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.26	0.00
Delay/Veh:	39.9	0.0	39.8	0.0	0.0	0.0	0.0	13.5	0.0	0.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	0.0	39.8	0.0	0.0	0.0	0.0	13.5	0.0	0.0	10.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	11	0	10	0	0	0	0	14	0	0	6	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3056: SB 880/STEVENS CREEK



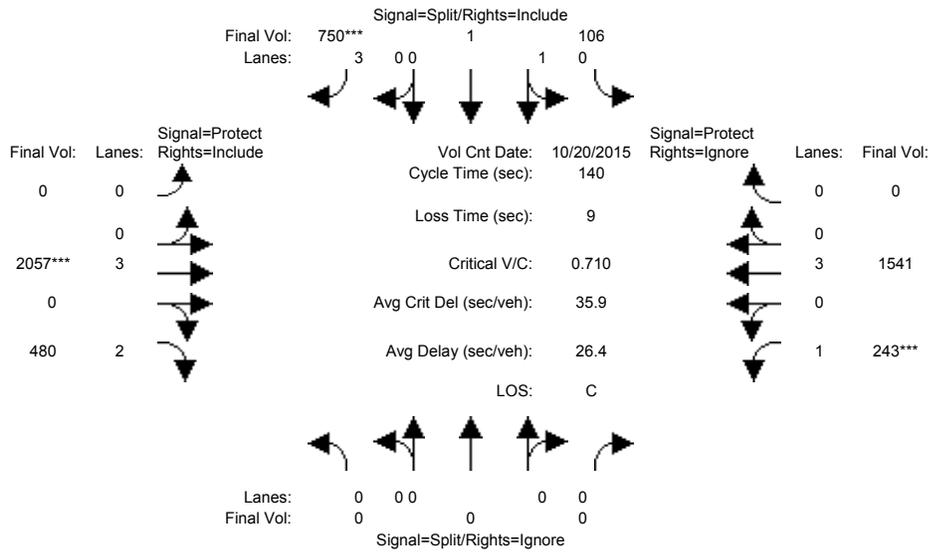
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	682	0	624	429	189	1576	0
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	238	21	682	0	624	429	189	1576	0
Added Vol:	0	0	0	0	0	186	0	41	38	0	273	0
ATI:	0	0	0	0	0	229	0	206	115	0	29	0
Initial Fut:	0	0	0	238	21	1097	0	871	582	189	1878	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	1097	0	871	175	189	1878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	1097	0	871	175	189	1878	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	1097	0	871	175	189	1878	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.24	0.00	0.15	0.06	0.11	0.33	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	49.0	49.0	49.0	0.0	39.2	39.2	27.7	67.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.61	0.00	0.49	0.18	0.49	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	27.3	27.3	31.1	0.0	34.9	31.2	43.4	20.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	27.3	31.1	0.0	34.9	31.2	43.4	20.5	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	7	7	14	0	9	3	7	16	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (PM)

Intersection #3056: SB 880/STEVENS CREEK



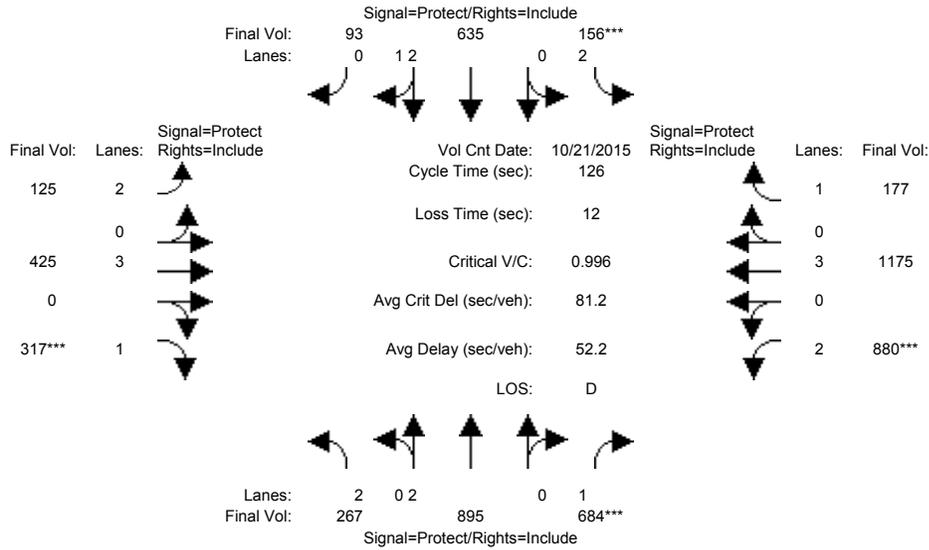
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	479	0	1246	839	243	1515	0
Growth Adj:	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	106	1	479	0	1246	839	243	1515	0
Added Vol:	0	0	0	0	0	31	0	298	276	0	46	0
ATI:	0	0	0	0	0	240	0	513	485	0	-20	0
Initial Fut:	0	0	0	106	1	750	0	2057	1600	243	1541	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	750	0	2057	480	243	1541	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	750	0	2057	480	243	1541	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	750	0	2057	480	243	1541	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.16	0.00	0.36	0.15	0.14	0.27	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	32.5	32.5	32.5	0.0	71.1	71.1	27.4	98.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.71	0.00	0.71	0.30	0.71	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	44.2	44.2	51.7	0.0	27.3	20.1	59.4	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.2	44.2	51.7	0.0	27.3	20.1	59.4	8.5	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2kAvgQ:	0	0	0	4	4	13	0	21	7	11	9	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



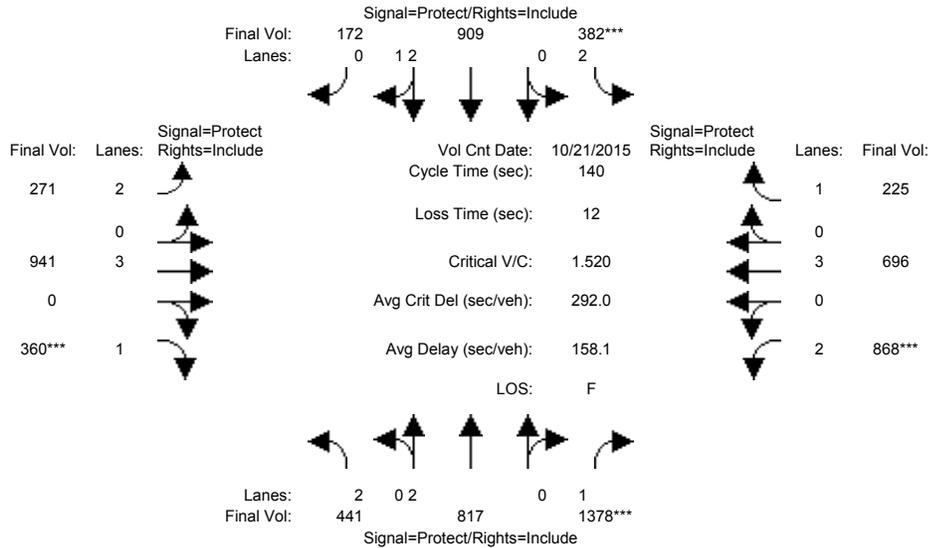
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	8	21	79	0	174	0	0	0	65	465	0	0
ATI:	93	135	492	75	155	13	13	54	99	150	-31	-23
Initial Fut:	267	895	684	156	635	93	125	425	317	880	1175	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	895	684	156	635	93	125	425	317	880	1175	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	895	684	156	635	93	125	425	317	880	1175	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	895	684	156	635	93	125	425	317	880	1175	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4884	715	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.39	0.05	0.13	0.13	0.04	0.07	0.18	0.28	0.21	0.10
Crit Moves:			****	****					****	****		
Green Time:	22.1	49.1	49.1	7.0	34.0	34.0	12.3	22.8	22.8	35.1	45.6	45.6
Volume/Cap:	0.48	0.60	1.00	0.89	0.48	0.48	0.41	0.41	1.00	1.00	0.57	0.28
Delay/Veh:	47.4	31.4	73.5	98.0	38.9	38.9	54.3	46.0	102.9	76.4	32.7	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	31.4	73.5	98.0	38.9	38.9	54.3	46.0	102.9	76.4	32.7	28.8
LOS by Move:	D	C	E	F	D	D	D	D	F	E	C	C
HCM2kAvgQ:	6	14	36	6	8	8	3	5	19	24	12	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



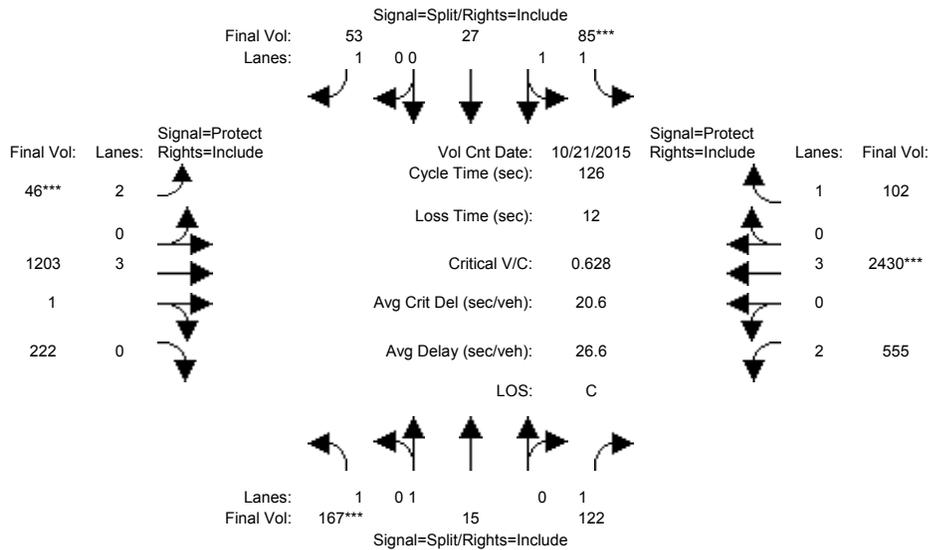
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	237	403	346	235	748	146	247	867	305	385	632	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	403	346	235	748	146	247	867	305	385	632	106
Added Vol:	58	155	580	0	29	0	0	0	11	78	0	0
ATI:	146	259	452	147	132	26	24	74	44	405	64	119
Initial Fut:	441	817	1378	382	909	172	271	941	360	868	696	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	817	1378	382	909	172	271	941	360	868	696	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	817	1378	382	909	172	271	941	360	868	696	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	441	817	1378	382	909	172	271	941	360	868	696	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4708	891	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.79	0.12	0.19	0.19	0.09	0.17	0.21	0.28	0.12	0.13
Crit Moves:			****	****					****	****		
Green Time:	35.2	72.5	72.5	11.2	48.5	48.5	17.8	18.9	18.9	25.4	26.6	26.6
Volume/Cap:	0.56	0.42	1.52	1.52	0.56	0.56	0.68	1.22	1.52	1.52	0.64	0.68
Delay/Veh:	46.5	20.9	273.5	317.9	37.4	37.4	63.0	171	315.1	300.3	53.7	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	20.9	273.5	317.9	37.4	37.4	63.0	171	315.1	300.3	53.7	58.3
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	10	10	125	21	13	13	8	23	34	44	9	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (AM)

Intersection #3702: MONROE/STEVENS CREEK



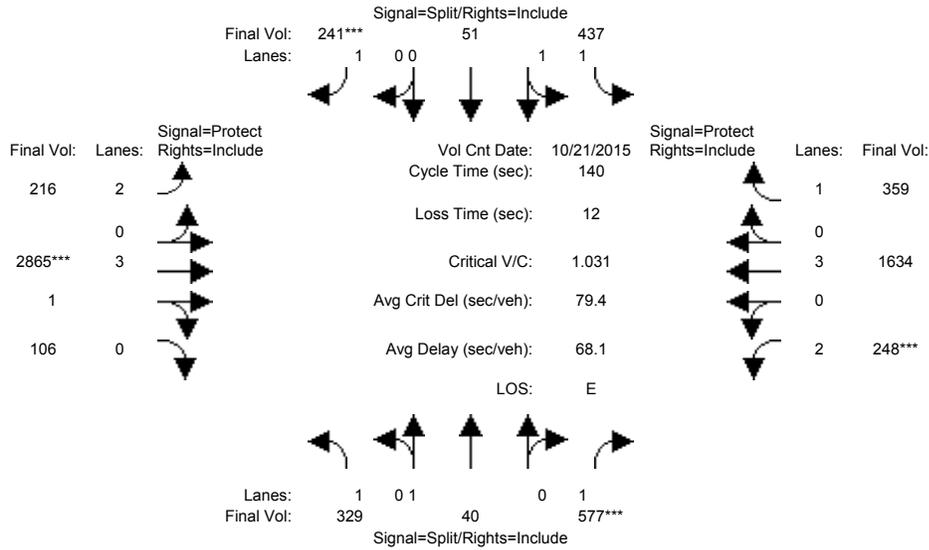
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	6	1	78	0	0	459	0
ATI:	151	2	-179	34	19	36	38	467	207	227	-4	36
Initial Fut:	167	15	122	85	27	53	46	1203	222	555	2430	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	15	122	85	27	53	46	1203	222	555	2430	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	15	122	85	27	53	46	1203	222	555	2430	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	15	122	85	27	53	46	1203	222	555	2430	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.52	0.48	1.00	2.00	3.35	0.65	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2694	856	1750	3150	6330	1168	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.03	0.03	0.03	0.01	0.19	0.19	0.18	0.43	0.06
Crit Moves:	****			****			****				****	
Green Time:	17.7	17.7	17.7	10.0	10.0	10.0	7.0	44.8	44.8	41.5	79.3	79.3
Volume/Cap:	0.68	0.06	0.50	0.40	0.40	0.38	0.26	0.53	0.53	0.53	0.68	0.09
Delay/Veh:	58.8	47.0	51.6	56.1	56.1	56.8	57.8	32.5	32.5	34.9	15.6	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	47.0	51.6	56.1	56.1	56.8	57.8	32.5	32.5	34.9	15.6	9.2
LOS by Move:	E	D	D	E	E	E	E	C	C	C	B	A
HCM2kAvgQ:	8	1	5	3	3	2	1	11	11	10	20	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (PM)

Intersection #3702: MONROE/STEVENS CREEK



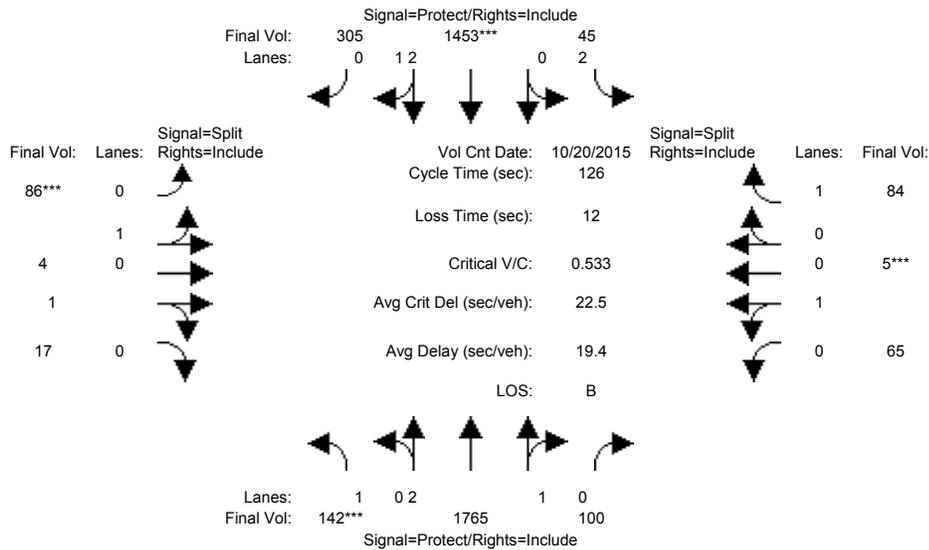
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	1	6	575	0	0	77	0
ATI:	292	18	357	199	6	163	161	543	78	-43	198	141
Initial Fut:	329	40	577	437	51	241	216	2865	106	248	1634	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:	329	40	577	437	51	241	216	2865	106	248	1634	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	40	577	437	51	241	216	2865	106	248	1634	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	40	577	437	51	241	216	2865	106	248	1634	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	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.79	0.21	1.00	2.00	3.85	0.15	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3179	371	1750	3150	7232	268	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.33	0.14	0.14	0.14	0.07	0.40	0.40	0.08	0.29	0.21
Crit Moves:			****			****		****		****		
Green Time:	44.8	44.8	44.8	18.7	18.7	18.7	12.5	53.8	53.8	10.7	52.1	52.1
Volume/Cap:	0.59	0.07	1.03	1.03	1.03	1.03	0.77	1.03	1.03	1.03	0.77	0.55
Delay/Veh:	41.5	33.1	93.7	109.5	110	127.7	74.7	68.4	68.4	130.9	40.5	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	33.1	93.7	109.5	110	127.7	74.7	68.4	68.4	130.9	40.5	35.8
LOS by Move:	D	C	F	F	F	F	E	E	E	F	D	D
HCM2kAvgQ:	13	1	34	16	16	16	7	40	40	8	21	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3726: OLIN/WINCHESTER



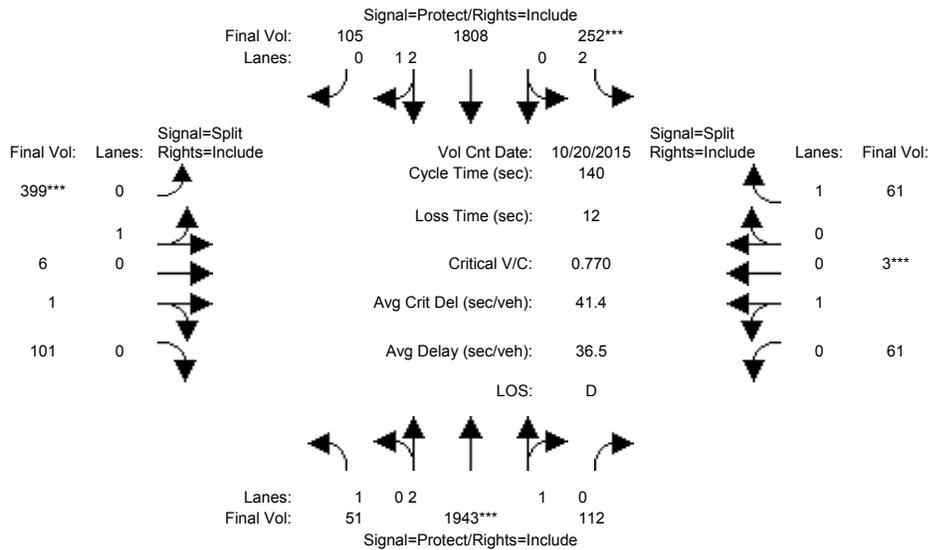
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1032	39	43	645	13	15	4	20	44	5	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1032	39	43	645	13	15	4	20	44	5	74
Added Vol:	121	53	0	0	411	292	55	0	13	0	0	0
ATI:	0	680	61	2	397	0	16	0	-16	21	0	10
Initial Fut:	142	1765	100	45	1453	305	86	4	17	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1765	100	45	1453	305	86	4	17	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1765	100	45	1453	305	86	4	17	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	1765	100	45	1453	305	86	4	17	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	2.00	2.46	0.54	1.00	0.19	0.81	0.93	0.07	1.00
Final Sat.:	1750	5299	300	3150	4627	971	1800	343	1457	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.01	0.31	0.31	0.05	0.01	0.01	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.8	78.5	78.5	13.1	72.8	72.8	11.1	11.1	11.1	11.4	11.4	11.4
Volume/Cap:	0.54	0.53	0.53	0.14	0.54	0.54	0.54	0.13	0.13	0.43	0.43	0.53
Delay/Veh:	52.0	13.6	13.6	51.5	16.6	16.6	58.2	53.1	53.1	56.1	56.1	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	13.6	13.6	51.5	16.6	16.6	58.2	53.1	53.1	56.1	56.1	58.3
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	E
HCM2kAvgQ:	5	13	13	1	14	14	4	1	1	3	3	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (PM)

Intersection #3726: OLIN/WINCHESTER



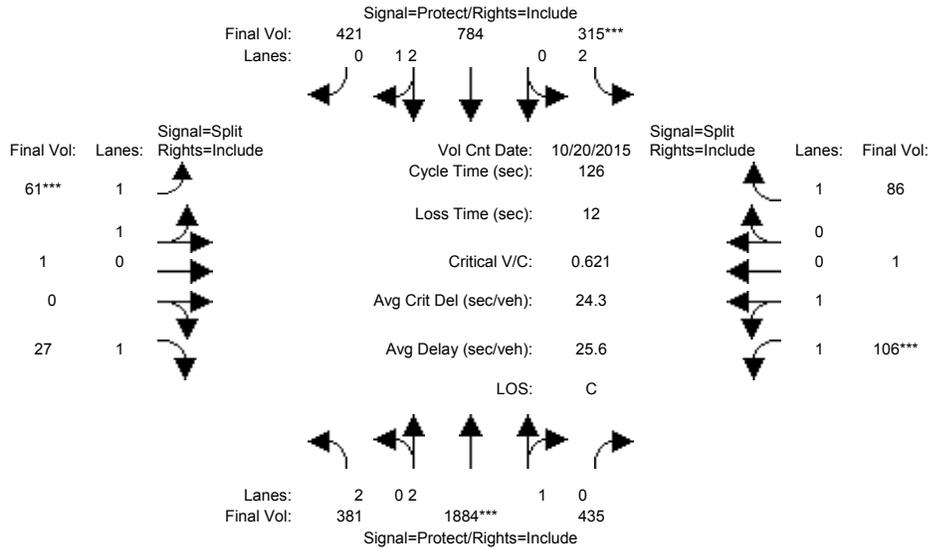
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	22	731	76	248	1254	27	27	6	41	53	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	731	76	248	1254	27	27	6	41	53	3	57
Added Vol:	25	458	0	0	50	69	338	0	72	0	0	0
ATI:	4	754	36	4	504	9	34	0	-12	8	0	4
Initial Fut:	51	1943	112	252	1808	105	399	6	101	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1943	112	252	1808	105	399	6	101	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1943	112	252	1808	105	399	6	101	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	1943	112	252	1808	105	399	6	101	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	2.00	2.83	0.17	1.00	0.06	0.94	0.95	0.05	1.00
Final Sat.:	1750	5294	305	3150	5292	307	1800	101	1699	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.08	0.34	0.34	0.22	0.06	0.06	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.1	64.8	64.8	14.1	68.8	68.8	39.1	39.1	39.1	10.0	10.0	10.0
Volume/Cap:	0.41	0.79	0.79	0.79	0.70	0.70	0.79	0.21	0.21	0.50	0.50	0.49
Delay/Veh:	64.2	33.7	33.7	74.3	28.3	28.3	53.5	38.7	38.7	65.6	65.6	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	33.7	33.7	74.3	28.3	28.3	53.5	38.7	38.7	65.6	65.6	65.5
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	E
HCM2kAvgQ:	2	25	25	8	22	22	18	4	4	3	3	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (AM)

Intersection #3727: OLSEN/WINCHESTER



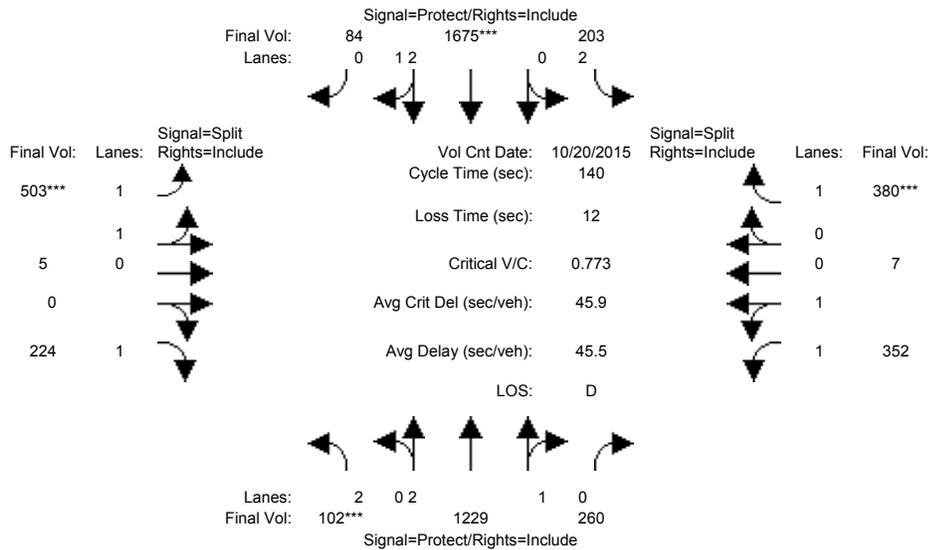
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	30	1087	89	18	666	10	3	1	10	50	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1087	89	18	666	10	3	1	10	50	1	27
Added Vol:	350	121	0	0	13	411	53	0	22	0	0	0
ATI:	1	676	346	297	105	0	5	0	-5	56	0	59
Initial Fut:	381	1884	435	315	784	421	61	1	27	106	1	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	1884	435	315	784	421	61	1	27	106	1	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	1884	435	315	784	421	61	1	27	106	1	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	1884	435	315	784	421	61	1	27	106	1	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.42	0.58	2.00	2.00	1.00	1.97	0.03	1.00	1.98	0.02	1.00
Final Sat.:	3150	4548	1050	3150	3800	1750	3493	57	1750	3517	33	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.41	0.10	0.21	0.24	0.02	0.02	0.02	0.03	0.03	0.05
Crit Moves:	****			****			****			****		
Green Time:	31.4	75.7	75.7	18.3	62.6	62.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.69	0.69	0.69	0.42	0.48	0.22	0.22	0.19	0.38	0.38	0.62
Delay/Veh:	40.8	17.7	17.7	55.6	20.2	21.2	54.7	54.7	54.9	55.9	55.9	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	17.7	17.7	55.6	20.2	21.2	54.7	54.7	54.9	55.9	55.9	64.4
LOS by Move:	D	B	B	E	C	C	D	D	D	E	E	E
HCM2kAvgQ:	8	21	21	7	9	11	1	1	1	2	2	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (PM)

Intersection #3727: OLSEN/WINCHESTER



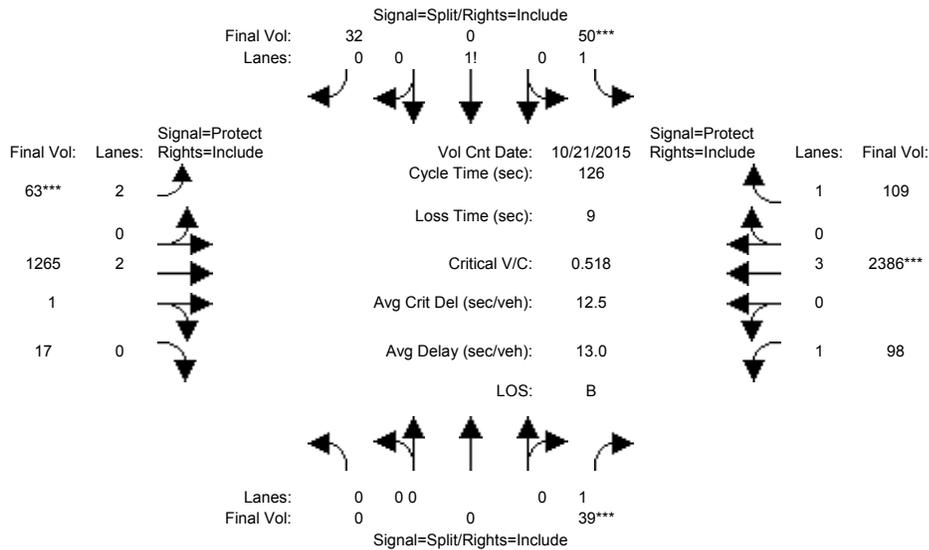
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	39	749	119	71	1246	22	16	5	35	119	7	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	749	119	71	1246	22	16	5	35	119	7	71
Added Vol:	52	27	0	0	74	48	456	0	183	0	0	0
ATI:	11	453	141	132	355	14	31	0	6	233	0	309
Initial Fut:	102	1229	260	203	1675	84	503	5	224	352	7	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1229	260	203	1675	84	503	5	224	352	7	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1229	260	203	1675	84	503	5	224	352	7	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	1229	260	203	1675	84	503	5	224	352	7	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.46	0.54	2.00	2.85	0.15	1.98	0.02	1.00	1.96	0.04	1.00
Final Sat.:	3150	4621	978	3150	5332	267	3515	35	1750	3481	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.06	0.31	0.31	0.14	0.14	0.13	0.10	0.10	0.22
Crit Moves:	****			****			****			****		
Green Time:	7.0	51.0	51.0	12.4	56.4	56.4	25.7	25.7	25.7	39.0	39.0	39.0
Volume/Cap:	0.65	0.73	0.73	0.73	0.78	0.78	0.78	0.78	0.70	0.36	0.36	0.78
Delay/Veh:	74.4	39.9	39.9	71.6	38.2	38.2	60.5	60.5	60.2	40.8	40.8	54.5
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:	74.4	39.9	39.9	71.6	38.2	38.2	60.5	60.5	60.2	40.8	40.8	54.5
LOS by Move:	E	D	D	E	D	D	E	E	E	D	D	D
HCM2kAvgQ:	4	19	19	5	22	22	13	13	11	7	7	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



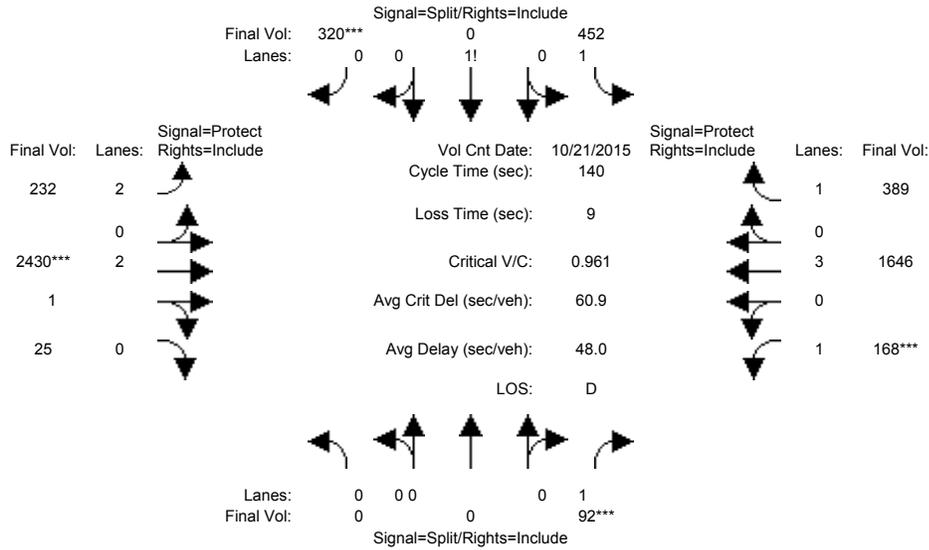
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	22	0	9	21	620	17	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	39	22	0	9	21	620	17	27	1854	69
Added Vol:	0	0	0	0	0	0	0	79	0	0	465	0
ATI:	0	0	0	28	0	23	42	566	0	71	67	40
Initial Fut:	0	0	39	50	0	32	63	1265	17	98	2386	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	50	0	32	63	1265	17	98	2386	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	39	50	0	32	63	1265	17	98	2386	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	39	50	0	32	63	1265	17	98	2386	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5526	74	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.03	0.02	0.23	0.23	0.06	0.42	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	10.0	10.0	0.0	10.0	7.0	77.9	77.9	19.1	90.0	90.0
Volume/Cap:	0.00	0.00	0.28	0.25	0.00	0.41	0.36	0.37	0.37	0.37	0.59	0.09
Delay/Veh:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	12.0	12.0	48.9	9.1	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:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	12.0	12.0	48.9	9.1	5.5
LOS by Move:	A	A	E	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	2	2	0	3	1	8	8	4	15	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



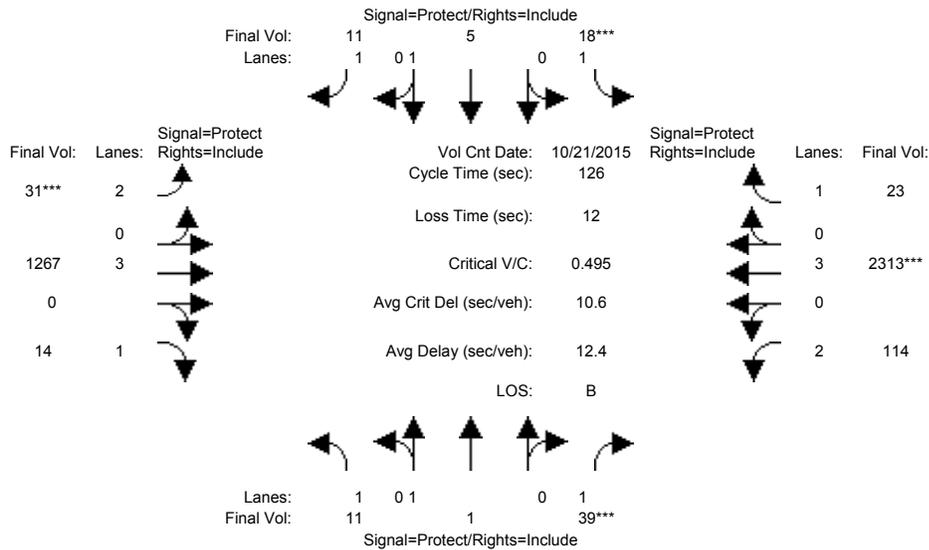
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	92	286	0	184	86	1332	25	88	1138	244
Growth Adj:	1.00	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	92	286	0	184	86	1332	25	88	1138	244
Added Vol:	0	0	0	0	0	0	0	580	0	0	78	0
ATI:	0	0	0	166	0	136	146	518	0	80	430	145
Initial Fut:	0	0	92	452	0	320	232	2430	25	168	1646	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	92	452	0	320	232	2430	25	168	1646	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	92	452	0	320	232	2430	25	168	1646	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	92	452	0	320	232	2430	25	168	1646	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5543	57	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.18	0.00	0.31	0.07	0.44	0.44	0.10	0.29	0.22
Crit Moves:			****			****		****		****		
Green Time:	0.0	0.0	10.0	44.6	0.0	44.6	15.5	62.7	62.7	13.7	60.9	60.9
Volume/Cap:	0.00	0.00	0.74	0.57	0.00	0.98	0.66	0.98	0.98	0.98	0.66	0.51
Delay/Veh:	0.0	0.0	84.0	40.4	0.0	74.1	64.5	51.5	51.5	125.4	32.1	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	84.0	40.4	0.0	74.1	64.5	51.5	51.5	125.4	32.1	29.3
LOS by Move:	A	A	F	D	A	E	E	D	D	F	C	C
HCM2kAvgQ:	0	0	6	13	0	31	6	38	38	12	19	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



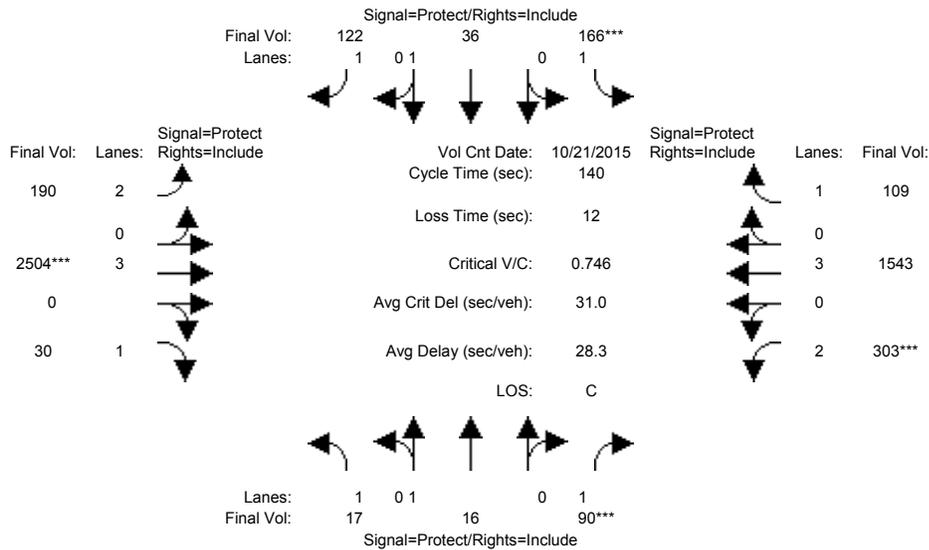
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	79	0	0	465	0
ATI:	5	0	0	9	0	8	14	603	0	1	76	10
Initial Fut:	11	1	39	18	5	11	31	1267	14	114	2313	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	31	1267	14	114	2313	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	31	1267	14	114	2313	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	31	1267	14	114	2313	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	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	0.02	0.01	0.00	0.01	0.01	0.22	0.01	0.04	0.41	0.01
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	77.6	77.6	19.4	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.18	0.36	0.01	0.24	0.57	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	12.0	9.4	47.0	8.8	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	12.0	9.4	47.0	8.8	5.2
LOS by Move:	E	D	E	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	1	0	2	1	0	0	1	8	0	2	14	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	580	0	0	78	0
ATI:	2	0	0	55	0	46	49	618	1	5	531	37
Initial Fut:	17	16	90	166	36	122	190	2504	30	303	1543	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	190	2504	30	303	1543	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	190	2504	30	303	1543	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	190	2504	30	303	1543	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

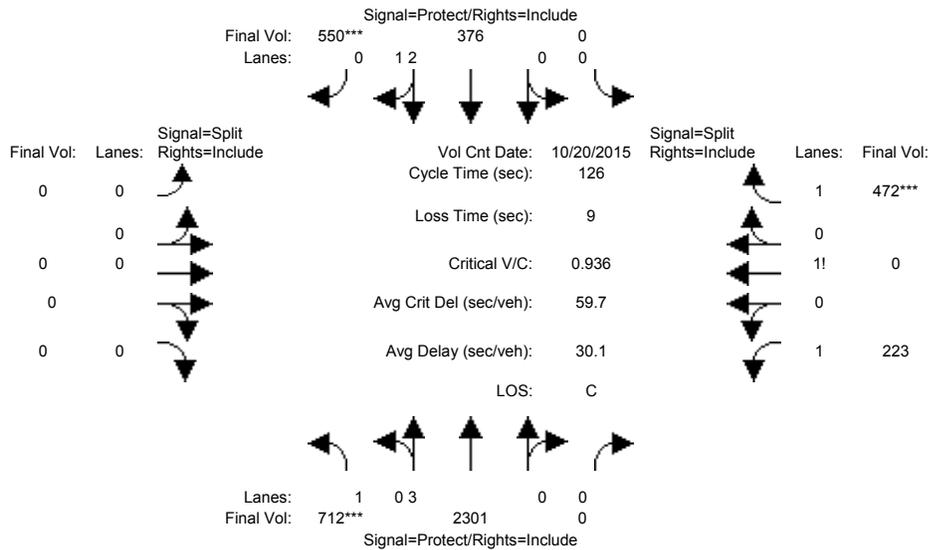
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.44	0.02	0.10	0.27	0.06
Crit Moves:			****	****				****		****		
Green Time:	11.4	10.0	10.0	17.8	16.3	16.3	18.3	82.2	82.2	18.0	82.0	82.0
Volume/Cap:	0.12	0.12	0.72	0.75	0.16	0.60	0.46	0.75	0.03	0.75	0.46	0.11
Delay/Veh:	60.0	61.3	82.0	72.1	56.0	63.5	57.1	22.2	12.1	66.3	16.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	61.3	82.0	72.1	56.0	63.5	57.1	22.2	12.1	66.3	16.6	12.9
LOS by Move:	E	E	F	E	E	E	E	C	B	E	B	B
HCM2kAvgQ:	1	1	6	9	1	6	4	24	1	8	12	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 SR West Background Plus Project - TDP (AM)

Intersection #3829: TISCH/WINCHESTER



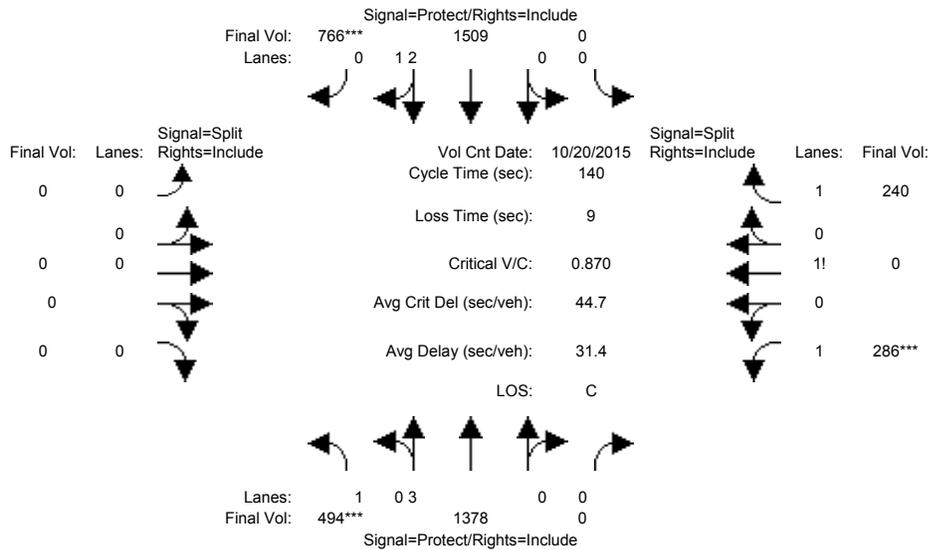
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	675	1181	435	42	394	302	0	0	0	114	155	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	675	1181	435	42	394	302	0	0	0	114	155	14
Added Vol:	0	285	0	0	20	15	0	0	0	0	0	186
ATI:	37	835	-435	-42	-38	233	0	0	0	109	-155	272
Initial Fut:	712	2301	0	0	376	550	0	0	0	223	0	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:	712	2301	0	0	376	550	0	0	0	223	0	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	2301	0	0	376	550	0	0	0	223	0	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	712	2301	0	0	376	550	0	0	0	223	0	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	1750	5600	0	0	3764	1800	0	0	0	2322	0	3011
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.00	0.00	0.10	0.31	0.00	0.00	0.00	0.10	0.00	0.16
Crit Moves:	****					****						****
Green Time:	54.8	95.9	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.1	0.0	21.1
Volume/Cap:	0.94	0.54	0.00	0.00	0.31	0.94	0.00	0.00	0.00	0.57	0.00	0.94
Delay/Veh:	52.7	6.2	0.0	0.0	31.8	56.7	0.0	0.0	0.0	49.0	0.0	70.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	6.2	0.0	0.0	31.8	56.7	0.0	0.0	0.0	49.0	0.0	70.9
LOS by Move:	D	A	A	A	C	E	A	A	A	D	A	E
HCM2kAvgQ:	33	12	0	0	5	26	0	0	0	6	0	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
SR West Background Plus Project - TDP (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	464	848	166	43	1037	352	0	0	0	254	100	39
Growth Adj:	1.00	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	166	43	1037	352	0	0	0	254	100	39
Added Vol:	0	48	0	0	144	111	0	0	0	0	0	31
ATI:	30	482	-166	-43	328	303	0	0	0	32	-100	170
Initial Fut:	494	1378	0	0	1509	766	0	0	0	286	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1378	0	0	1509	766	0	0	0	286	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1378	0	0	1509	766	0	0	0	286	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	1378	0	0	1509	766	0	0	0	286	0	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.54	0.00	1.46
Final Sat.:	1750	5600	0	0	3701	1800	0	0	0	2702	0	2548
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.00	0.00	0.41	0.43	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:	****					****				****		
Green Time:	45.4	114	0.0	0.0	68.5	68.5	0.0	0.0	0.0	17.0	0.0	17.0
Volume/Cap:	0.87	0.30	0.00	0.00	0.83	0.87	0.00	0.00	0.00	0.87	0.00	0.77
Delay/Veh:	58.1	3.3	0.0	0.0	33.2	35.2	0.0	0.0	0.0	73.3	0.0	65.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	3.3	0.0	0.0	33.2	35.2	0.0	0.0	0.0	73.3	0.0	65.1
LOS by Move:	E	A	A	A	C	D	A	A	A	E	A	E
HCM2kAvgQ:	24	5	0	0	30	33	0	0	0	9	0	8

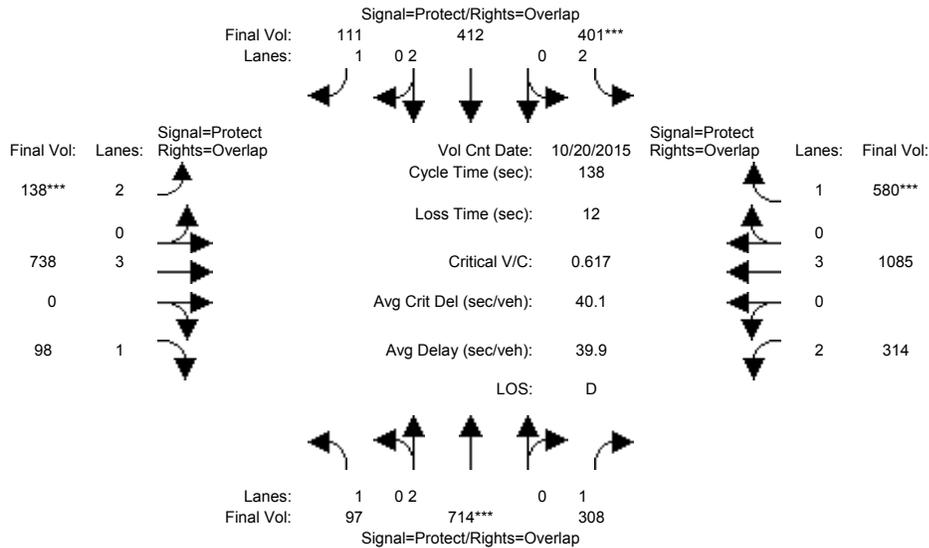
Note: Queue reported is the number of cars per lane.

Cumulative No Project Conditions

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No SR West (AM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<												
Base Vol:	97	711	308	396	411	111	138	733	98	314	1082	577					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	97	711	308	396	411	111	138	733	98	314	1082	577					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	3	0	5	1	0	0	5	0	0	3	3					
Initial Fut:	97	714	308	401	412	111	138	738	98	314	1085	580					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	97	714	308	401	412	111	138	738	98	314	1085	580					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	97	714	308	401	412	111	138	738	98	314	1085	580					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	97	714	308	401	412	111	138	738	98	314	1085	580					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

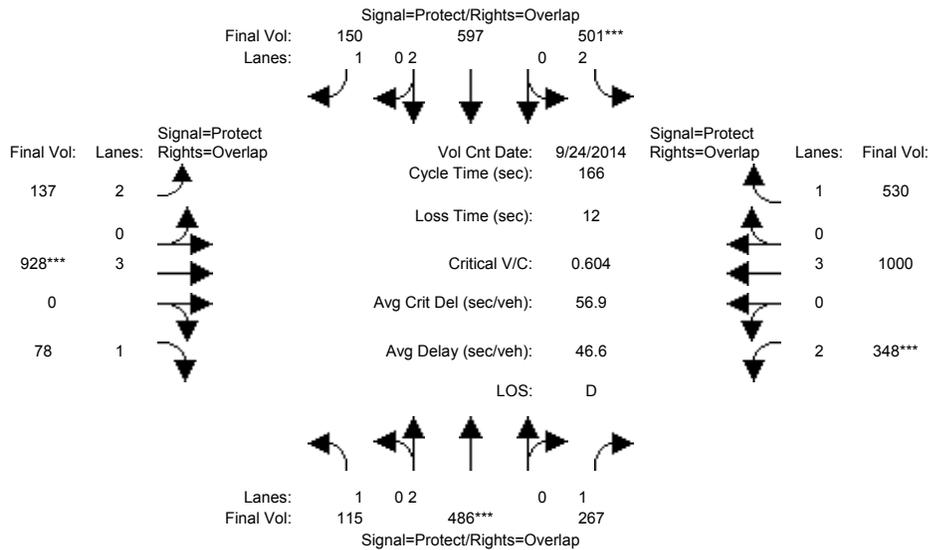
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.18	0.13	0.11	0.06	0.04	0.13	0.06	0.10	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	23.9	42.0	66.2	28.5	46.7	56.5	9.8	31.3	55.2	24.1	45.7	74.2
Volume/Cap:	0.32	0.62	0.37	0.62	0.32	0.16	0.62	0.57	0.14	0.57	0.58	0.62
Delay/Veh:	50.6	42.1	23.0	51.6	34.0	25.8	67.4	48.0	26.4	53.6	38.6	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	42.1	23.0	51.6	34.0	25.8	67.4	48.0	26.4	53.6	38.6	23.3
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	C
HCM2k95thQ:	7	23	16	18	12	6	9	18	6	15	23	31

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	115	483	267	490	593	150	137	916	78	348	990	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	483	267	490	593	150	137	916	78	348	990	521
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	3	0	11	4	0	0	12	0	0	10	9
Initial Fut:	115	486	267	501	597	150	137	928	78	348	1000	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	486	267	501	597	150	137	928	78	348	1000	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	486	267	501	597	150	137	928	78	348	1000	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	486	267	501	597	150	137	928	78	348	1000	530

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

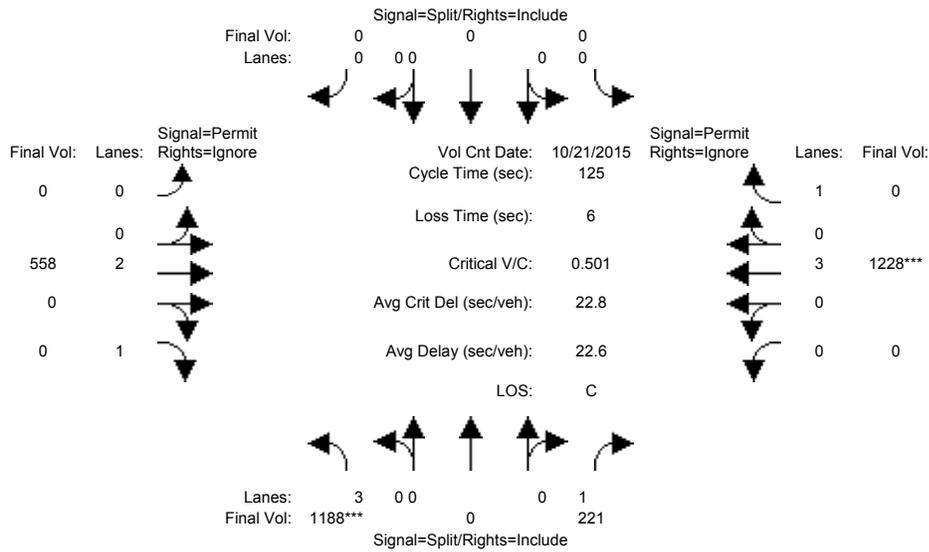
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.15	0.16	0.16	0.09	0.04	0.16	0.04	0.11	0.18	0.30
Crit Moves:	****			****			****			****		
Green Time:	23.3	35.2	65.5	43.7	55.6	70.5	14.9	44.8	68.0	30.4	60.2	103.9
Volume/Cap:	0.47	0.60	0.39	0.60	0.47	0.20	0.48	0.60	0.11	0.60	0.48	0.48
Delay/Veh:	67.1	60.4	36.2	54.8	43.8	30.2	73.2	53.6	30.3	64.1	41.1	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	60.4	36.2	54.8	43.8	30.2	73.2	53.6	30.3	64.1	41.1	17.0
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	24	21	10	9	25	5	19	23	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	1157	0	221	0	0	0	0	541	546	0	1207	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1157	0	221	0	0	0	0	541	546	0	1207	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	31	0	0	0	0	0	0	17	94	0	21	0
Initial Fut:	1188	0	221	0	0	0	0	558	640	0	1228	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1188	0	221	0	0	0	0	558	0	0	1228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1188	0	221	0	0	0	0	558	0	0	1228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1188	0	221	0	0	0	0	558	0	0	1228	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

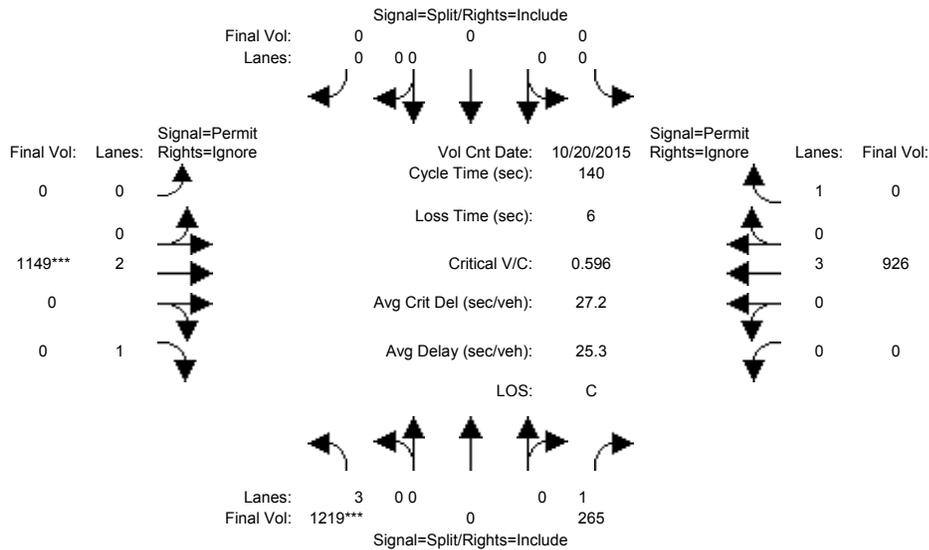
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.22	0.00
Crit Moves:	****										****	
Green Time:	65.2	0.0	65.2	0.0	0.0	0.0	0.0	53.8	0.0	0.0	53.8	0.0
Volume/Cap:	0.50	0.00	0.24	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.50	0.00
Delay/Veh:	19.5	0.0	16.5	0.0	0.0	0.0	0.0	23.9	0.0	0.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	16.5	0.0	0.0	0.0	0.0	23.9	0.0	0.0	26.0	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	22	0	10	0	0	0	0	13	0	0	19	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	1171	0	265	0	0	0	0	1150	728	0	946	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1171	0	265	0	0	0	0	1150	728	0	946	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	48	0	0	0	0	0	0	-1	91	0	-20	0
Initial Fut:	1219	0	265	0	0	0	0	1149	819	0	926	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1219	0	265	0	0	0	0	1149	0	0	926	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1219	0	265	0	0	0	0	1149	0	0	926	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1219	0	265	0	0	0	0	1149	0	0	926	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

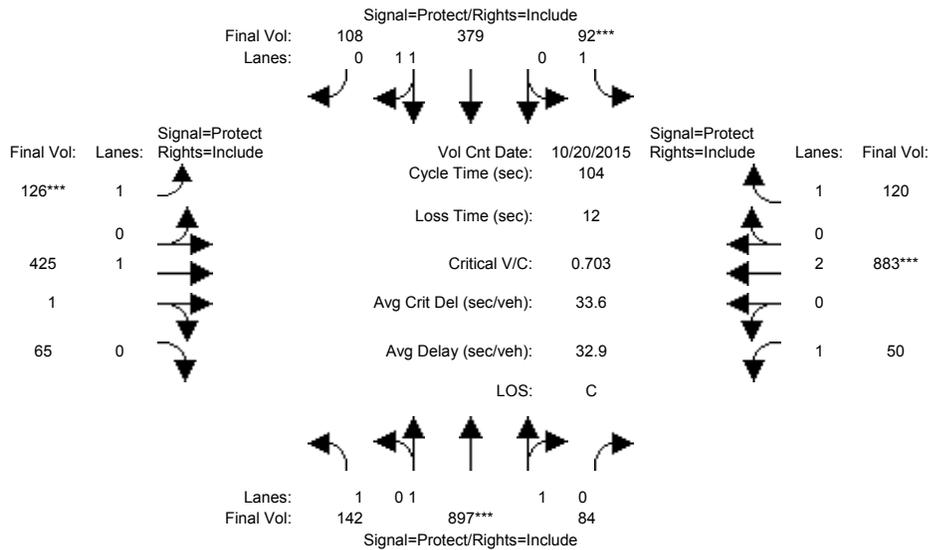
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.16	0.00
Crit Moves:	****							****				
Green Time:	62.9	0.0	62.9	0.0	0.0	0.0	0.0	71.1	0.0	0.0	71.1	0.0
Volume/Cap:	0.60	0.00	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.32	0.00
Delay/Veh:	29.4	0.0	25.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	20.3	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:	29.4	0.0	25.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	20.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	28	0	15	0	0	0	0	29	0	0	14	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	137	864	84	88	321	108	126	384	64	50	839	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	864	84	88	321	108	126	384	64	50	839	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	33	0	4	58	0	0	41	1	0	44	0
Initial Fut:	142	897	84	92	379	108	126	425	65	50	883	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	897	84	92	379	108	126	425	65	50	883	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	897	84	92	379	108	126	425	65	50	883	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	897	84	92	379	108	126	425	65	50	883	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	1.54	0.46	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3383	317	1750	2879	820	1750	3209	491	1750	3800	1750

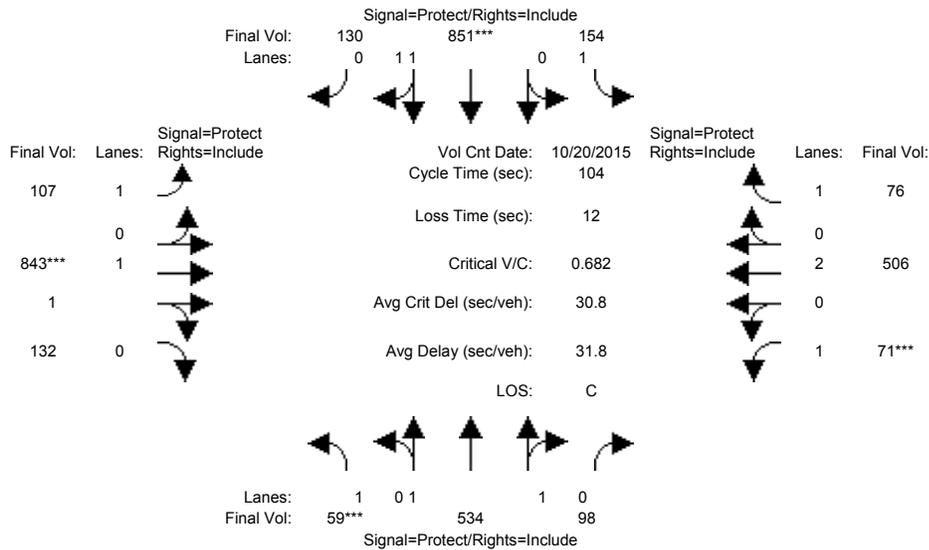
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.05	0.13	0.13	0.07	0.13	0.13	0.03	0.23	0.07
Crit Moves:	****			****			****			****		
Green Time:	17.9	39.2	39.2	7.8	29.1	29.1	10.6	29.8	29.8	15.2	34.4	34.4
Volume/Cap:	0.47	0.70	0.70	0.70	0.47	0.47	0.70	0.46	0.46	0.20	0.70	0.21
Delay/Veh:	39.9	29.1	29.1	62.9	31.4	31.4	57.1	30.8	30.8	39.4	32.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	29.1	29.1	62.9	31.4	31.4	57.1	30.8	30.8	39.4	32.2	25.2
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	10	26	26	9	13	13	11	13	13	3	20	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	58	489	98	154	794	130	107	817	127	71	421	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	489	98	154	794	130	107	817	127	71	421	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	45	0	0	57	0	0	26	5	0	85	0
Initial Fut:	59	534	98	154	851	130	107	843	132	71	506	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	534	98	154	851	130	107	843	132	71	506	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	534	98	154	851	130	107	843	132	71	506	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	534	98	154	851	130	107	843	132	71	506	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	1.73	0.27	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1750	3126	574	1750	3209	490	1750	3199	501	1750	3800	1750

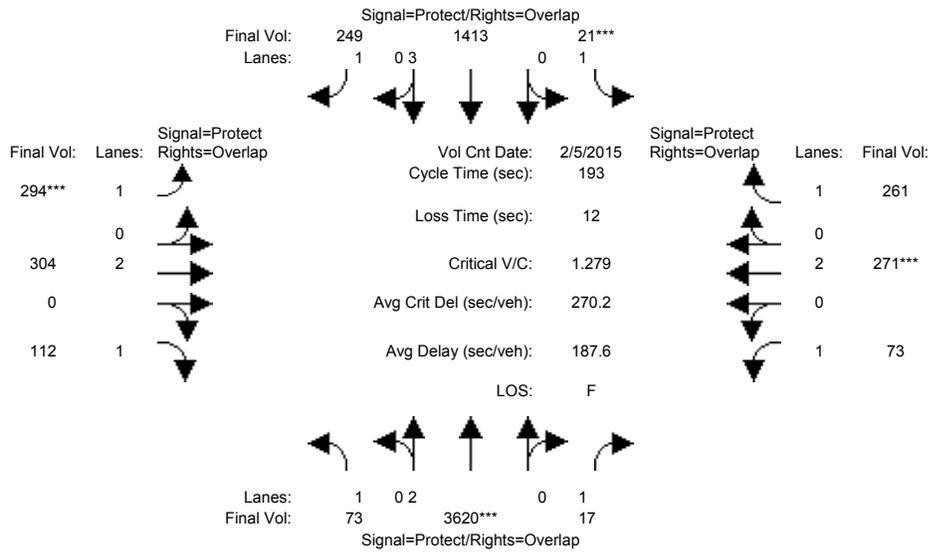
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.09	0.27	0.27	0.06	0.26	0.26	0.04	0.13	0.04
Crit Moves:	***			****			****			****		
Green Time:	7.0	30.4	30.4	15.7	39.1	39.1	15.4	38.9	38.9	7.0	30.5	30.5
Volume/Cap:	0.50	0.58	0.58	0.58	0.70	0.70	0.41	0.70	0.70	0.60	0.45	0.15
Delay/Veh:	50.2	32.2	32.2	44.4	29.2	29.2	41.3	29.4	29.4	55.7	30.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	32.2	32.2	44.4	29.2	29.2	41.3	29.4	29.4	55.7	30.3	27.3
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	5	17	17	11	26	26	7	26	26	4	12	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	82	4102	17	17	1158	229	242	281	108	70	245	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	4102	17	17	1158	229	242	281	108	70	245	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-9	156	0	4	255	20	52	23	4	3	26	4
Initial Fut:	73	4258	17	21	1413	249	294	304	112	73	271	261
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	3620	17	21	1413	249	294	304	112	73	271	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	3620	17	21	1413	249	294	304	112	73	271	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	3620	17	21	1413	249	294	304	112	73	271	261

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

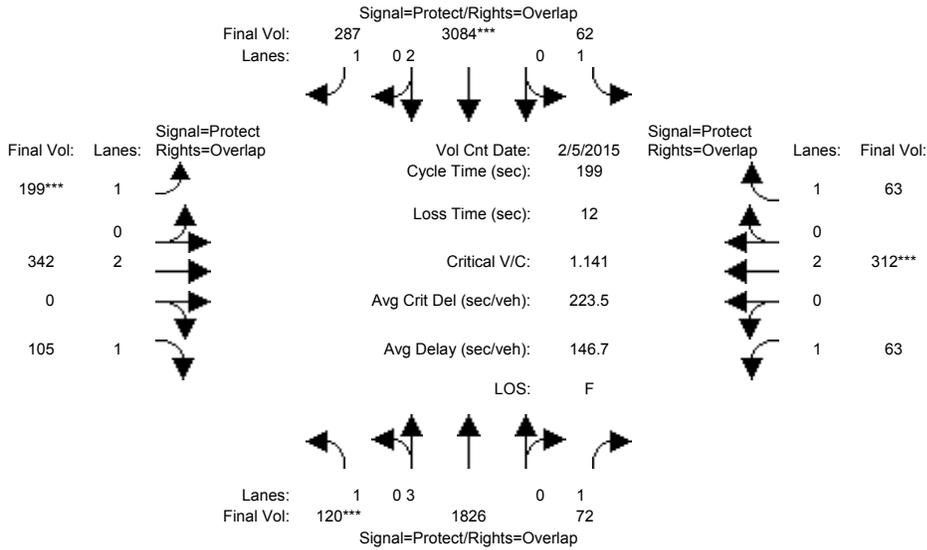
Capacity Analysis Module:												
Vol/Sat:	0.04	0.95	0.01	0.01	0.25	0.14	0.17	0.08	0.06	0.04	0.07	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.34	1.51	0.01	0.22	0.44	0.20	1.23	0.43	0.21	0.57	0.59	0.85
Delay/Veh:	83.4	289	15.2	94.1	34.9	18.1	223.8	74.4	52.8	97.8	87.0	101.3
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:	83.4	289	15.2	94.1	34.9	18.1	223.8	74.4	52.8	97.8	87.0	101.3
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	8	270	1	3	35	17	47	16	11	11	16	33

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	108	1548	68	62	3736	253	146	282	96	58	271	52				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	108	1548	68	62	3736	253	146	282	96	58	271	52				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	12	278	4	0	119	34	53	60	9	5	41	11				
Initial Fut:	120	1826	72	62	3855	287	199	342	105	63	312	63				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	120	1826	72	62	3084	287	199	342	105	63	312	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	120	1826	72	62	3084	287	199	342	105	63	312	63				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	120	1826	72	62	3084	287	199	342	105	63	312	63				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

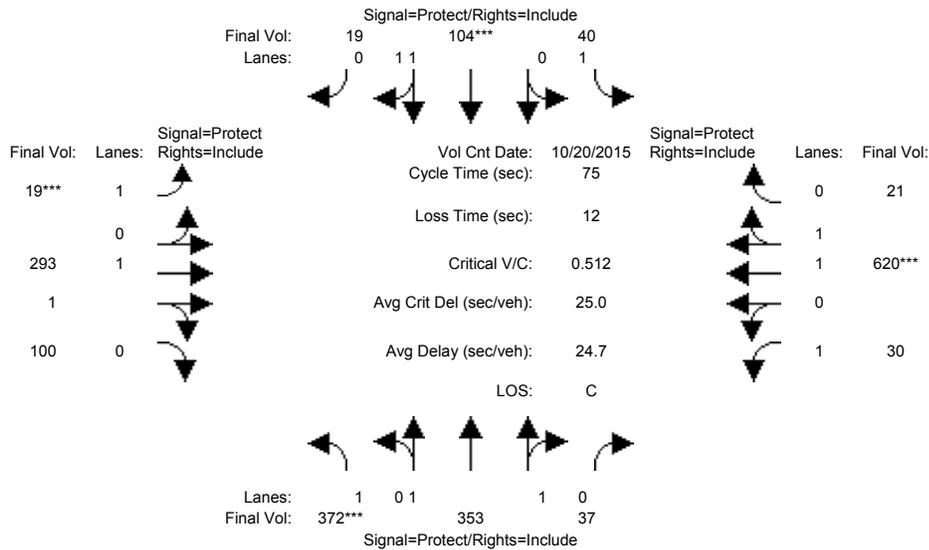
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.04	0.04	0.81	0.16	0.11	0.09	0.06	0.04	0.08	0.04
Crit Moves:	***			****			****			****		
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.91	0.56	0.06	0.34	1.35	0.23	1.04	0.49	0.23	0.44	0.53	0.14
Delay/Veh:	147.4	38.3	20.0	95.7	244	27.9	171.2	77.6	61.6	94.7	82.7	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.4	38.3	20.0	95.7	244	27.9	171.2	77.6	61.6	94.7	82.7	60.0
LOS by Move:	F	D	B	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	17	47	5	8	211	26	32	19	13	9	18	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #400: WINCHESTER / NEWHALL



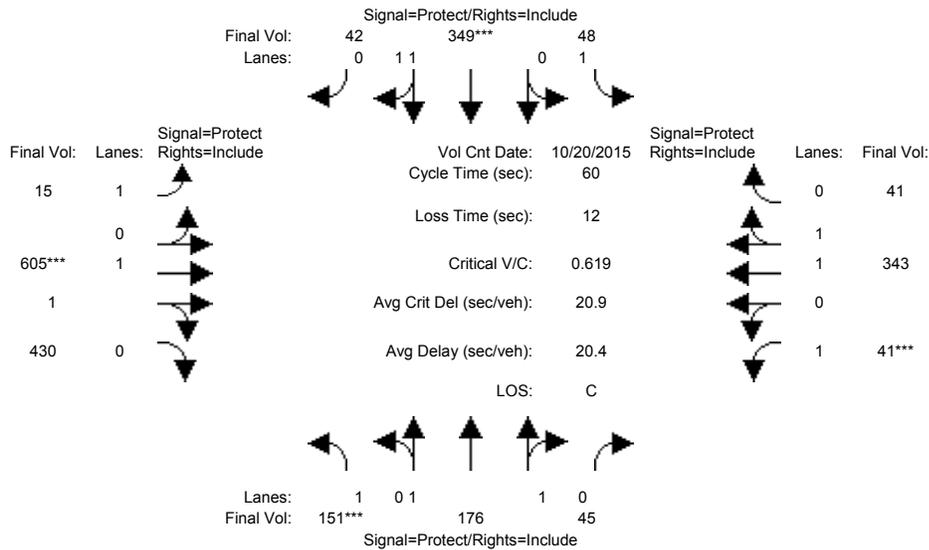
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	372	353	37	40	104	19	19	293	100	30	620	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	353	37	40	104	19	19	293	100	30	620	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	353	37	40	104	19	19	293	100	30	620	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	353	37	40	104	19	19	293	100	30	620	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	353	37	40	104	19	19	293	100	30	620	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	353	37	40	104	19	19	293	100	30	620	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.81	0.19	1.00	1.68	0.32	1.00	1.48	0.52	1.00	1.93	0.07
Final Sat.:	1750	3349	351	1750	3128	571	1750	2758	941	1750	3579	121
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.02	0.03	0.03	0.01	0.11	0.11	0.02	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.3	20.8	20.8	14.6	10.0	10.0	7.0	16.3	16.3	11.4	20.7	20.7
Volume/Cap:	0.63	0.38	0.38	0.12	0.25	0.25	0.12	0.49	0.49	0.11	0.63	0.63
Delay/Veh:	23.0	22.1	22.1	25.1	29.4	29.4	31.5	26.2	26.2	27.6	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	22.1	22.1	25.1	29.4	29.4	31.5	26.2	26.2	27.6	25.1	25.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	8	8	2	3	3	1	8	8	1	13	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #400: WINCHESTER / NEWHALL



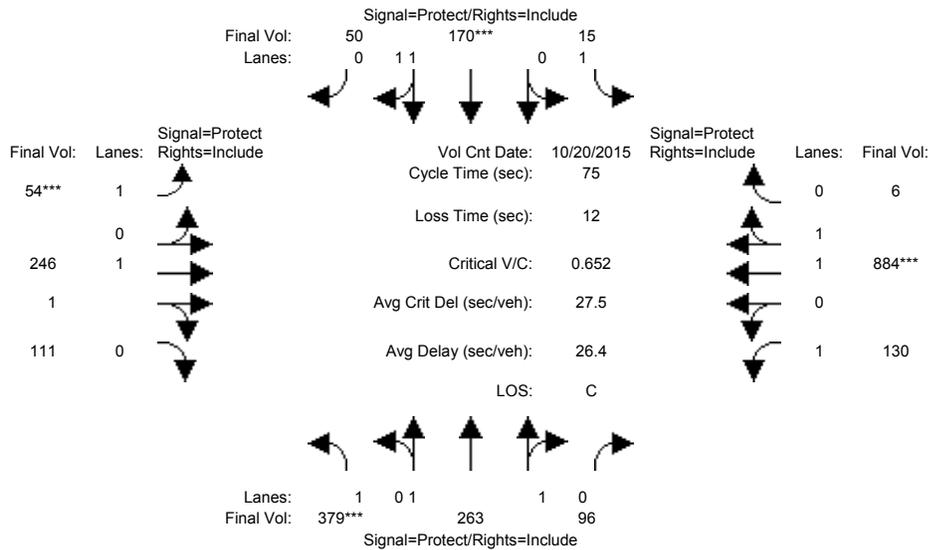
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	151	176	45	48	349	42	15	605	430	41	343	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	176	45	48	349	42	15	605	430	41	343	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	176	45	48	349	42	15	605	430	41	343	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	176	45	48	349	42	15	605	430	41	343	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	176	45	48	349	42	15	605	430	41	343	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	176	45	48	349	42	15	605	430	41	343	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.58	0.42	1.00	1.78	0.22	1.00	1.15	0.85	1.00	1.78	0.22
Final Sat.:	1750	2946	753	1750	3302	397	1750	2162	1536	1750	3305	395
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.03	0.11	0.11	0.01	0.28	0.28	0.02	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.3	10.2	10.2	7.1	10.0	10.0	12.6	23.7	23.7	7.0	18.1	18.1
Volume/Cap:	0.71	0.35	0.35	0.23	0.63	0.63	0.04	0.71	0.71	0.20	0.34	0.34
Delay/Veh:	35.8	22.3	22.3	24.5	25.5	25.5	18.9	16.9	16.9	24.5	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	22.3	22.3	24.5	25.5	25.5	18.9	16.9	16.9	24.5	16.5	16.5
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	9	4	4	2	7	7	0	15	15	1	5	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #403: SCOTT / SARATOGA



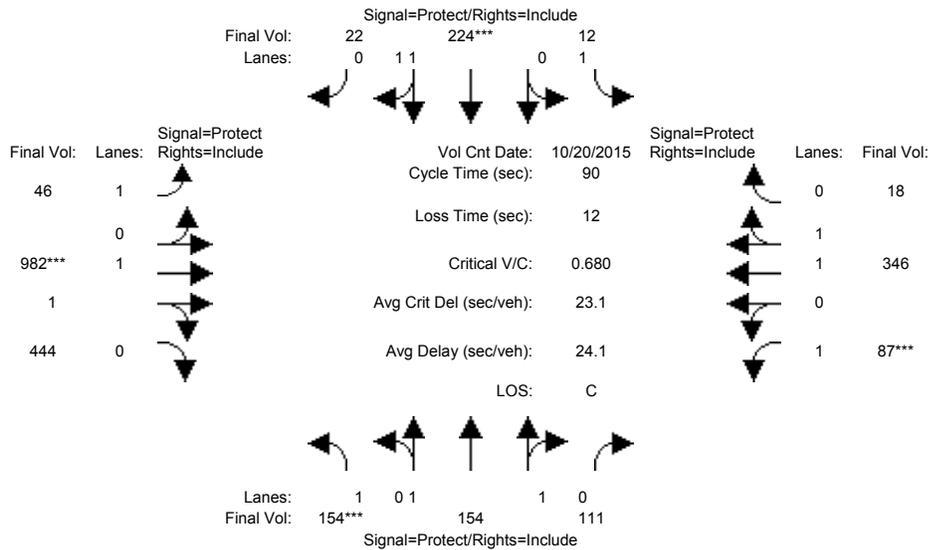
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	379	263	96	15	170	50	54	246	111	130	884	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	263	96	15	170	50	54	246	111	130	884	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	263	96	15	170	50	54	246	111	130	884	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	263	96	15	170	50	54	246	111	130	884	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	263	96	15	170	50	54	246	111	130	884	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	379	263	96	15	170	50	54	246	111	130	884	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.45	0.55	1.00	1.53	0.47	1.00	1.36	0.64	1.00	1.99	0.01
Final Sat.:	1750	2710	989	1750	2858	841	1750	2549	1150	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.01	0.06	0.06	0.03	0.10	0.10	0.07	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.8	18.7	18.7	13.1	10.0	10.0	7.0	18.4	18.4	12.8	24.2	24.2
Volume/Cap:	0.75	0.39	0.39	0.05	0.45	0.45	0.33	0.39	0.39	0.43	0.75	0.75
Delay/Veh:	30.0	23.7	23.7	25.8	30.6	30.6	33.0	24.0	24.0	28.8	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	23.7	23.7	25.8	30.6	30.6	33.0	24.0	24.0	28.8	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	7	7	1	6	6	3	7	7	6	18	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #403: SCOTT / SARATOGA



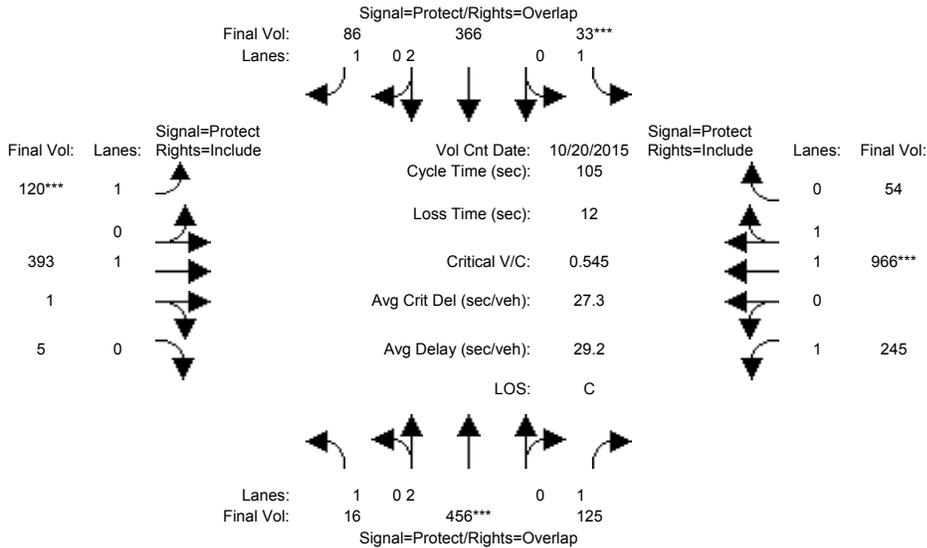
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	154	154	111	12	203	22	46	982	444	87	346	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	154	111	12	203	22	46	982	444	87	346	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	21	0	0	0	0	0	0	0
Initial Fut:	154	154	111	12	224	22	46	982	444	87	346	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	154	111	12	224	22	46	982	444	87	346	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	154	111	12	224	22	46	982	444	87	346	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	154	111	12	224	22	46	982	444	87	346	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.14	0.86	1.00	1.82	0.18	1.00	1.36	0.64	1.00	1.90	0.10
Final Sat.:	1750	2149	1549	1750	3369	331	1750	2547	1152	1750	3517	183
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.07	0.07	0.03	0.39	0.39	0.05	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	12.6	12.6	8.8	10.0	10.0	23.3	49.7	49.7	7.0	33.3	33.3
Volume/Cap:	0.70	0.51	0.51	0.07	0.60	0.60	0.10	0.70	0.70	0.64	0.27	0.27
Delay/Veh:	47.2	36.8	36.8	37.1	40.5	40.5	25.5	15.8	15.8	50.1	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	36.8	36.8	37.1	40.5	40.5	25.5	15.8	15.8	50.1	19.9	19.9
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	9	7	7	1	9	9	2	25	25	5	7	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #404: SARATOGA / PRUNERIDGE



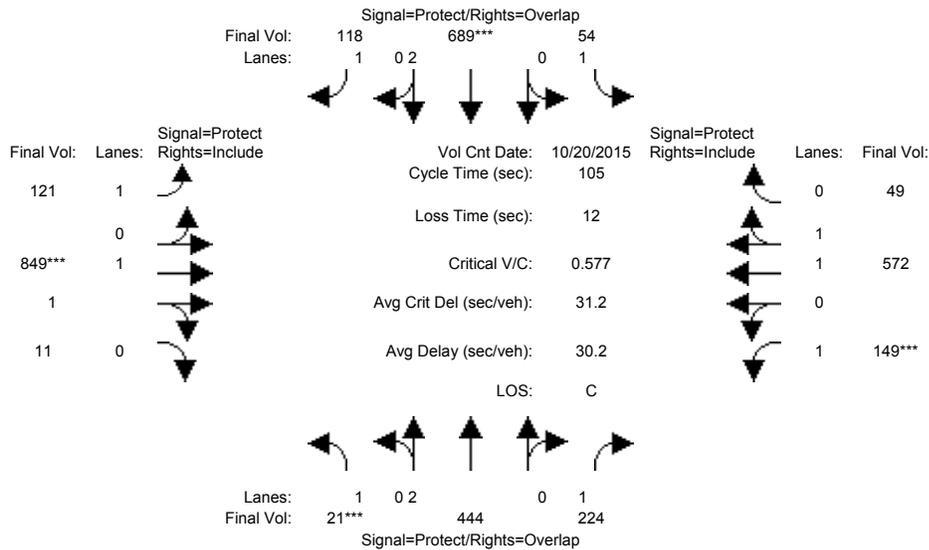
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	442	125	33	349	86	120	361	5	245	887	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	442	125	33	349	86	120	361	5	245	887	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	14	0	0	17	0	0	32	0	0	79	0
Initial Fut:	16	456	125	33	366	86	120	393	5	245	966	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	456	125	33	366	86	120	393	5	245	966	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	456	125	33	366	86	120	393	5	245	966	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	456	125	33	366	86	120	393	5	245	966	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3653	46	1750	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.02	0.10	0.05	0.07	0.11	0.11	0.14	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	22.2	58.3	7.0	17.3	30.0	12.7	27.7	27.7	36.1	51.1	51.1
Volume/Cap:	0.08	0.57	0.13	0.28	0.59	0.17	0.57	0.41	0.41	0.41	0.57	0.57
Delay/Veh:	41.8	38.0	11.2	47.9	42.0	28.4	47.1	32.2	32.2	26.8	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	38.0	11.2	47.9	42.0	28.4	47.1	32.2	32.2	26.8	19.5	19.5
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	1	12	4	2	10	4	8	10	10	12	21	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #404: SARATOGA / PRUNERIDGE



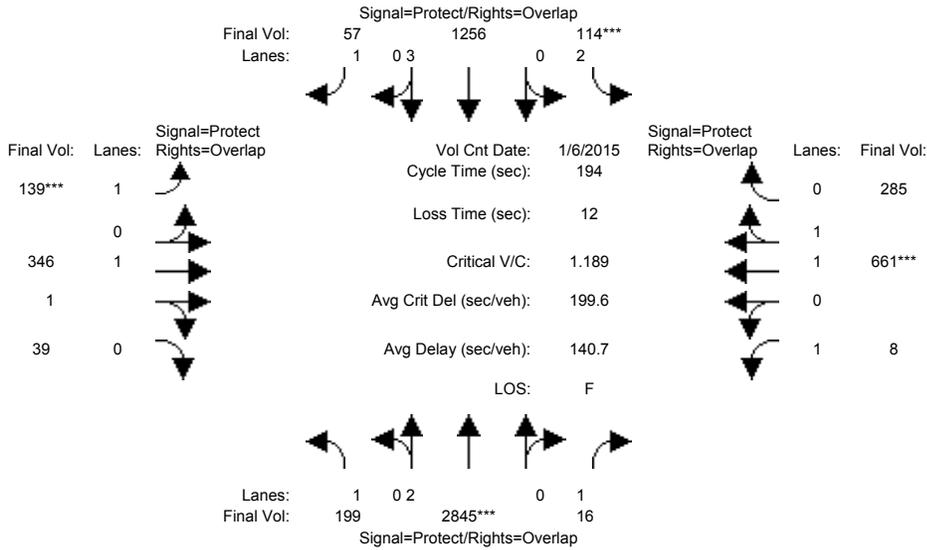
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	398	224	54	594	118	121	798	11	149	474	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	398	224	54	594	118	121	798	11	149	474	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	46	0	0	95	0	0	51	0	0	98	0
Initial Fut:	21	444	224	54	689	118	121	849	11	149	572	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	444	224	54	689	118	121	849	11	149	572	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	444	224	54	689	118	121	849	11	149	572	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	444	224	54	689	118	121	849	11	149	572	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.84	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3653	47	1750	3408	292
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.13	0.03	0.18	0.07	0.07	0.23	0.23	0.09	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.0	24.4	39.0	13.9	31.3	47.2	16.0	40.1	40.1	14.7	38.8	38.8
Volume/Cap:	0.18	0.50	0.34	0.23	0.61	0.15	0.45	0.61	0.61	0.61	0.45	0.45
Delay/Veh:	47.0	35.5	24.1	41.3	32.6	17.1	41.8	26.9	26.9	46.9	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	35.5	24.1	41.3	32.6	17.1	41.8	26.9	26.9	46.9	25.3	25.3
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	12	11	3	17	5	7	19	19	10	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No SR West (AM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Jan 2015	<<	7:30-8:30 AM						
Base Vol:	200	3241	16	107	1019	56	126	321	36	7	617	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3241	16	107	1019	56	126	321	36	7	617	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-1	106	0	7	237	1	13	25	3	1	44	34
Initial Fut:	199	3347	16	114	1256	57	139	346	39	8	661	285
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2845	16	114	1256	57	139	346	39	8	661	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2845	16	114	1256	57	139	346	39	8	661	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	2845	16	114	1256	57	139	346	39	8	661	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.79	0.21	1.00	1.38	0.62
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3321	378	1750	2585	1114

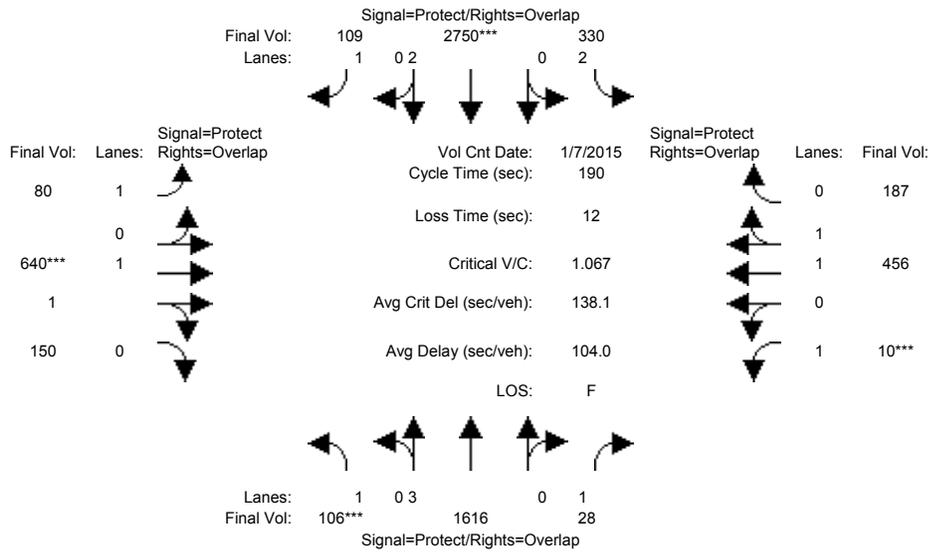
Capacity Analysis Module:												
Vol/Sat:	0.11	0.75	0.01	0.04	0.22	0.03	0.08	0.10	0.10	0.00	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.81	1.29	0.01	0.44	0.42	0.05	0.91	0.43	0.27	0.11	1.32	0.93
Delay/Veh:	104.3	194	21.8	91.7	22.3	9.1	141.0	66.8	44.3	96.8	239	87.1
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:	104.3	194	21.8	91.7	22.3	9.1	141.0	66.8	44.3	96.8	239	87.1
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	22	184	1	8	20	2	19	19	15	1	69	50

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<											
Base Vol:	92	1331	27	298	3326	108	77	622	145	9	386	160				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	92	1331	27	298	3326	108	77	622	145	9	386	160				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	14	285	1	32	111	1	3	18	5	1	70	27				
Initial Fut:	106	1616	28	330	3437	109	80	640	150	10	456	187				
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	106	1616	28	330	2750	109	80	640	150	10	456	187				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	106	1616	28	330	2750	109	80	640	150	10	456	187				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	106	1616	28	330	2750	109	80	640	150	10	456	187				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.61	0.39	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2999	701	1750	2624	1075

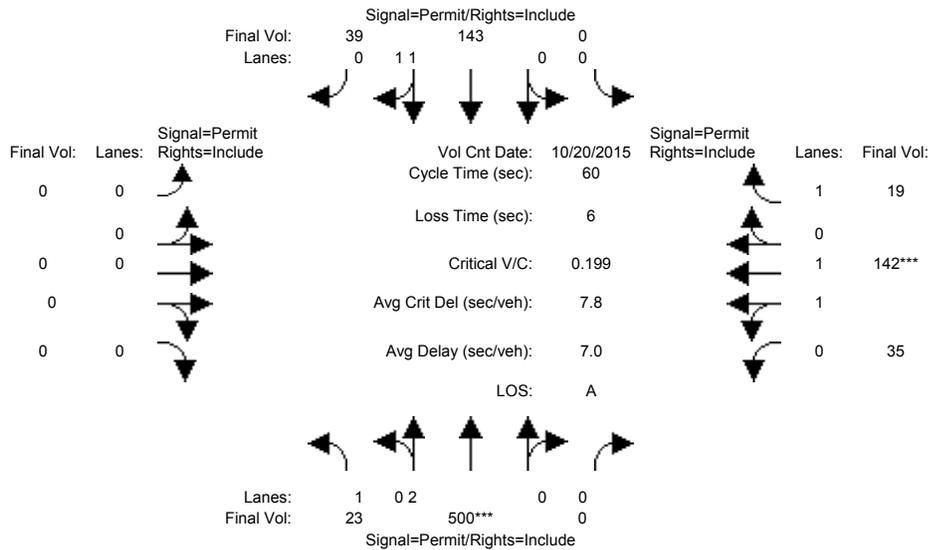
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.02	0.10	0.72	0.06	0.05	0.21	0.21	0.01	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.77	0.57	0.03	0.53	1.17	0.09	0.58	1.11	0.78	0.12	1.06	0.48
Delay/Veh:	113.3	44.0	27.3	73.9	136	16.2	95.6	148	72.1	92.4	139	50.1
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:	113.3	44.0	27.3	73.9	136	16.2	95.6	148	72.1	92.4	139	50.1
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
HCM2k95thQ:	14	43	2	19	154	7	10	49	38	1	40	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #606: WINCHESTER / MARKET



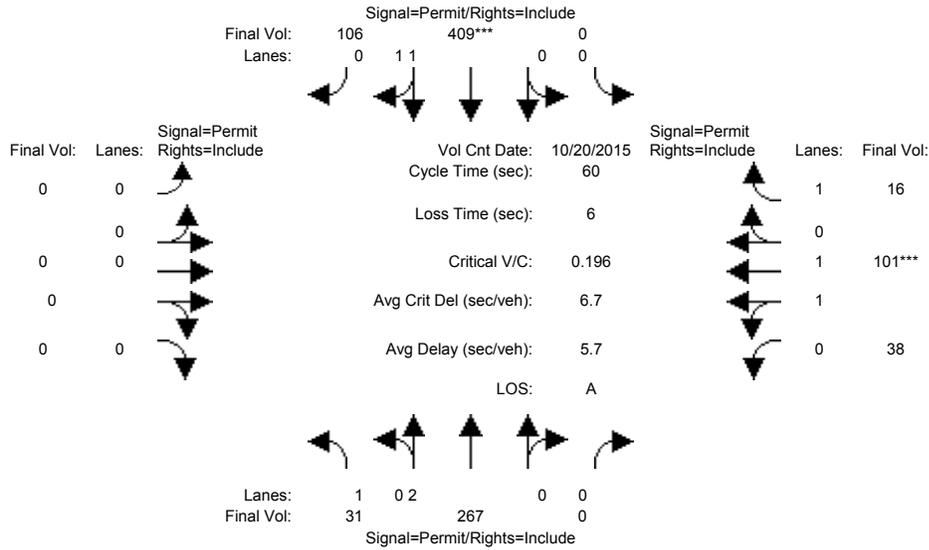
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	23	500	0	0	143	39	0	0	0	35	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	500	0	0	143	39	0	0	0	35	142	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	500	0	0	143	39	0	0	0	35	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	500	0	0	143	39	0	0	0	35	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	500	0	0	143	39	0	0	0	35	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	500	0	0	143	39	0	0	0	35	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	0.41	1.59	1.00
Final Sat.:	1750	3800	0	0	2907	793	0	0	0	732	2968	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****											
Green Time:	39.6	39.6	0.0	0.0	39.6	39.6	0.0	0.0	0.0	14.4	14.4	14.4
Volume/Cap:	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.20	0.20	0.05
Delay/Veh:	3.5	4.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	18.3	18.3	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	18.3	18.3	17.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #606: WINCHESTER / MARKET



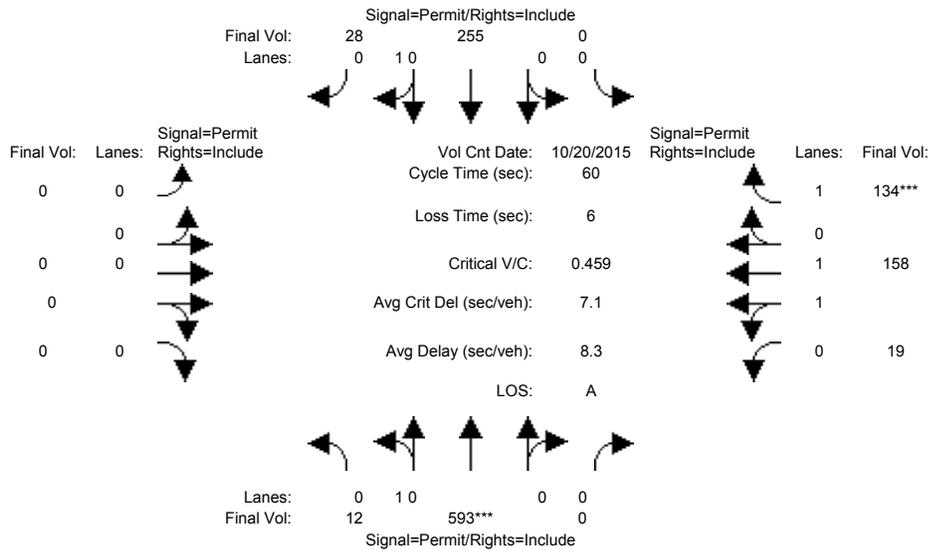
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	31	267	0	0	409	106	0	0	0	38	101	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	267	0	0	409	106	0	0	0	38	101	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	267	0	0	409	106	0	0	0	38	101	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	267	0	0	409	106	0	0	0	38	101	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	267	0	0	409	106	0	0	0	38	101	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	267	0	0	409	106	0	0	0	38	101	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	0.56	1.44	1.00
Final Sat.:	1750	3800	0	0	2938	761	0	0	0	1011	2688	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	*****											
Green Time:	42.5	42.5	0.0	0.0	42.5	42.5	0.0	0.0	0.0	11.5	11.5	11.5
Volume/Cap:	0.02	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.20	0.20	0.05
Delay/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.5	20.5	19.9
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B
HCM2k95thQ:	0	2	0	0	4	4	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #607: MONROE / MARKET



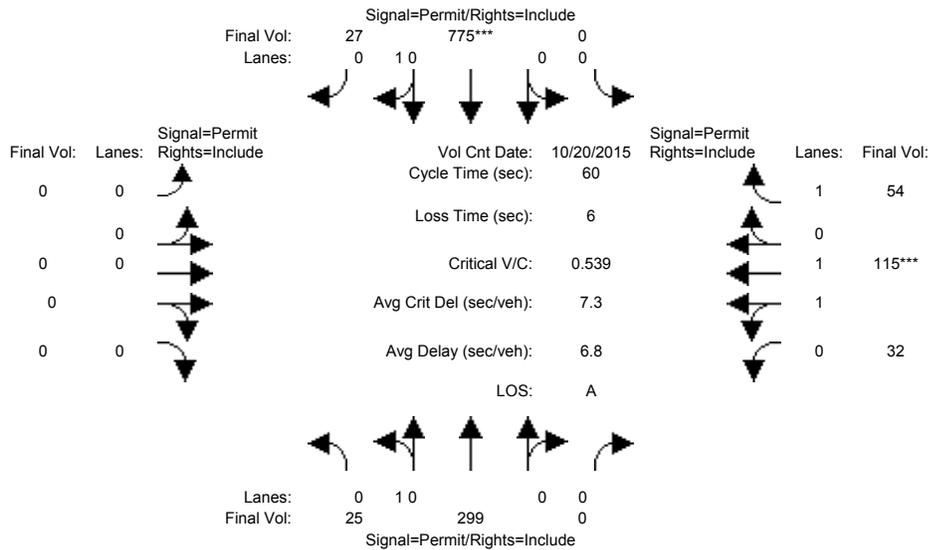
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	12	593	0	0	255	28	0	0	0	19	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	593	0	0	255	28	0	0	0	19	158	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	593	0	0	255	28	0	0	0	19	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	593	0	0	255	28	0	0	0	19	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	593	0	0	255	28	0	0	0	19	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	593	0	0	255	28	0	0	0	19	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.90	0.10	0.00	0.00	0.00	0.22	1.78	1.00
Final Sat.:	36	1764	0	0	1622	178	0	0	0	397	3303	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.29	0.29	0.46
Delay/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.1	22.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.1	22.1	23.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	4	4	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #607: MONROE / MARKET



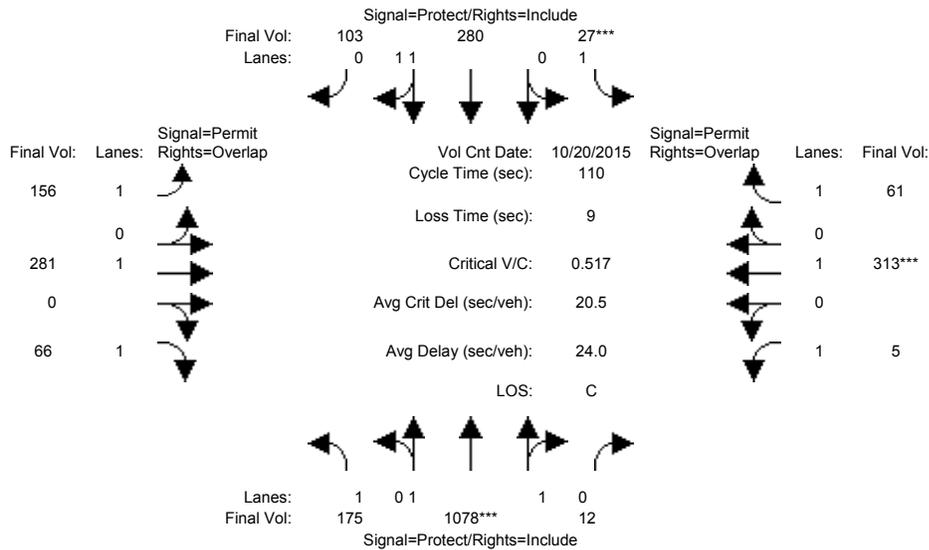
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	299	0	0	775	27	0	0	0	32	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	299	0	0	775	27	0	0	0	32	115	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	299	0	0	775	27	0	0	0	32	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	299	0	0	775	27	0	0	0	32	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	299	0	0	775	27	0	0	0	32	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	299	0	0	775	27	0	0	0	32	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.08	0.92	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.45	1.55	1.00
Final Sat.:	139	1661	0	0	1739	61	0	0	0	805	2894	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.25	0.25	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	16	16	0	0	0	3	3	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #609: SCOTT / HOMESTEAD



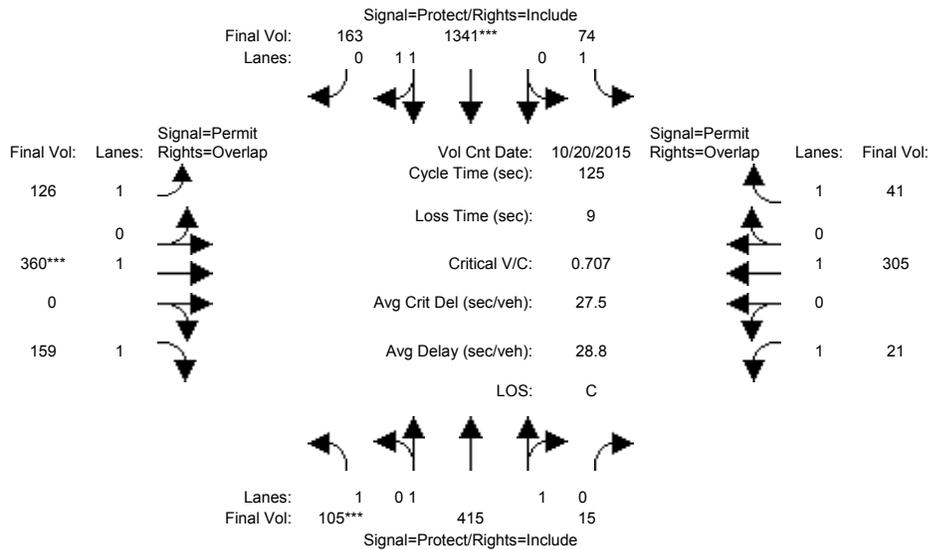
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	175	1078	12	27	280	103	156	268	66	5	294	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1078	12	27	280	103	156	268	66	5	294	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	13	0	0	19	0
Initial Fut:	175	1078	12	27	280	103	156	281	66	5	313	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1078	12	27	280	103	156	281	66	5	313	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1078	12	27	280	103	156	281	66	5	313	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1078	12	27	280	103	156	281	66	5	313	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3659	41	1750	2704	995	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.02	0.10	0.10	0.09	0.15	0.04	0.00	0.16	0.03
Crit Moves:	****			****						****		
Green Time:	33.1	60.3	60.3	7.0	34.2	34.2	33.7	33.7	66.8	33.7	33.7	40.7
Volume/Cap:	0.33	0.54	0.54	0.24	0.33	0.33	0.29	0.48	0.06	0.01	0.54	0.09
Delay/Veh:	30.3	16.2	16.2	50.1	29.3	29.3	29.3	31.7	8.9	26.5	32.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	16.2	16.2	50.1	29.3	29.3	29.3	31.7	8.9	26.5	32.7	22.7
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	21	21	2	10	10	9	15	2	0	17	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #609: SCOTT / HOMESTEAD



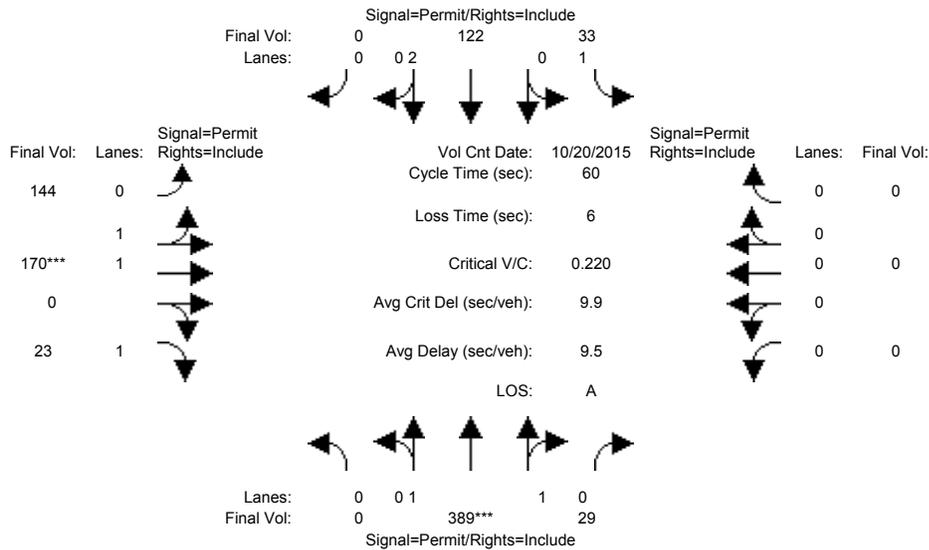
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	105	415	15	74	1320	163	126	304	159	21	272	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	415	15	74	1320	163	126	304	159	21	272	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	21	0	0	56	0	0	33	0
Initial Fut:	105	415	15	74	1341	163	126	360	159	21	305	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	415	15	74	1341	163	126	360	159	21	305	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	415	15	74	1341	163	126	360	159	21	305	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	415	15	74	1341	163	126	360	159	21	305	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3571	129	1750	3299	401	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.41	0.41	0.07	0.19	0.09	0.01	0.16	0.02
Crit Moves:	****			****			****					
Green Time:	10.6	55.7	55.7	26.8	71.9	71.9	33.5	33.5	44.1	33.5	33.5	60.3
Volume/Cap:	0.71	0.26	0.26	0.20	0.71	0.71	0.27	0.71	0.26	0.04	0.60	0.05
Delay/Veh:	70.2	21.8	21.8	40.5	20.1	20.1	36.4	45.8	29.0	33.9	41.9	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	21.8	21.8	40.5	20.1	20.1	36.4	45.8	29.0	33.9	41.9	17.2
LOS by Move:	E	C	C	D	C	C	D	D	C	C	D	B
HCM2k95thQ:	9	10	10	5	36	36	8	24	9	1	20	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #621: Winchester / BELLOMY



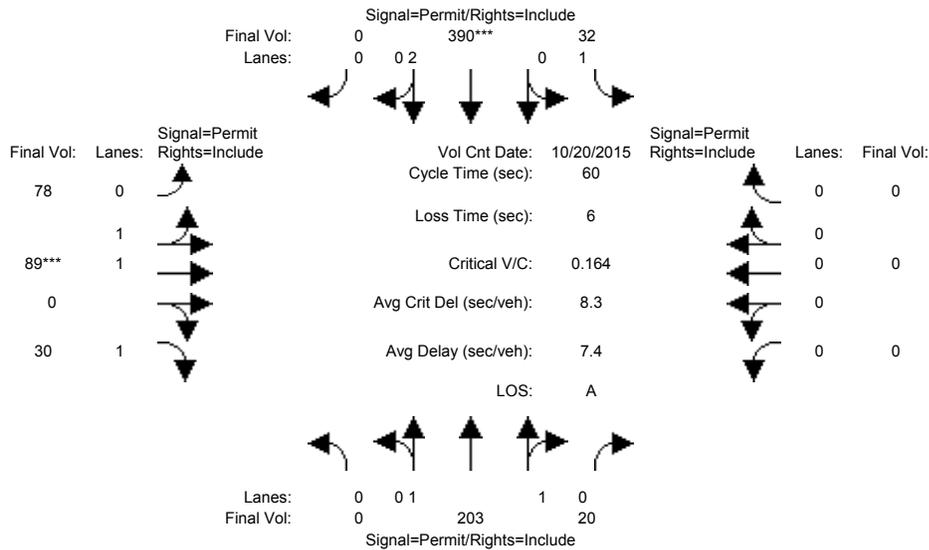
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	389	29	33	122	0	144	170	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	29	33	122	0	144	170	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	389	29	33	122	0	144	170	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	29	33	122	0	144	170	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	29	33	122	0	144	170	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	389	29	33	122	0	144	170	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.94	1.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3443	257	1750	3800	0	1696	2002	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.03	0.00	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	30.8	30.8	30.8	30.8	0.0	23.2	23.2	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.06	0.00	0.22	0.22	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	8.1	7.2	7.3	0.0	12.4	12.4	11.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	7.2	7.3	0.0	12.4	12.4	11.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #621: Winchester / BELLOMY



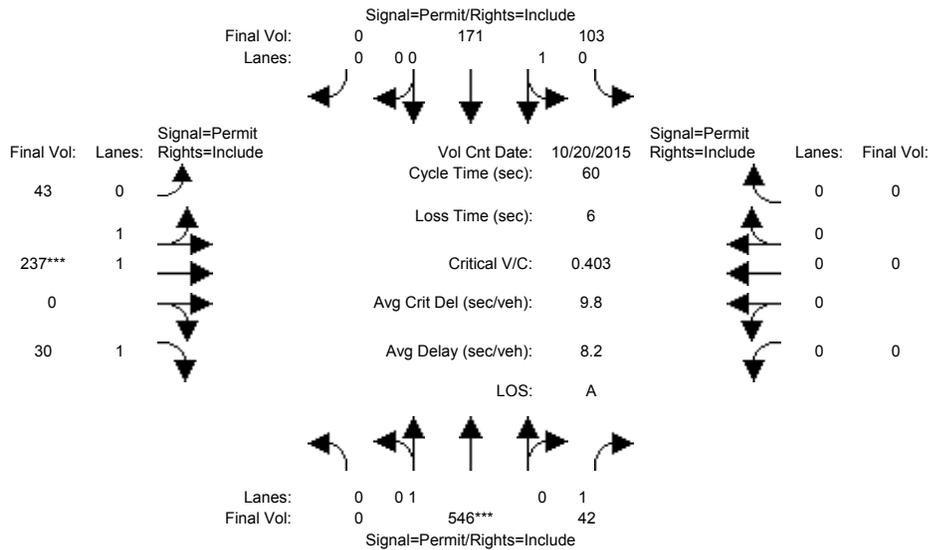
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	203	20	32	390	0	78	89	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	203	20	32	390	0	78	89	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	20	32	390	0	78	89	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	20	32	390	0	78	89	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	20	32	390	0	78	89	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	203	20	32	390	0	78	89	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.96	1.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3368	332	1750	3800	0	1727	1971	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.02	0.10	0.00	0.05	0.05	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.5	37.5	37.5	37.5	0.0	16.5	16.5	16.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.10	0.03	0.16	0.00	0.16	0.16	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.6	16.6	16.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	1	3	0	3	3	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #622: MONROE / BELLOMY



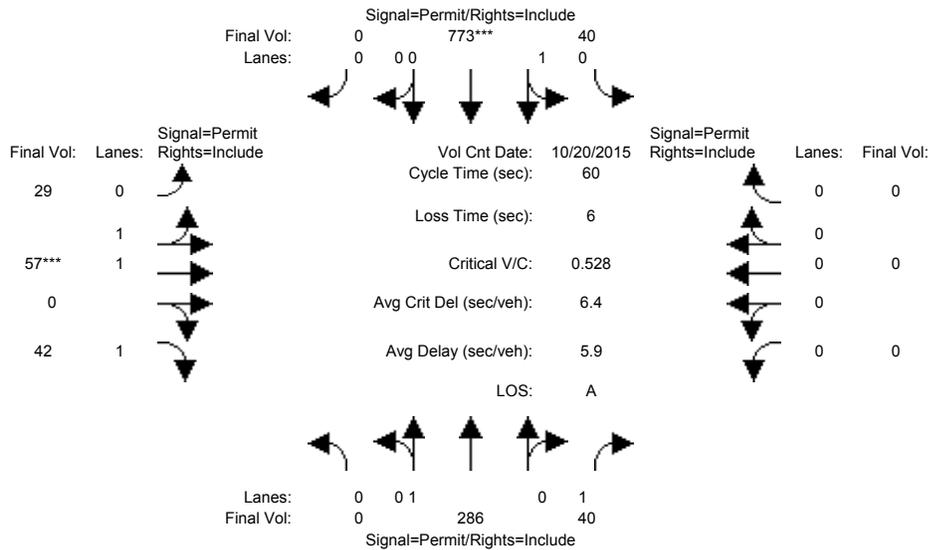
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	546	42	103	171	0	43	237	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	546	42	103	171	0	43	237	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	546	42	103	171	0	43	237	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	546	42	103	171	0	43	237	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	546	42	103	171	0	43	237	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	546	42	103	171	0	43	237	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.38	0.62	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	677	1123	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.02	0.15	0.15	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.7	42.7	42.7	42.7	0.0	11.3	11.3	11.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.03	0.21	0.21	0.00	0.40	0.40	0.09	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	2.6	3.0	3.0	0.0	21.8	21.8	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	2.6	3.0	3.0	0.0	21.8	21.8	20.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	6	6	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #622: MONROE / BELLOMY



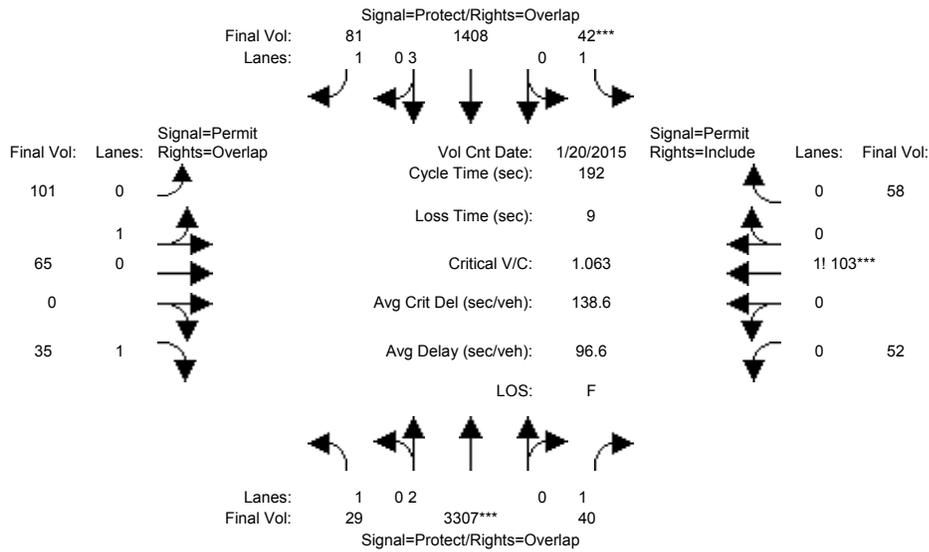
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	286	40	40	773	0	29	57	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	286	40	40	773	0	29	57	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	286	40	40	773	0	29	57	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	286	40	40	773	0	29	57	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	286	40	40	773	0	29	57	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	286	40	40	773	0	29	57	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	89	1711	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.02	0.45	0.45	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.21	0.03	0.62	0.62	0.00	0.14	0.14	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	3	0	15	15	0	2	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	20 Jan 2015	<< 8-9 AM
Base Vol:	29 3757 40	28 1171 81	102 65 35	52 103 58
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	29 3757 40	28 1171 81	102 65 35	52 103 58
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
ATI:	0 133 0	14 237 0	-1 0 0	0 0 0
Initial Fut:	29 3890 40	42 1408 81	101 65 35	52 103 58
User Adj:	1.00 0.85 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	29 3307 40	42 1408 81	101 65 35	52 103 58
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	29 3307 40	42 1408 81	101 65 35	52 103 58
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	29 3307 40	42 1408 81	101 65 35	52 103 58

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.95 0.95 0.92	0.92 0.92 0.92								
Lanes:	1.00 2.00 1.00	1.00 3.00 1.00	0.61 0.39 1.00	0.24 0.49 0.27								
Final Sat.:	1750 3800 1750	1750 5700 1750	1095 705 1750	427 846 477								

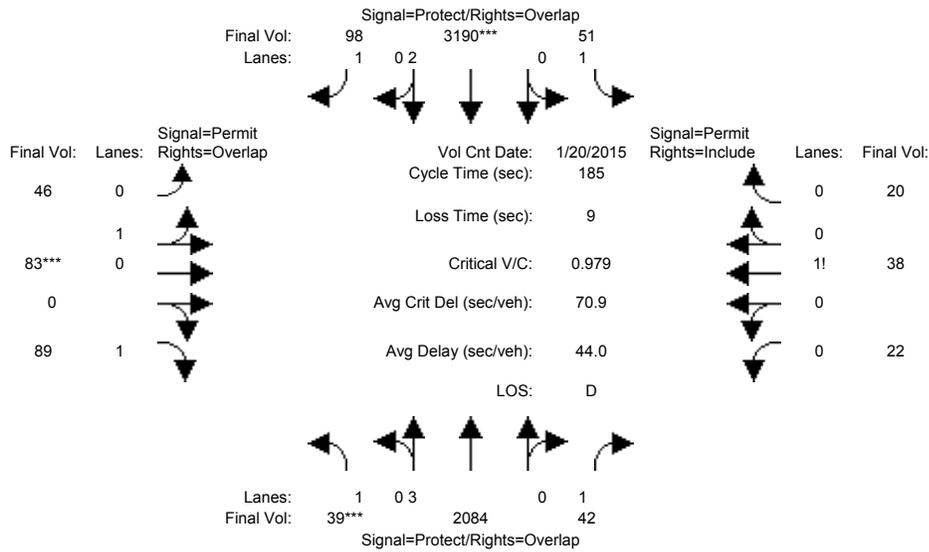
Capacity Analysis Module:												
Vol/Sat:	0.02 0.87 0.02	0.02 0.25 0.05	0.09 0.09 0.02	0.12 0.12 0.12								
Crit Moves:	****	****		****								
Green Time:	10.5 147 147.1	4.8 141 141.4	31.5 31.5 42.0	31.5 31.5 31.5								
Volume/Cap:	0.30 1.14 0.03	0.96 0.34 0.06	0.56 0.56 0.09	0.74 0.74 0.74								
Delay/Veh:	96.6 141 17.9	220.4 0.8 0.6	79.8 79.8 62.7	89.8 89.8 89.8								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	96.6 141 17.9	220.4 0.8 0.6	79.8 79.8 62.7	89.8 89.8 89.8								
LOS by Move:	F F B	F A A	E E E	F F F								
HCM2k95thQ:	4 177 4	7 3 0	19 19 4	26 26 26								

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<							
Base Vol:	39	1775	42	51	3845	93	45	83	84	22	38	20
Growth Adj:	1.00	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	1775	42	51	3845	93	45	83	84	22	38	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	309	0	0	143	5	1	0	5	0	0	0
Initial Fut:	39	2084	42	51	3988	98	46	83	89	22	38	20
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	2084	42	51	3190	98	46	83	89	22	38	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2084	42	51	3190	98	46	83	89	22	38	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	2084	42	51	3190	98	46	83	89	22	38	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.36	0.64	1.00	0.27	0.48	0.25
Final Sat.:	1750	5700	1750	1750	3800	1750	642	1158	1750	481	831	438

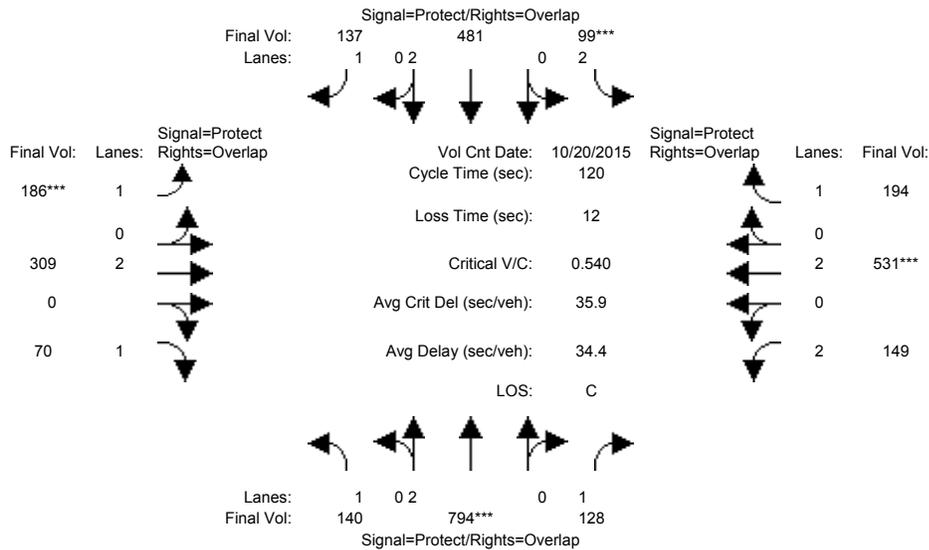
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.02	0.03	0.84	0.06	0.07	0.07	0.05	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	11.5	137	137.1	10.5	136	136.1	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.36	0.49	0.03	0.51	1.14	0.08	0.46	0.46	0.23	0.29	0.29	0.29
Delay/Veh:	88.8	0.6	0.4	92.8	70.4	0.6	75.4	75.4	63.6	72.7	72.7	72.7
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:	88.8	0.6	0.4	92.8	70.4	0.6	75.4	75.4	63.6	72.7	72.7	72.7
LOS by Move:	F	A	A	F	E	A	E	E	E	E	E	E
HCM2k95thQ:	5	4	0	6	167	0	15	15	10	9	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #1033: WINCHESTER/CAMPBELL



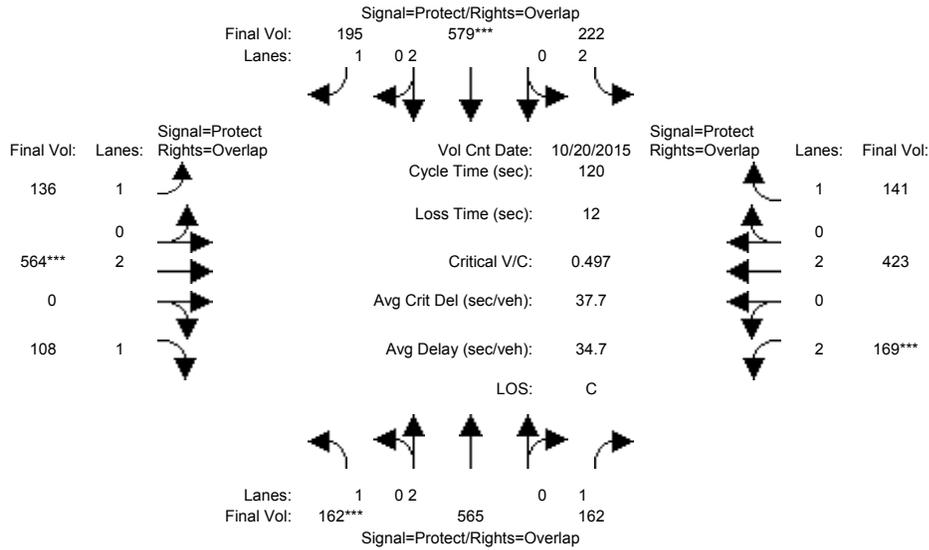
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	140	794	128	98	481	137	186	308	70	149	528	191
Growth 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:	140	794	128	98	481	137	186	308	70	149	528	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	0	0	1	0	0	3	3
Initial Fut:	140	794	128	99	481	137	186	309	70	149	531	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	794	128	99	481	137	186	309	70	149	531	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	794	128	99	481	137	186	309	70	149	531	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	794	128	99	481	137	186	309	70	149	531	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.7	46.4	68.9	7.0	32.7	56.3	23.6	32.1	52.8	22.5	31.0	38.0
Volume/Cap:	0.46	0.54	0.13	0.54	0.46	0.17	0.54	0.30	0.09	0.25	0.54	0.35
Delay/Veh:	45.8	29.0	11.8	58.1	36.7	18.4	45.1	35.2	19.7	41.8	39.0	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:	45.8	29.0	11.8	58.1	36.7	18.4	45.1	35.2	19.7	41.8	39.0	31.9
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	4	14	6	14	9	3	6	16	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #1033: WINCHESTER/CAMPBELL



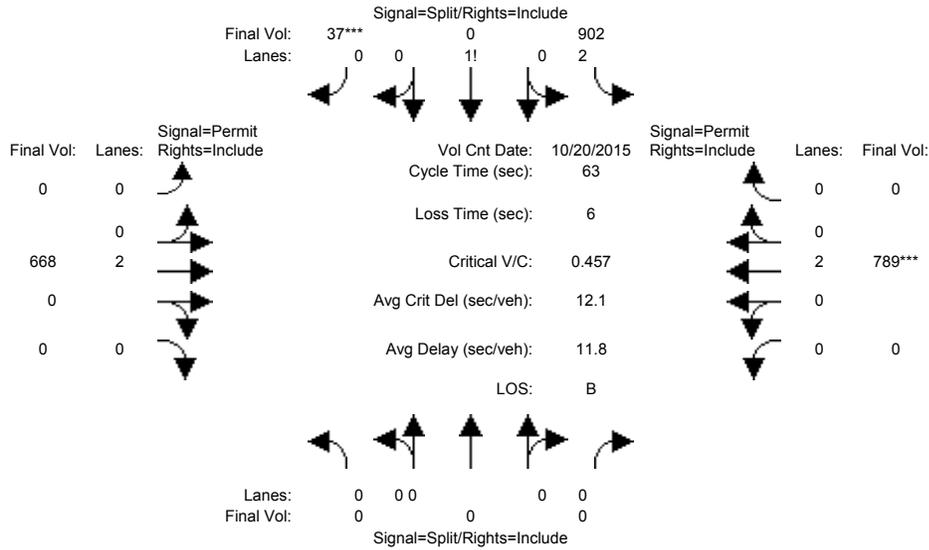
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	162	565	162	218	579	195	136	560	108	169	420	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	565	162	218	579	195	136	560	108	169	420	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	4	0	0	0	4	0	0	3	3
Initial Fut:	162	565	162	222	579	195	136	564	108	169	423	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	565	162	222	579	195	136	564	108	169	423	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	565	162	222	579	195	136	564	108	169	423	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	565	162	222	579	195	136	564	108	169	423	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.15	0.11	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.4	40.1	53.1	19.0	36.8	56.9	20.1	35.9	58.2	13.0	28.7	47.8
Volume/Cap:	0.50	0.44	0.21	0.44	0.50	0.24	0.46	0.50	0.13	0.50	0.46	0.20
Delay/Veh:	45.0	31.5	20.7	46.3	34.4	18.8	46.3	35.0	17.0	51.6	39.4	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	31.5	20.7	46.3	34.4	18.8	46.3	35.0	17.0	51.6	39.4	23.8
LOS by Move:	D	C	C	D	C	B	D	C	B	D	D	C
HCM2k95thQ:	12	15	8	9	16	9	10	16	5	8	13	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3037: 280/MOORPARK



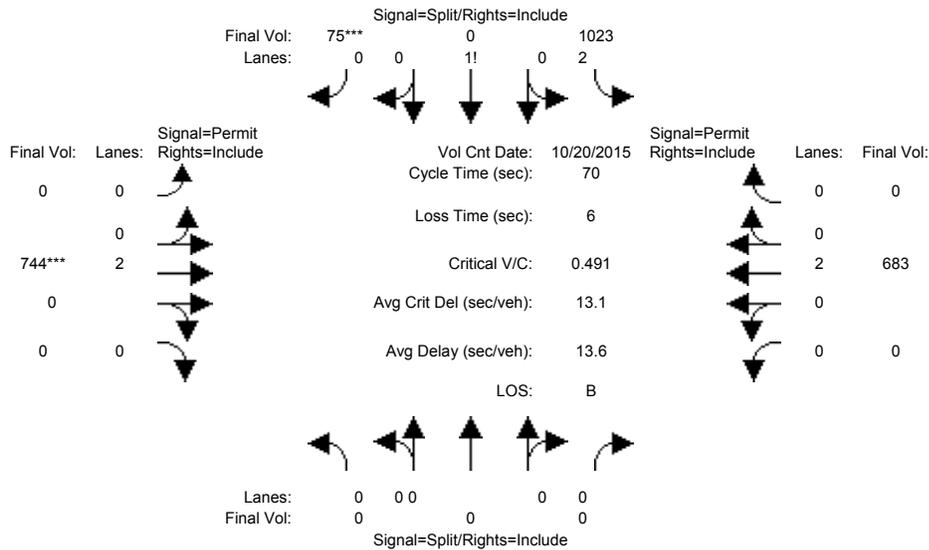
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	880	0	37	0	656	0	0	780	0
Growth Adj:	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	880	0	37	0	656	0	0	780	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	22	0	0	0	12	0	0	9	0
Initial Fut:	0	0	0	902	0	37	0	668	0	0	789	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	902	0	37	0	668	0	0	789	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	902	0	37	0	668	0	0	789	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	902	0	37	0	668	0	0	789	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4718	0	180	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.21	0.00	0.18	0.00	0.00	0.21	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	28.4	0.0	28.4	0.0	28.6	0.0	0.0	28.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.46	0.00	0.39	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	0.0	12.1	0.0	11.5	0.0	0.0	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.9	0.0	12.1	0.0	11.5	0.0	0.0	12.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	10	0	11	0	9	0	0	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3037: 280/MOORPARK



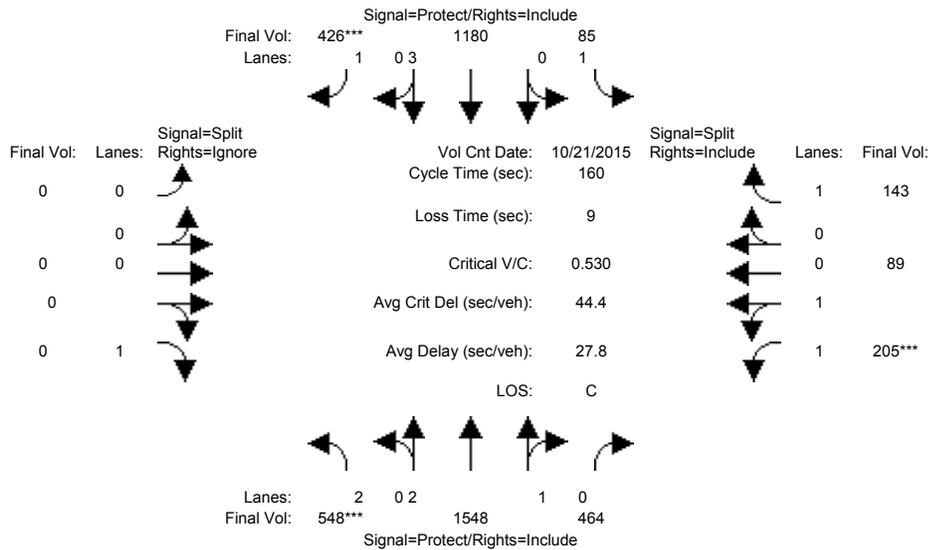
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	980	0	75	0	735	0	0	673	0
Growth Adj:	1.00	1.00	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	980	0	75	0	735	0	0	673	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	43	0	0	0	9	0	0	10	0
Initial Fut:	0	0	0	1023	0	75	0	744	0	0	683	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	1023	0	75	0	744	0	0	683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1023	0	75	0	744	0	0	683	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1023	0	75	0	744	0	0	683	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4599	0	297	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.25	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	27.9	0.0	0.0	27.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.49	0.00	0.49	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.2	0.0	16.0	0.0	0.0	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	0.0	11.2	0.0	16.0	0.0	0.0	15.6	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	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<	7:25-8:25AM						
Base Vol:	544	1290	461	85	1103	360	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1290	461	85	1103	360	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	258	3	0	77	66	0	0	0	0	0	0
Initial Fut:	548	1548	464	85	1180	426	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	548	1548	464	85	1180	426	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	1548	464	85	1180	426	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	548	1548	464	85	1180	426	0	0	0	205	89	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.28	0.72	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4307	1291	1750	5700	1750	0	0	1750	2475	1075	1750

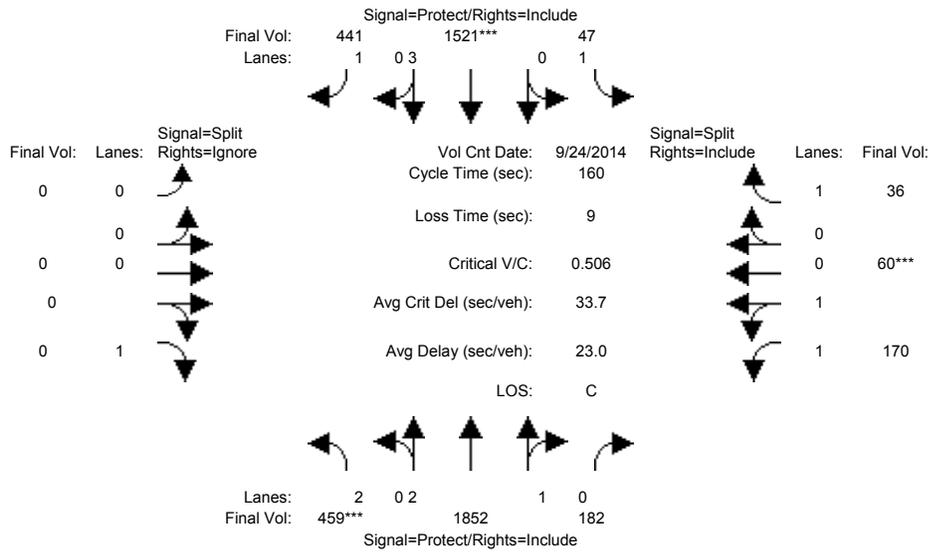
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.36	0.05	0.21	0.24	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	52.5	111	111.0	15.0	73.5	73.5	0.0	0.0	0.0	25.0	25.0	25.0
Volume/Cap:	0.53	0.52	0.52	0.52	0.45	0.53	0.00	0.00	0.00	0.53	0.53	0.52
Delay/Veh:	44.2	11.8	11.8	72.0	29.6	31.6	0.0	0.0	0.0	63.1	63.1	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	11.8	11.8	72.0	29.6	31.6	0.0	0.0	0.0	63.1	63.1	63.9
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	22	27	27	8	23	27	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3038: 280/SARATOGA (N)



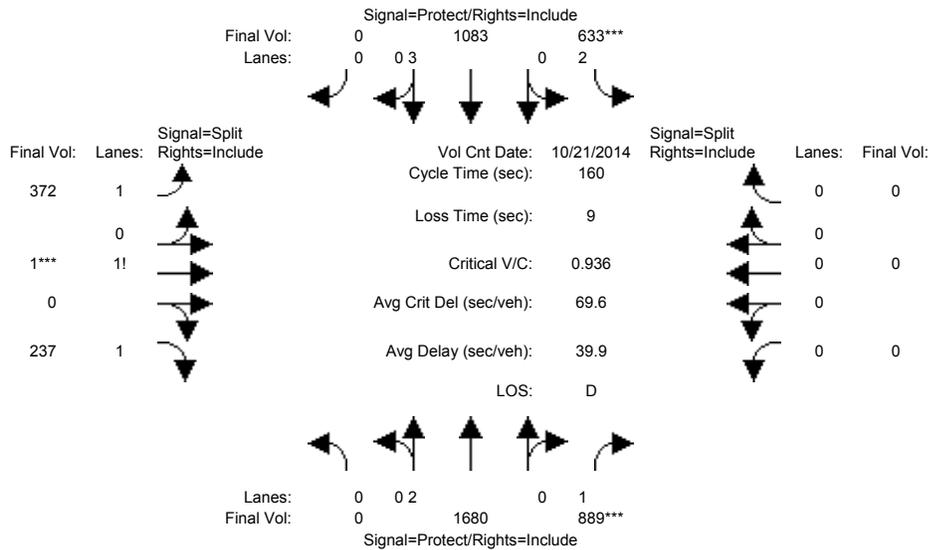
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	458	1751	182	47	1369	361	0	0	945	170	60	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:	458	1751	182	47	1369	361	0	0	945	170	60	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	101	0	0	152	80	0	0	0	0	0	0
Initial Fut:	459	1852	182	47	1521	441	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	459	1852	182	47	1521	441	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	1852	182	47	1521	441	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	459	1852	182	47	1521	441	0	0	0	170	60	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.72	0.28	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5098	501	1750	5700	1750	0	0	1750	2624	926	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.36	0.03	0.27	0.25	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	46.1	116	116.5	14.0	84.4	84.4	0.0	0.0	0.0	20.5	20.5	20.5
Volume/Cap:	0.51	0.50	0.50	0.31	0.51	0.48	0.00	0.00	0.00	0.51	0.51	0.16
Delay/Veh:	47.9	9.4	9.4	69.6	24.5	24.3	0.0	0.0	0.0	66.0	66.0	62.4
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:	47.9	9.4	9.4	69.6	24.5	24.3	0.0	0.0	0.0	66.0	66.0	62.4
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	20	25	25	4	27	25	0	0	0	12	12	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3039: 280/SARATOGA (S)



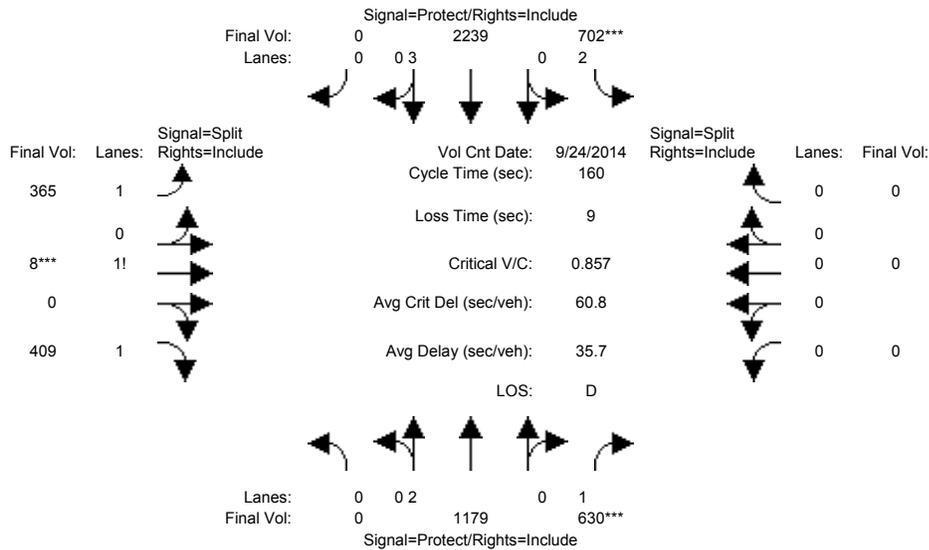
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1577	867	574	1058	0	299	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1577	867	574	1058	0	299	1	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	103	22	59	25	0	73	0	0	0	0	0
Initial Fut:	0	1680	889	633	1083	0	372	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1680	889	633	1083	0	372	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1680	889	633	1083	0	372	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1680	889	633	1083	0	372	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.61	0.01	1.38	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2815	6	2429	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.51	0.20	0.19	0.00	0.13	0.17	0.10	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	86.8	86.8	34.3	121	0.0	29.8	29.8	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.94	0.94	0.25	0.00	0.71	0.94	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	50.0	82.2	5.8	0.0	63.8	85.2	59.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	50.0	82.2	5.8	0.0	63.8	85.2	59.1	0.0	0.0	0.0
LOS by Move:	A	C	D	F	A	A	E	F	E	A	A	A
HCM2k95thQ:	0	52	69	34	10	0	23	34	16	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3039: 280/SARATOGA (S)



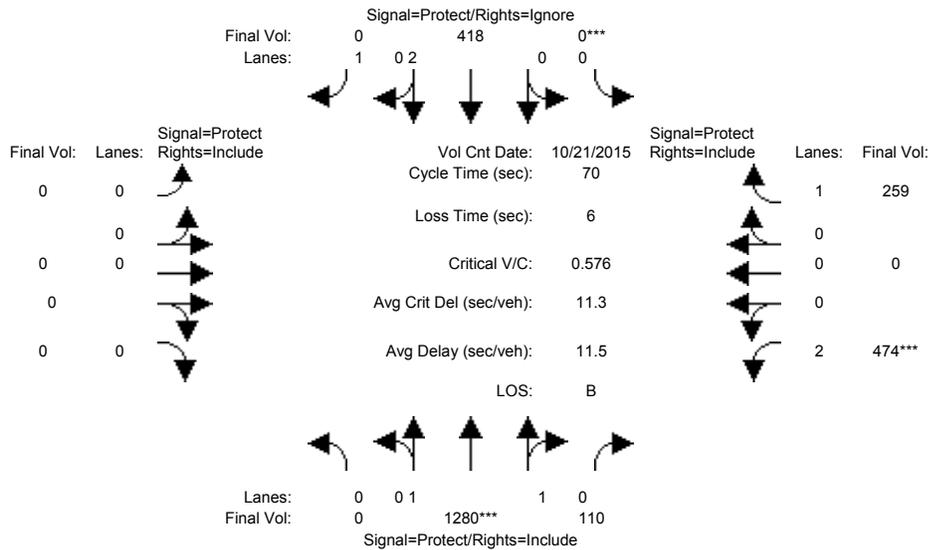
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1169	624	612	2156	0	307	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	624	612	2156	0	307	8	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	10	6	90	83	0	58	0	0	0	0	0
Initial Fut:	0	1179	630	702	2239	0	365	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1179	630	702	2239	0	365	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1179	630	702	2239	0	365	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1179	630	702	2239	0	365	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.46	0.02	1.52	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2559	35	2656	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.36	0.22	0.39	0.00	0.14	0.23	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	67.2	67.2	41.6	109	0.0	42.2	42.2	42.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.86	0.86	0.58	0.00	0.54	0.86	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	40.9	51.8	65.3	13.7	0.0	51.0	64.1	52.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.9	51.8	65.3	13.7	0.0	51.0	64.1	52.0	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	40	50	35	32	0	21	37	23	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3048: 880/BASCOM (N)



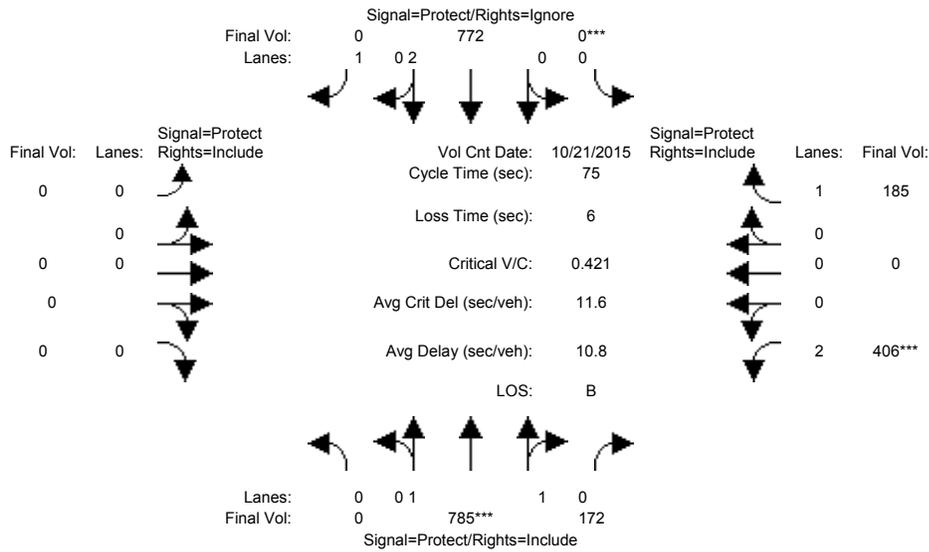
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1273	110	0	414	404	0	0	0	455	0	246
Growth Adj:	1.00	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	1273	110	0	414	404	0	0	0	455	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	0	0	4	4	0	0	0	19	0	13
Initial Fut:	0	1280	110	0	418	408	0	0	0	474	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1280	110	0	418	0	0	0	0	474	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1280	110	0	418	0	0	0	0	474	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1280	110	0	418	0	0	0	0	474	0	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.84	0.16	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3407	293	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	45.7	45.7	0.0	45.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.58	0.58	0.00	0.17	0.00	0.00	0.00	0.00	0.58	0.00	0.57
Delay/Veh:	0.0	7.1	7.1	0.0	4.8	0.0	0.0	0.0	0.0	23.5	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	0.0	4.8	0.0	0.0	0.0	0.0	23.5	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	16	16	0	4	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3048: 880/BASCOM (N)



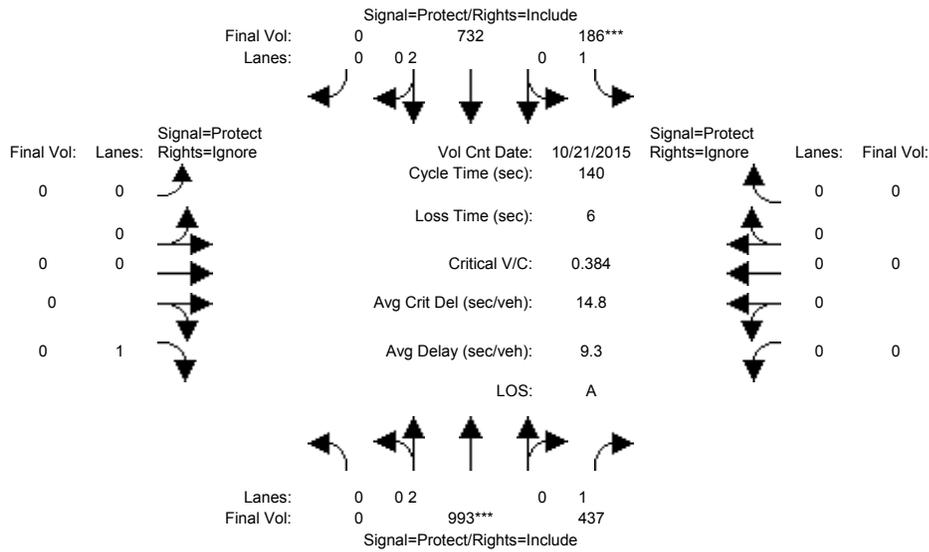
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	781	171	0	758	742	0	0	0	372	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	781	171	0	758	742	0	0	0	372	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	4	1	0	14	5	0	0	0	34	0	19
Initial Fut:	0	785	172	0	772	747	0	0	0	406	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	785	172	0	772	0	0	0	0	406	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	785	172	0	772	0	0	0	0	406	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	785	172	0	772	0	0	0	0	406	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.63	0.37	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3035	665	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.00	0.00	0.00	0.00	0.13	0.00	0.11
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.1	46.1	0.0	46.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.42	0.42	0.00	0.33	0.00	0.00	0.00	0.00	0.42	0.00	0.35
Delay/Veh:	0.0	7.7	7.7	0.0	7.1	0.0	0.0	0.0	0.0	21.0	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	0.0	7.1	0.0	0.0	0.0	0.0	21.0	0.0	20.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	11	0	9	0	0	0	0	9	0	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3049: 880/BASCOM (S)



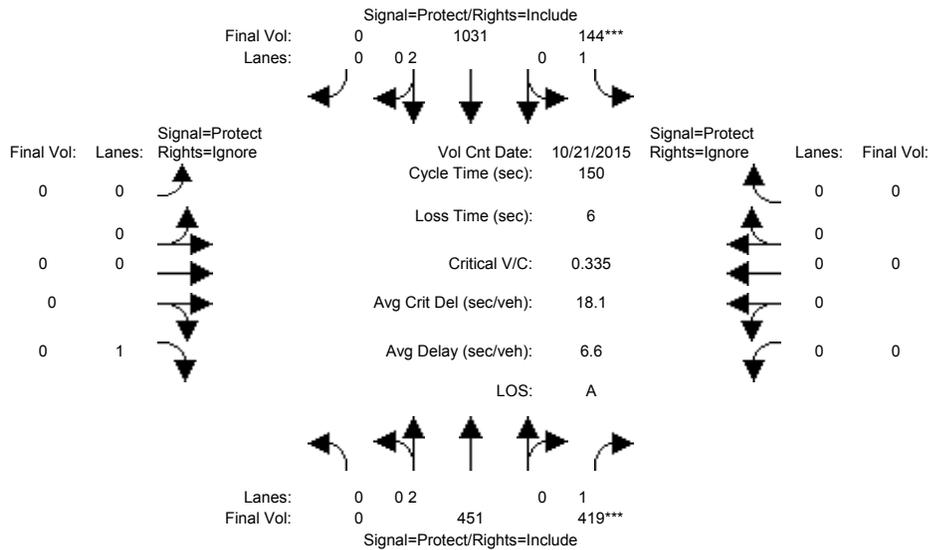
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	976	431	180	707	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	976	431	180	707	0	0	0	118	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	17	6	6	25	0	0	0	0	0	0	0
Initial Fut:	0	993	437	186	732	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	993	437	186	732	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	993	437	186	732	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	993	437	186	732	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.11	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green Time:	0.0	95.3	95.3	38.7	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.37	0.38	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	9.7	41.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	9.7	41.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	16	15	13	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3049: 880/BASCOM (S)



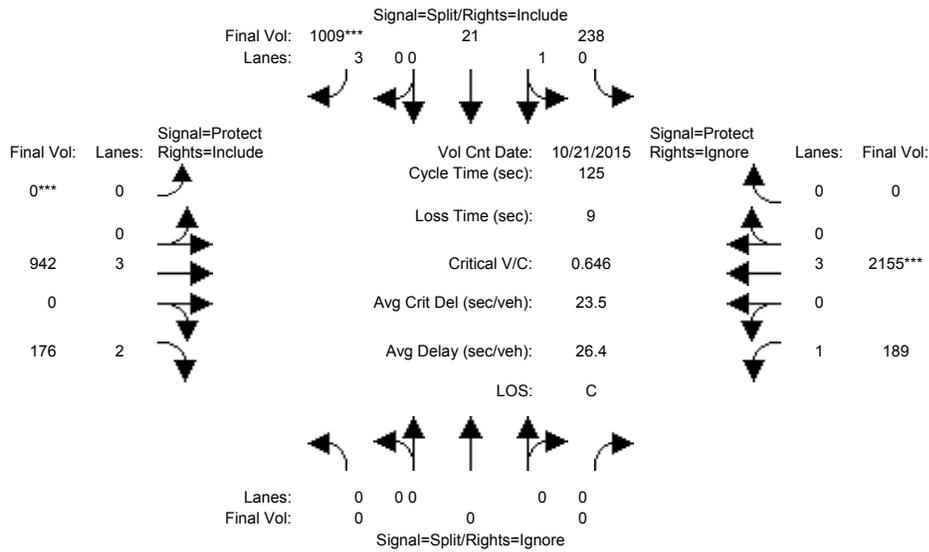
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	441	413	140	998	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	413	140	998	0	0	0	357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	10	6	4	33	0	0	0	0	0	0	0
Initial Fut:	0	451	419	144	1031	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	451	419	144	1031	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	451	419	144	1031	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	451	419	144	1031	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.24	0.08	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	107	107.2	36.8	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.34	0.34	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.0	8.2	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	8.2	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	14	11	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No SR West (AM)

Intersection #3056: SB 880/STEVENS CREEK



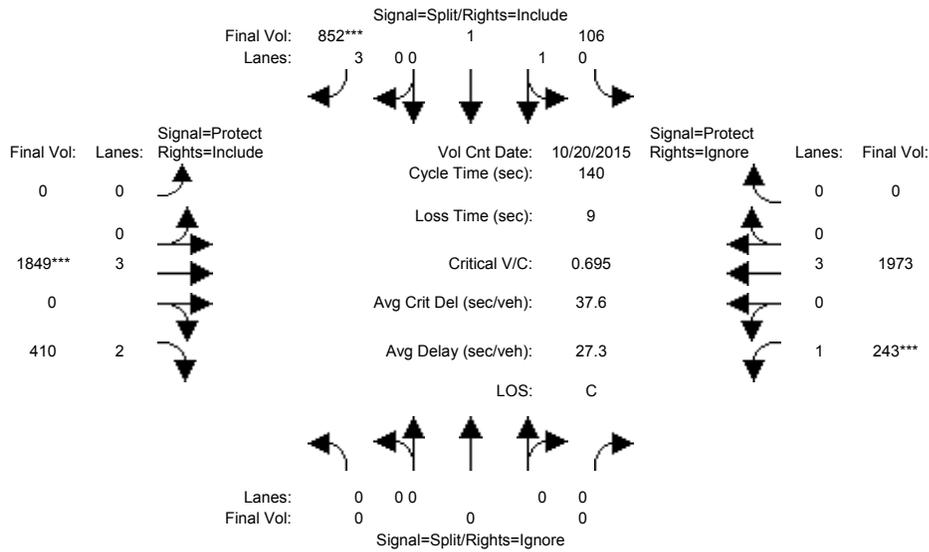
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	911	0	830	546	189	2103	0
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	238	21	911	0	830	546	189	2103	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	98	0	112	40	0	52	0
Initial Fut:	0	0	0	238	21	1009	0	942	586	189	2155	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	1009	0	942	176	189	2155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	1009	0	942	176	189	2155	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	1009	0	942	176	189	2155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.22	0.00	0.17	0.06	0.11	0.38	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	42.9	42.9	42.9	0.0	44.2	44.2	28.9	73.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.65	0.00	0.47	0.16	0.47	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	32.0	35.6	0.0	31.4	27.7	42.3	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	32.0	35.6	0.0	31.4	27.7	42.3	17.8	0.0
LOS by Move:	A	A	A	C	C	D	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	15	15	25	0	17	5	13	31	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3056: SB 880/STEVENS CREEK



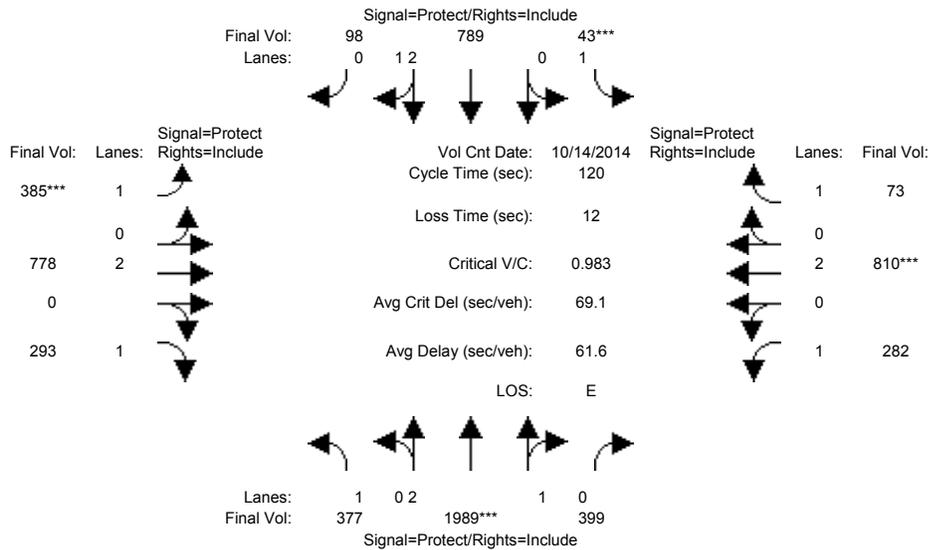
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	720	0	1759	1325	243	1946	0
Growth Adj:	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	106	1	720	0	1759	1325	243	1946	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	132	0	90	40	0	27	0
Initial Fut:	0	0	0	106	1	852	0	1849	1365	243	1973	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	852	0	1849	410	243	1973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	852	0	1849	410	243	1973	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	852	0	1849	410	243	1973	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.19	0.00	0.32	0.13	0.14	0.35	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	37.7	37.7	37.7	0.0	65.3	65.3	28.0	93.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.70	0.00	0.70	0.28	0.70	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	40.0	40.0	47.7	0.0	30.3	23.0	58.0	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.0	40.0	47.7	0.0	30.3	23.0	58.0	12.0	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	B	A
HCM2k95thQ:	0	0	0	7	7	26	0	36	12	19	25	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3077: BIRD/SAN CARLOS



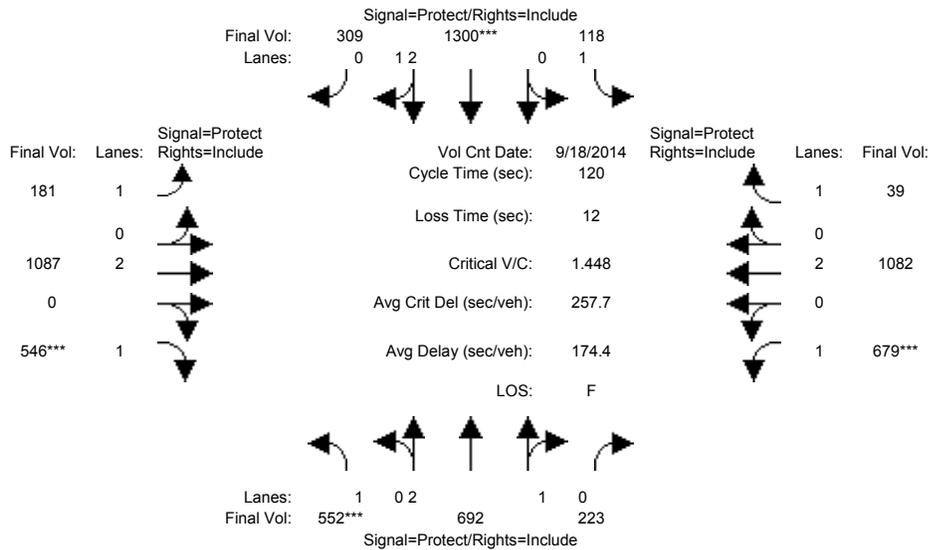
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	374	1483	179	41	550	86	178	439	205	140	464	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1483	179	41	550	86	178	439	205	140	464	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	506	220	2	239	12	207	339	88	142	346	9
Initial Fut:	377	1989	399	43	789	98	385	778	293	282	810	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	1989	399	43	789	98	385	778	293	282	810	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1989	399	43	789	98	385	778	293	282	810	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	1989	399	43	789	98	385	778	293	282	810	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.48	0.52	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4663	935	1750	4980	619	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.43	0.02	0.16	0.16	0.22	0.20	0.17	0.16	0.21	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.9	50.1	50.1	7.0	24.2	24.2	25.8	28.5	28.5	22.4	25.0	25.0
Volume/Cap:	0.79	1.02	1.02	0.42	0.79	0.79	1.02	0.86	0.71	0.86	1.02	0.20
Delay/Veh:	48.6	59.2	59.2	57.3	49.1	49.1	99.0	52.5	47.4	67.6	85.0	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	59.2	59.2	57.3	49.1	49.1	99.0	52.5	47.4	67.6	85.0	39.5
LOS by Move:	D	E	E	E	D	D	F	D	D	E	F	D
HCM2k95thQ:	27	60	60	4	22	22	32	25	19	21	32	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3077: BIRD/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2014 <<											
Base Vol:	193	468	122	93	1235	122	127	713	360	297	476	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	468	122	93	1235	122	127	713	360	297	476	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	359	224	101	25	65	187	54	374	186	382	606	10
Initial Fut:	552	692	223	118	1300	309	181	1087	546	679	1082	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	552	692	223	118	1300	309	181	1087	546	679	1082	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	692	223	118	1300	309	181	1087	546	679	1082	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	552	692	223	118	1300	309	181	1087	546	679	1082	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.24	0.76	1.00	2.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4233	1364	1750	4523	1075	1750	3800	1750	1750	3800	1750

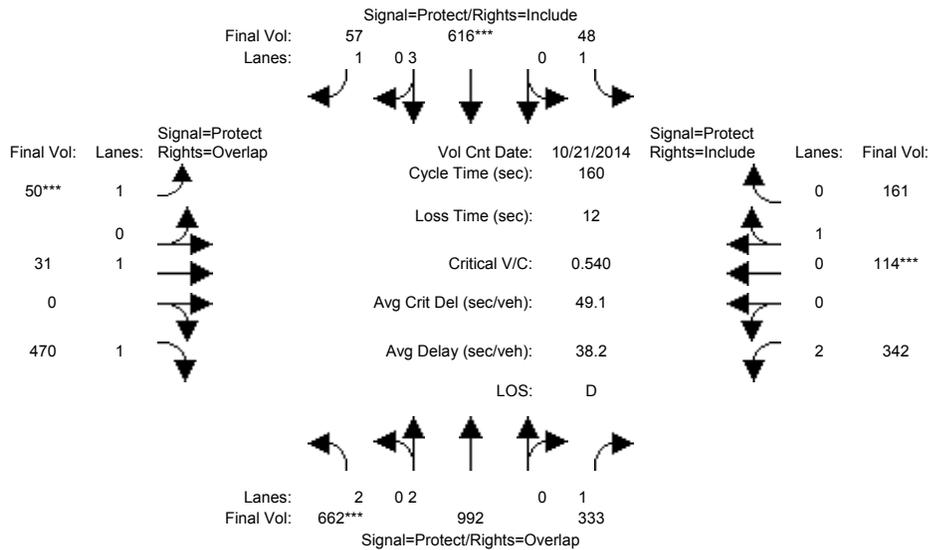
Capacity Analysis Module:												
Vol/Sat:	0.32	0.16	0.16	0.07	0.29	0.29	0.10	0.29	0.31	0.39	0.28	0.02
Crit Moves:	****			****					****	****		
Green Time:	26.1	35.4	35.4	14.6	23.8	23.8	15.5	25.9	25.9	32.2	42.6	42.6
Volume/Cap:	1.45	0.55	0.55	0.55	1.45	1.45	0.80	1.33	1.45	1.45	0.80	0.06
Delay/Veh:	262.6	36.1	36.1	52.8	255	254.6	69.2	203	262.9	257.1	38.5	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	262.6	36.1	36.1	52.8	255	254.6	69.2	203	262.9	257.1	38.5	25.6
LOS by Move:	F	D	D	D	F	F	E	F	F	F	D	C
HCM2k95thQ:	71	18	18	10	66	66	12	56	67	83	31	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3103: KIELY/SARATOGA



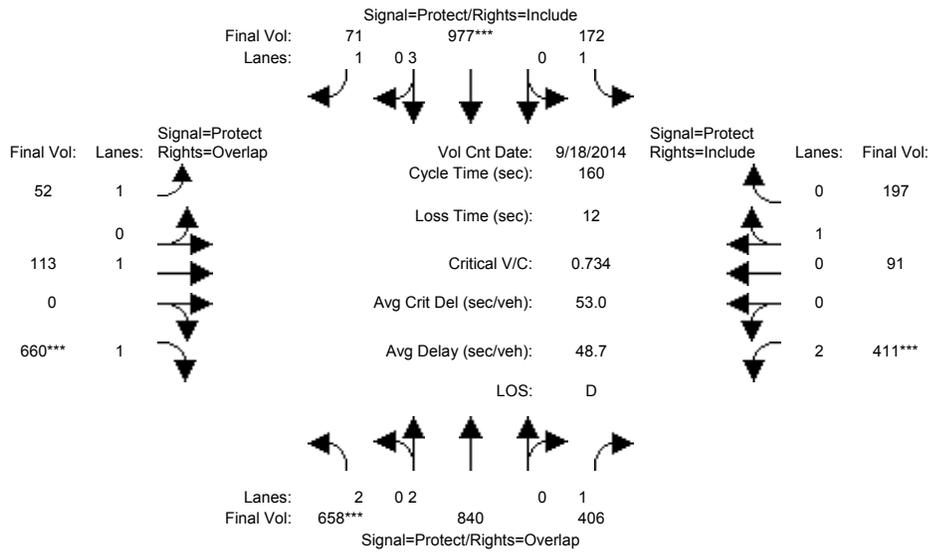
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	651	1008	61	14	613	57	50	27	470	202	96	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	1008	61	14	613	57	50	27	470	202	96	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	-16	272	34	3	0	0	4	0	140	18	130
Initial Fut:	662	992	333	48	616	57	50	31	470	342	114	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:	662	992	333	48	616	57	50	31	470	342	114	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	662	992	333	48	616	57	50	31	470	342	114	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	662	992	333	48	616	57	50	31	470	342	114	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.41	0.59
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	746	1054
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.19	0.03	0.11	0.03	0.03	0.02	0.27	0.11	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	62.3	80.7	114.8	13.5	32.0	32.0	8.5	19.6	81.9	34.1	45.3	45.3
Volume/Cap:	0.54	0.52	0.27	0.32	0.54	0.16	0.54	0.13	0.52	0.51	0.54	0.54
Delay/Veh:	38.3	26.8	8.0	70.2	57.9	53.1	80.2	62.9	26.6	56.2	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	26.8	8.0	70.2	57.9	53.1	80.2	62.9	26.6	56.2	49.7	49.7
LOS by Move:	D	C	A	E	E	D	F	E	C	E	D	D
HCM2k95thQ:	26	27	12	5	16	5	7	3	28	17	22	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2014 <<											
Base Vol:	655	909	237	46	971	70	52	97	657	192	72	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:	655	909	237	46	971	70	52	97	657	192	72	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	-69	169	126	6	1	0	16	3	219	19	153
Initial Fut:	658	840	406	172	977	71	52	113	660	411	91	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	840	406	172	977	71	52	113	660	411	91	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	840	406	172	977	71	52	113	660	411	91	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	840	406	172	977	71	52	113	660	411	91	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	569	1231

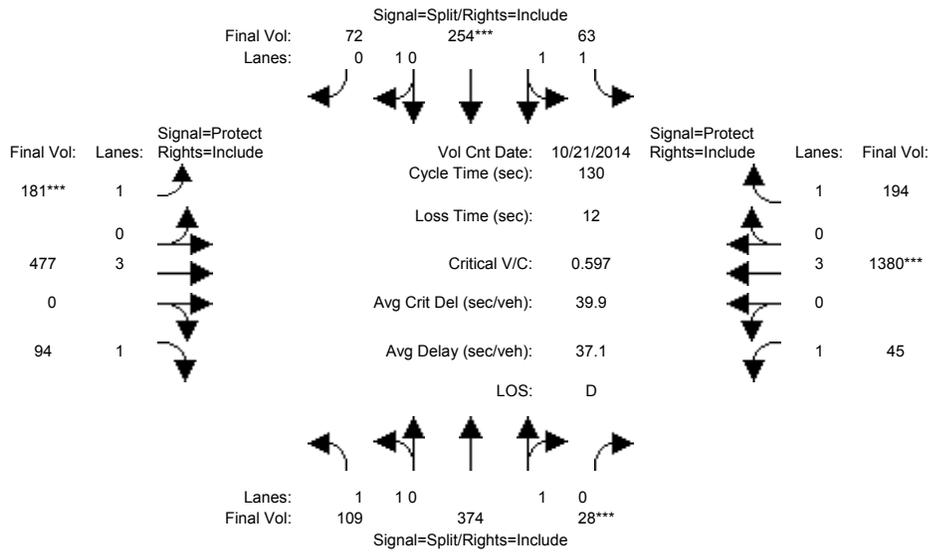
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.23	0.10	0.17	0.04	0.03	0.06	0.38	0.13	0.16	0.16
Crit Moves:	****				****				****	****		
Green Time:	45.5	57.4	85.8	25.5	37.4	37.4	14.0	36.7	82.2	28.4	51.1	51.1
Volume/Cap:	0.73	0.62	0.43	0.62	0.73	0.17	0.34	0.26	0.73	0.73	0.50	0.50
Delay/Veh:	54.9	43.1	22.7	66.8	58.9	49.2	70.0	50.9	33.5	67.2	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	43.1	22.7	66.8	58.9	49.2	70.0	50.9	33.5	67.2	44.8	44.8
LOS by Move:	D	D	C	E	E	D	E	D	C	E	D	D
HCM2k95thQ:	30	29	22	15	25	6	6	9	45	23	22	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3104: KIELY/STEVENS CREEK



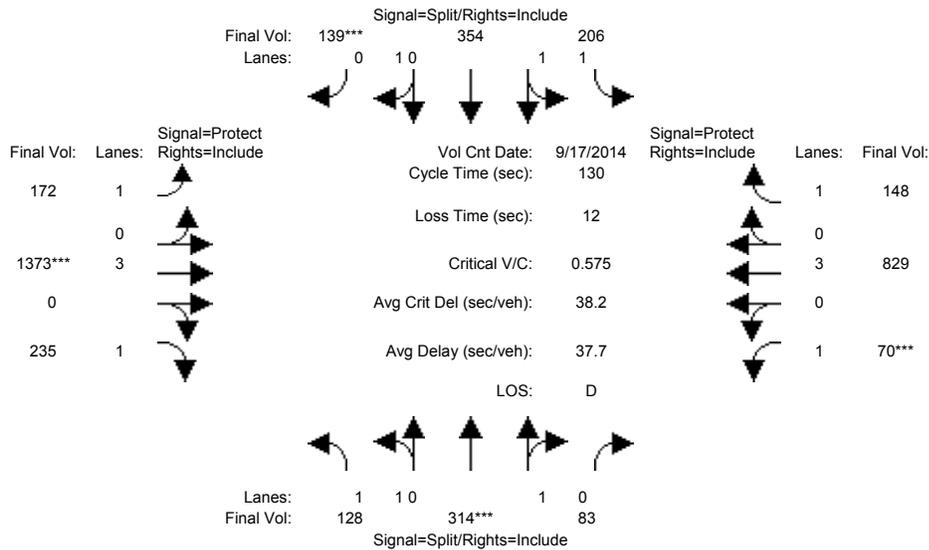
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	109	356	28	55	250	72	175	372	90	45	1271	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	356	28	55	250	72	175	372	90	45	1271	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	18	0	8	4	0	6	105	4	0	109	-1
Initial Fut:	109	374	28	63	254	72	181	477	94	45	1380	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	374	28	63	254	72	181	477	94	45	1380	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	374	28	63	254	72	181	477	94	45	1380	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	374	28	63	254	72	181	477	94	45	1380	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.55	0.45	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3442	258	1750	2882	817	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.04	0.09	0.09	0.10	0.08	0.05	0.03	0.24	0.11
Crit Moves:			****		****		****				****	
Green Time:	23.6	23.6	23.6	19.2	19.2	19.2	22.5	45.7	45.7	29.4	52.7	52.7
Volume/Cap:	0.34	0.60	0.60	0.24	0.60	0.60	0.60	0.24	0.15	0.11	0.60	0.27
Delay/Veh:	46.5	50.0	50.0	49.1	53.3	53.3	52.8	29.9	29.0	40.1	30.8	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	50.0	50.0	49.1	53.3	53.3	52.8	29.9	29.0	40.1	30.8	26.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	8	15	15	5	13	13	14	8	5	3	25	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3104: KIELY/STEVENS CREEK



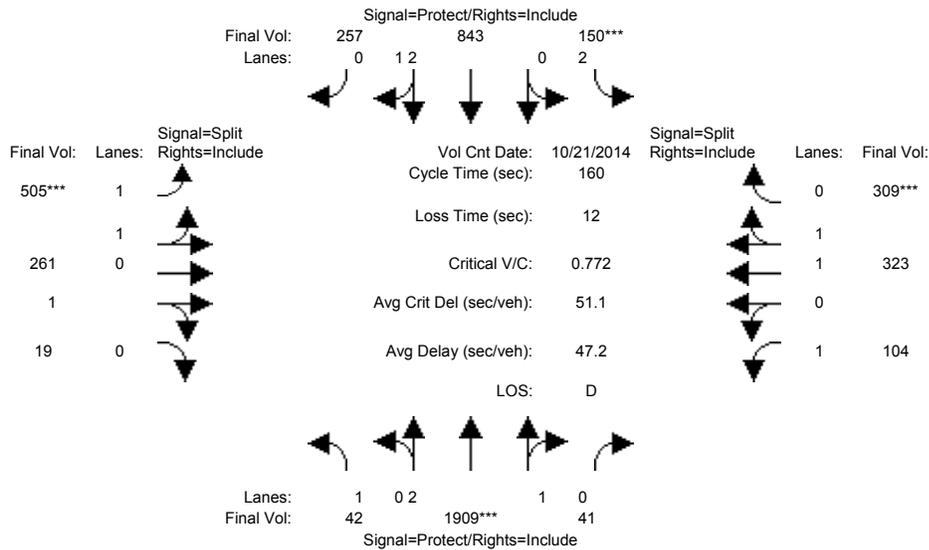
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	295	83	211	338	139	172	1317	235	68	729	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:	128	295	83	211	338	139	172	1317	235	68	729	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	0	-5	16	0	0	56	0	2	100	-1
Initial Fut:	128	314	83	206	354	139	172	1373	235	70	829	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	314	83	206	354	139	172	1373	235	70	829	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	314	83	206	354	139	172	1373	235	70	829	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	314	83	206	354	139	172	1373	235	70	829	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.57	0.43	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2926	773	1750	2656	1043	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.12	0.13	0.13	0.10	0.24	0.13	0.04	0.15	0.08
Crit Moves:	****			****			****			****		
Green Time:	24.3	24.3	24.3	30.2	30.2	30.2	25.6	54.5	54.5	9.1	37.9	37.9
Volume/Cap:	0.39	0.57	0.57	0.51	0.57	0.57	0.50	0.57	0.32	0.57	0.50	0.29
Delay/Veh:	46.6	49.0	49.0	43.8	44.9	44.9	47.6	29.2	25.6	65.2	38.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	49.0	49.0	43.8	44.9	44.9	47.6	29.2	25.6	65.2	38.4	35.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	15	15	15	17	17	12	24	13	6	16	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3113: MOORPARK/SARATOGA



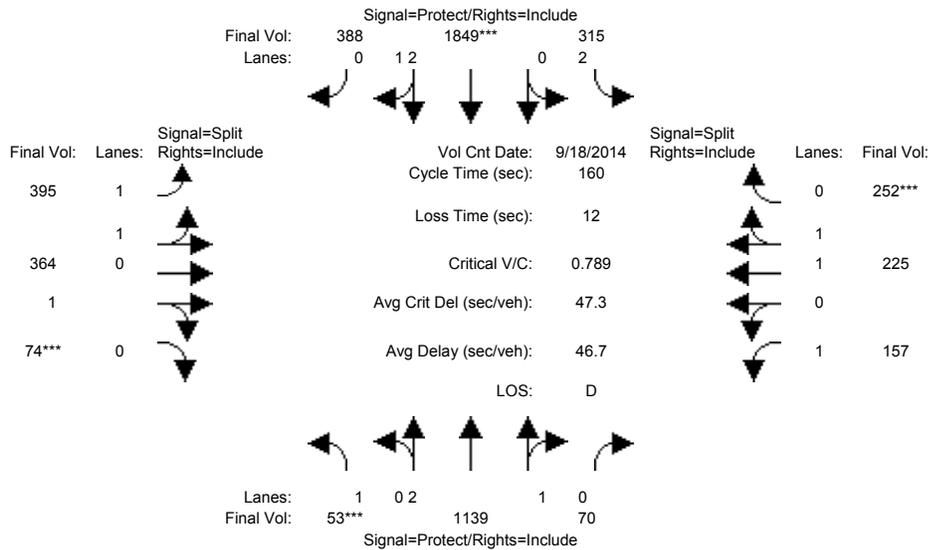
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 21 Oct 2014 << 7:55-8:55AM											
Base Vol:	42	1810	41	148	825	248	477	253	18	104	323	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1810	41	148	825	248	477	253	18	104	323	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	99	0	2	18	9	28	8	1	0	0	0
Initial Fut:	42	1909	41	150	843	257	505	261	19	104	323	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1909	41	150	843	257	505	261	19	104	323	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1909	41	150	843	257	505	261	19	104	323	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1909	41	150	843	257	505	261	19	104	323	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.93	0.07	2.00	2.27	0.73	1.94	0.99	0.07	1.00	1.00	1.00
Final Sat.:	1750	5482	118	3150	4290	1308	3442	1779	129	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.05	0.20	0.20	0.15	0.15	0.15	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.9	72.2	72.2	9.9	67.1	67.1	30.4	30.4	30.4	35.6	35.6	35.6
Volume/Cap:	0.26	0.77	0.77	0.77	0.47	0.47	0.77	0.77	0.77	0.27	0.77	0.77
Delay/Veh:	68.2	38.5	38.5	91.2	33.7	33.7	65.2	65.2	65.2	51.8	62.6	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	38.5	38.5	91.2	33.7	33.7	65.2	65.2	65.2	51.8	62.6	63.0
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	5	45	45	9	23	23	26	26	26	9	28	29

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3113: MOORPARK/SARATOGA



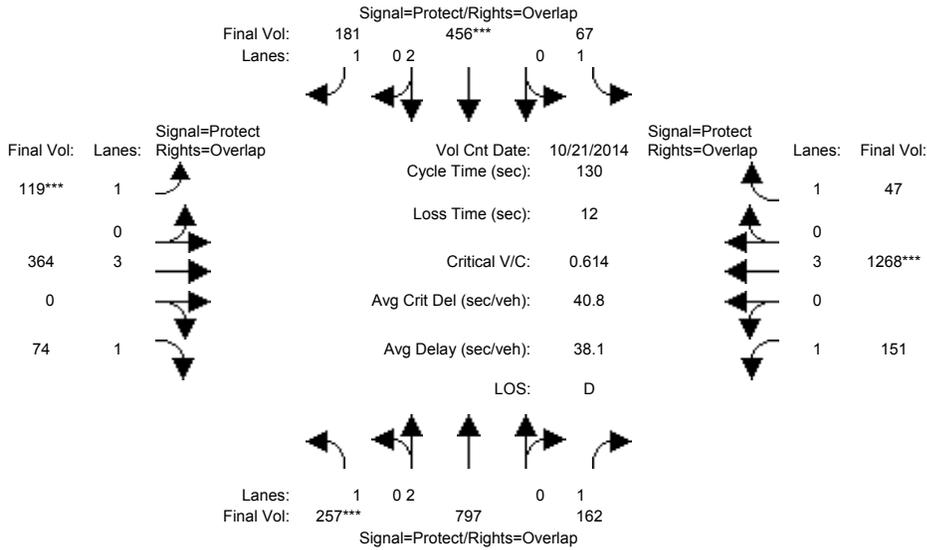
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1133	70	311	1777	374	391	361	74	153	217	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1133	70	311	1777	374	391	361	74	153	217	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	6	0	4	72	14	4	3	0	4	8	8
Initial Fut:	53	1139	70	315	1849	388	395	364	74	157	225	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1139	70	315	1849	388	395	364	74	157	225	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1139	70	315	1849	388	395	364	74	157	225	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1139	70	315	1849	388	395	364	74	157	225	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.46	0.54	1.44	1.30	0.26	1.00	1.00	1.00
Final Sat.:	1750	5275	324	3150	4627	971	2537	2338	475	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.40	0.40	0.16	0.16	0.16	0.09	0.12	0.14
Crit Moves:	****			****			****					****
Green Time:	7.0	59.8	59.8	27.7	80.6	80.6	31.4	31.4	31.4	29.0	29.0	29.0
Volume/Cap:	0.69	0.58	0.58	0.58	0.79	0.79	0.79	0.79	0.79	0.49	0.65	0.79
Delay/Veh:	99.2	40.4	40.4	62.3	34.5	34.5	65.4	65.4	65.4	60.1	62.9	69.8
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:	99.2	40.4	40.4	62.3	34.5	34.5	65.4	65.4	65.4	60.1	62.9	69.8
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	28	28	16	49	49	27	27	27	15	20	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3116: SARATOGA/STEVENS CREEK



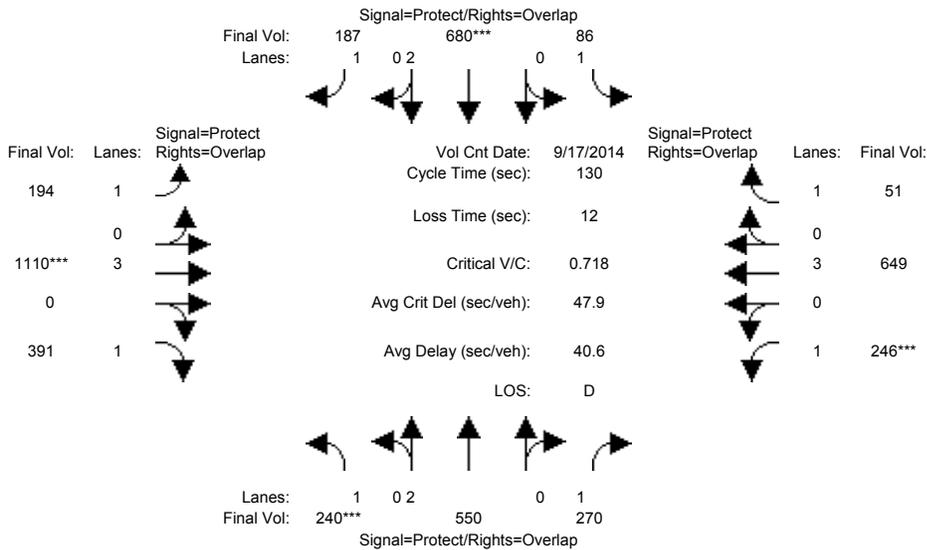
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	21 Oct 2014 << 7:55-8:55AM											
Base Vol:	160	764	160	38	458	180	116	280	46	151	1251	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	764	160	38	458	180	116	280	46	151	1251	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	97	33	2	29	-2	1	3	84	28	0	17	0
Initial Fut:	257	797	162	67	456	181	119	364	74	151	1268	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	797	162	67	456	181	119	364	74	151	1268	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	797	162	67	456	181	119	364	74	151	1268	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	797	162	67	456	181	119	364	74	151	1268	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.09	0.04	0.12	0.10	0.07	0.06	0.04	0.09	0.22	0.03
Crit Moves:	****				****		****				****	
Green Time:	31.1	45.0	77.5	11.5	25.4	39.8	14.4	29.0	60.1	32.5	47.1	58.6
Volume/Cap:	0.61	0.61	0.16	0.43	0.61	0.34	0.61	0.29	0.09	0.35	0.61	0.06
Delay/Veh:	46.8	36.0	11.8	58.0	49.4	35.3	60.9	42.0	19.7	40.5	34.6	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	36.0	11.8	58.0	49.4	35.3	60.9	42.0	19.7	40.5	34.6	20.2
LOS by Move:	D	D	B	E	D	D	E	D	B	D	C	C
HCM2k95thQ:	18	23	6	5	15	11	10	8	3	10	23	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3116: SARATOGA/STEVENS CREEK



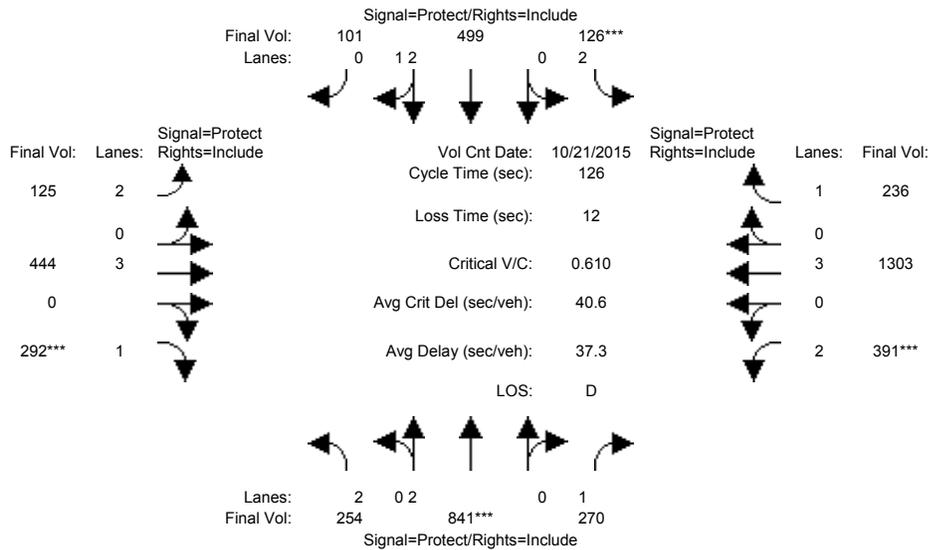
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	183	558	267	77	664	183	194	1156	293	241	628	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	558	267	77	664	183	194	1156	293	241	628	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	57	-8	3	9	16	4	0	-46	98	5	21	0
Initial Fut:	240	550	270	86	680	187	194	1110	391	246	649	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	550	270	86	680	187	194	1110	391	246	649	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	550	270	86	680	187	194	1110	391	246	649	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	550	270	86	680	187	194	1110	391	246	649	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.15	0.05	0.18	0.11	0.11	0.19	0.22	0.14	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	24.8	41.7	67.2	15.5	32.4	62.4	30.0	35.3	60.1	25.5	30.8	46.3
Volume/Cap:	0.72	0.45	0.30	0.41	0.72	0.22	0.48	0.72	0.48	0.72	0.48	0.08
Delay/Veh:	56.6	35.3	18.1	54.3	47.3	19.8	44.2	44.5	24.6	56.0	43.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	35.3	18.1	54.3	47.3	19.8	44.2	44.5	24.6	56.0	43.0	27.8
LOS by Move:	E	D	B	D	D	B	D	D	C	E	D	C
HCM2k95thQ:	18	16	12	6	21	8	13	24	20	18	13	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



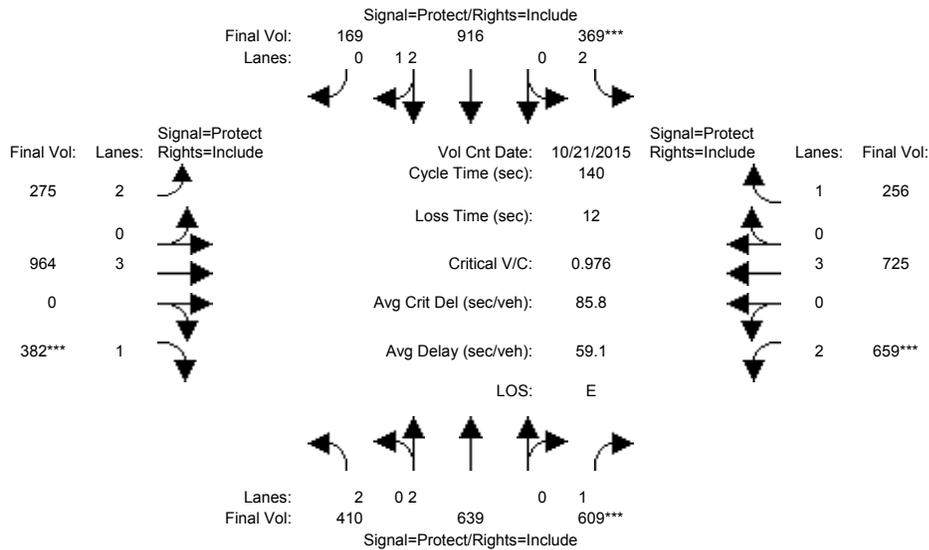
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	205	816	183	124	493	93	125	392	285	362	1229	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	816	183	124	493	93	125	392	285	362	1229	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	49	25	87	2	6	8	0	52	7	29	74	3
Initial Fut:	254	841	270	126	499	101	125	444	292	391	1303	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	841	270	126	499	101	125	444	292	391	1303	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	841	270	126	499	101	125	444	292	391	1303	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	254	841	270	126	499	101	125	444	292	391	1303	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4656	942	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.15	0.04	0.11	0.11	0.04	0.08	0.17	0.12	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	23.2	45.7	45.7	8.3	30.8	30.8	11.7	34.4	34.4	25.6	48.3	48.3
Volume/Cap:	0.44	0.61	0.43	0.61	0.44	0.44	0.43	0.28	0.61	0.61	0.60	0.35
Delay/Veh:	46.2	33.7	30.7	62.6	40.5	40.5	54.9	36.2	42.2	47.4	31.5	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	33.7	30.7	62.6	40.5	40.5	54.9	36.2	42.2	47.4	31.5	28.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	C	C
HCM2k95thQ:	11	24	16	8	13	13	6	9	20	15	23	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	372	629	538	366	896	172	271	926	363	574	707	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	629	538	366	896	172	271	926	363	574	707	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	38	10	71	3	20	-3	4	38	19	85	18	5
Initial Fut:	410	639	609	369	916	169	275	964	382	659	725	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	639	609	369	916	169	275	964	382	659	725	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	639	609	369	916	169	275	964	382	659	725	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	410	639	609	369	916	169	275	964	382	659	725	256

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4727	872	3150	5700	1750	3150	5700	1750

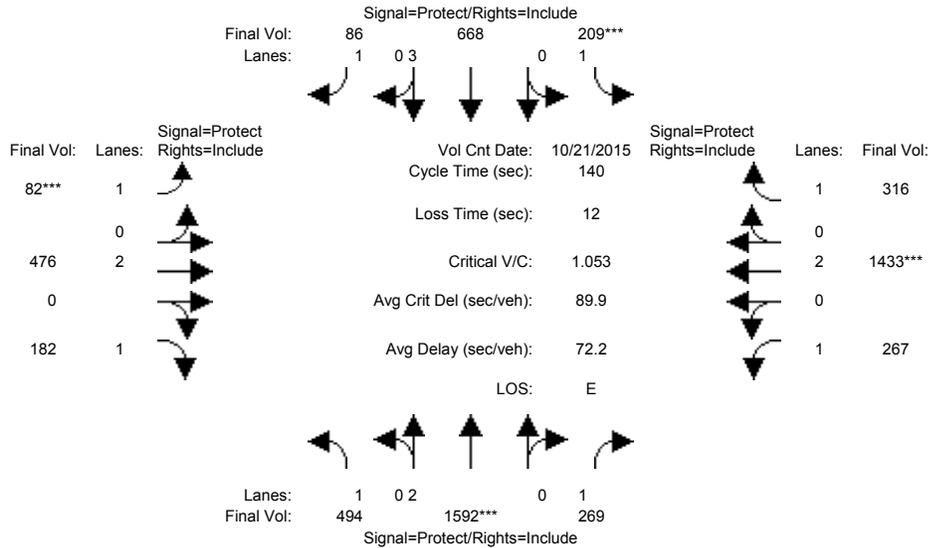
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.35	0.12	0.19	0.19	0.09	0.17	0.22	0.21	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	26.8	49.9	49.9	16.8	39.9	39.9	22.9	31.3	31.3	30.0	38.4	38.4
Volume/Cap:	0.68	0.47	0.98	0.98	0.68	0.68	0.53	0.76	0.98	0.98	0.46	0.53
Delay/Veh:	55.8	35.1	74.5	101.3	45.6	45.6	54.7	53.4	93.1	83.3	42.5	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	35.1	74.5	101.3	45.6	45.6	54.7	53.4	93.1	83.3	42.5	44.4
LOS by Move:	E	D	E	F	D	D	D	D	F	F	D	D
HCM2k95thQ:	20	19	53	24	26	26	13	25	38	33	16	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3279: BASCOM/SAN CARLOS



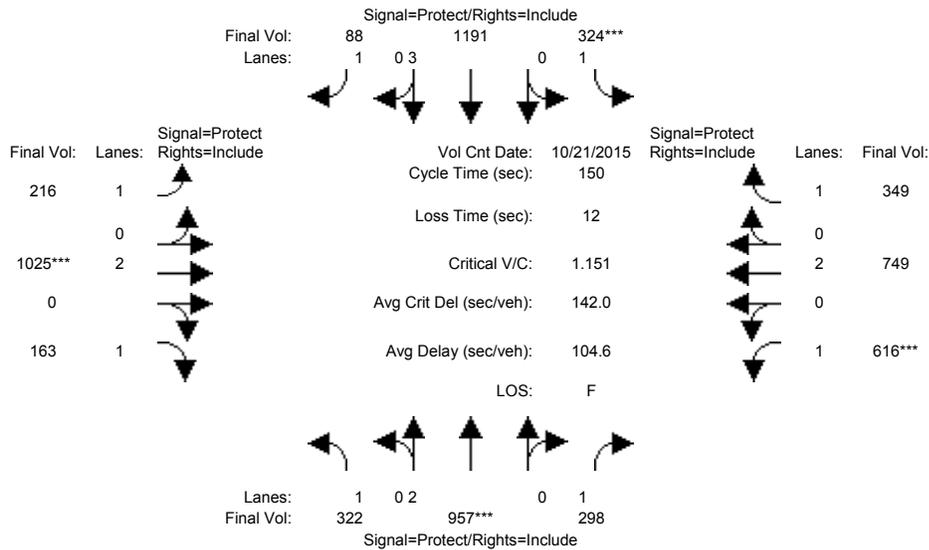
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	263	1277	211	98	467	66	82	233	97	188	899	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1277	211	98	467	66	82	233	97	188	899	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	231	315	58	111	201	20	0	243	85	79	534	0
Initial Fut:	494	1592	269	209	668	86	82	476	182	267	1433	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1592	269	209	668	86	82	476	182	267	1433	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1592	269	209	668	86	82	476	182	267	1433	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	1592	269	209	668	86	82	476	182	267	1433	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.42	0.15	0.12	0.12	0.05	0.05	0.13	0.10	0.15	0.38	0.18
Crit Moves:	****			****			****			****		
Green Time:	50.3	55.4	55.4	15.8	20.9	20.9	7.0	25.6	25.6	31.2	49.8	49.8
Volume/Cap:	0.79	1.06	0.39	1.06	0.79	0.33	0.94	0.68	0.57	0.68	1.06	0.51
Delay/Veh:	46.6	83.0	30.6	142.7	62.3	54.0	141.6	56.2	54.5	54.8	86.9	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	83.0	30.6	142.7	62.3	54.0	141.6	56.2	54.5	54.8	86.9	36.1
LOS by Move:	D	F	C	F	E	D	F	E	D	D	F	D
HCM2k95thQ:	35	67	16	22	17	7	9	18	14	22	63	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3279: BASCOM/SAN CARLOS



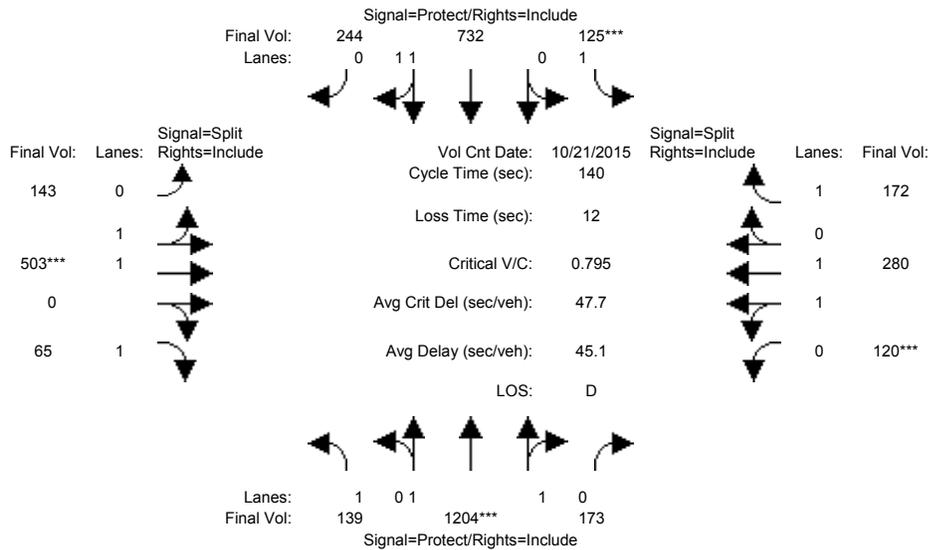
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	169	586	259	241	1144	87	115	818	162	225	450	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	586	259	241	1144	87	115	818	162	225	450	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	153	371	39	83	47	1	101	207	1	391	299	232
Initial Fut:	322	957	298	324	1191	88	216	1025	163	616	749	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	957	298	324	1191	88	216	1025	163	616	749	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	957	298	324	1191	88	216	1025	163	616	749	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	957	298	324	1191	88	216	1025	163	616	749	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.17	0.19	0.21	0.05	0.12	0.27	0.09	0.35	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	26.7	32.8	32.8	24.1	30.3	30.3	31.0	35.2	35.2	45.9	50.1	50.1
Volume/Cap:	1.03	1.15	0.78	1.15	1.03	0.25	0.60	1.15	0.40	1.15	0.59	0.60
Delay/Veh:	122.0	140	64.9	163.7	95.8	50.7	56.6	138	49.1	139.8	42.2	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.0	140	64.9	163.7	95.8	50.7	56.6	138	49.1	139.8	42.2	43.3
LOS by Move:	F	F	E	F	F	D	E	F	D	F	D	D
HCM2k95thQ:	34	50	25	35	33	7	17	52	12	68	25	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3283: BASCOM/HEDDING



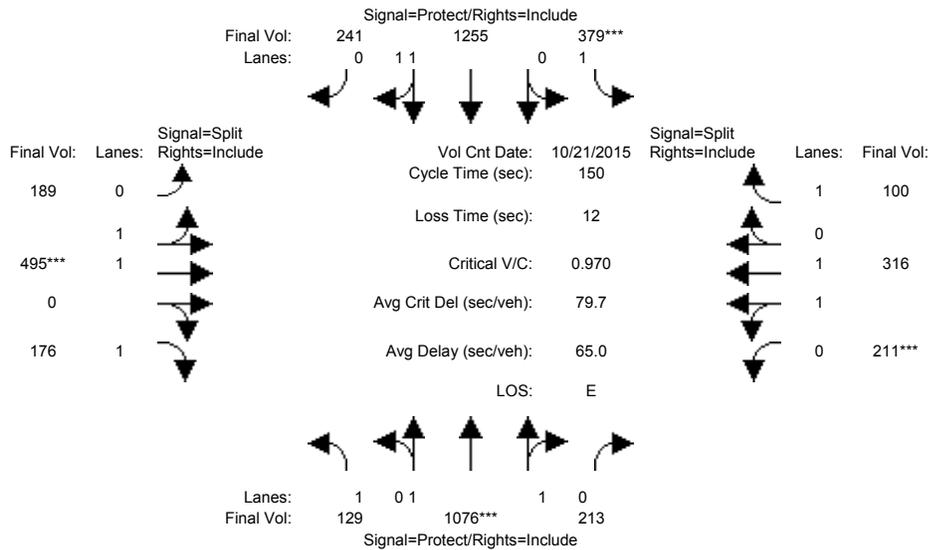
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:50-8:50AM												
Base Vol:	111	1182	123	121	503	238	136	385	64	67	277	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1182	123	121	503	238	136	385	64	67	277	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	28	22	50	4	229	6	7	118	1	53	3	86
Initial Fut:	139	1204	173	125	732	244	143	503	65	120	280	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1204	173	125	732	244	143	503	65	120	280	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1204	173	125	732	244	143	503	65	120	280	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1204	173	125	732	244	143	503	65	120	280	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.74	0.26	1.00	1.49	0.51	0.45	1.55	1.00	0.62	1.38	1.00
Final Sat.:	1750	3235	465	1750	2774	925	819	2880	1750	1110	2589	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.07	0.26	0.26	0.17	0.17	0.04	0.11	0.11	0.10
Crit Moves:	****			****			****			****		
Green Time:	18.1	65.6	65.6	12.6	60.1	60.1	30.8	30.8	30.8	19.1	19.1	19.1
Volume/Cap:	0.61	0.79	0.79	0.79	0.61	0.61	0.79	0.79	0.17	0.79	0.79	0.72
Delay/Veh:	62.6	34.1	34.1	86.1	31.7	31.7	57.1	57.1	44.5	67.1	67.1	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	34.1	34.1	86.1	31.7	31.7	57.1	57.1	44.5	67.1	67.1	68.3
LOS by Move:	E	C	C	F	C	C	E	E	D	E	E	E
HCM2k95thQ:	11	41	41	12	28	28	24	24	5	17	17	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3283: BASCOM/HEDDING



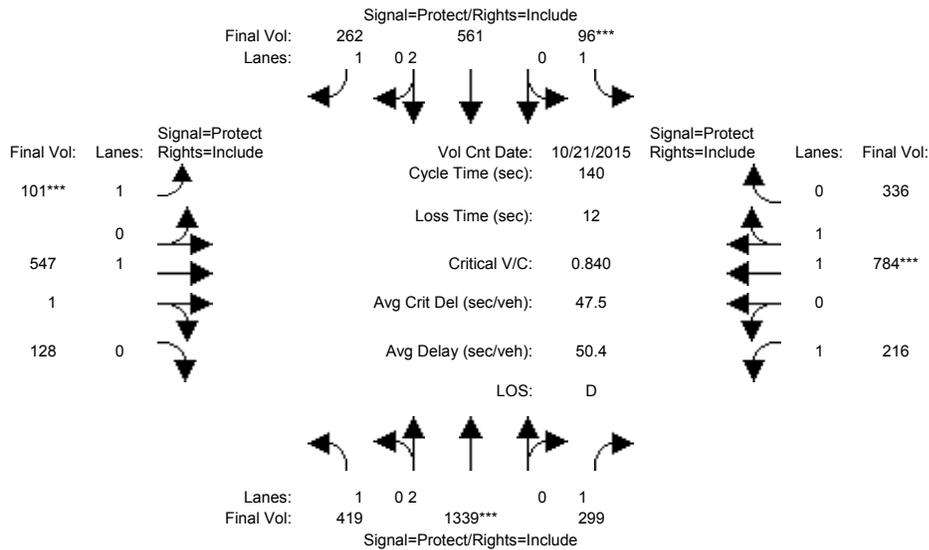
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	83	559	124	186	969	221	187	486	154	160	302	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	559	124	186	969	221	187	486	154	160	302	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	517	89	193	286	20	2	9	22	51	14	39
Initial Fut:	129	1076	213	379	1255	241	189	495	176	211	316	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1076	213	379	1255	241	189	495	176	211	316	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1076	213	379	1255	241	189	495	176	211	316	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1076	213	379	1255	241	189	495	176	211	316	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.66	0.34	1.00	1.67	0.33	0.57	1.43	1.00	0.82	1.18	1.00
Final Sat.:	1750	3088	611	1750	3103	596	1022	2677	1750	1481	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.22	0.40	0.40	0.18	0.18	0.10	0.14	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.5	53.9	53.9	33.5	73.9	73.9	28.6	28.6	28.6	22.0	22.0	22.0
Volume/Cap:	0.82	0.97	0.97	0.97	0.82	0.82	0.97	0.97	0.53	0.97	0.97	0.39
Delay/Veh:	94.9	65.2	65.2	95.3	35.5	35.5	86.8	86.8	56.2	94.6	94.6	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	65.2	65.2	95.3	35.5	35.5	86.8	86.8	56.2	94.6	94.6	58.9
LOS by Move:	F	E	E	F	D	D	F	F	E	F	F	E
HCM2k95thQ:	11	46	46	36	49	49	31	31	14	26	26	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3284: BASCOM/NAGLEE



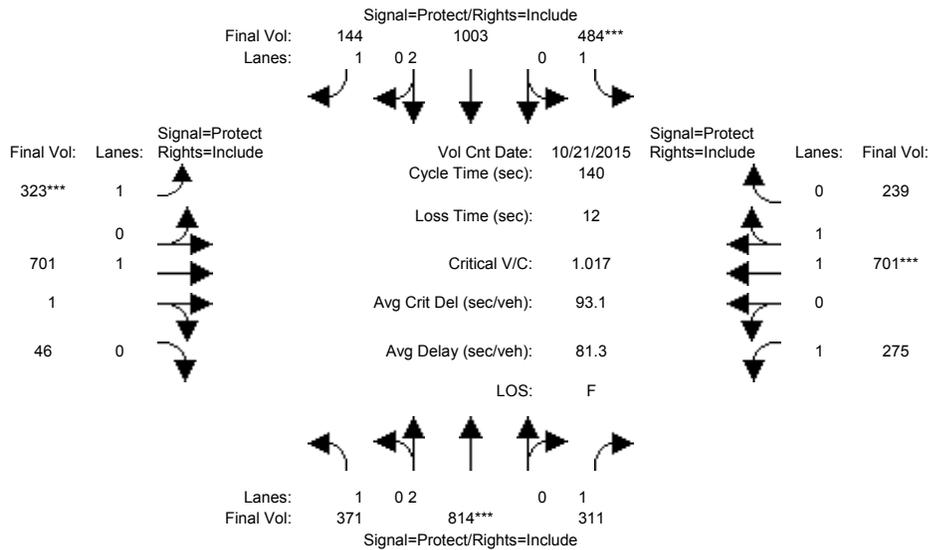
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	204	1315	266	93	420	144	86	223	7	140	312	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1315	266	93	420	144	86	223	7	140	312	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	215	24	33	3	141	118	15	324	121	76	472	226
Initial Fut:	419	1339	299	96	561	262	101	547	128	216	784	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	1339	299	96	561	262	101	547	128	216	784	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1339	299	96	561	262	101	547	128	216	784	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	1339	299	96	561	262	101	547	128	216	784	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.38	0.62
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2998	702	1750	2589	1110
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.17	0.05	0.15	0.15	0.06	0.18	0.18	0.12	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	41.8	58.7	58.7	9.1	26.1	26.1	9.6	35.9	35.9	24.3	50.5	50.5
Volume/Cap:	0.80	0.84	0.41	0.84	0.79	0.80	0.84	0.71	0.71	0.71	0.84	0.84
Delay/Veh:	54.0	40.6	28.8	104.3	60.4	67.8	102.6	50.0	50.0	62.3	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	40.6	28.8	104.3	60.4	67.8	102.6	50.0	50.0	62.3	46.0	46.0
LOS by Move:	D	D	C	F	E	E	F	D	D	E	D	D
HCM2k95thQ:	29	39	17	9	21	21	10	24	24	20	41	41

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3284: BASCOM/NAGLEE



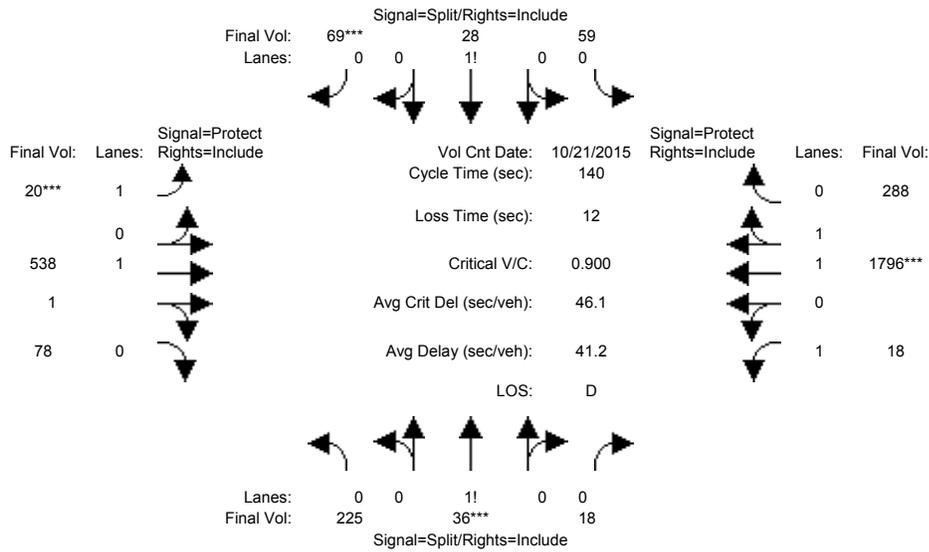
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	107	478	208	221	970	93	156	447	31	200	303	83
Growth 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:	107	478	208	221	970	93	156	447	31	200	303	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	264	336	103	263	33	51	167	254	15	75	398	156
Initial Fut:	371	814	311	484	1003	144	323	701	46	275	701	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	814	311	484	1003	144	323	701	46	275	701	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	814	311	484	1003	144	323	701	46	275	701	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	371	814	311	484	1003	144	323	701	46	275	701	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.48	0.52
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3472	228	1750	2759	941
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.18	0.28	0.26	0.08	0.18	0.20	0.20	0.16	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.1	29.5	29.5	38.1	37.5	37.5	25.4	34.0	34.0	26.4	35.0	35.0
Volume/Cap:	0.99	1.02	0.84	1.02	0.99	0.31	1.02	0.83	0.83	0.83	1.02	1.02
Delay/Veh:	97.2	91.3	69.1	96.4	75.7	41.3	112.1	57.0	57.0	70.9	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:	97.2	91.3	69.1	96.4	75.7	41.3	112.1	57.0	57.0	70.9	86.3	86.3
LOS by Move:	F	F	E	F	E	D	F	E	E	E	F	F
HCM2k95thQ:	29	31	23	42	39	10	31	28	28	26	44	44

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3290: BELLEROSE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 << 7:40-8:40AM											
Base Vol:	210	36	18	18	24	52	20	256	72	18	1239	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	36	18	18	24	52	20	256	72	18	1239	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	0	0	41	4	17	0	282	6	0	557	245
Initial Fut:	225	36	18	59	28	69	20	538	78	18	1796	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	36	18	59	28	69	20	538	78	18	1796	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	36	18	59	28	69	20	538	78	18	1796	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	36	18	59	28	69	20	538	78	18	1796	288

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.81	0.13	0.06	0.38	0.18	0.44	1.00	1.74	0.26	1.00	1.72	0.28
Final Sat.:	1411	226	113	662	314	774	1750	3231	468	1750	3188	511

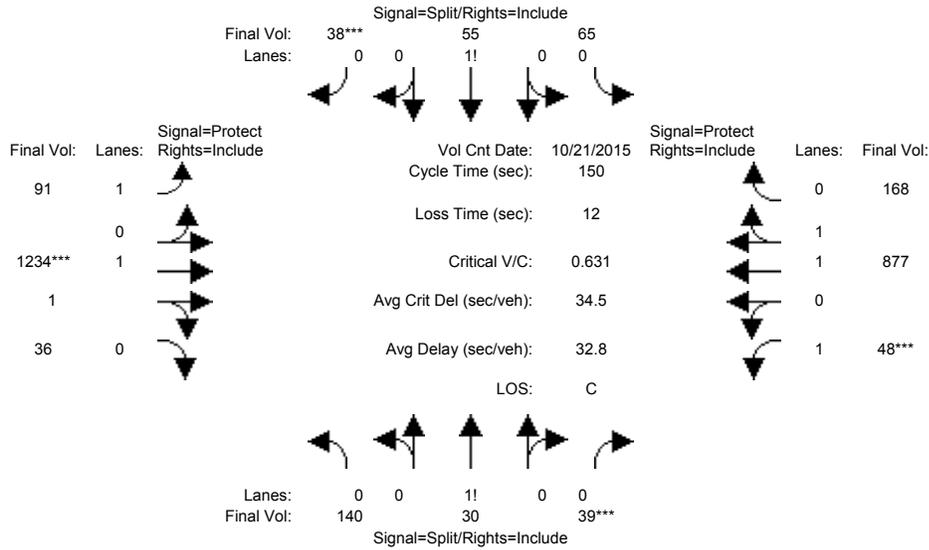
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.09	0.09	0.09	0.01	0.17	0.17	0.01	0.56	0.56
Crit Moves:	****					****	****			****		
Green Time:	23.8	23.8	23.8	13.3	13.3	13.3	7.0	69.9	69.9	21.0	84.0	84.0
Volume/Cap:	0.94	0.94	0.94	0.94	0.94	0.94	0.23	0.33	0.33	0.07	0.94	0.94
Delay/Veh:	93.8	93.8	93.8	115.1	115	115.1	65.2	21.1	21.1	51.2	34.3	34.3
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:	93.8	93.8	93.8	115.1	115	115.1	65.2	21.1	21.1	51.2	34.3	34.3
LOS by Move:	F	F	F	F	F	F	E	C	C	D	C	C
HCM2k95thQ:	29	29	29	19	19	19	2	15	15	1	62	62

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3290: BELLEROSE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 <<											
Base Vol:	136	30	39	51	54	30	15	942	36	43	589	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	30	39	51	54	30	15	942	36	43	589	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	14	1	8	76	292	0	5	288	154
Initial Fut:	140	30	39	65	55	38	91	1234	36	48	877	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	30	39	65	55	38	91	1234	36	48	877	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	30	39	65	55	38	91	1234	36	48	877	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	30	39	65	55	38	91	1234	36	48	877	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.67	0.14	0.19	0.41	0.35	0.24	1.00	1.94	0.06	1.00	1.67	0.33
Final Sat.:	1172	251	327	720	609	421	1750	3595	105	1750	3105	595

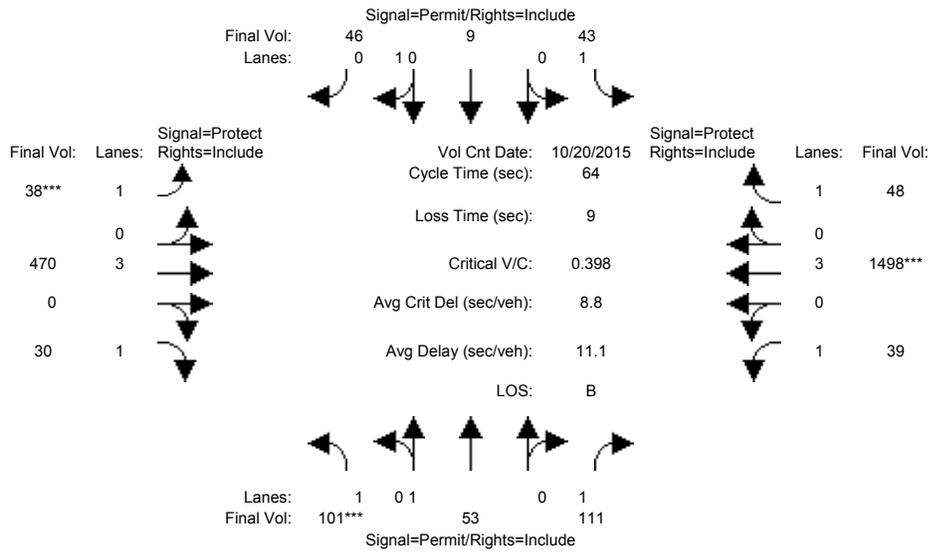
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.09	0.09	0.09	0.05	0.34	0.34	0.03	0.28	0.28
Crit Moves:			****			****		****		****		
Green Time:	28.3	28.3	28.3	21.4	21.4	21.4	13.7	81.3	81.3	7.0	74.6	74.6
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.57	0.63	0.63	0.59	0.57	0.57
Delay/Veh:	60.1	60.1	60.1	65.8	65.8	65.8	70.0	24.6	24.6	80.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	60.1	60.1	65.8	65.8	65.8	70.0	24.6	24.6	80.8	26.8	26.8
LOS by Move:	E	E	E	E	E	E	E	C	C	F	C	C
HCM2k95thQ:	19	19	19	16	16	16	8	34	34	5	29	29

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3442: CYPRESS/STEVENS CREEK



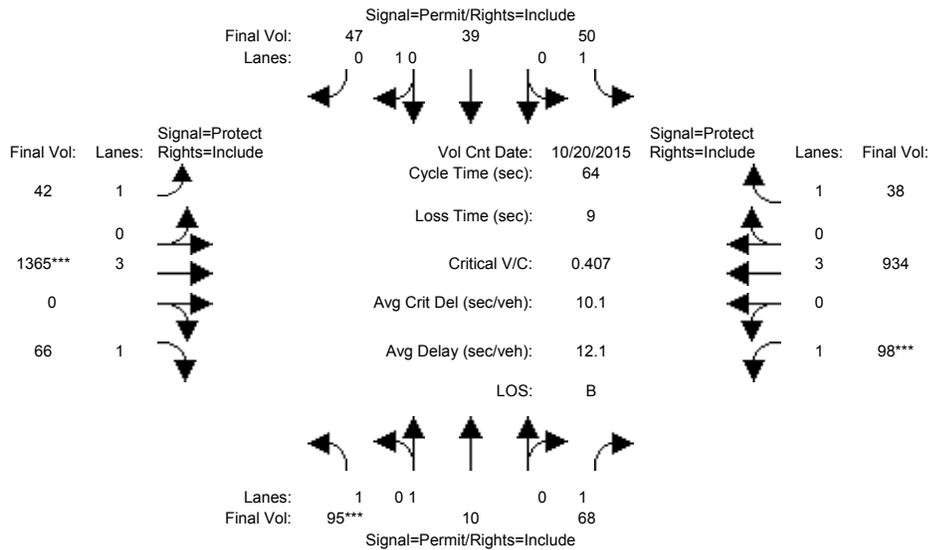
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	410	30	39	1402	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	410	30	39	1402	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	60	0	0	96	0
Initial Fut:	101	53	111	43	9	46	38	470	30	39	1498	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	470	30	39	1498	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	470	30	39	1498	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	470	30	39	1498	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.08	0.02	0.02	0.26	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.20	0.04	0.08	0.44	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.0	11.2	16.6	7.3	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.0	11.2	16.6	7.3	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	4	1	1	11	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3442: CYPRESS/STEVENS CREEK



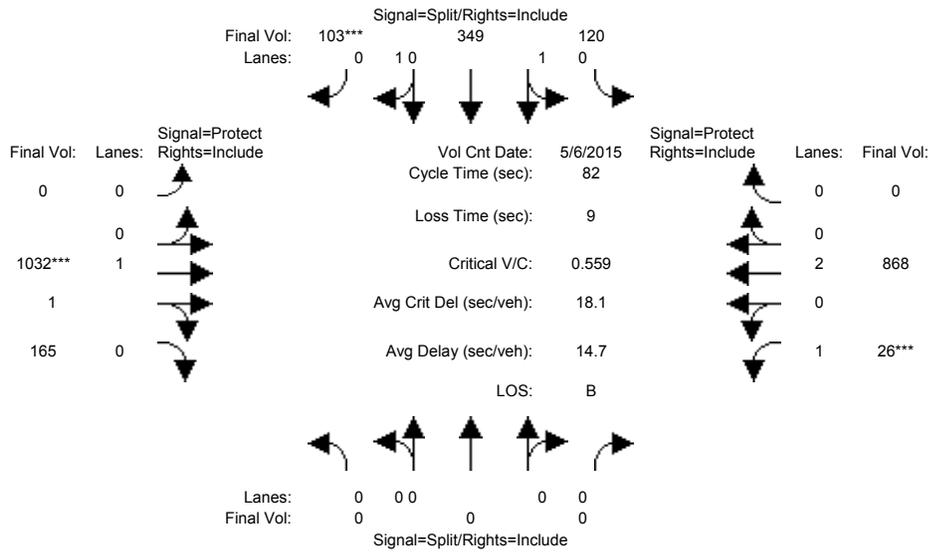
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1305	66	96	903	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	10	68	50	39	47	42	1305	66	96	903	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	60	0	2	31	1
Initial Fut:	95	10	68	50	39	47	42	1365	66	98	934	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	10	68	50	39	47	42	1365	66	98	934	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1365	66	98	934	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	10	68	50	39	47	42	1365	66	98	934	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.24	0.04	0.06	0.16	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	18.0	36.5	36.5	8.5	27.0	27.0
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.09	0.42	0.07	0.42	0.39	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.0	7.9	6.2	26.7	12.9	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	17.0	7.9	6.2	26.7	12.9	11.0
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	9	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3446: DELMAS/SAN CARLOS



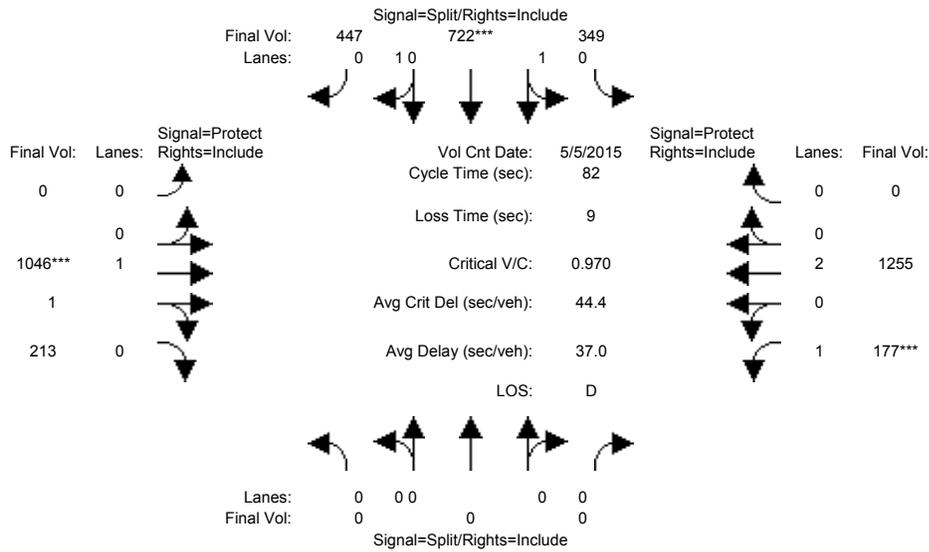
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	120	206	100	0	568	75	26	375	0
Growth 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	120	206	100	0	568	75	26	375	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	143	3	0	464	90	0	493	0
Initial Fut:	0	0	0	120	349	103	0	1032	165	26	868	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	120	349	103	0	1032	165	26	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	349	103	0	1032	165	26	868	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	120	349	103	0	1032	165	26	868	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	1.22	0.36	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	0	0	0	755	2197	648	0	3190	510	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.32	0.32	0.01	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	21.7	21.7	21.7	0.0	44.3	44.3	7.0	51.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.17	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	27.4	27.4	27.4	0.0	13.3	13.3	35.4	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	27.4	27.4	0.0	13.3	13.3	35.4	7.6	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	14	14	14	0	18	18	1	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3446: DELMAS/SAN CARLOS



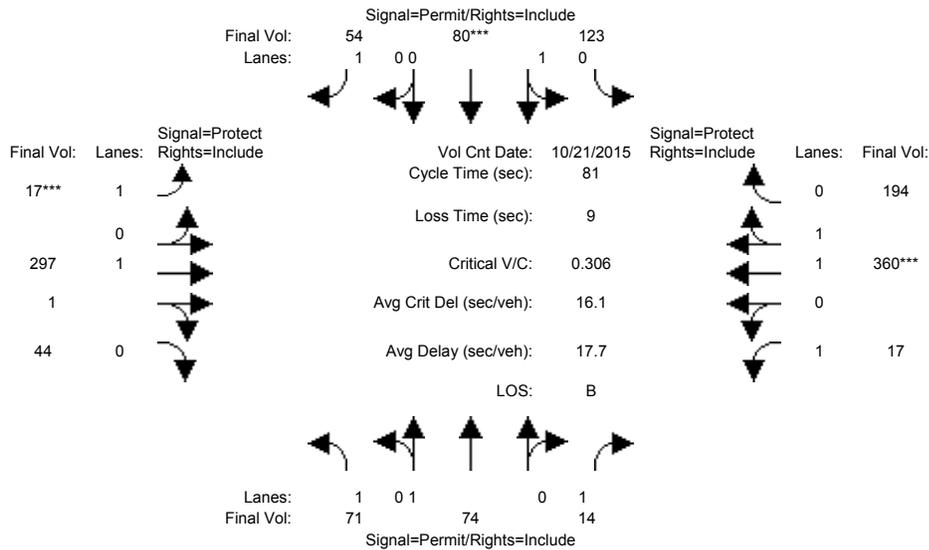
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	0	0	0	89	722	232	0	619	138	176	478	0
Growth Adj:	1.00	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	89	722	232	0	619	138	176	478	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	260	0	215	0	427	75	1	777	0
Initial Fut:	0	0	0	349	722	447	0	1046	213	177	1255	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	349	722	447	0	1046	213	177	1255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	349	722	447	0	1046	213	177	1255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	349	722	447	0	1046	213	177	1255	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.95	0.59	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	0	0	0	828	1712	1060	0	3074	626	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.34	0.34	0.10	0.33	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.7	35.7	35.7	0.0	28.8	28.8	8.6	37.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.73	0.00
Delay/Veh:	0.0	0.0	0.0	38.7	38.7	38.7	0.0	44.3	44.3	94.1	19.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.7	38.7	38.7	0.0	44.3	44.3	94.1	19.7	0.0
LOS by Move:	A	A	A	D	D	D	A	D	D	F	B	A
HCM2k95thQ:	0	0	0	43	43	43	0	27	27	9	21	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3527: FOREST/MONROE



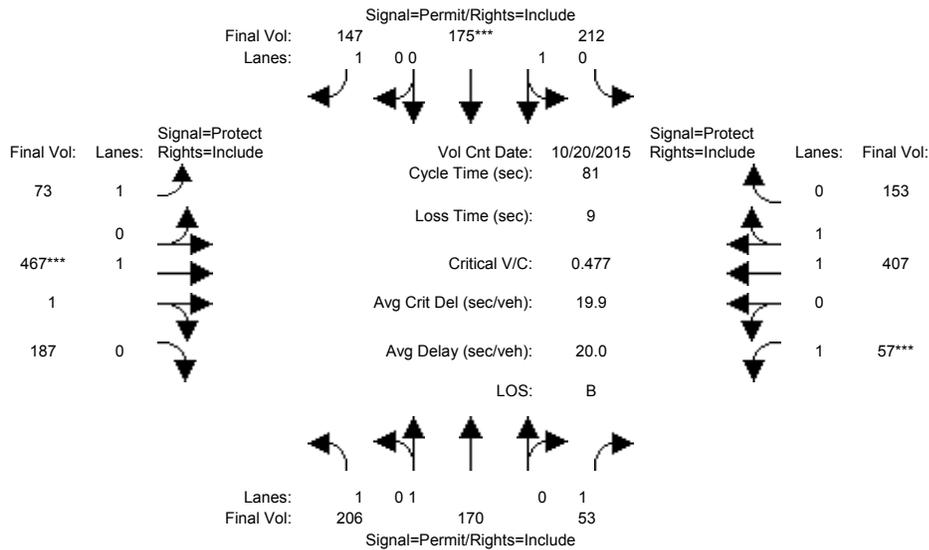
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	71	74	14	122	80	54	17	284	43	17	358	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	74	14	122	80	54	17	284	43	17	358	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	0	0	13	1	0	2	1
Initial Fut:	71	74	14	123	80	54	17	297	44	17	360	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	74	14	123	80	54	17	297	44	17	360	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	74	14	123	80	54	17	297	44	17	360	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	74	14	123	80	54	17	297	44	17	360	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.61	0.39	1.00	1.00	1.73	0.27	1.00	1.28	0.72
Final Sat.:	1750	1900	1750	1091	709	1750	1750	3222	477	1750	2403	1295
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.11	0.11	0.03	0.01	0.09	0.09	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	7.0	25.9	25.9	18.2	37.1	37.1
Volume/Cap:	0.12	0.11	0.02	0.33	0.33	0.09	0.11	0.29	0.29	0.04	0.33	0.33
Delay/Veh:	18.2	18.2	17.5	19.9	19.9	18.0	34.5	20.8	20.8	24.7	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	17.5	19.9	19.9	18.0	34.5	20.8	20.8	24.7	14.1	14.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	3	2	0	8	8	2	1	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3527: FOREST/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	206	170	53	208	172	146	73	463	187	56	397	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	170	53	208	172	146	73	463	187	56	397	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	4	3	1	0	4	0	1	10	3
Initial Fut:	206	170	53	212	175	147	73	467	187	57	407	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	170	53	212	175	147	73	467	187	57	407	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	170	53	212	175	147	73	467	187	57	407	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	170	53	212	175	147	73	467	187	57	407	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	1.41	0.59	1.00	1.44	0.56
Final Sat.:	1750	1900	1750	986	814	1750	1750	2641	1058	1750	2688	1011

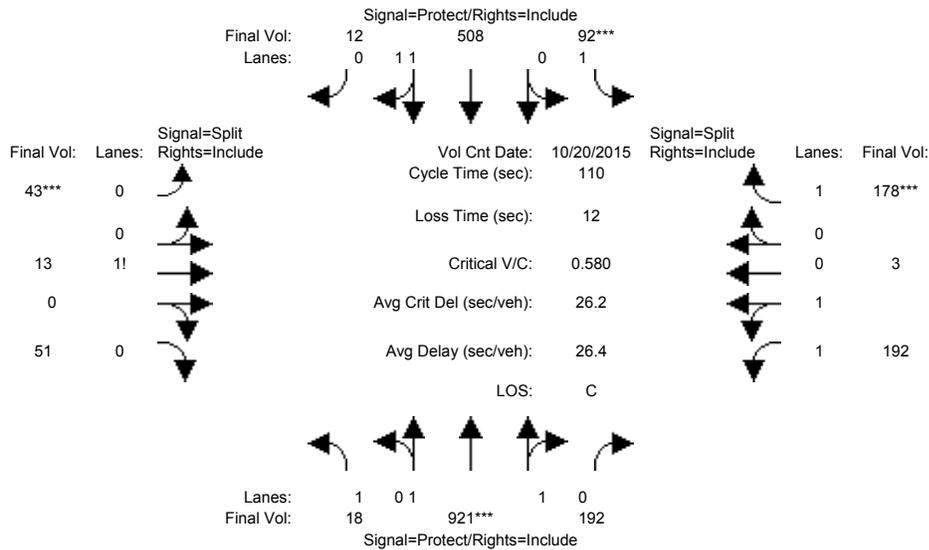
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.03	0.22	0.22	0.08	0.04	0.18	0.18	0.03	0.15	0.15
Crit Moves:				****				****		****		
Green Time:	35.7	35.7	35.7	35.7	35.7	35.7	13.2	29.3	29.3	7.0	23.1	23.1
Volume/Cap:	0.27	0.20	0.07	0.49	0.49	0.19	0.26	0.49	0.49	0.38	0.53	0.53
Delay/Veh:	14.6	14.1	13.1	16.6	16.6	14.0	30.1	20.3	20.3	36.5	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.1	13.1	16.6	16.6	14.0	30.1	20.3	20.3	36.5	24.9	24.9
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2k95thQ:	7	5	2	13	13	5	3	12	12	3	11	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<	8:00-9:00AM
Base Vol:	18	897	189	92	492	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	897	189	92	492	12
Added Vol:	0	0	0	0	0	0
ATI:	0	24	3	0	16	0
Initial Fut:	18	921	192	92	508	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	921	192	92	508	12
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	921	192	92	508	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	921	192	92	508	12

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.95	0.05	0.40	0.12	0.48	1.97	0.03	1.00
Final Sat.:	1750	3061	638	1750	3615	85	703	213	834	3495	55	1750

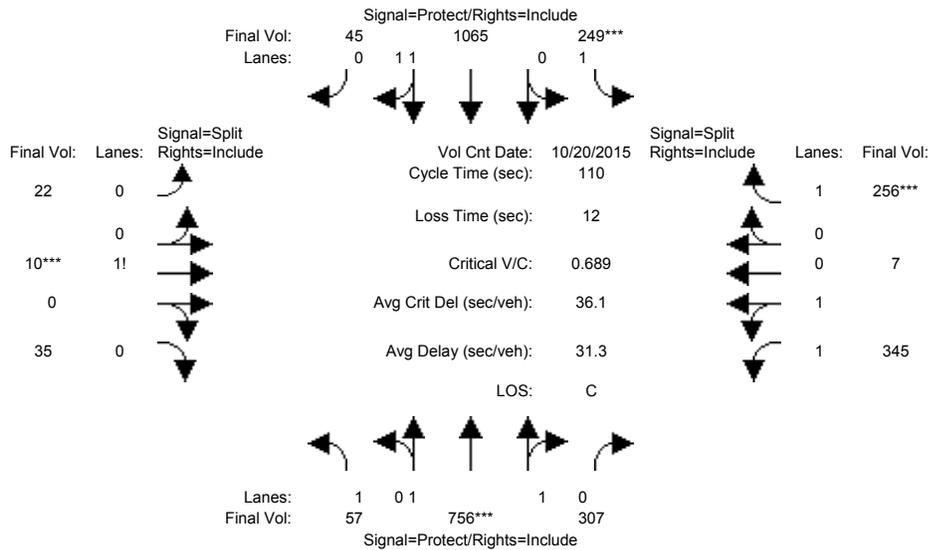
Capacity Analysis Module:	Vol/Sat:	0.01	0.30	0.30	0.05	0.14	0.14	0.06	0.06	0.06	0.05	0.05	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.9	57.1	57.1	10.0	46.2	46.2	11.6	11.6	11.6	19.3	19.3	19.3	19.3
Volume/Cap:	0.05	0.58	0.58	0.58	0.33	0.33	0.58	0.58	0.58	0.31	0.31	0.58	0.58
Delay/Veh:	36.5	18.6	18.6	53.3	21.7	21.7	51.4	51.4	51.4	39.8	39.8	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	18.6	18.6	53.3	21.7	21.7	51.4	51.4	51.4	39.8	39.8	44.4	44.4
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D	D
HCM2k95thQ:	1	23	23	6	11	11	9	9	9	6	6	13	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3530: FOREST/WINCHESTER



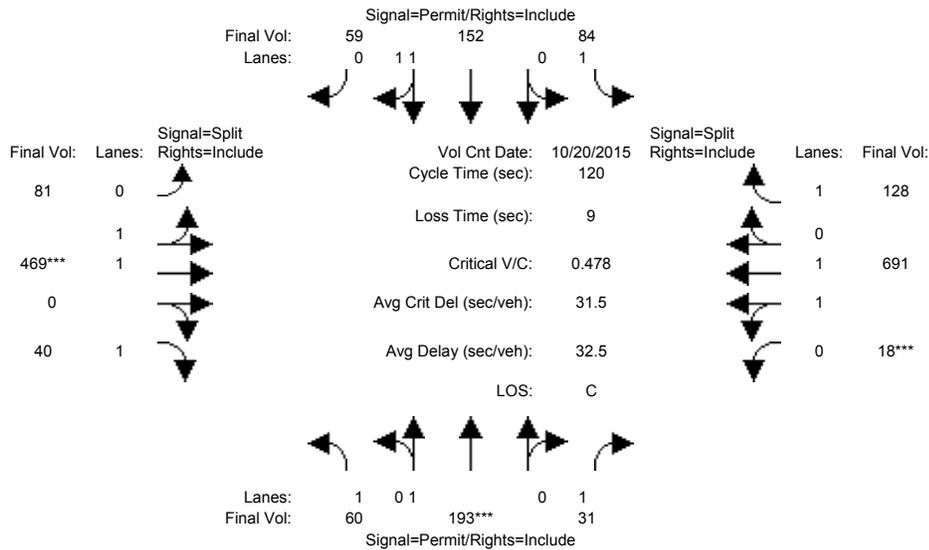
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	57	743	306	249	1055	45	22	10	35	334	7	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	743	306	249	1055	45	22	10	35	334	7	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	13	1	0	10	0	0	0	0	11	0	5
Initial Fut:	57	756	307	249	1065	45	22	10	35	345	7	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	756	307	249	1065	45	22	10	35	345	7	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	756	307	249	1065	45	22	10	35	345	7	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	756	307	249	1065	45	22	10	35	345	7	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.41	0.59	1.00	1.92	0.08	0.33	0.15	0.52	1.96	0.04	1.00
Final Sat.:	1750	2631	1068	1750	3550	150	575	261	914	3479	71	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.14	0.30	0.30	0.04	0.04	0.04	0.10	0.10	0.15
Crit Moves:	****			****			****			****		
Green Time:	11.5	43.9	43.9	21.7	54.2	54.2	10.0	10.0	10.0	22.4	22.4	22.4
Volume/Cap:	0.31	0.72	0.72	0.72	0.61	0.61	0.42	0.42	0.42	0.49	0.49	0.72
Delay/Veh:	46.6	29.6	29.6	48.5	20.9	20.9	49.1	49.1	49.1	39.3	39.3	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	29.6	29.6	48.5	20.9	20.9	49.1	49.1	49.1	39.3	39.3	47.9
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	4	27	27	16	24	24	6	6	6	12	12	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3575: HEDDING/MONROE



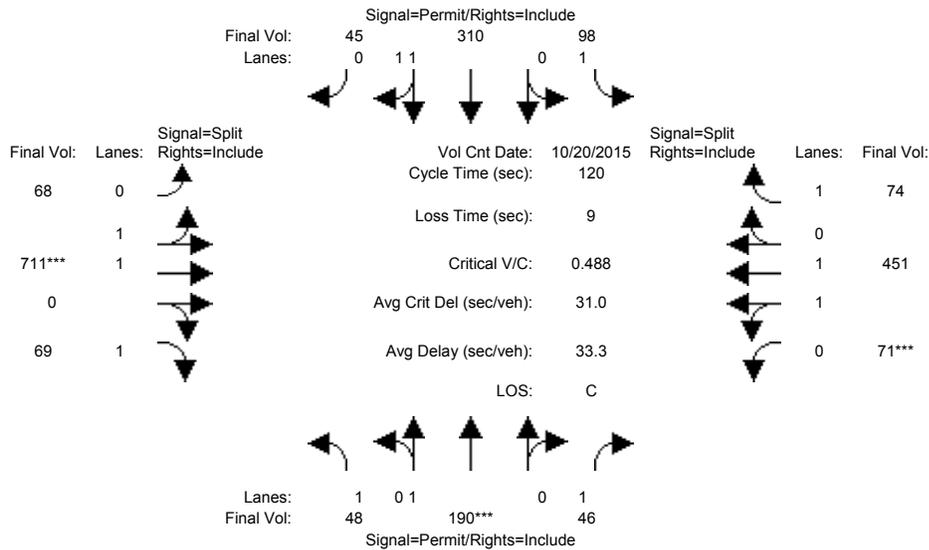
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	192	31	84	152	59	79	448	38	17	685	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	192	31	84	152	59	79	448	38	17	685	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	2	21	2	1	6	3
Initial Fut:	60	193	31	84	152	59	81	469	40	18	691	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	193	31	84	152	59	81	469	40	18	691	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	193	31	84	152	59	81	469	40	18	691	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	193	31	84	152	59	81	469	40	18	691	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.43	0.57	0.30	1.70	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2665	1034	545	3155	1750	94	3606	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.06	0.06	0.15	0.15	0.02	0.19	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	37.3	37.3	37.3	48.1	48.1	48.1
Volume/Cap:	0.16	0.48	0.08	0.23	0.27	0.27	0.48	0.48	0.07	0.48	0.48	0.18
Delay/Veh:	38.7	42.3	38.0	39.4	39.6	39.6	33.8	33.8	29.2	26.9	26.9	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	42.3	38.0	39.4	39.6	39.6	33.8	33.8	29.2	26.9	26.9	23.3
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	12	2	6	7	7	15	15	2	17	17	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3575: HEDDING/MONROE



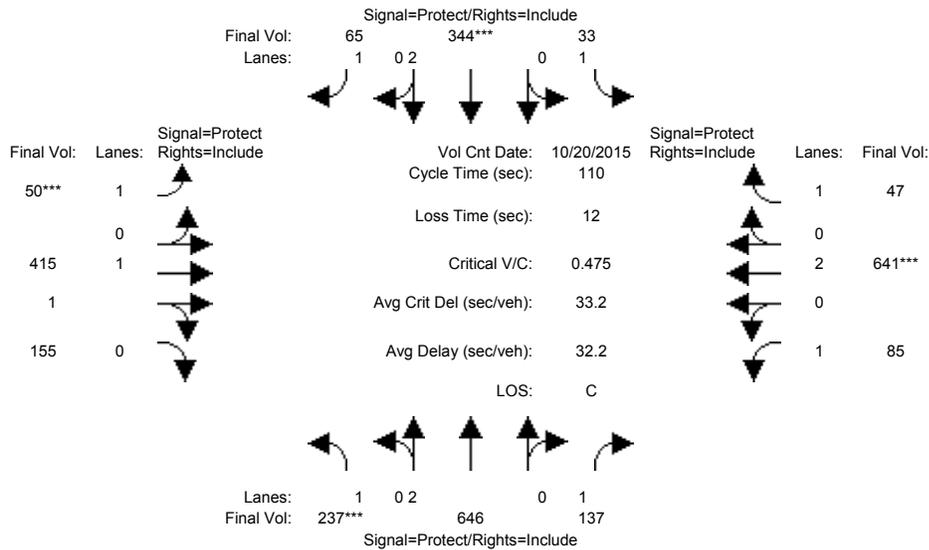
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	48	187	46	98	310	45	68	705	69	69	434	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	187	46	98	310	45	68	705	69	69	434	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	3	0	0	0	0	0	6	0	2	17	3
Initial Fut:	48	190	46	98	310	45	68	711	69	71	451	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	190	46	98	310	45	68	711	69	71	451	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	190	46	98	310	45	68	711	69	71	451	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	190	46	98	310	45	68	711	69	71	451	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.18	1.82	1.00	0.28	1.72	1.00
Final Sat.:	1750	1900	1750	1750	3231	469	323	3377	1750	503	3196	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.06	0.10	0.10	0.21	0.21	0.04	0.14	0.14	0.04
Crit Moves:	****						****			****		
Green Time:	24.6	24.6	24.6	24.6	24.6	24.6	51.7	51.7	51.7	34.7	34.7	34.7
Volume/Cap:	0.13	0.49	0.13	0.27	0.47	0.47	0.49	0.49	0.09	0.49	0.49	0.15
Delay/Veh:	39.2	43.1	39.1	40.6	42.4	42.4	24.8	24.8	20.3	35.7	35.7	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	43.1	39.1	40.6	42.4	42.4	24.8	24.8	20.3	35.7	35.7	31.8
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	C
HCM2k95thQ:	3	12	3	7	12	12	18	18	3	14	14	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3582: HEDDING/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << 7:45-8:45AM											
Base Vol:	232	639	137	33	331	65	46	397	149	84	635	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	639	137	33	331	65	46	397	149	84	635	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	7	0	0	13	0	4	18	6	1	6	0
Initial Fut:	237	646	137	33	344	65	50	415	155	85	641	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	646	137	33	344	65	50	415	155	85	641	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	646	137	33	344	65	50	415	155	85	641	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	646	137	33	344	65	50	415	155	85	641	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2693	1006	1750	3800	1750

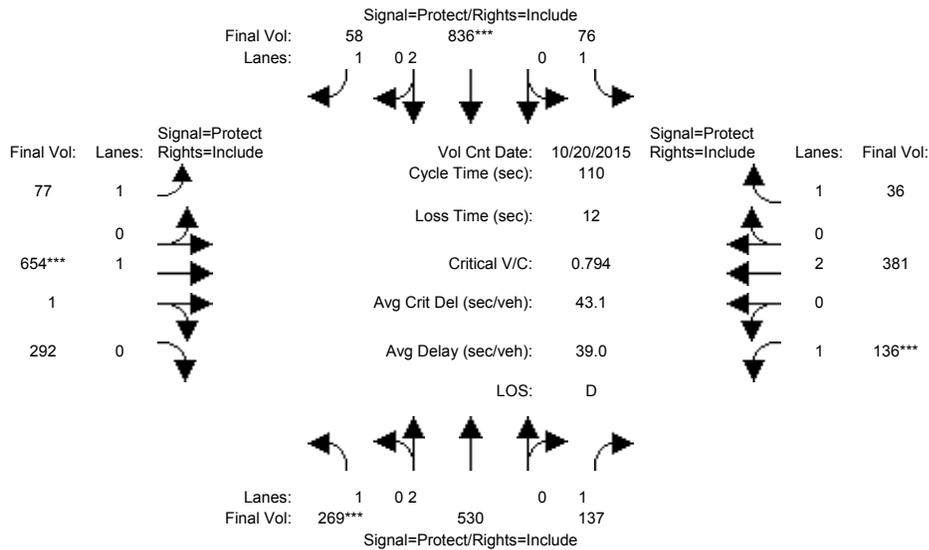
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.08	0.02	0.09	0.04	0.03	0.15	0.15	0.05	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	31.2	37.9	37.9	14.2	20.9	20.9	7.0	32.5	32.5	13.4	38.9	38.9
Volume/Cap:	0.48	0.49	0.23	0.15	0.48	0.20	0.45	0.52	0.52	0.40	0.48	0.08
Delay/Veh:	33.3	28.8	25.8	42.8	40.2	37.8	52.5	32.7	32.7	45.8	27.9	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	28.8	25.8	42.8	40.2	37.8	52.5	32.7	32.7	45.8	27.9	23.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	13	16	7	2	11	4	4	15	15	6	15	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3582: HEDDING/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	265	519	136	76	833	58	77	647	284	132	369	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:	265	519	136	76	833	58	77	647	284	132	369	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	11	1	0	3	0	0	7	8	4	12	0
Initial Fut:	269	530	137	76	836	58	77	654	292	136	381	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:	269	530	137	76	836	58	77	654	292	136	381	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	530	137	76	836	58	77	654	292	136	381	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	530	137	76	836	58	77	654	292	136	381	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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2557	1142	1750	3800	1750

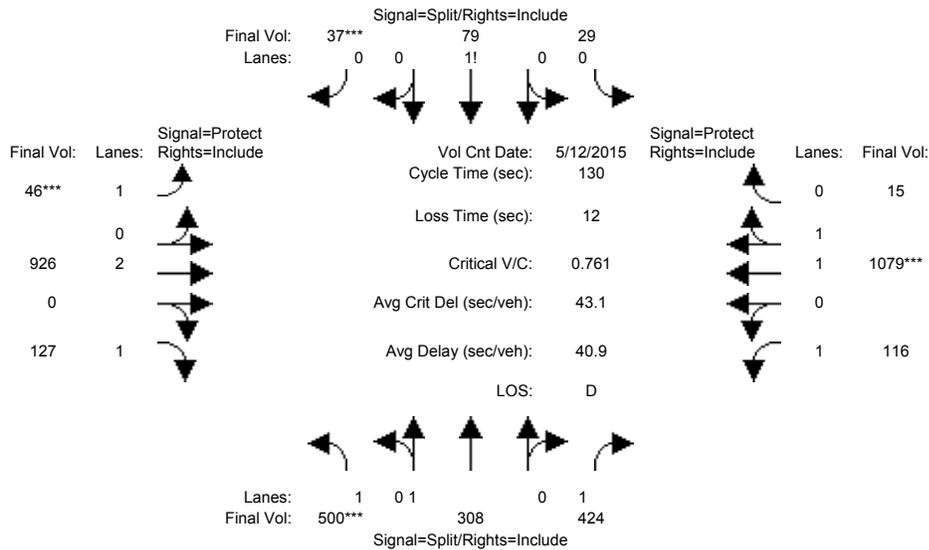
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.08	0.04	0.22	0.03	0.04	0.26	0.26	0.08	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.3	35.6	35.6	16.2	30.5	30.5	17.9	35.4	35.4	10.8	28.3	28.3
Volume/Cap:	0.79	0.43	0.24	0.29	0.79	0.12	0.27	0.79	0.79	0.79	0.39	0.08
Delay/Veh:	54.4	29.5	27.5	42.4	41.1	29.8	40.8	37.7	37.7	70.5	34.0	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	29.5	27.5	42.4	41.1	29.8	40.8	37.7	37.7	70.5	34.0	31.1
LOS by Move:	D	C	C	D	D	C	D	D	D	E	C	C
HCM2k95thQ:	18	13	7	5	26	3	5	27	27	10	10	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3653: LINCOLN/SAN CARLOS



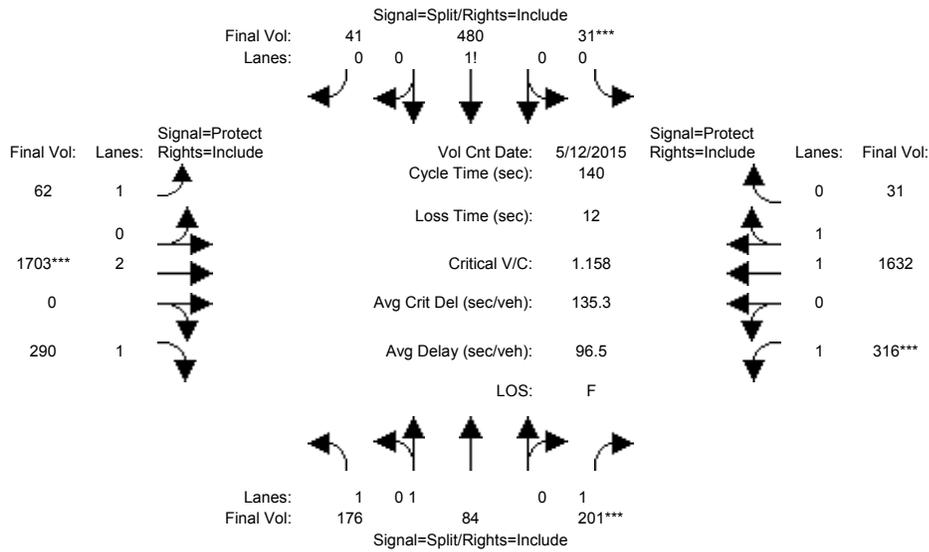
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	408	217	192	29	77	37	12	522	100	69	779	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	217	192	29	77	37	12	522	100	69	779	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	92	91	232	0	2	0	34	404	27	47	300	2
Initial Fut:	500	308	424	29	79	37	46	926	127	116	1079	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	308	424	29	79	37	46	926	127	116	1079	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	308	424	29	79	37	46	926	127	116	1079	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	308	424	29	79	37	46	926	127	116	1079	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	350	953	447	1750	3800	1750	1750	3649	51
Capacity Analysis Module:												
Vol/Sat:	0.29	0.16	0.24	0.08	0.08	0.08	0.03	0.24	0.07	0.07	0.30	0.30
Crit Moves:	****					****	****			****		
Green Time:	47.7	47.7	47.7	13.8	13.8	13.8	7.0	44.3	44.3	12.1	49.4	49.4
Volume/Cap:	0.78	0.44	0.66	0.78	0.78	0.78	0.49	0.71	0.21	0.71	0.78	0.78
Delay/Veh:	42.4	31.5	36.9	75.1	75.1	75.1	63.7	39.2	30.6	71.3	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	31.5	36.9	75.1	75.1	75.1	63.7	39.2	30.6	71.3	38.3	38.3
LOS by Move:	D	C	D	E	E	E	E	D	C	E	D	D
HCM2k95thQ:	35	17	27	15	15	15	4	28	7	9	31	31

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3653: LINCOLN/SAN CARLOS



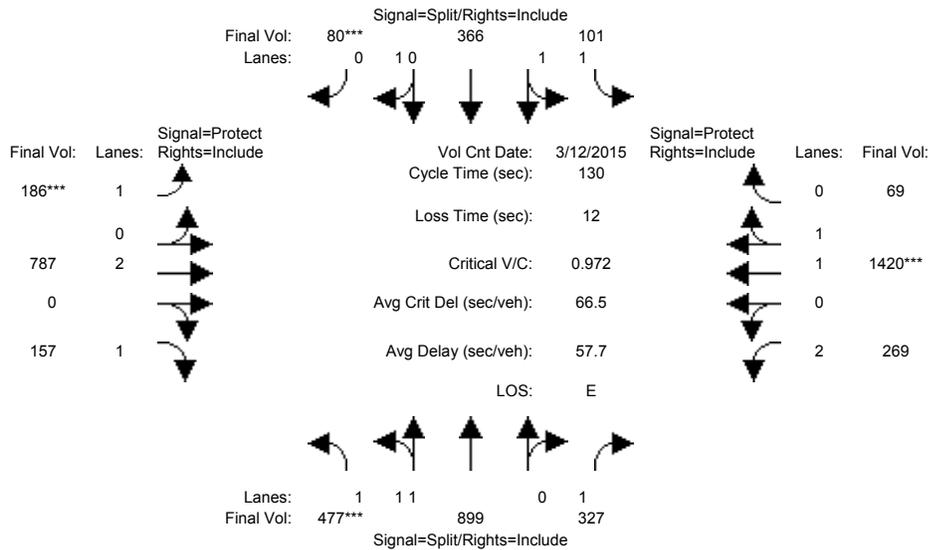
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 <<												
Base Vol:	140	80	114	29	221	25	44	1144	276	107	610	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	80	114	29	221	25	44	1144	276	107	610	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	4	87	2	259	16	18	559	14	209	1022	0
Initial Fut:	176	84	201	31	480	41	62	1703	290	316	1632	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	84	201	31	480	41	62	1703	290	316	1632	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	84	201	31	480	41	62	1703	290	316	1632	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	84	201	31	480	41	62	1703	290	316	1632	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.06	0.87	0.07	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	98	1522	130	1750	3800	1750	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.11	0.32	0.32	0.32	0.04	0.45	0.17	0.18	0.45	0.45
Crit Moves:	****			****			****			****		
Green Time:	13.9	13.9	13.9	38.1	38.1	38.1	7.6	54.2	54.2	21.8	68.4	68.4
Volume/Cap:	1.01	0.45	1.16	1.16	1.16	1.16	0.65	1.16	0.43	1.16	0.92	0.92
Delay/Veh:	135.1	61.1	180.4	143.5	143	143.5	79.9	122	32.0	163.3	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.1	61.1	180.4	143.5	143	143.5	79.9	122	32.0	163.3	41.4	41.4
LOS by Move:	F	E	F	F	F	F	E	F	C	F	D	D
HCM2k95thQ:	22	8	28	60	60	60	6	77	17	35	55	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



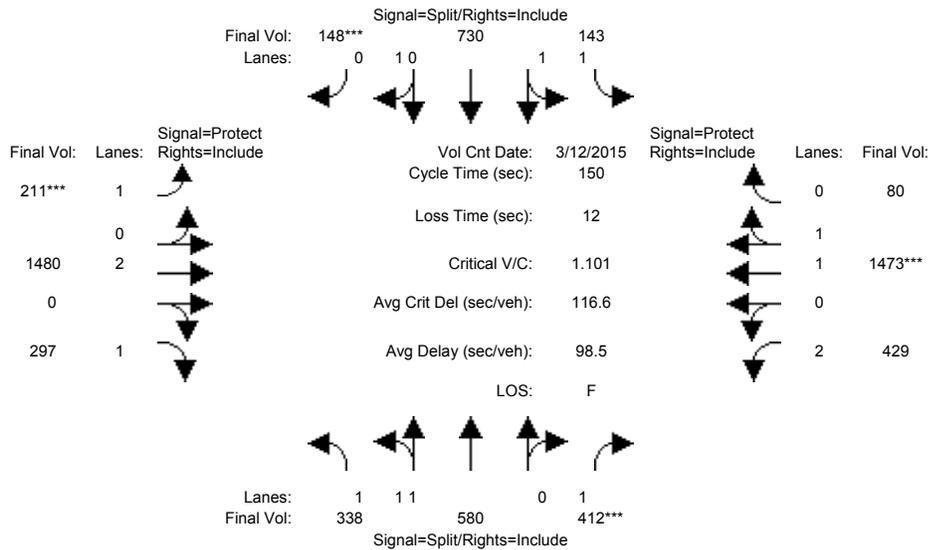
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 << 7:30-8:30AM												
Base Vol:	410	599	268	100	274	35	56	522	127	210	960	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	599	268	100	274	35	56	522	127	210	960	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	67	300	59	1	92	45	130	265	30	59	460	0
Initial Fut:	477	899	327	101	366	80	186	787	157	269	1420	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	899	327	101	366	80	186	787	157	269	1420	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	899	327	101	366	80	186	787	157	269	1420	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	477	899	327	101	366	80	186	787	157	269	1420	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.08	1.92	1.00	1.00	1.63	0.37	1.00	2.00	1.00	2.00	1.90	0.10
Final Sat.:	1888	3558	1750	1750	3036	664	1750	3800	1750	3150	3528	171
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.19	0.06	0.12	0.12	0.11	0.21	0.09	0.09	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	33.8	33.8	33.8	16.1	16.1	16.1	14.2	48.2	48.2	19.9	53.8	53.8
Volume/Cap:	0.97	0.97	0.72	0.47	0.97	0.97	0.97	0.56	0.24	0.56	0.97	0.97
Delay/Veh:	65.1	65.1	49.3	53.2	87.4	87.4	114.3	33.0	28.5	52.5	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	65.1	49.3	53.2	87.4	87.4	114.3	33.0	28.5	52.5	54.0	54.0
LOS by Move:	E	E	D	D	F	F	F	C	C	D	D	D
HCM2k95thQ:	40	40	25	9	24	24	22	23	9	11	51	51

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Mar 2015 <<											
Base Vol:	257	349	337	114	593	84	108	1152	249	304	595	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	349	337	114	593	84	108	1152	249	304	595	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	81	231	75	29	137	64	103	328	48	125	878	19
Initial Fut:	338	580	412	143	730	148	211	1480	297	429	1473	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	580	412	143	730	148	211	1480	297	429	1473	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	580	412	143	730	148	211	1480	297	429	1473	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	580	412	143	730	148	211	1480	297	429	1473	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.14	1.86	1.00	1.00	1.65	0.35	1.00	2.00	1.00	2.00	1.89	0.11
Final Sat.:	2005	3441	1750	1750	3076	624	1750	3800	1750	3150	3509	191

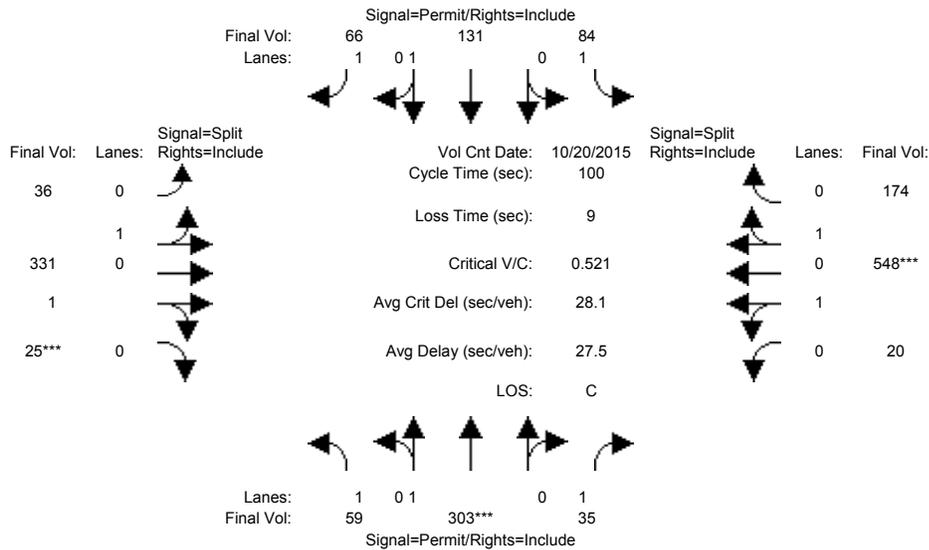
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.24	0.08	0.24	0.24	0.12	0.39	0.17	0.14	0.42	0.42
Crit Moves:			****			****	****				****	
Green Time:	32.1	32.1	32.1	32.3	32.3	32.3	16.4	54.5	54.5	19.1	57.2	57.2
Volume/Cap:	0.79	0.79	1.10	0.38	1.10	1.10	1.10	1.07	0.47	1.07	1.10	1.10
Delay/Veh:	59.4	59.4	135.6	50.4	120	120.1	161.5	93.5	37.1	130.7	103	103.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	59.4	135.6	50.4	120	120.1	161.5	93.5	37.1	130.7	103	103.1
LOS by Move:	E	E	F	D	F	F	F	F	D	F	F	F
HCM2k95thQ:	27	27	47	12	47	47	29	68	20	26	71	71

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3701: MONROE/NEWHALL



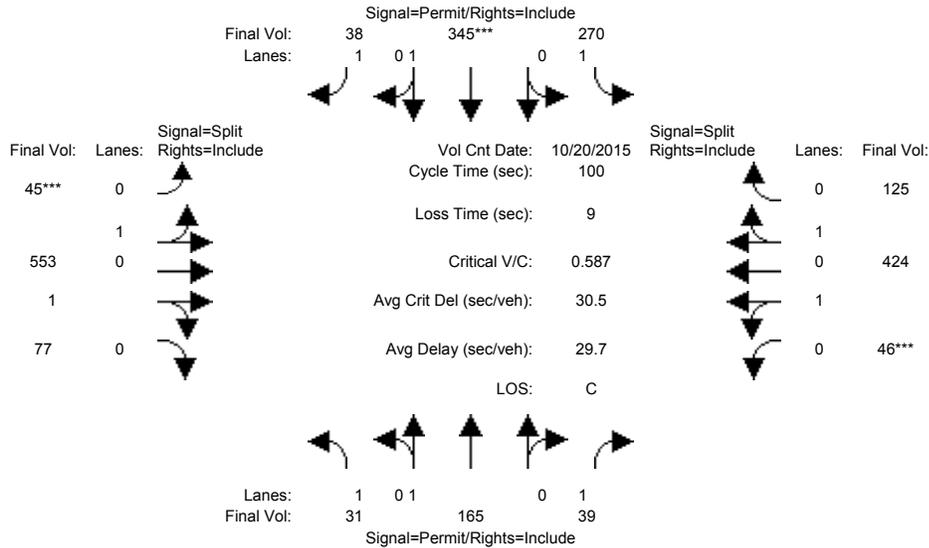
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	58	294	34	84	130	66	36	326	25	20	542	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	294	34	84	130	66	36	326	25	20	542	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	9	1	0	1	0	0	5	0	0	6	1
Initial Fut:	59	303	35	84	131	66	36	331	25	20	548	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	303	35	84	131	66	36	331	25	20	548	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	303	35	84	131	66	36	331	25	20	548	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	303	35	84	131	66	36	331	25	20	548	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.18	1.69	0.13	0.05	1.48	0.47
Final Sat.:	1750	1900	1750	1750	1900	1750	331	3040	230	97	2659	844
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.02	0.05	0.07	0.04	0.11	0.11	0.11	0.21	0.21	0.21
Crit Moves:	****						****			****		
Green Time:	30.6	30.6	30.6	30.6	30.6	30.6	20.9	20.9	20.9	39.5	39.5	39.5
Volume/Cap:	0.11	0.52	0.07	0.16	0.23	0.12	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	25.0	29.5	24.6	25.4	26.1	25.1	35.8	35.8	35.8	23.4	23.4	23.4
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:	25.0	29.5	24.6	25.4	26.1	25.1	35.8	35.8	35.8	23.4	23.4	23.4
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	15	2	4	6	3	11	11	11	17	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3701: MONROE/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<											
Base Vol:	31	163	39	266	338	38	45	550	77	44	406	121				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	31	163	39	266	338	38	45	550	77	44	406	121				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	2	0	4	7	0	0	3	0	2	18	4				
Initial Fut:	31	165	39	270	345	38	45	553	77	46	424	125				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	165	39	270	345	38	45	553	77	46	424	125				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	165	39	270	345	38	45	553	77	46	424	125				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	31	165	39	270	345	38	45	553	77	46	424	125				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.13	1.64	0.23	0.15	1.43	0.42
Final Sat.:	1750	1900	1750	1750	1900	1750	240	2949	411	278	2565	756

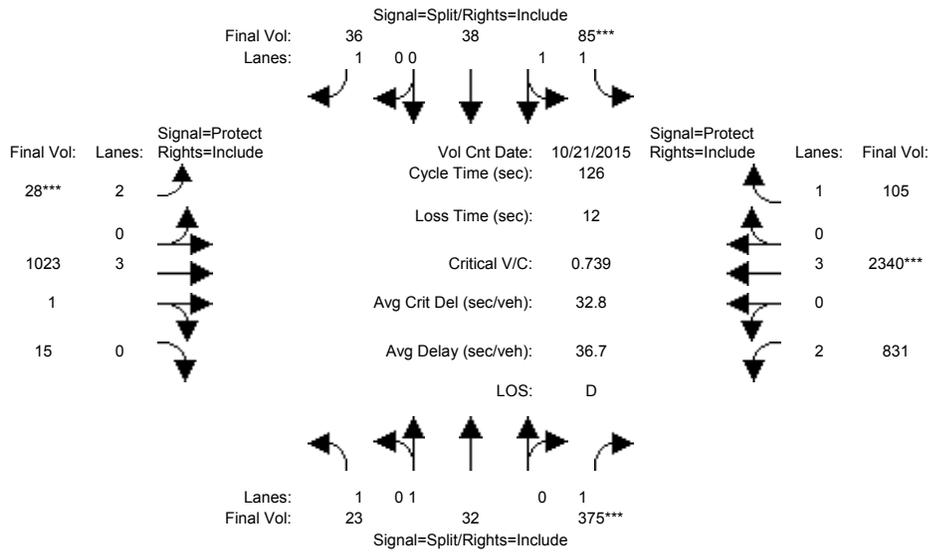
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.02	0.15	0.18	0.02	0.19	0.19	0.19	0.17	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	31.9	31.9	31.9	28.1	28.1	28.1
Volume/Cap:	0.06	0.28	0.07	0.50	0.59	0.07	0.59	0.59	0.59	0.59	0.59	0.59
Delay/Veh:	24.3	26.4	24.5	28.9	30.7	24.4	29.3	29.3	29.3	31.8	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	26.4	24.5	28.9	30.7	24.4	29.3	29.3	29.3	31.8	31.8	31.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	8	2	13	16	2	16	16	16	17	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3702: MONROE/STEVENS CREEK



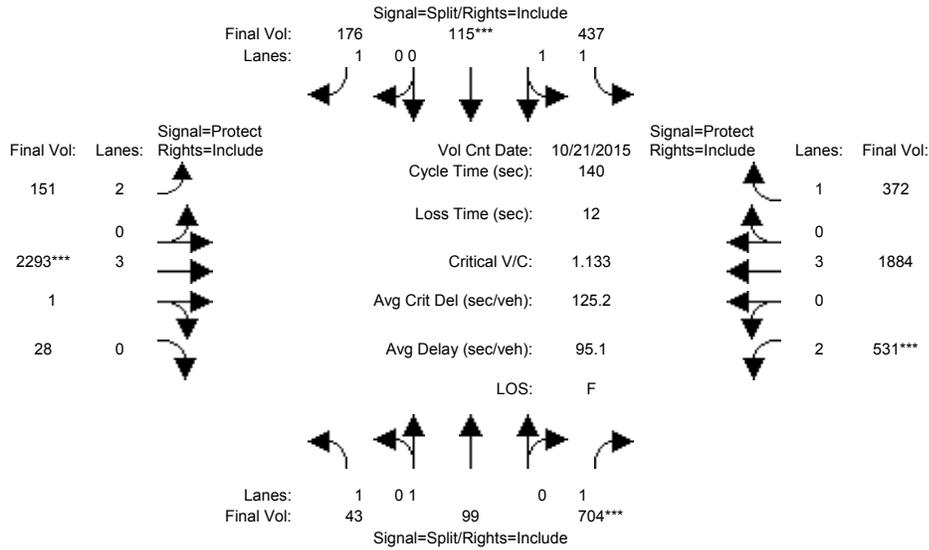
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	16	32	375	85	38	36	28	871	15	810	2212	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	32	375	85	38	36	28	871	15	810	2212	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	0	0	0	0	0	0	152	0	21	128	1
Initial Fut:	23	32	375	85	38	36	28	1023	15	831	2340	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	32	375	85	38	36	28	1023	15	831	2340	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	375	85	38	36	28	1023	15	831	2340	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	32	375	85	38	36	28	1023	15	831	2340	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.39	0.61	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2453	1097	1750	3150	7391	108	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.21	0.03	0.03	0.02	0.01	0.14	0.14	0.26	0.41	0.06
Crit Moves:	****			****			****			****		
Green Time:	33.3	33.3	33.3	10.0	10.0	10.0	7.0	24.3	24.3	46.4	63.7	63.7
Volume/Cap:	0.05	0.06	0.81	0.44	0.44	0.26	0.16	0.72	0.72	0.72	0.81	0.12
Delay/Veh:	34.6	34.8	53.9	56.4	56.4	55.5	57.1	49.3	49.3	36.3	27.9	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	34.8	53.9	56.4	56.4	55.5	57.1	49.3	49.3	36.3	27.9	16.4
LOS by Move:	C	C	D	E	E	E	E	D	D	D	C	B
HCM2k95thQ:	1	2	29	6	6	3	2	20	20	29	43	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3702: MONROE/STEVENS CREEK



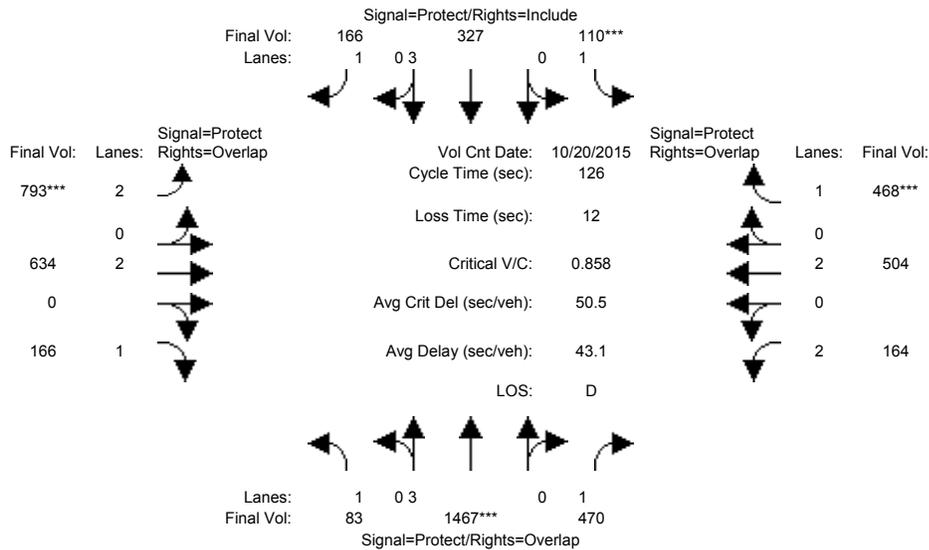
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	99	704	437	115	176	151	2164	28	498	1766	366
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:	37	99	704	437	115	176	151	2164	28	498	1766	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	0	0	0	0	0	129	0	33	118	6
Initial Fut:	43	99	704	437	115	176	151	2293	28	531	1884	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	99	704	437	115	176	151	2293	28	531	1884	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	99	704	437	115	176	151	2293	28	531	1884	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	99	704	437	115	176	151	2293	28	531	1884	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2810	740	1750	3150	7409	90	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.40	0.16	0.16	0.10	0.05	0.31	0.31	0.17	0.33	0.21
Crit Moves:			****		****			****		****		
Green Time:	49.7	49.7	49.7	19.2	19.2	19.2	7.8	38.2	38.2	20.8	51.3	51.3
Volume/Cap:	0.07	0.15	1.13	1.13	1.13	0.73	0.86	1.13	1.13	1.13	0.90	0.58
Delay/Veh:	29.9	30.8	123.8	143.0	143	69.0	98.9	117	117.4	142.9	47.8	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	30.8	123.8	143.0	143	69.0	98.9	117	117.4	142.9	47.8	37.0
LOS by Move:	C	C	F	F	F	E	F	F	F	F	D	D
HCM2k95thQ:	3	6	72	34	34	17	12	58	58	33	45	24

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3711: MOORPARK/WINCHESTER



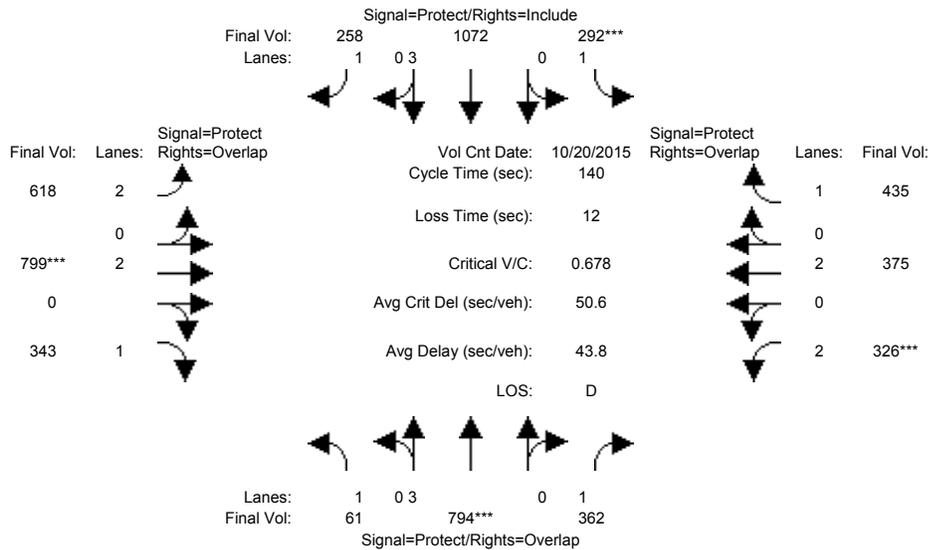
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	74	1442	463	110	323	166	767	629	165	164	503	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1442	463	110	323	166	767	629	165	164	503	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	25	7	0	4	0	26	5	1	0	1	1
Initial Fut:	83	1467	470	110	327	166	793	634	166	164	504	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1467	470	110	327	166	793	634	166	164	504	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1467	470	110	327	166	793	634	166	164	504	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	1467	470	110	327	166	793	634	166	164	504	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.27	0.06	0.06	0.09	0.25	0.17	0.09	0.05	0.13	0.27
Crit Moves:	****			****			****			****		
Green Time:	17.4	37.8	54.5	9.2	29.6	29.6	37.0	50.3	67.6	16.7	30.0	39.3
Volume/Cap:	0.34	0.86	0.62	0.86	0.24	0.40	0.86	0.42	0.18	0.39	0.56	0.86
Delay/Veh:	50.0	46.2	29.3	98.0	39.2	41.3	50.1	27.5	15.0	50.6	42.9	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	46.2	29.3	98.0	39.2	41.3	50.1	27.5	15.0	50.6	42.9	53.6
LOS by Move:	D	D	C	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	7	35	27	10	6	11	32	16	7	8	17	35

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3711: MOORPARK/WINCHESTER



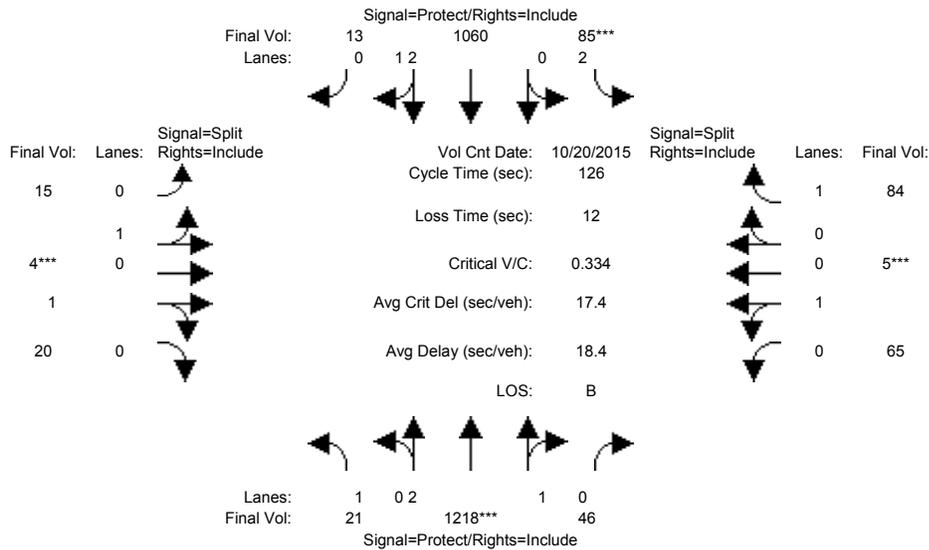
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	65	784	360	287	1045	253	574	797	339	322	371	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	784	360	287	1045	253	574	797	339	322	371	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-4	10	2	5	27	5	44	2	4	4	4	2
Initial Fut:	61	794	362	292	1072	258	618	799	343	326	375	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	794	362	292	1072	258	618	799	343	326	375	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	794	362	292	1072	258	618	799	343	326	375	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	794	362	292	1072	258	618	799	343	326	375	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.21	0.17	0.19	0.15	0.20	0.21	0.20	0.10	0.10	0.25
Crit Moves:	****			****			****			****		
Green Time:	13.3	28.8	50.1	34.5	49.9	49.9	43.1	43.4	56.7	21.4	21.7	56.1
Volume/Cap:	0.37	0.68	0.58	0.68	0.53	0.41	0.64	0.68	0.48	0.68	0.64	0.62
Delay/Veh:	60.8	53.0	37.7	52.1	35.9	34.4	43.1	43.8	31.4	59.9	57.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	53.0	37.7	52.1	35.9	34.4	43.1	43.8	31.4	59.9	57.8	35.1
LOS by Move:	E	D	D	D	D	C	D	D	C	E	E	D
HCM2k95thQ:	6	21	24	21	20	16	24	26	21	17	16	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3726: OLIN/WINCHESTER



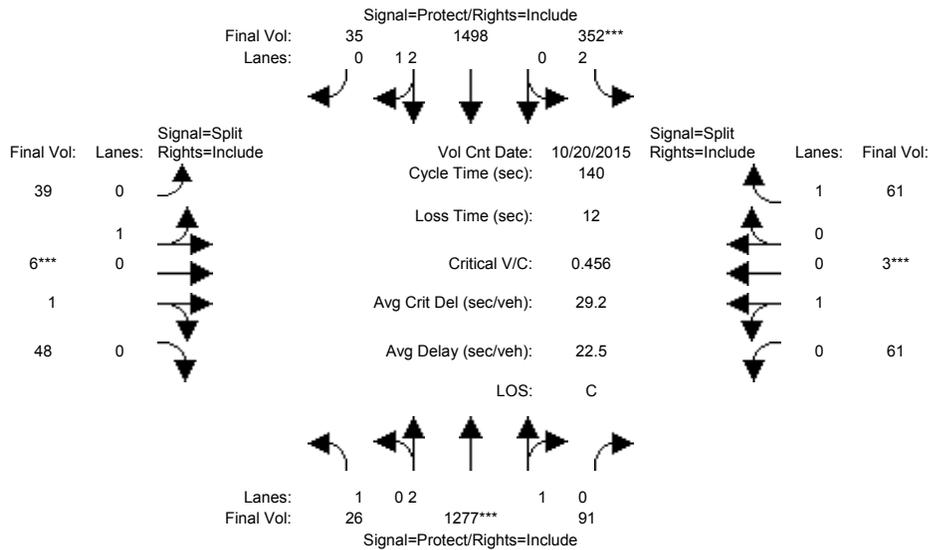
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	21	1159	46	45	1025	13	15	4	20	65	5	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1159	46	45	1025	13	15	4	20	65	5	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	59	0	40	35	0	0	0	0	0	0	0
Initial Fut:	21	1218	46	85	1060	13	15	4	20	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1218	46	85	1060	13	15	4	20	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1218	46	85	1060	13	15	4	20	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1218	46	85	1060	13	15	4	20	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.89	0.11	2.00	2.96	0.04	0.79	0.21	1.00	0.93	0.07	1.00
Final Sat.:	1750	5396	204	3150	5532	68	1421	379	1800	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.03	0.19	0.19	0.01	0.01	0.01	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.6	78.1	78.1	9.3	67.8	67.8	10.0	10.0	10.0	16.6	16.6	16.6
Volume/Cap:	0.08	0.36	0.36	0.36	0.36	0.36	0.13	0.13	0.14	0.30	0.30	0.36
Delay/Veh:	45.6	11.8	11.8	56.5	16.7	16.7	54.2	54.2	54.2	50.1	50.1	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	11.8	11.8	56.5	16.7	16.7	54.2	54.2	54.2	50.1	50.1	50.9
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	1	15	15	5	15	15	2	2	2	6	6	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3726: OLIN/WINCHESTER



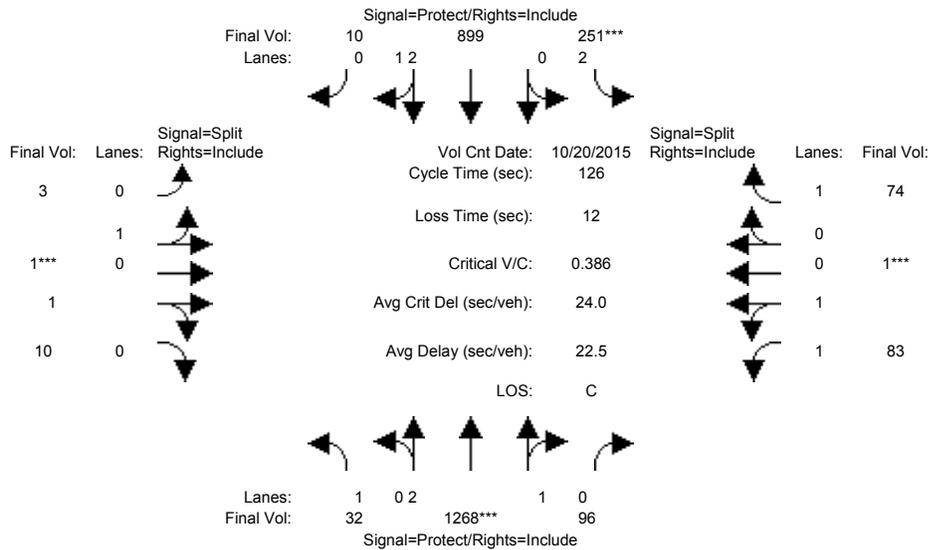
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	26	1209	91	252	1449	35	39	6	48	61	3	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1209	91	252	1449	35	39	6	48	61	3	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	68	0	100	49	0	0	0	0	0	0	0
Initial Fut:	26	1277	91	352	1498	35	39	6	48	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1277	91	352	1498	35	39	6	48	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1277	91	352	1498	35	39	6	48	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1277	91	352	1498	35	39	6	48	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.93	0.07	0.87	0.13	1.00	0.95	0.05	1.00
Final Sat.:	1750	5227	372	3150	5472	128	1560	240	1800	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.11	0.27	0.27	0.03	0.03	0.03	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	16.6	73.6	73.6	33.7	90.7	90.7	10.0	10.0	10.0	10.7	10.7	10.7
Volume/Cap:	0.13	0.46	0.46	0.46	0.42	0.42	0.35	0.35	0.37	0.46	0.46	0.46
Delay/Veh:	55.5	20.9	20.9	45.9	12.0	12.0	62.7	62.7	63.0	64.4	64.4	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	20.9	20.9	45.9	12.0	12.0	62.7	62.7	63.0	64.4	64.4	64.3
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	2	22	22	15	19	19	5	5	5	7	7	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3727: OLSEN/WINCHESTER



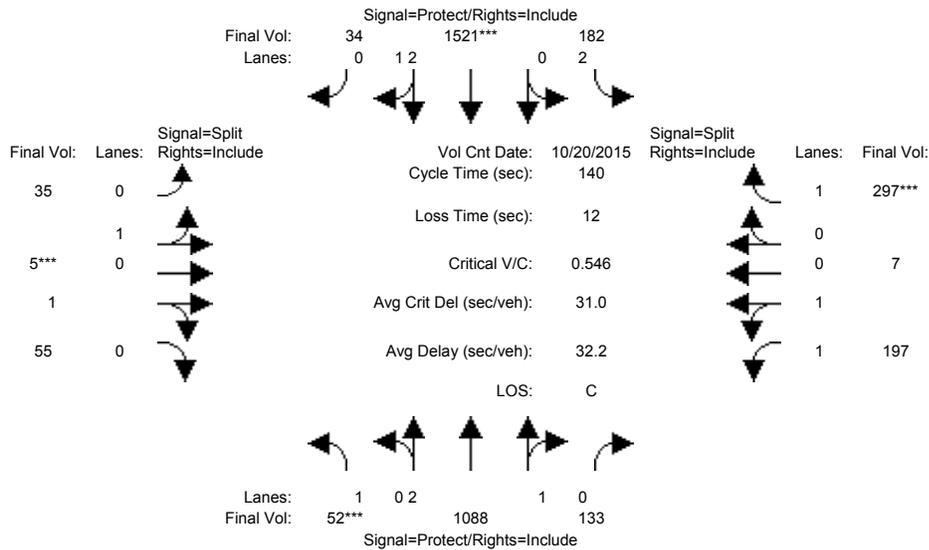
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	31	1210	96	251	864	10	3	1	10	83	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1210	96	251	864	10	3	1	10	83	1	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	58	0	0	35	0	0	0	0	0	0	0
Initial Fut:	32	1268	96	251	899	10	3	1	10	83	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1268	96	251	899	10	3	1	10	83	1	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1268	96	251	899	10	3	1	10	83	1	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	1268	96	251	899	10	3	1	10	83	1	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.78	0.22	2.00	2.97	0.03	0.75	0.25	1.00	1.98	0.02	1.00
Final Sat.:	1750	5205	394	3150	5538	62	1350	450	1800	3508	42	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.16	0.16	0.00	0.00	0.01	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	23.0	68.0	68.0	22.2	67.2	67.2	10.0	10.0	10.0	13.8	13.8	13.8
Volume/Cap:	0.10	0.45	0.45	0.45	0.30	0.30	0.03	0.03	0.07	0.22	0.22	0.39
Delay/Veh:	43.0	17.8	17.8	47.0	16.4	16.4	53.5	53.5	53.8	51.4	51.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	17.8	17.8	47.0	16.4	16.4	53.5	53.5	53.8	51.4	51.4	53.4
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	2	20	20	10	12	12	0	0	1	3	3	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	52	1020	133	182	1471	34	35	5	55	197	7	297
Growth Adj:	1.00	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	1020	133	182	1471	34	35	5	55	197	7	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	68	0	0	50	0	0	0	0	0	0	0
Initial Fut:	52	1088	133	182	1521	34	35	5	55	197	7	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1088	133	182	1521	34	35	5	55	197	7	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1088	133	182	1521	34	35	5	55	197	7	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	1088	133	182	1521	34	35	5	55	197	7	297

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.66	0.34	2.00	2.93	0.07	0.87	0.13	1.00	1.93	0.07	1.00
Final Sat.:	1750	4989	610	3150	5477	122	1575	225	1800	3428	122	1750

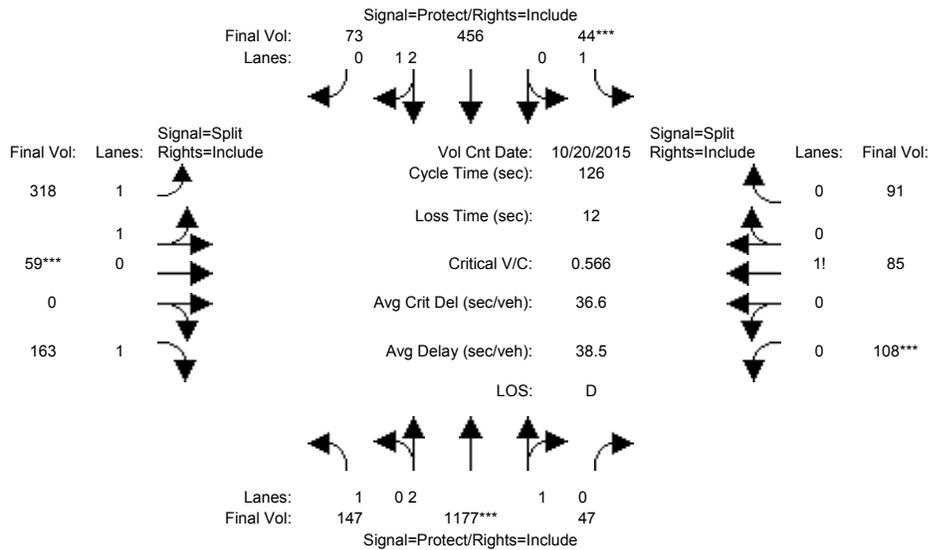
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.06	0.28	0.28	0.02	0.02	0.03	0.06	0.06	0.17
Crit Moves:	****			****			****					****
Green Time:	7.3	60.1	60.1	15.9	68.7	68.7	10.0	10.0	10.0	42.0	42.0	42.0
Volume/Cap:	0.57	0.51	0.51	0.51	0.57	0.57	0.31	0.31	0.43	0.19	0.19	0.57
Delay/Veh:	72.8	29.3	29.3	59.6	25.4	25.4	62.3	62.3	63.6	36.5	36.5	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	29.3	29.3	59.6	25.4	25.4	62.3	62.3	63.6	36.5	36.5	42.8
LOS by Move:	E	C	C	E	C	C	E	E	E	D	D	D
HCM2k95thQ:	6	23	23	9	27	27	4	4	6	7	7	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3737: PAYNE/WINCHESTER



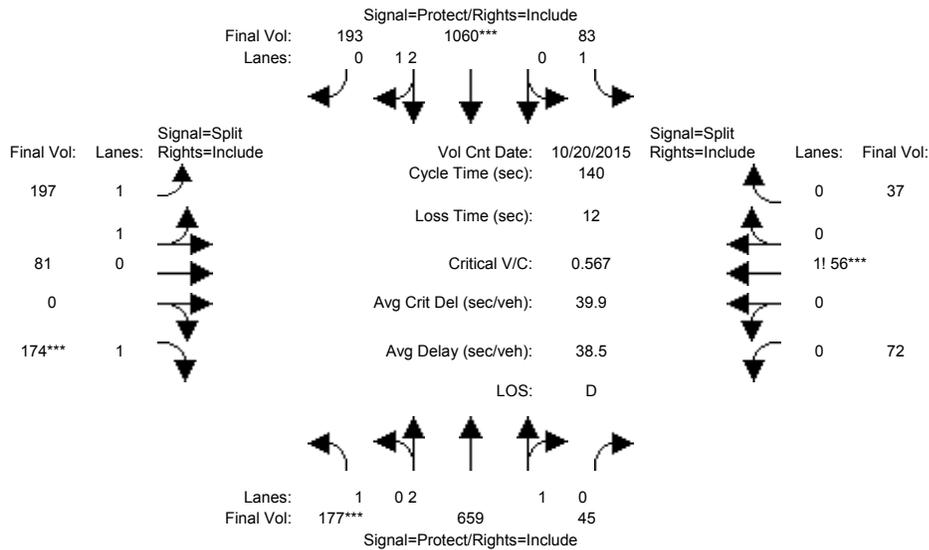
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1164	47	44	454	73	318	59	163	108	85	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1164	47	44	454	73	318	59	163	108	85	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	13	0	0	2	0	0	0	0	0	0	0
Initial Fut:	147	1177	47	44	456	73	318	59	163	108	85	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1177	47	44	456	73	318	59	163	108	85	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1177	47	44	456	73	318	59	163	108	85	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1177	47	44	456	73	318	59	163	108	85	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	2.57	0.43	1.69	0.31	1.00	0.38	0.30	0.32
Final Sat.:	1750	5385	215	1750	4826	773	2994	556	1750	665	524	561
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.03	0.09	0.09	0.11	0.11	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	25.9	48.0	48.0	7.0	29.1	29.1	23.3	23.3	23.3	35.7	35.7	35.7
Volume/Cap:	0.41	0.57	0.57	0.45	0.41	0.41	0.57	0.57	0.50	0.57	0.57	0.57
Delay/Veh:	44.2	31.3	31.3	61.0	41.3	41.3	48.0	48.0	47.4	40.3	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	31.3	31.3	61.0	41.3	41.3	48.0	48.0	47.4	40.3	40.3	40.3
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	23	23	4	11	11	15	15	13	19	19	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3737: PAYNE/WINCHESTER



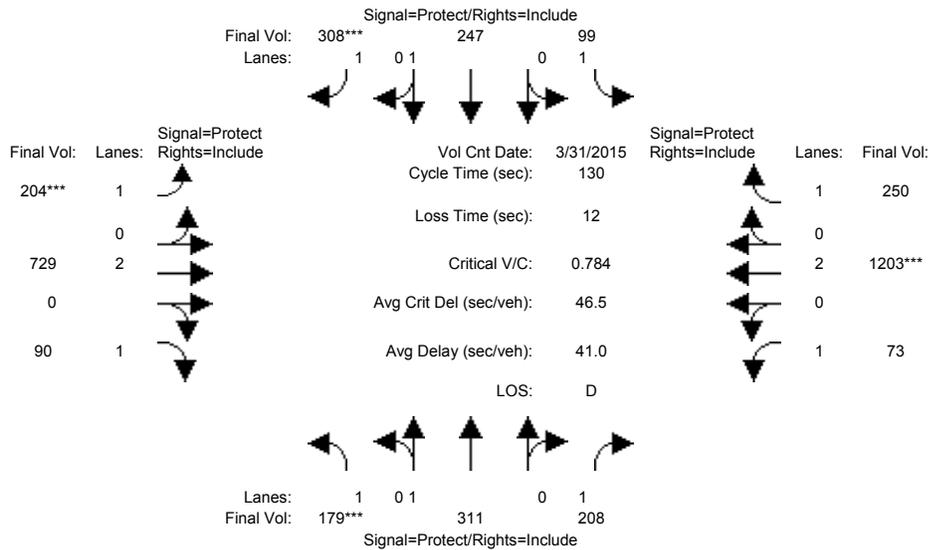
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	177	658	45	83	1050	192	197	81	174	72	56	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	658	45	83	1050	192	197	81	174	72	56	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	10	1	0	0	0	0	0	0
Initial Fut:	177	659	45	83	1060	193	197	81	174	72	56	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	659	45	83	1060	193	197	81	174	72	56	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	659	45	83	1060	193	197	81	174	72	56	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	659	45	83	1060	193	197	81	174	72	56	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.52	0.48	1.43	0.57	1.00	0.44	0.34	0.22
Final Sat.:	1750	5242	358	1750	4736	862	2515	1034	1750	764	594	392
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.05	0.22	0.22	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.0	57.4	57.4	22.8	55.2	55.2	24.5	24.5	24.5	23.3	23.3	23.3
Volume/Cap:	0.57	0.31	0.31	0.29	0.57	0.57	0.45	0.45	0.57	0.57	0.57	0.57
Delay/Veh:	55.0	28.0	28.0	52.1	33.4	33.4	52.2	52.2	55.4	56.4	56.4	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	28.0	28.0	52.1	33.4	33.4	52.2	52.2	55.4	56.4	56.4	56.4
LOS by Move:	E	C	C	D	C	C	D	D	E	E	E	E
HCM2k95thQ:	15	13	13	6	24	24	12	12	15	14	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3748: RACE/SAN CARLOS



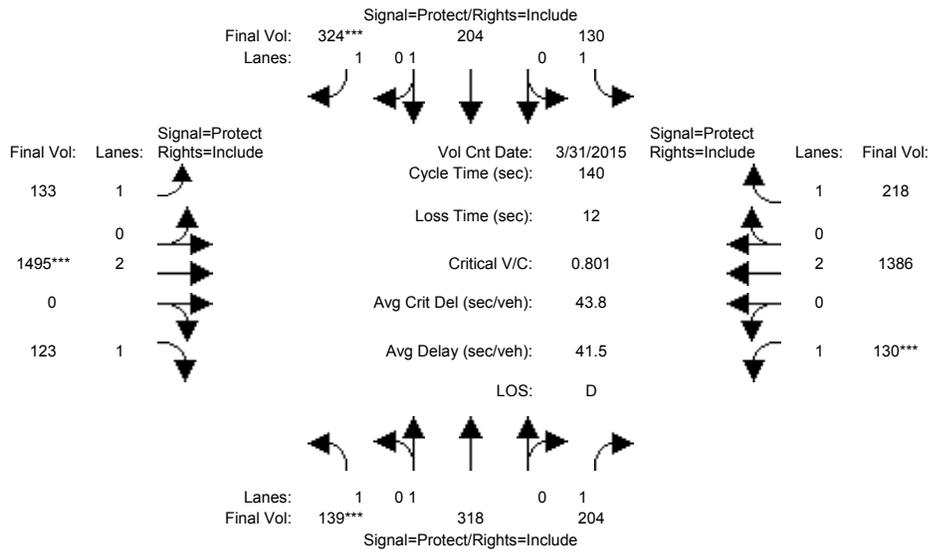
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 << 7:30-8:30AM												
Base Vol:	143	309	29	57	167	133	142	483	78	48	913	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	309	29	57	167	133	142	483	78	48	913	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	2	179	42	80	175	62	246	12	25	290	76
Initial Fut:	179	311	208	99	247	308	204	729	90	73	1203	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	311	208	99	247	308	204	729	90	73	1203	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	311	208	99	247	308	204	729	90	73	1203	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	311	208	99	247	308	204	729	90	73	1203	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.12	0.06	0.13	0.18	0.12	0.19	0.05	0.04	0.32	0.14
Crit Moves:	****					****	****				****	
Green Time:	17.0	34.3	34.3	11.9	29.2	29.2	19.3	56.1	56.1	15.7	52.5	52.5
Volume/Cap:	0.78	0.62	0.45	0.62	0.58	0.78	0.78	0.44	0.12	0.34	0.78	0.35
Delay/Veh:	70.9	44.5	40.7	64.2	46.9	57.3	67.7	26.2	22.2	53.4	36.5	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	44.5	40.7	64.2	46.9	57.3	67.7	26.2	22.2	53.4	36.5	27.3
LOS by Move:	E	D	D	E	D	E	E	C	C	D	D	C
HCM2k95thQ:	17	21	14	10	17	25	16	18	4	5	34	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3748: RACE/SAN CARLOS



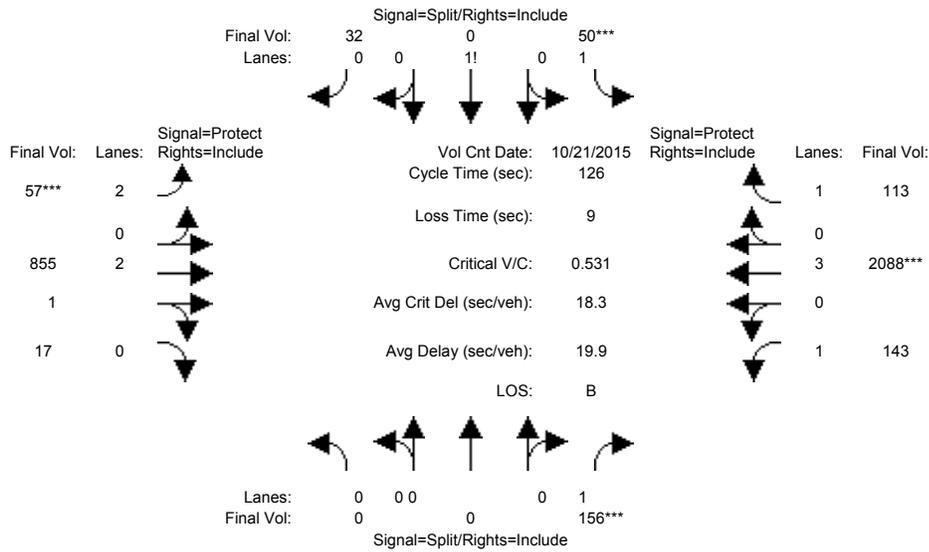
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	91	182	65	129	201	207	133	1036	114	66	526	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	182	65	129	201	207	133	1036	114	66	526	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	48	136	139	1	3	117	0	459	9	64	860	149
Initial Fut:	139	318	204	130	204	324	133	1495	123	130	1386	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	318	204	130	204	324	133	1495	123	130	1386	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	318	204	130	204	324	133	1495	123	130	1386	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	318	204	130	204	324	133	1495	123	130	1386	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.12	0.07	0.11	0.19	0.08	0.39	0.07	0.07	0.36	0.12
Crit Moves:	****					****		****			****	
Green Time:	13.9	32.0	32.0	14.2	32.4	32.4	14.1	68.8	68.8	13.0	67.7	67.7
Volume/Cap:	0.80	0.73	0.51	0.73	0.46	0.80	0.75	0.80	0.14	0.80	0.75	0.26
Delay/Veh:	84.4	56.3	48.2	75.4	47.1	61.7	78.1	32.4	19.6	86.2	31.3	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:	84.4	56.3	48.2	75.4	47.1	61.7	78.1	32.4	19.6	86.2	31.3	21.5
LOS by Move:	F	E	D	E	D	E	E	C	B	F	C	C
HCM2k95thQ:	16	25	16	14	15	28	11	41	6	11	38	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



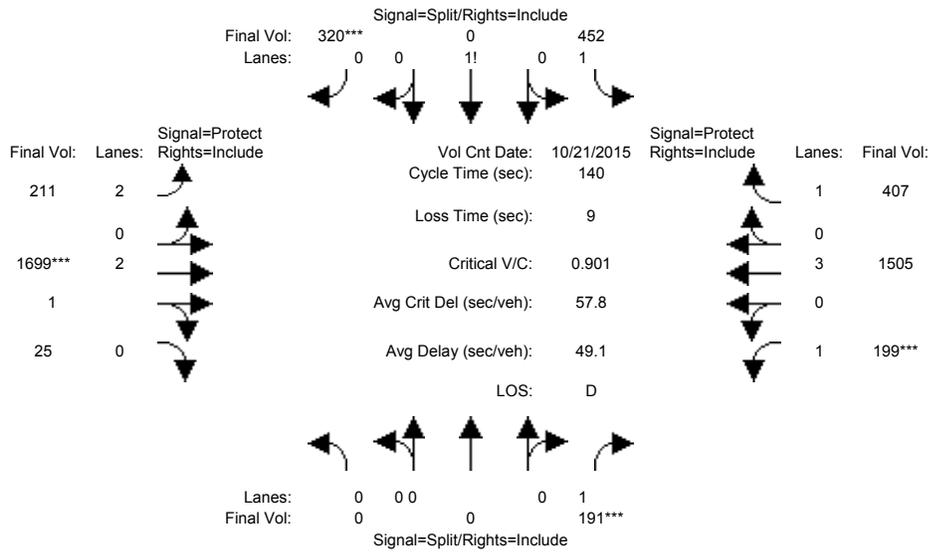
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	156	50	0	32	57	709	17	113	1981	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	156	50	0	32	57	709	17	113	1981	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	146	0	30	107	0
Initial Fut:	0	0	156	50	0	32	57	855	17	143	2088	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	156	50	0	32	57	855	17	143	2088	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	156	50	0	32	57	855	17	143	2088	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	156	50	0	32	57	855	17	143	2088	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5491	109	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.02	0.00	0.03	0.02	0.16	0.16	0.08	0.37	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	19.6	10.0	0.0	10.0	7.0	57.3	57.3	30.1	80.4	80.4
Volume/Cap:	0.00	0.00	0.57	0.25	0.00	0.41	0.33	0.34	0.34	0.34	0.57	0.10
Delay/Veh:	0.0	0.0	52.3	54.9	0.0	56.6	58.3	22.2	22.2	40.2	13.2	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	52.3	54.9	0.0	56.6	58.3	22.2	22.2	40.2	13.2	8.9
LOS by Move:	A	A	D	D	A	E	E	C	C	D	B	A
HCM2k95thQ:	0	0	13	3	0	5	3	13	13	10	27	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



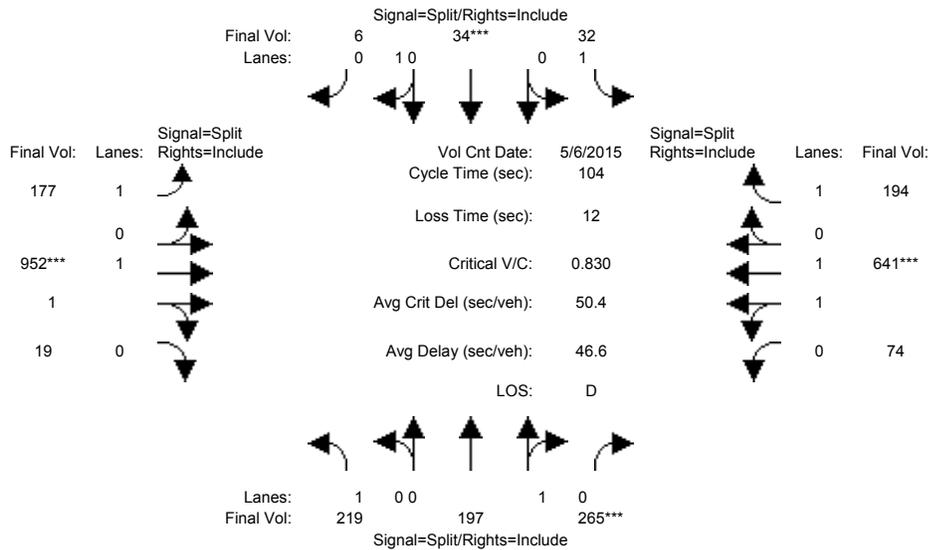
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	191	452	0	320	211	1586	25	172	1403	402
Growth Adj:	1.00	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	191	452	0	320	211	1586	25	172	1403	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	113	0	27	102	5
Initial Fut:	0	0	191	452	0	320	211	1699	25	199	1505	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	191	452	0	320	211	1699	25	199	1505	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	191	452	0	320	211	1699	25	199	1505	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	191	452	0	320	211	1699	25	199	1505	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5519	81	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.18	0.00	0.31	0.07	0.31	0.31	0.11	0.26	0.23
Crit Moves:			****			****			****			****
Green Time:	0.0	0.0	17.0	48.5	0.0	48.5	13.3	47.9	47.9	17.7	52.3	52.3
Volume/Cap:	0.00	0.00	0.90	0.53	0.00	0.90	0.71	0.90	0.90	0.90	0.71	0.62
Delay/Veh:	0.0	0.0	96.6	36.9	0.0	56.0	69.1	50.1	50.1	95.2	38.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	96.6	36.9	0.0	56.0	69.1	50.1	50.1	95.2	38.5	37.7
LOS by Move:	A	A	F	D	A	E	E	D	D	F	D	D
HCM2k95thQ:	0	0	21	22	0	45	10	41	41	22	32	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3763: SAN CARLOS/WOZ



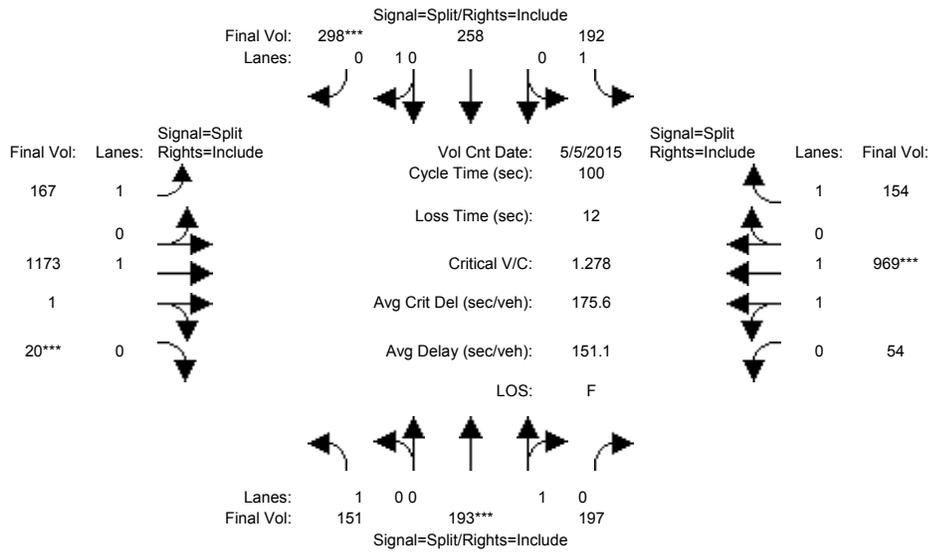
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	42	159	107	32	23	2	155	506	19	2	334	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	159	107	32	23	2	155	506	19	2	334	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	177	38	158	0	11	4	22	446	0	72	307	72
Initial Fut:	219	197	265	32	34	6	177	952	19	74	641	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	197	265	32	34	6	177	952	19	74	641	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	197	265	32	34	6	177	952	19	74	641	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	197	265	32	34	6	177	952	19	74	641	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.43	0.57	1.00	0.85	0.15	1.00	1.96	0.04	0.21	1.79	1.00
Final Sat.:	1750	768	1032	1750	1530	270	1750	3628	72	383	3317	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.02	0.02	0.02	0.10	0.26	0.26	0.19	0.19	0.11
Crit Moves:			****		****			****			****	
Green Time:	29.5	29.5	29.5	10.0	10.0	10.0	30.2	30.2	30.2	22.2	22.2	22.2
Volume/Cap:	0.44	0.90	0.90	0.19	0.23	0.23	0.35	0.90	0.90	0.90	0.90	0.52
Delay/Veh:	31.1	55.1	55.1	43.8	44.1	44.1	29.5	46.1	46.1	53.5	53.5	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	55.1	55.1	43.8	44.1	44.1	29.5	46.1	46.1	53.5	53.5	37.4
LOS by Move:	C	E	E	D	D	D	C	D	D	D	D	D
HCM2k95thQ:	12	32	32	2	3	3	9	29	29	27	27	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3763: SAN CARLOS/WOZ



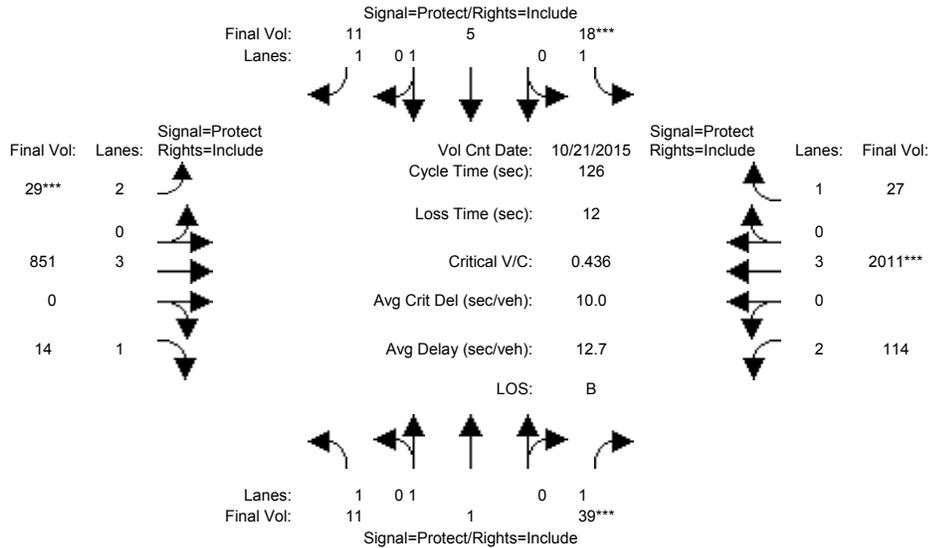
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	67	125	91	48	120	74	87	565	20	22	509	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	125	91	48	120	74	87	565	20	22	509	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	84	68	106	144	138	224	80	608	0	32	460	1
Initial Fut:	151	193	197	192	258	298	167	1173	20	54	969	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	193	197	192	258	298	167	1173	20	54	969	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	193	197	192	258	298	167	1173	20	54	969	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	193	197	192	258	298	167	1173	20	54	969	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.49	0.51	1.00	0.46	0.54	1.00	1.97	0.03	0.11	1.89	1.00
Final Sat.:	1750	891	909	1750	835	965	1750	3638	62	195	3505	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.11	0.31	0.31	0.10	0.32	0.32	0.28	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	17.0	17.0	17.0	24.2	24.2	24.2	25.2	25.2	25.2	21.6	21.6	21.6
Volume/Cap:	0.51	1.28	1.28	0.45	1.28	1.28	0.38	1.28	1.28	1.28	1.28	0.41
Delay/Veh:	39.2	189	189.5	33.1	180	179.7	31.4	171	170.7	173.8	174	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	189	189.5	33.1	180	179.7	31.4	171	170.7	173.8	174	34.4
LOS by Move:	D	F	F	C	F	F	C	F	F	F	F	C
HCM2k95thQ:	10	43	43	11	57	57	8	54	54	52	52	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



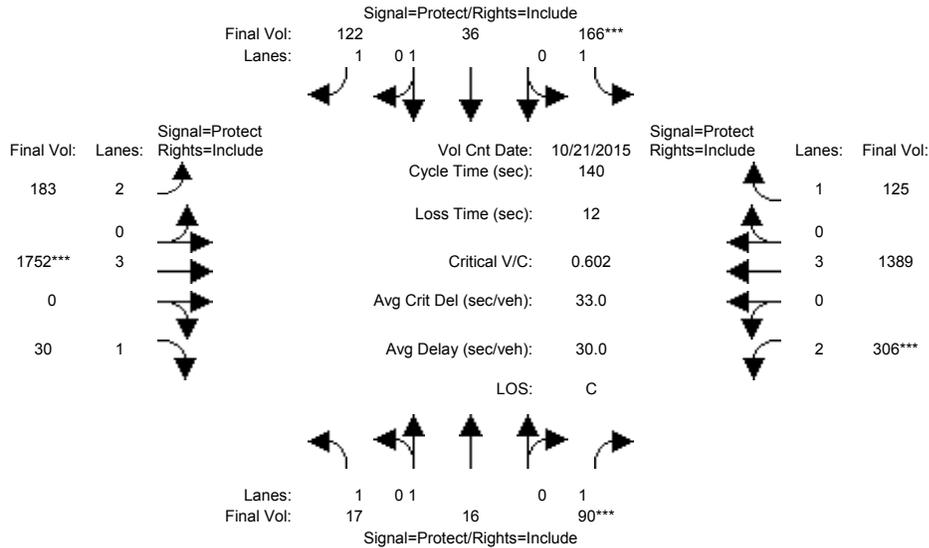
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	11	1	39	18	5	11	29	705	14	114	1905	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	39	18	5	11	29	705	14	114	1905	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	146	0	0	106	0
Initial Fut:	11	1	39	18	5	11	29	851	14	114	2011	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	29	851	14	114	2011	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	29	851	14	114	2011	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	29	851	14	114	2011	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.02	0.01	0.00	0.01	0.01	0.15	0.01	0.04	0.35	0.02
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	70.7	70.7	26.3	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.17	0.27	0.01	0.17	0.49	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	14.3	12.2	41.0	8.0	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	14.3	12.2	41.0	8.0	5.2
LOS by Move:	E	D	E	E	D	D	E	B	B	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	11	1	4	20	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



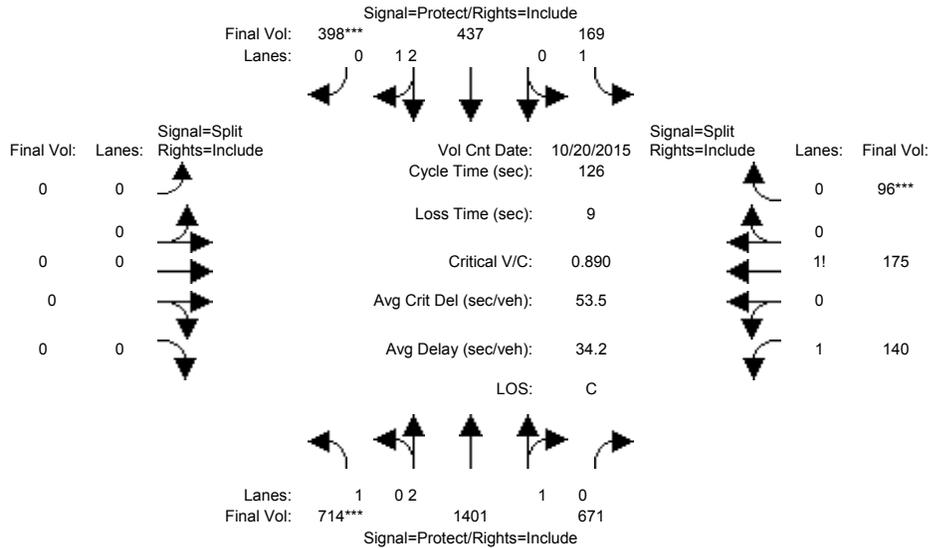
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	17	16	90	166	36	122	183	1640	30	303	1285	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	16	90	166	36	122	183	1640	30	303	1285	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	112	0	3	104	1
Initial Fut:	17	16	90	166	36	122	183	1752	30	306	1389	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	183	1752	30	306	1389	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	183	1752	30	306	1389	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	183	1752	30	306	1389	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.31	0.02	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green Time:	14.0	12.0	12.0	22.0	20.0	20.0	18.1	71.4	71.4	22.6	75.9	75.9
Volume/Cap:	0.10	0.10	0.60	0.60	0.13	0.49	0.45	0.60	0.03	0.60	0.45	0.13
Delay/Veh:	57.5	59.3	68.5	58.6	52.6	56.8	57.1	24.6	17.1	56.6	19.5	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	59.3	68.5	58.6	52.6	56.8	57.1	24.6	17.1	56.6	19.5	15.9
LOS by Move:	E	E	E	E	D	E	E	C	B	E	B	B
HCM2k95thQ:	2	1	10	15	3	11	8	29	1	13	21	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3829: TISCH/WINCHESTER



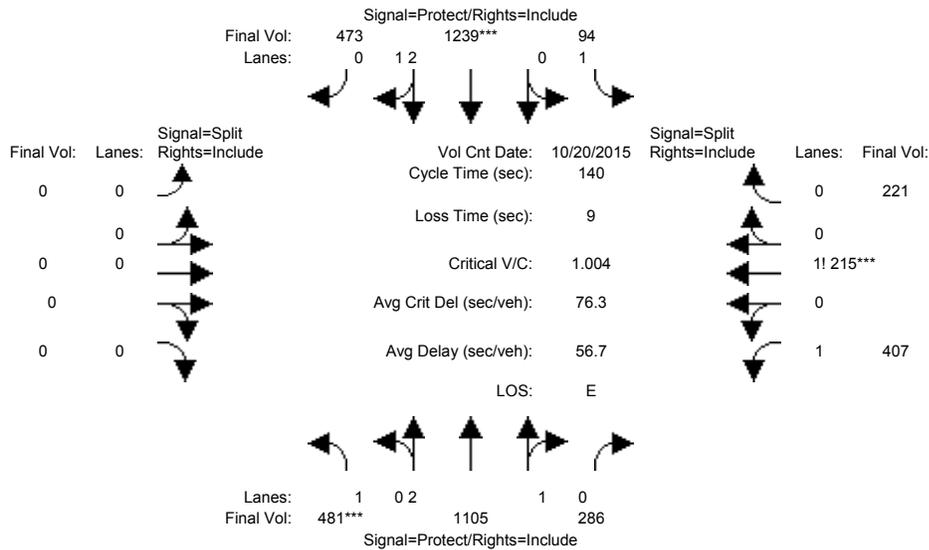
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	708	1359	663	169	433	367	0	0	0	138	167	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	1359	663	169	433	367	0	0	0	138	167	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	42	8	0	4	31	0	0	0	2	8	7
Initial Fut:	714	1401	671	169	437	398	0	0	0	140	175	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	714	1401	671	169	437	398	0	0	0	140	175	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	714	1401	671	169	437	398	0	0	0	140	175	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	714	1401	671	169	437	398	0	0	0	140	175	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.21	0.51	0.28
Final Sat.:	1750	3797	1800	1750	3800	1750	0	0	0	2117	918	504
Capacity Analysis Module:												
Vol/Sat:	0.41	0.37	0.37	0.10	0.12	0.23	0.00	0.00	0.00	0.07	0.19	0.19
Crit Moves:	****					****						****
Green Time:	57.8	71.5	71.5	18.5	32.2	32.2	0.0	0.0	0.0	27.0	27.0	27.0
Volume/Cap:	0.89	0.65	0.66	0.66	0.45	0.89	0.00	0.00	0.00	0.31	0.89	0.89
Delay/Veh:	43.2	19.2	19.3	56.8	39.6	55.7	0.0	0.0	0.0	41.8	66.8	66.8
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:	43.2	19.2	19.3	56.8	39.6	55.7	0.0	0.0	0.0	41.8	66.8	66.8
LOS by Move:	D	B	B	E	D	E	A	A	A	D	E	E
HCM2k95thQ:	44	30	31	15	14	33	0	0	0	8	26	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3829: TISCH/WINCHESTER



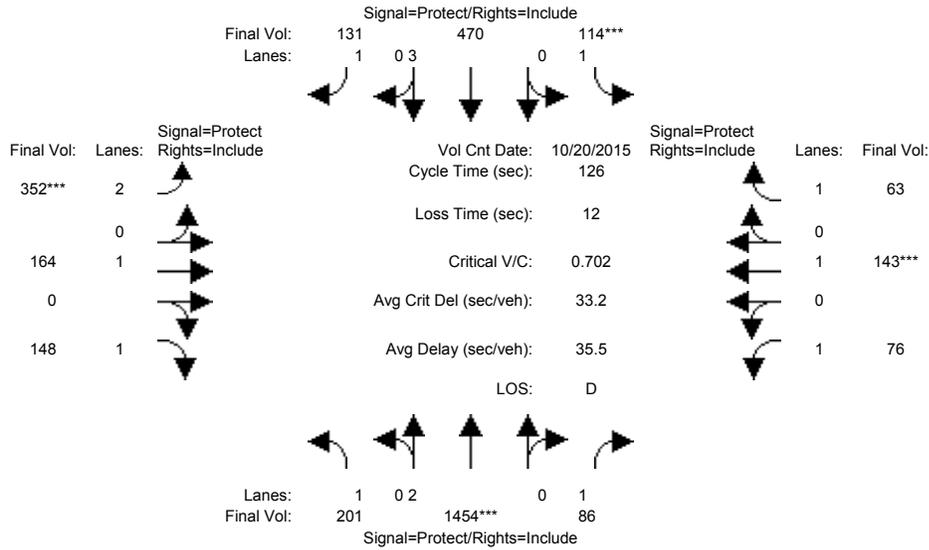
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	480	1055	282	94	1212	450	0	0	0	404	204	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1055	282	94	1212	450	0	0	0	404	204	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	50	4	0	27	23	0	0	0	3	11	18
Initial Fut:	481	1105	286	94	1239	473	0	0	0	407	215	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1105	286	94	1239	473	0	0	0	407	215	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1105	286	94	1239	473	0	0	0	407	215	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	481	1105	286	94	1239	473	0	0	0	407	215	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.36	0.64	1.00	2.14	0.86	0.00	0.00	0.00	1.33	0.33	0.34
Final Sat.:	1750	4447	1151	1750	4051	1546	0	0	0	2318	600	616
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.25	0.05	0.31	0.31	0.00	0.00	0.00	0.18	0.36	0.36
Crit Moves:	****				****						****	
Green Time:	38.3	66.6	66.6	14.4	42.7	42.7	0.0	0.0	0.0	50.0	50.0	50.0
Volume/Cap:	1.00	0.52	0.52	0.52	1.00	1.00	0.00	0.00	0.00	0.49	1.00	1.00
Delay/Veh:	92.9	25.8	25.8	62.3	71.4	71.4	0.0	0.0	0.0	35.3	77.0	77.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.9	25.8	25.8	62.3	71.4	71.4	0.0	0.0	0.0	35.3	77.0	77.0
LOS by Move:	F	C	C	E	E	E	A	A	A	D	E	E
HCM2k95thQ:	42	24	24	9	50	50	0	0	0	20	55	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #3836: WILLIAMS/WINCHESTER



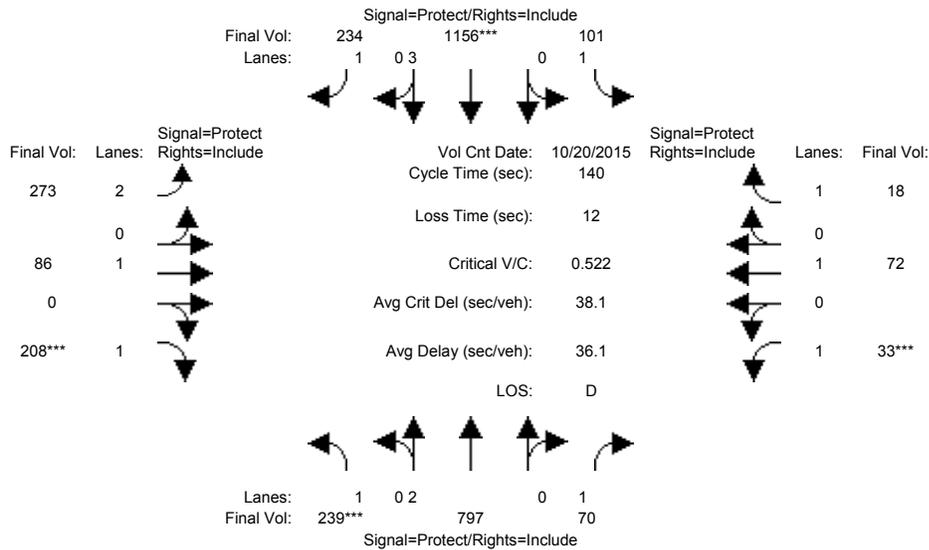
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	201	1441	86	114	467	131	352	164	148	76	143	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1441	86	114	467	131	352	164	148	76	143	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	13	0	0	3	0	0	0	0	0	0	0
Initial Fut:	201	1454	86	114	470	131	352	164	148	76	143	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1454	86	114	470	131	352	164	148	76	143	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1454	86	114	470	131	352	164	148	76	143	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1454	86	114	470	131	352	164	148	76	143	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.05	0.07	0.08	0.07	0.11	0.09	0.08	0.04	0.08	0.04
Crit Moves:	****			****			****			****		
Green Time:	46.8	68.7	68.7	11.7	33.6	33.6	20.1	20.4	20.4	13.2	13.5	13.5
Volume/Cap:	0.31	0.70	0.09	0.70	0.31	0.28	0.70	0.53	0.52	0.42	0.70	0.34
Delay/Veh:	28.4	22.2	13.7	68.3	37.0	36.9	54.6	50.2	50.1	54.4	64.7	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.2	13.7	68.3	37.0	36.9	54.6	50.2	50.1	54.4	64.7	53.1
LOS by Move:	C	C	B	E	D	D	D	D	D	D	E	D
HCM2k95thQ:	11	34	3	12	9	9	17	12	12	7	13	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #3836: WILLIAMS/WINCHESTER



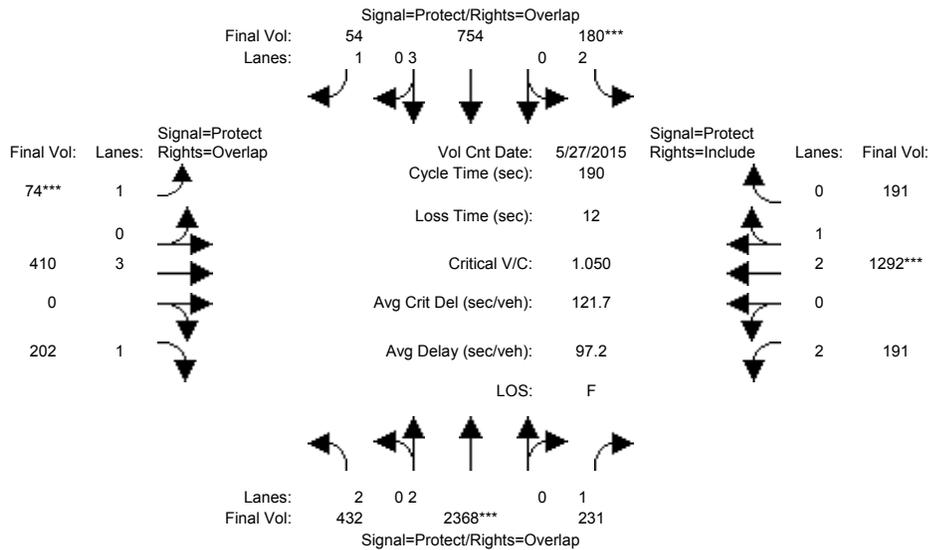
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	239	795	70	101	1145	233	273	86	208	33	72	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	795	70	101	1145	233	273	86	208	33	72	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	2	0	0	11	1	0	0	0	0	0	0
Initial Fut:	239	797	70	101	1156	234	273	86	208	33	72	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	797	70	101	1156	234	273	86	208	33	72	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	797	70	101	1156	234	273	86	208	33	72	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	797	70	101	1156	234	273	86	208	33	72	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.06	0.20	0.13	0.09	0.05	0.12	0.02	0.04	0.01
Crit Moves:	****				****				****	****		
Green Time:	36.1	70.3	70.3	19.3	53.6	53.6	21.0	31.4	31.4	7.0	17.3	17.3
Volume/Cap:	0.53	0.42	0.08	0.42	0.53	0.35	0.58	0.20	0.53	0.38	0.31	0.08
Delay/Veh:	45.9	22.1	18.1	56.4	33.7	31.1	57.1	44.4	49.2	67.1	56.6	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	22.1	18.1	56.4	33.7	31.1	57.1	44.4	49.2	67.1	56.6	54.5
LOS by Move:	D	C	B	E	C	C	E	D	D	E	E	D
HCM2k95thQ:	17	19	3	9	23	14	14	6	16	4	6	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



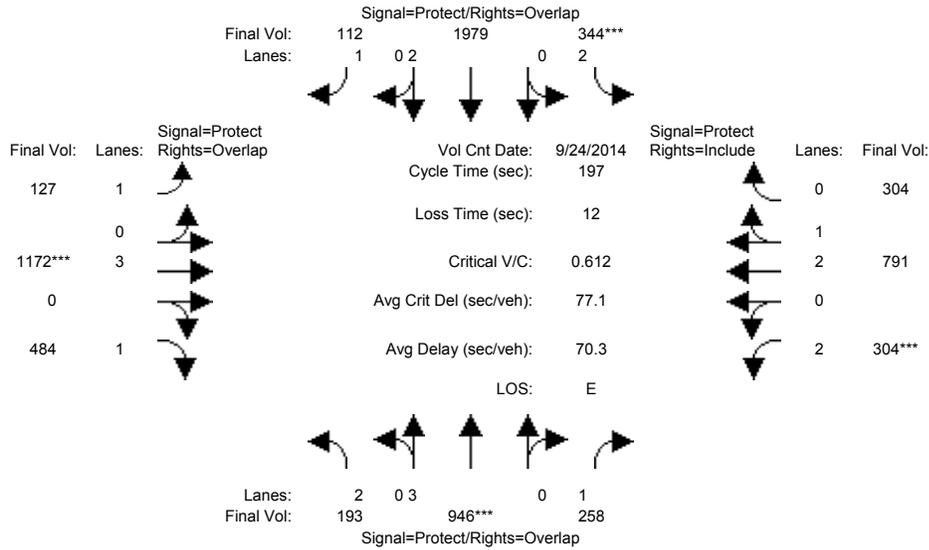
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 May 2015 << 7:30-8:30AM												
Base Vol:	389	2754	227	176	748	37	51	357	192	190	1207	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	2754	227	176	748	37	51	357	192	190	1207	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	43	32	4	4	6	17	23	53	10	1	85	9
Initial Fut:	432	2786	231	180	754	54	74	410	202	191	1292	191
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	2368	231	180	754	54	74	410	202	191	1292	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	2368	231	180	754	54	74	410	202	191	1292	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
Final Volume:	432	2368	231	180	754	54	74	410	202	191	1292	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.60	0.40
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4878	721
Capacity Analysis Module:												
Vol/Sat:	0.14	0.62	0.13	0.06	0.13	0.03	0.04	0.07	0.12	0.06	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.88	1.16	0.21	0.73	0.29	0.06	0.48	0.31	0.30	0.67	1.12	1.12
Delay/Veh:	101.1	111	8.3	101.5	28.1	14.6	90.3	64.3	43.0	95.2	142	142.2
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:	101.1	111	8.3	101.5	28.1	14.6	90.3	64.3	43.0	95.2	142	142.2
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	26	132	6	13	13	2	9	13	17	13	61	61

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	204	930	255	333	2544	103	88	1122	464	298	772	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	930	255	333	2544	103	88	1122	464	298	772	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-11	16	3	11	26	9	39	50	20	6	19	9
Initial Fut:	193	946	258	344	2570	112	127	1172	484	304	791	304
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	946	258	344	1979	112	127	1172	484	304	791	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	946	258	344	1979	112	127	1172	484	304	791	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	946	258	344	1979	112	127	1172	484	304	791	304

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.14	0.86
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4043	1554

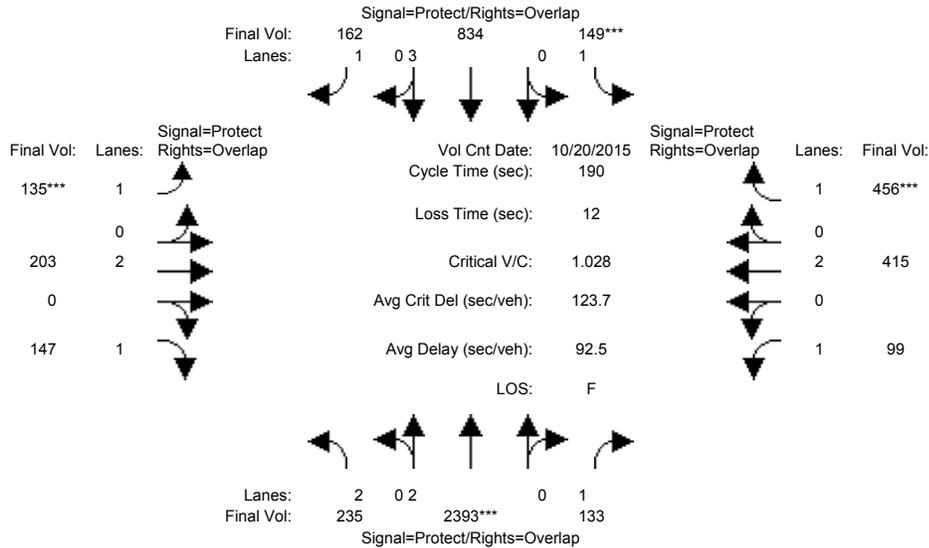
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.15	0.11	0.52	0.06	0.07	0.21	0.28	0.10	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.71	0.40	0.28	0.57	0.99	0.11	0.90	0.90	0.88	0.92	0.78	0.78
Delay/Veh:	102.3	49.1	35.7	78.6	54.9	9.9	141.8	87.4	83.4	123.3	75.7	75.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	49.1	35.7	78.6	54.9	9.9	141.8	87.4	83.4	123.3	75.7	75.7
LOS by Move:	F	D	D	E	D	A	F	F	F	F	E	E
HCM2k95thQ:	14	27	22	20	92	3	17	41	51	23	37	37

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << AM											
Base Vol:	233	2750	131	148	818	161	130	199	145	99	415	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2750	131	148	818	161	130	199	145	99	415	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	65	2	1	16	1	5	4	2	0	0	8
Initial Fut:	235	2815	133	149	834	162	135	203	147	99	415	456
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2393	133	149	834	162	135	203	147	99	415	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2393	133	149	834	162	135	203	147	99	415	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	2393	133	149	834	162	135	203	147	99	415	456

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

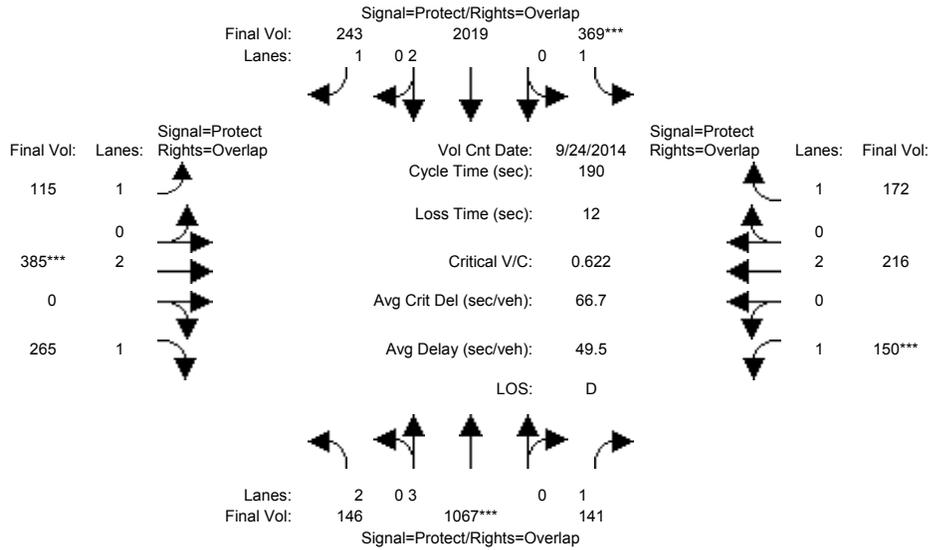
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.08	0.09	0.15	0.09	0.08	0.05	0.08	0.06	0.11	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.8	111	125.3	19.8	106	126.4	20.7	33.7	58.4	14.6	29.2	48.9
Volume/Cap:	0.57	1.08	0.12	0.82	0.26	0.14	0.71	0.30	0.27	0.74	0.71	1.01
Delay/Veh:	92.7	126	29.1	113.1	15.6	4.9	98.5	72.5	53.1	110.6	85.4	120.5
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:	92.7	126	29.1	113.1	15.6	4.9	98.5	72.5	53.1	110.6	85.4	120.5
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	15	120	12	19	11	3	18	10	14	15	23	57

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



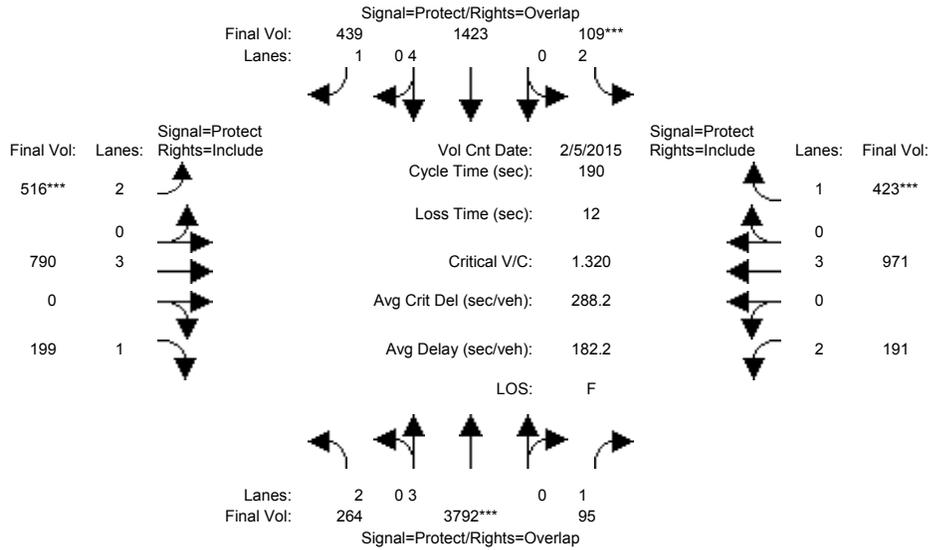
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	145	1057	138	361	2572	241	115	385	265	146	209	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1057	138	361	2572	241	115	385	265	146	209	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	10	3	8	50	2	0	0	0	4	7	-1
Initial Fut:	146	1067	141	369	2622	243	115	385	265	150	216	172
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1067	141	369	2019	243	115	385	265	150	216	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1067	141	369	2019	243	115	385	265	150	216	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	1067	141	369	2019	243	115	385	265	150	216	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.08	0.21	0.53	0.14	0.07	0.10	0.15	0.09	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.49	0.17	0.75	0.91	0.20	0.62	0.59	0.59	0.83	0.33	0.22
Delay/Veh:	91.9	53.4	35.6	72.9	29.9	3.7	93.5	78.8	68.3	115.3	74.3	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:	91.9	53.4	35.6	72.9	29.9	3.7	93.5	78.8	68.3	115.3	74.3	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	31	12	34	70	3	15	21	27	22	11	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<											
Base Vol:	267	4338	71	94	1200	403	437	722	170	173	924	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:	267	4338	71	94	1200	403	437	722	170	173	924	378				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	-3	123	24	15	223	36	79	68	29	18	47	45				
Initial Fut:	264	4461	95	109	1423	439	516	790	199	191	971	423				
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	264	3792	95	109	1423	439	516	790	199	191	971	423				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	264	3792	95	109	1423	439	516	790	199	191	971	423				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	264	3792	95	109	1423	439	516	790	199	191	971	423				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750

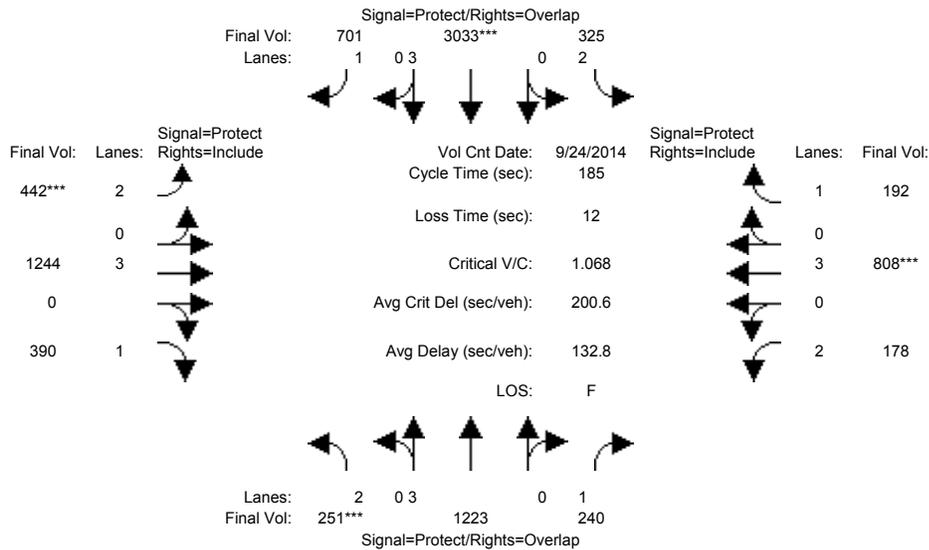
Capacity Analysis Module:												
Vol/Sat:	0.08	0.80	0.05	0.03	0.19	0.25	0.16	0.14	0.11	0.06	0.17	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	39.5	23.5	34.8	34.8
Volume/Cap:	0.56	1.51	0.08	0.44	0.41	0.41	1.10	0.67	0.55	0.49	0.93	1.32
Delay/Veh:	90.8	316	29.0	89.9	43.3	29.4	158.7	75.0	73.2	83.5	95.3	246.6
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:	90.8	316	29.0	89.9	43.3	29.4	158.7	75.0	73.2	83.5	95.3	246.6
LOS by Move:	F	F	C	F	D	C	F	E	E	F	F	F
HCM2k95thQ:	16	187	9	9	29	34	42	27	22	13	38	67

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



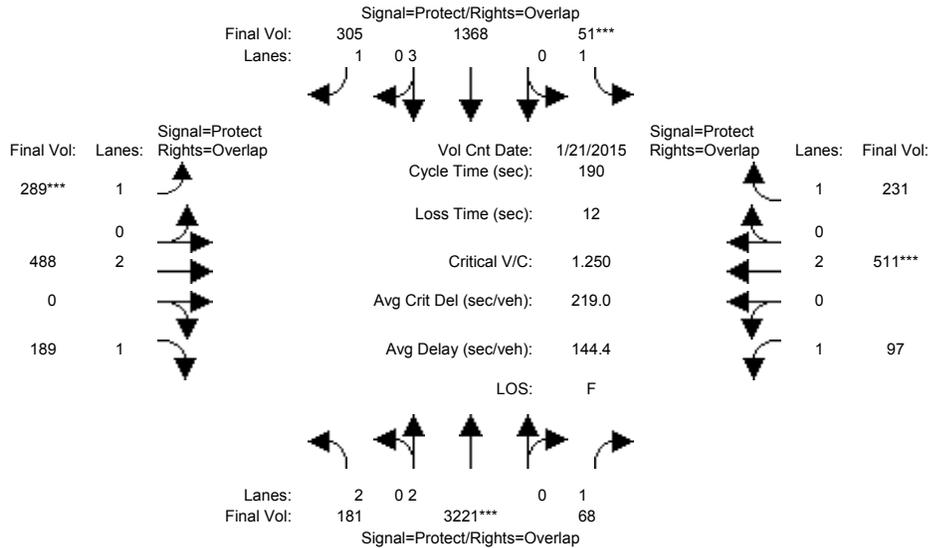
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	223	1364	197	279	3819	656	391	1125	356	139	741	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1364	197	279	3819	656	391	1125	356	139	741	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	28	245	43	46	120	45	51	119	34	39	67	24
Initial Fut:	251	1609	240	325	3939	701	442	1244	390	178	808	192
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	1223	240	325	3033	701	442	1244	390	178	808	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1223	240	325	3033	701	442	1244	390	178	808	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	251	1223	240	325	3033	701	442	1244	390	178	808	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.14	0.10	0.64	0.40	0.14	0.22	0.22	0.06	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	47.5	27.6	38.5	38.5
Volume/Cap:	1.31	0.59	0.27	0.62	1.36	0.60	0.71	0.85	0.87	0.38	0.68	0.53
Delay/Veh:	263.9	56.4	34.0	88.5	247	43.0	77.5	74.4	86.0	76.1	73.6	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	263.9	56.4	34.0	88.5	247	43.0	77.5	74.4	86.0	76.1	73.6	70.8
LOS by Move:	F	E	C	F	F	D	E	E	F	E	E	E
HCM2k95thQ:	24	35	20	22	138	61	28	42	43	11	27	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



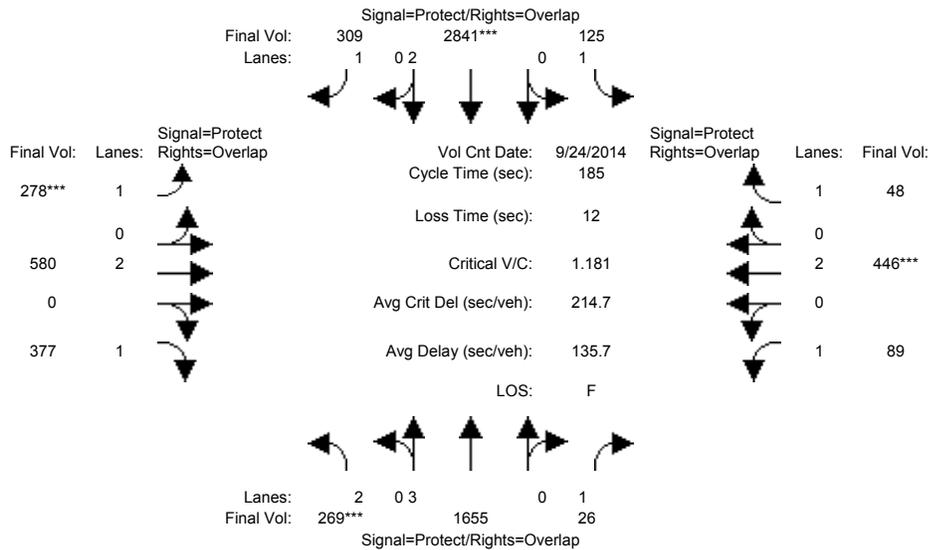
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jan 2015 << 8-9 AM												
Base Vol:	179	3665	69	50	1122	284	261	469	175	96	487	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	3665	69	50	1122	284	261	469	175	96	487	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	124	0	1	246	21	28	19	14	1	24	1
Initial Fut:	181	3789	68	51	1368	305	289	488	189	97	511	231
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	3221	68	51	1368	305	289	488	189	97	511	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	3221	68	51	1368	305	289	488	189	97	511	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	3221	68	51	1368	305	289	488	189	97	511	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.85	0.04	0.03	0.24	0.17	0.16	0.13	0.11	0.06	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.55	1.40	0.06	0.65	0.44	0.26	1.29	0.61	0.34	0.70	0.83	0.64
Delay/Veh:	88.4	238	16.9	113.7	19.1	4.8	247.3	73.7	53.6	106.0	91.2	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	238	16.9	113.7	19.1	4.8	247.3	73.7	53.6	106.0	91.2	77.3
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	12	223	5	7	20	6	48	25	17	14	30	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	238	1398	22	120	3588	286	251	519	355	87	413	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1398	22	120	3588	286	251	519	355	87	413	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	31	257	4	5	102	23	27	61	22	2	33	7
Initial Fut:	269	1655	26	125	3690	309	278	580	377	89	446	48
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1655	26	125	2841	309	278	580	377	89	446	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1655	26	125	2841	309	278	580	377	89	446	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	1655	26	125	2841	309	278	580	377	89	446	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

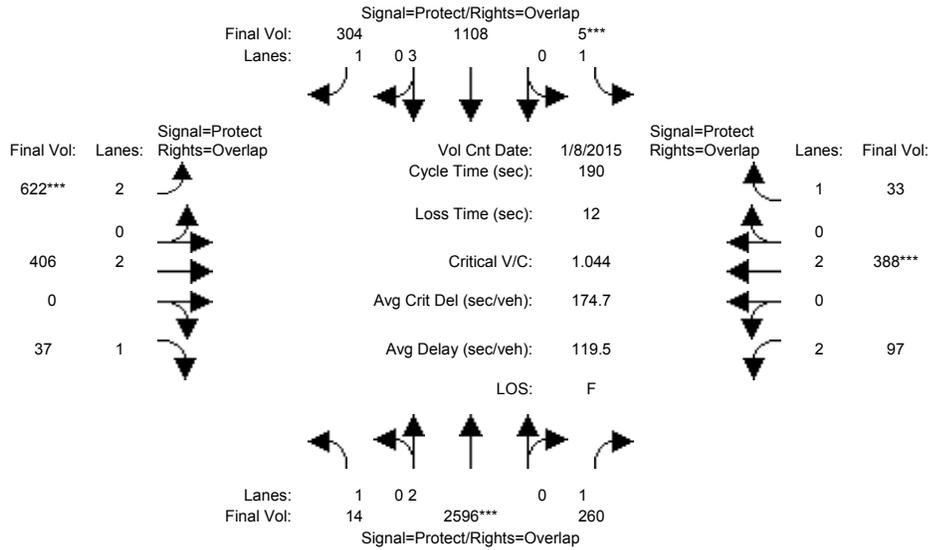
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.01	0.07	0.75	0.18	0.16	0.15	0.22	0.05	0.12	0.03
Crit Moves:	****				****		****				****	
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.89	0.56	0.02	0.88	1.47	0.27	1.04	0.68	0.67	0.46	0.64	0.10
Delay/Veh:	113.1	23.3	6.5	132.1	252	5.7	150.2	72.4	61.3	83.6	76.6	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.1	23.3	6.5	132.1	252	5.7	150.2	72.4	61.3	83.6	76.6	55.0
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	D
HCM2k95thQ:	19	28	1	14	203	6	39	29	36	11	23	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Jan 2015	<<	7:45-8:45 AM						
Base Vol:	14	2933	257	4	897	275	613	396	37	94	377	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:	14	2933	257	4	897	275	613	396	37	94	377	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	122	3	1	211	29	9	10	0	3	11	3
Initial Fut:	14	3055	260	5	1108	304	622	406	37	97	388	33
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2596	260	5	1108	304	622	406	37	97	388	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2596	260	5	1108	304	622	406	37	97	388	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
Final Volume:	14	2596	260	5	1108	304	622	406	37	97	388	33

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

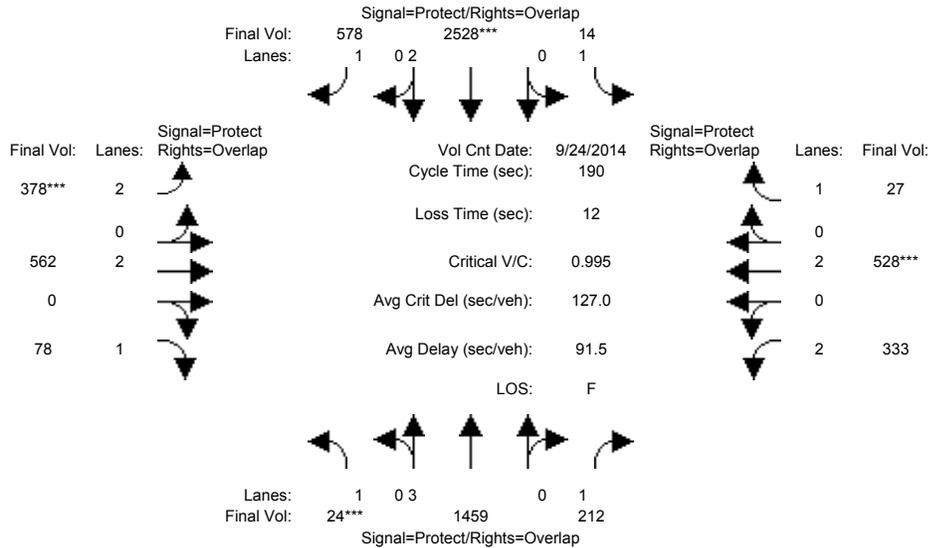
Capacity Analysis Module:	Vol/Sat:	0.01	0.68	0.15	0.00	0.19	0.17	0.20	0.11	0.02	0.03	0.10	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3	
Volume/Cap:	0.11	1.24	0.24	0.05	0.36	0.25	1.28	0.43	0.07	0.38	0.59	0.08	
Delay/Veh:	93.7	175	25.0	93.9	18.8	3.0	232.1	68.3	51.1	94.3	82.9	63.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	93.7	175	25.0	93.9	18.8	3.0	232.1	68.3	51.1	94.3	82.9	63.3	
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E	
HCM2k95thQ:	2	164	20	1	16	4	55	20	4	7	21	3	

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No SR West (PM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



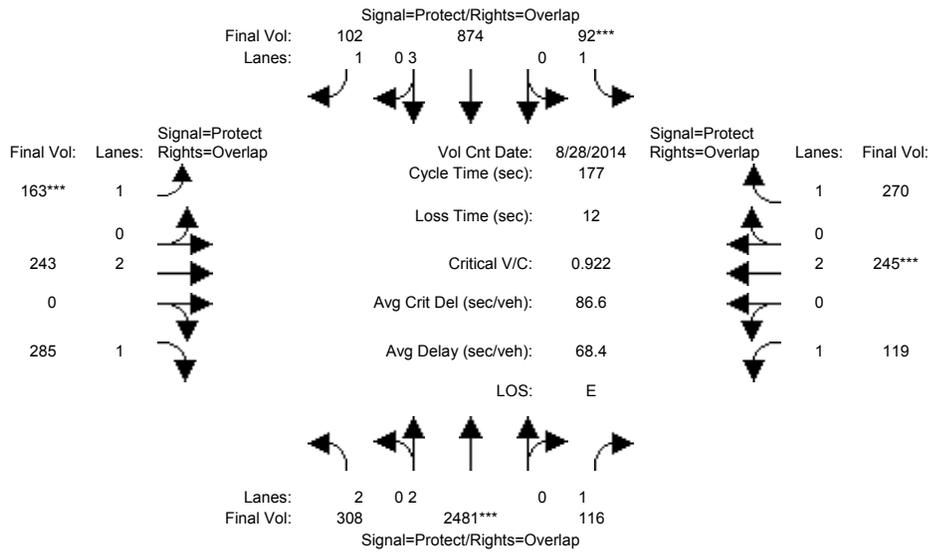
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	23	1223	198	14	3212	574	330	530	76	301	466	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1223	198	14	3212	574	330	530	76	301	466	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	236	14	0	71	4	48	32	2	32	62	1
Initial Fut:	24	1459	212	14	3283	578	378	562	78	333	528	27
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1459	212	14	2528	578	378	562	78	333	528	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1459	212	14	2528	578	378	562	78	333	528	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1459	212	14	2528	578	378	562	78	333	528	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.12	0.01	0.67	0.33	0.12	0.15	0.04	0.11	0.14	0.02
Crit Moves:	****				****		****				****	
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.21	0.44	0.18	0.12	1.13	0.48	1.19	0.79	0.18	1.05	0.74	0.06
Delay/Veh:	93.1	32.8	18.7	92.1	124	24.7	208.4	87.2	61.1	158.8	84.6	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	32.8	18.7	92.1	124	24.7	208.4	87.2	61.1	158.8	84.6	59.1
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	3	36	15	2	139	42	33	29	8	27	28	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5427: SAN TOMAS/WILLIAMS



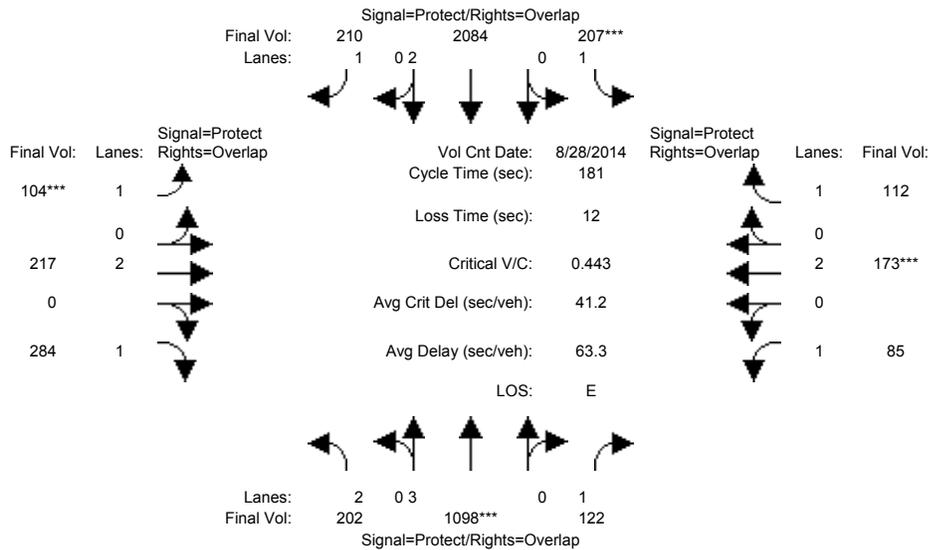
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	306	2869	116	91	856	102	159	236	283	118	242	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	2869	116	91	856	102	159	236	283	118	242	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	50	0	1	18	0	4	7	2	1	3	1
Initial Fut:	308	2919	116	92	874	102	163	243	285	119	245	270
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2481	116	92	874	102	163	243	285	119	245	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2481	116	92	874	102	163	243	285	119	245	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	2481	116	92	874	102	163	243	285	119	245	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.65	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.07	0.06	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.74	1.12	0.10	0.58	0.28	0.09	0.88	0.37	0.53	0.76	0.41	0.62
Delay/Veh:	85.7	85.9	4.0	88.2	16.6	5.7	118.3	69.1	55.2	102.7	71.9	65.8
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:	85.7	85.9	4.0	88.2	16.6	5.7	118.3	69.1	55.2	102.7	71.9	65.8
LOS by Move:	F	F	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	125	2	11	11	2	23	12	26	16	12	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5427: SAN TOMAS/WILLIAMS



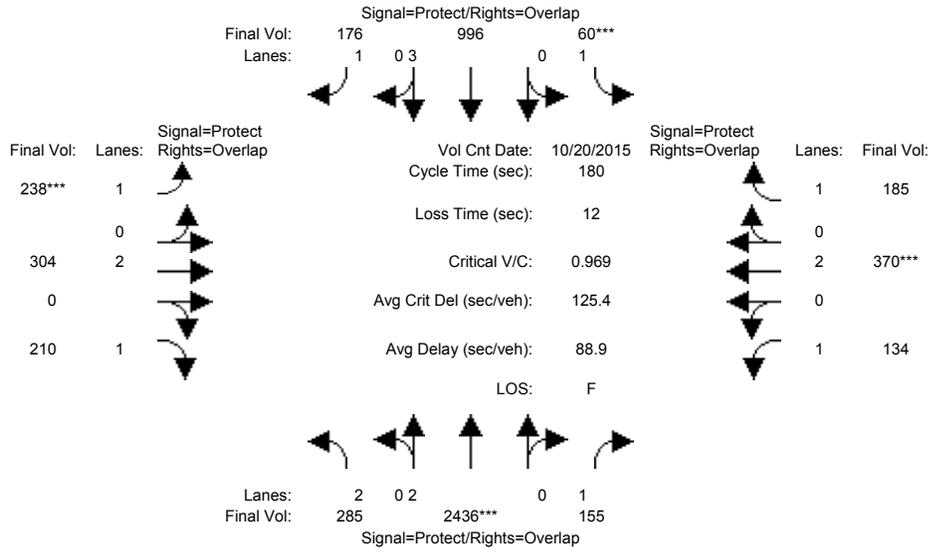
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 <<												
Base Vol:	200	1095	122	205	2559	208	104	215	283	84	167	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1095	122	205	2559	208	104	215	283	84	167	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	3	0	2	46	2	0	2	1	1	6	1
Initial Fut:	202	1098	122	207	2605	210	104	217	284	85	173	112
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1098	122	207	2084	210	104	217	284	85	173	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1098	122	207	2084	210	104	217	284	85	173	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1098	122	207	2084	210	104	217	284	85	173	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.12	0.55	0.12	0.06	0.06	0.16	0.05	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.56	0.38	0.12	0.63	0.95	0.18	0.64	0.36	0.59	0.55	0.29	0.19
Delay/Veh:	83.0	22.6	10.4	87.5	83.8	28.3	92.5	72.5	62.6	88.6	72.4	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	22.6	10.4	87.5	83.8	28.3	92.5	72.5	62.6	88.6	72.4	44.8
LOS by Move:	F	C	B	F	F	C	F	E	E	F	E	D
HCM2k95thQ:	12	17	4	22	90	18	14	11	27	11	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<	7:45-8:45AM						
Base Vol:	285	2816	155	60	981	176	238	304	210	134	370	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:	285	2816	155	60	981	176	238	304	210	134	370	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	50	0	0	15	0	0	0	0	0	0	0
Initial Fut:	285	2866	155	60	996	176	238	304	210	134	370	185
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2436	155	60	996	176	238	304	210	134	370	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2436	155	60	996	176	238	304	210	134	370	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2436	155	60	996	176	238	304	210	134	370	185

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

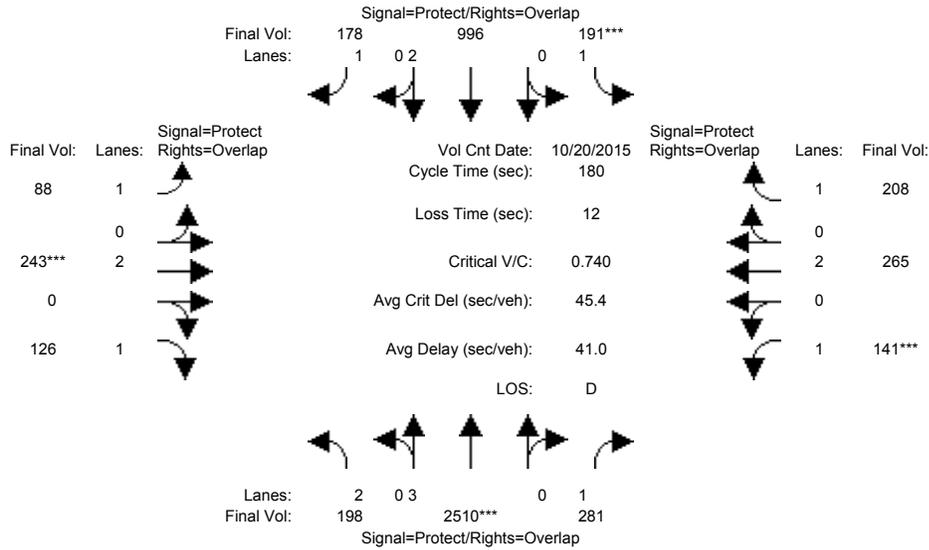
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.09	0.03	0.17	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.22	0.14	0.39	0.36	0.16	0.87	0.40	0.37	0.61	0.58	0.41
Delay/Veh:	87.3	136	5.6	84.2	23.8	6.1	103.7	67.5	50.4	84.7	75.3	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	136	5.6	84.2	23.8	6.1	103.7	67.5	50.4	84.7	75.3	60.2
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	140	3	7	16	4	30	15	18	16	19	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5428: PAYNE/SAN TOMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	196	2509	280	190	1216	176	88	243	126	141	265	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2509	280	190	1216	176	88	243	126	141	265	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	1	1	1	29	2	0	0	0	0	0	0
Initial Fut:	198	2510	281	191	1245	178	88	243	126	141	265	208
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	2510	281	191	996	178	88	243	126	141	265	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2510	281	191	996	178	88	243	126	141	265	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	2510	281	191	996	178	88	243	126	141	265	208

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

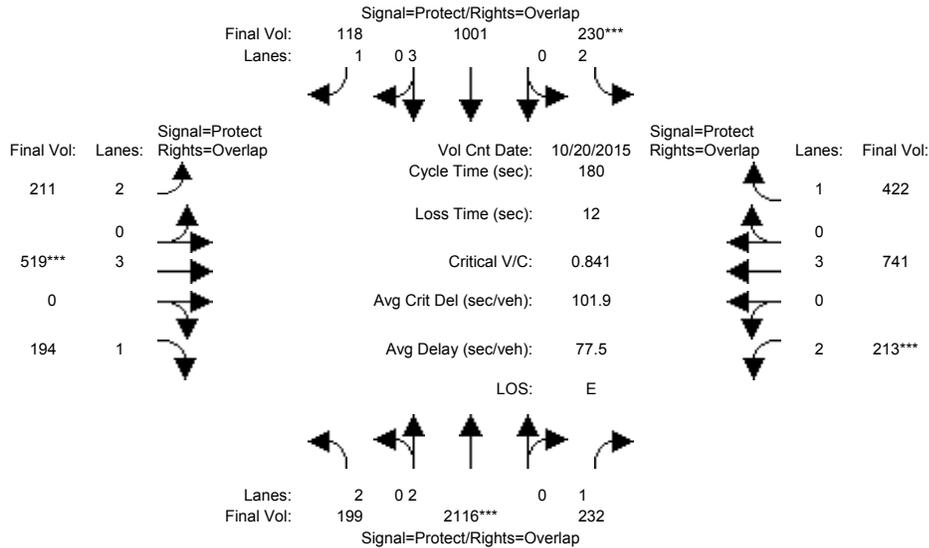
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.16	0.11	0.26	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.55	0.87	0.27	0.75	0.49	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	82.1	35.1	11.3	90.2	19.9	7.3	86.5	66.2	49.1	133.4	67.6	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	35.1	11.3	90.2	19.9	7.3	86.5	66.2	49.1	133.4	67.6	48.0
LOS by Move:	F	D	B	F	B	A	F	E	D	F	E	D
HCM2k95thQ:	12	63	9	20	21	4	11	12	11	21	13	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (AM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



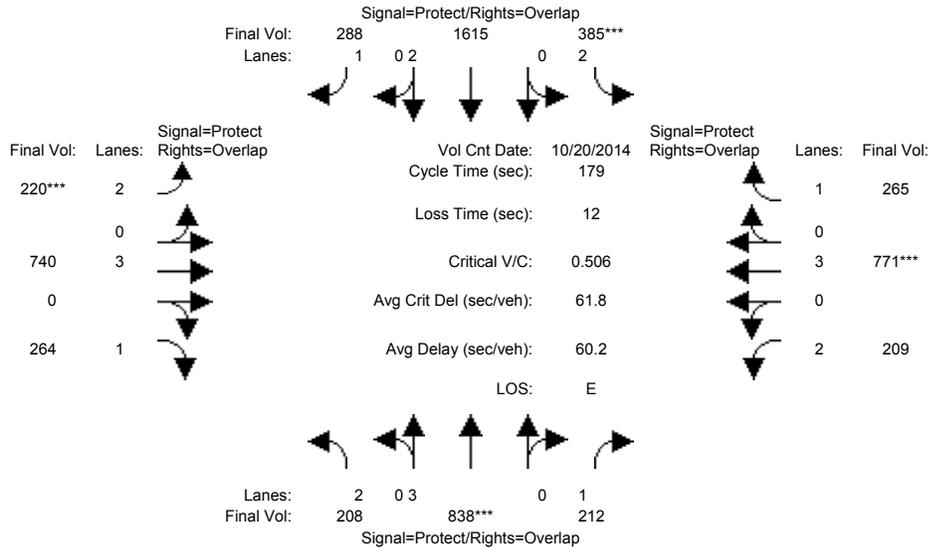
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	199	2488	232	227	1001	118	211	517	194	213	740	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	2488	232	227	1001	118	211	517	194	213	740	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	3	0	0	0	2	0	0	1	2
Initial Fut:	199	2489	232	230	1001	118	211	519	194	213	741	422
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2116	232	230	1001	118	211	519	194	213	741	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2116	232	230	1001	118	211	519	194	213	741	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	2116	232	230	1001	118	211	519	194	213	741	422
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.53	1.10	0.21	0.74	0.36	0.11	0.58	0.44	0.34	0.54	0.59	0.76
Delay/Veh:	80.8	114	22.2	93.0	37.9	23.1	83.1	66.5	49.1	80.4	68.1	64.9
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:	80.8	114	22.2	93.0	37.9	23.1	83.1	66.5	49.1	80.4	68.1	64.9
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	114	16	15	25	9	15	16	17	14	24	41

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No SR West (PM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2014 <<												
Base Vol:	208	837	212	377	2095	288	220	736	264	209	768	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	837	212	377	2095	288	220	736	264	209	768	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	8	2	0	0	4	0	0	3	7
Initial Fut:	208	838	212	385	2097	288	220	740	264	209	771	265
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	838	212	385	1615	288	220	740	264	209	771	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	838	212	385	1615	288	220	740	264	209	771	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	838	212	385	1615	288	220	740	264	209	771	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.12	0.12	0.42	0.16	0.07	0.13	0.15	0.07	0.14	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.57	0.39	0.24	0.61	0.92	0.28	0.53	0.54	0.42	0.55	0.59	0.35
Delay/Veh:	82.3	48.7	34.1	72.1	66.3	26.4	78.9	63.7	47.1	80.9	66.1	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	48.7	34.1	72.1	66.3	26.4	78.9	63.7	47.1	80.9	66.1	36.9
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	22	73	21	14	23	22	14	24	20

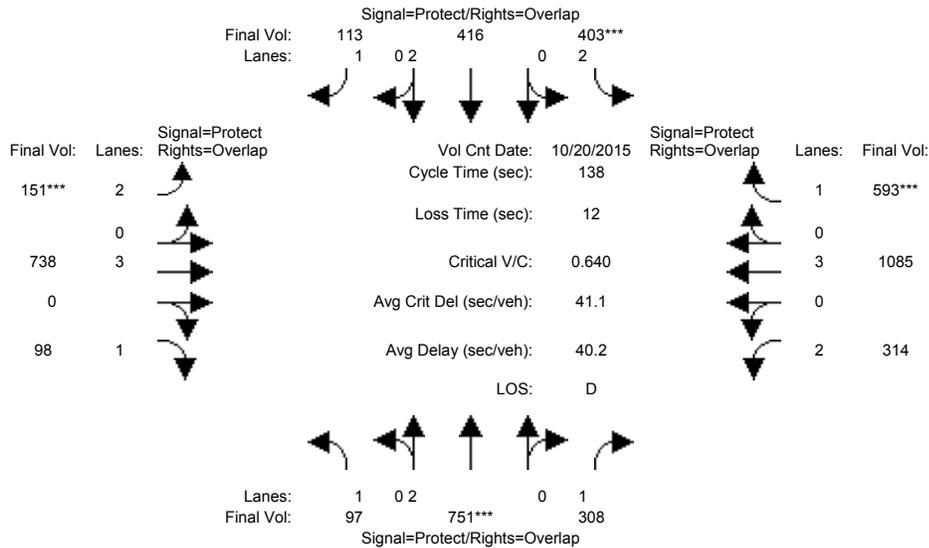
Note: Queue reported is the number of cars per lane.

Cumulative with Project Conditions

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<												
Base Vol:	97	751	308	403	416	113	151	738	98	314	1085	593					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	97	751	308	403	416	113	151	738	98	314	1085	593					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	97	751	308	403	416	113	151	738	98	314	1085	593					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	97	751	308	403	416	113	151	738	98	314	1085	593					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	97	751	308	403	416	113	151	738	98	314	1085	593					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	97	751	308	403	416	113	151	738	98	314	1085	593					

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92		
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00		
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750		

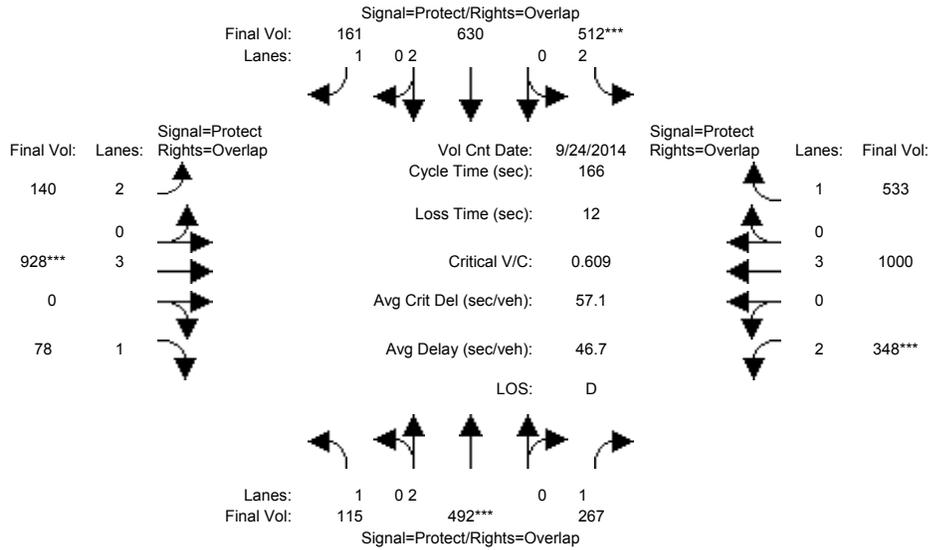
Capacity Analysis Module:														
Vol/Sat:	0.06	0.20	0.18	0.13	0.11	0.06	0.05	0.13	0.06	0.10	0.19	0.34		
Crit Moves:	****			****			****			****				
Green Time:	23.6	42.6	66.9	27.6	46.6	56.9	10.3	31.5	55.1	24.3	45.5	73.1		
Volume/Cap:	0.32	0.64	0.36	0.64	0.32	0.16	0.64	0.57	0.14	0.57	0.58	0.64		
Delay/Veh:	50.8	42.3	22.5	52.9	34.1	25.6	67.8	47.8	26.5	53.4	38.8	24.6		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	50.8	42.3	22.5	52.9	34.1	25.6	67.8	47.8	26.5	53.4	38.8	24.6		
LOS by Move:	D	D	C	D	C	C	E	D	C	D	D	C		
HCM2k95thQ:	7	24	16	19	12	6	9	18	6	15	23	33		

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #102: Winchester/Hamilton



Street Name:	Winchester						Hamilton					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	115	492	267	512	630	161	140	928	78	348	1000	533
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	492	267	512	630	161	140	928	78	348	1000	533
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	492	267	512	630	161	140	928	78	348	1000	533
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	492	267	512	630	161	140	928	78	348	1000	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	492	267	512	630	161	140	928	78	348	1000	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	492	267	512	630	161	140	928	78	348	1000	533

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

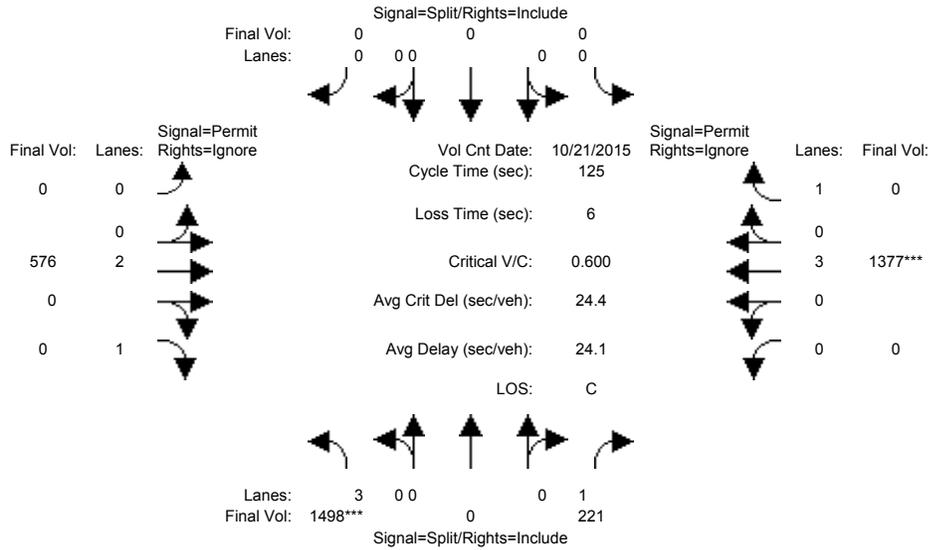
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.15	0.16	0.17	0.09	0.04	0.16	0.04	0.11	0.18	0.30
Crit Moves:	****			****			****			****		
Green Time:	22.6	35.3	65.4	44.3	57.0	72.0	15.0	44.4	66.9	30.1	59.4	103.7
Volume/Cap:	0.48	0.61	0.39	0.61	0.48	0.21	0.49	0.61	0.11	0.61	0.49	0.49
Delay/Veh:	67.9	60.5	36.4	54.6	43.2	29.4	73.2	54.0	31.0	64.5	41.7	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	60.5	36.4	54.6	43.2	29.4	73.2	54.0	31.0	64.5	41.7	17.2
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	11	20	18	25	22	10	9	25	5	19	23	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	1498	0	221	0	0	0	0	576	662	0	1377	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1498	0	221	0	0	0	0	576	662	0	1377	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1498	0	221	0	0	0	0	576	662	0	1377	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1498	0	221	0	0	0	0	576	0	0	1377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1498	0	221	0	0	0	0	576	0	0	1377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1498	0	221	0	0	0	0	576	0	0	1377	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

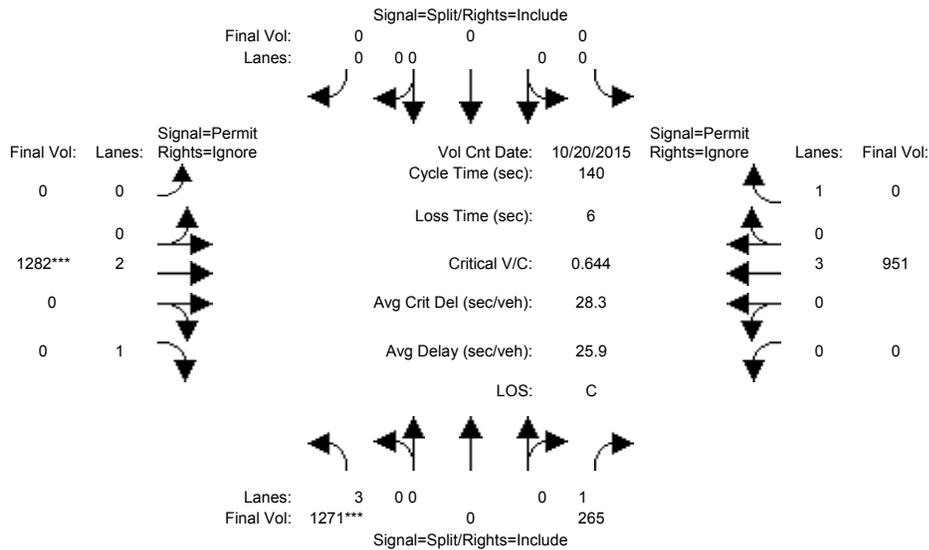
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.24	0.00
Crit Moves:	****										****	
Green Time:	68.6	0.0	68.6	0.0	0.0	0.0	0.0	50.4	0.0	0.0	50.4	0.0
Volume/Cap:	0.60	0.00	0.23	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.60	0.00
Delay/Veh:	19.4	0.0	14.7	0.0	0.0	0.0	0.0	26.4	0.0	0.0	29.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	14.7	0.0	0.0	0.0	0.0	26.4	0.0	0.0	29.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	28	0	9	0	0	0	0	14	0	0	23	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	1271	0	265	0	0	0	0	1282	985	0	951	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1271	0	265	0	0	0	0	1282	985	0	951	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1271	0	265	0	0	0	0	1282	985	0	951	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1271	0	265	0	0	0	0	1282	0	0	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1271	0	265	0	0	0	0	1282	0	0	951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1271	0	265	0	0	0	0	1282	0	0	951	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

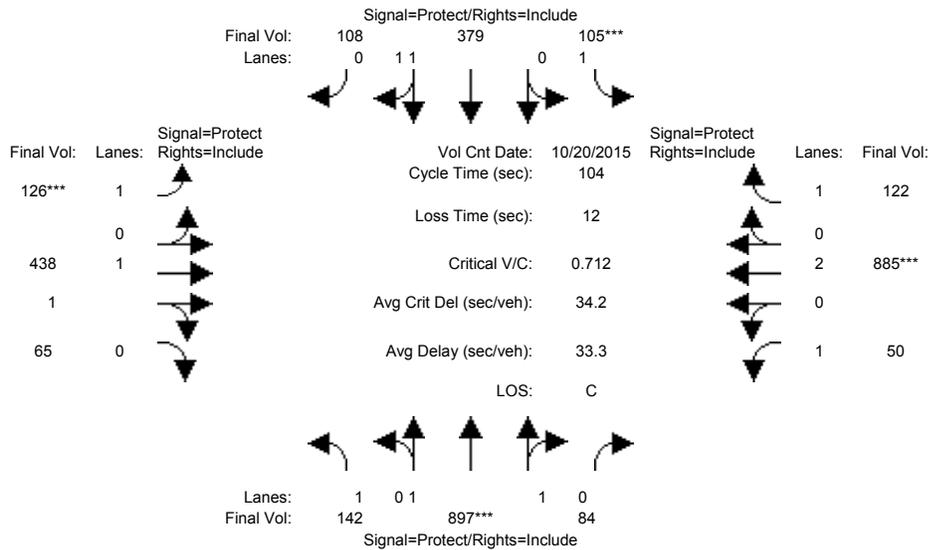
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.15	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:	****							****				
Green Time:	60.7	0.0	60.7	0.0	0.0	0.0	0.0	73.3	0.0	0.0	73.3	0.0
Volume/Cap:	0.64	0.00	0.35	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.32	0.00
Delay/Veh:	31.9	0.0	26.8	0.0	0.0	0.0	0.0	24.7	0.0	0.0	19.1	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:	31.9	0.0	26.8	0.0	0.0	0.0	0.0	24.7	0.0	0.0	19.1	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	31	0	15	0	0	0	0	32	0	0	14	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	142	897	84	105	379	108	126	438	65	50	885	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	897	84	105	379	108	126	438	65	50	885	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	897	84	105	379	108	126	438	65	50	885	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	897	84	105	379	108	126	438	65	50	885	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	897	84	105	379	108	126	438	65	50	885	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	897	84	105	379	108	126	438	65	50	885	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	1.54	0.46	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3383	317	1750	2879	820	1750	3222	478	1750	3800	1750

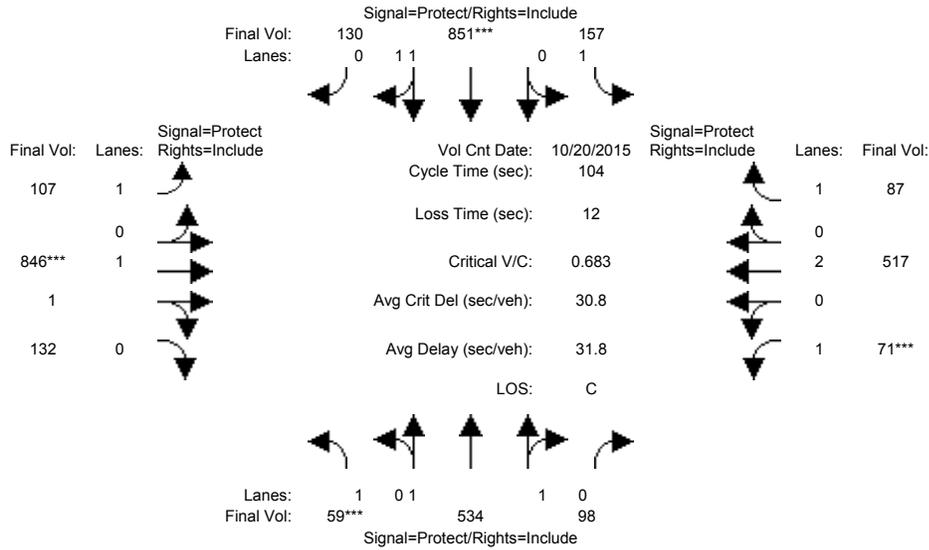
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.06	0.13	0.13	0.07	0.14	0.14	0.03	0.23	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.1	38.7	38.7	8.8	29.4	29.4	10.5	29.8	29.8	14.7	34.0	34.0
Volume/Cap:	0.47	0.71	0.71	0.71	0.47	0.47	0.71	0.47	0.47	0.20	0.71	0.21
Delay/Veh:	39.7	29.7	29.7	61.5	31.2	31.2	58.0	31.0	31.0	39.8	32.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	29.7	29.7	61.5	31.2	31.2	58.0	31.0	31.0	39.8	32.7	25.5
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	9	26	26	10	13	13	11	13	13	3	21	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #213: Kiely Boulevard and Pruneridge Avenue



Street Name:	Kiely Boulevard						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	59	534	98	157	851	130	107	846	132	71	517	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	534	98	157	851	130	107	846	132	71	517	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	534	98	157	851	130	107	846	132	71	517	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	534	98	157	851	130	107	846	132	71	517	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	534	98	157	851	130	107	846	132	71	517	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	534	98	157	851	130	107	846	132	71	517	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	1.73	0.27	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1750	3126	574	1750	3209	490	1750	3200	499	1750	3800	1750

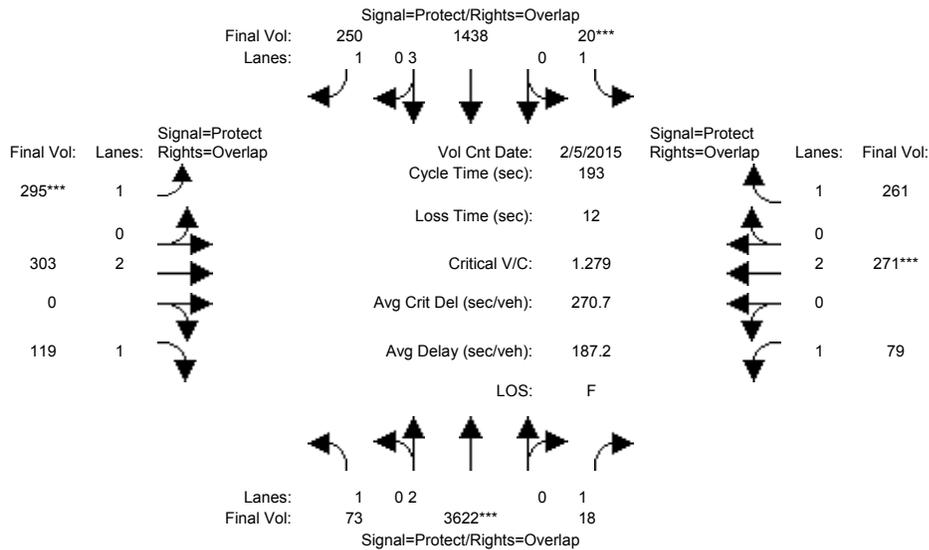
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.09	0.27	0.27	0.06	0.26	0.26	0.04	0.14	0.05
Crit Moves:	***				***			***		***		
Green Time:	7.0	30.2	30.2	15.9	39.1	39.1	15.2	38.9	38.9	7.0	30.7	30.7
Volume/Cap:	0.50	0.59	0.59	0.59	0.71	0.71	0.42	0.71	0.71	0.60	0.46	0.17
Delay/Veh:	50.2	32.4	32.4	44.4	29.3	29.3	41.5	29.4	29.4	55.7	30.2	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	32.4	32.4	44.4	29.3	29.3	41.5	29.4	29.4	55.7	30.2	27.3
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	5	17	17	11	26	26	7	26	26	4	12	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	73	4261	18	20	1438	250	295	303	119	79	271	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	4261	18	20	1438	250	295	303	119	79	271	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	4261	18	20	1438	250	295	303	119	79	271	261
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	3622	18	20	1438	250	295	303	119	79	271	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	3622	18	20	1438	250	295	303	119	79	271	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	3622	18	20	1438	250	295	303	119	79	271	261

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

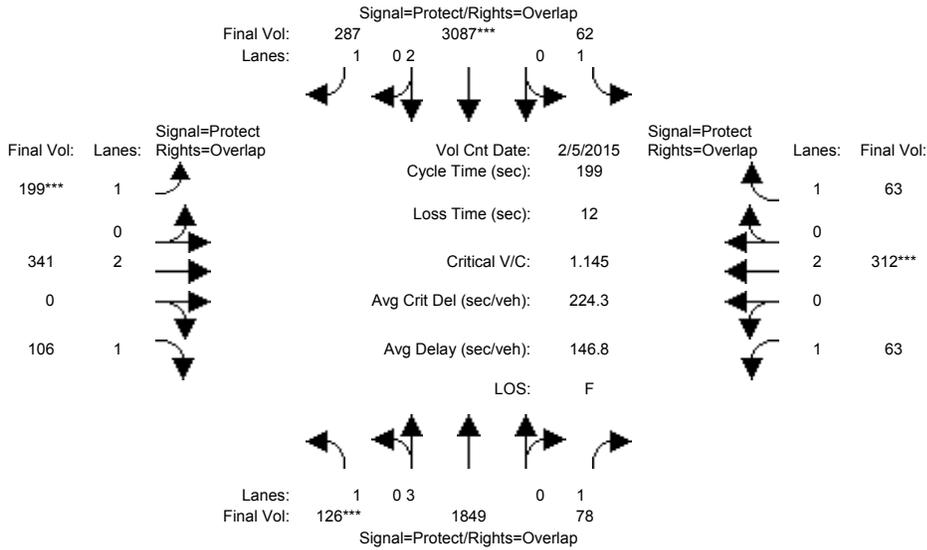
Capacity Analysis Module:												
Vol/Sat:	0.04	0.95	0.01	0.01	0.25	0.14	0.17	0.08	0.07	0.05	0.07	0.15
Crit Moves:	****			****			****			****		
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.34	1.51	0.01	0.21	0.45	0.20	1.23	0.43	0.22	0.62	0.58	0.85
Delay/Veh:	83.4	289	15.2	94.0	35.1	18.1	224.6	74.3	53.0	101.0	87.0	101.3
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:	83.4	289	15.2	94.0	35.1	18.1	224.6	74.3	53.0	101.0	87.0	101.3
LOS by Move:	F	F	B	F	D	B	F	E	D	F	F	F
HCM2k95thQ:	8	271	1	3	36	18	48	16	11	12	16	33

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #313: San Tomas and Benton Street



Street Name:	San Tomas						Benton Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	126	1849	78	62	3859	287	199	341	106	63	312	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1849	78	62	3859	287	199	341	106	63	312	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1849	78	62	3859	287	199	341	106	63	312	63
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1849	78	62	3087	287	199	341	106	63	312	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1849	78	62	3087	287	199	341	106	63	312	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1849	78	62	3087	287	199	341	106	63	312	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

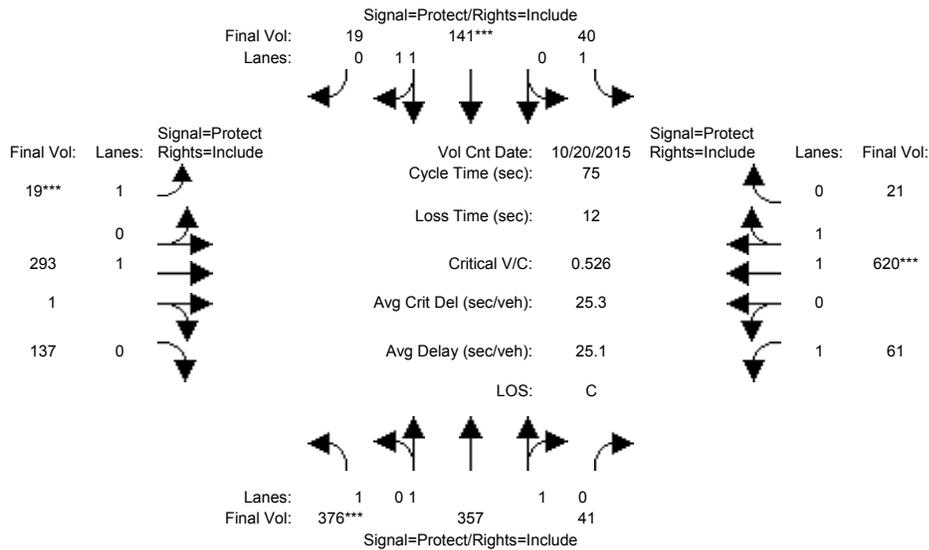
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.04	0.04	0.81	0.16	0.11	0.09	0.06	0.04	0.08	0.04
Crit Moves:	***			****			****			****		
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	0.95	0.57	0.07	0.34	1.35	0.23	1.04	0.49	0.23	0.45	0.52	0.14
Delay/Veh:	159.6	38.5	20.1	95.7	245	27.9	171.0	77.5	61.6	94.8	82.7	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.6	38.5	20.1	95.7	245	27.9	171.0	77.5	61.6	94.8	82.7	60.0
LOS by Move:	F	D	C	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	18	48	6	8	211	26	32	19	13	9	18	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #400: WINCHESTER / NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	376	357	41	40	141	19	19	293	137	61	620	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	357	41	40	141	19	19	293	137	61	620	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	357	41	40	141	19	19	293	137	61	620	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	357	41	40	141	19	19	293	137	61	620	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	357	41	40	141	19	19	293	137	61	620	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	376	357	41	40	141	19	19	293	137	61	620	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.79	0.21	1.00	1.76	0.24	1.00	1.35	0.65	1.00	1.93	0.07
Final Sat.:	1750	3319	381	1750	3260	439	1750	2520	1178	1750	3579	121

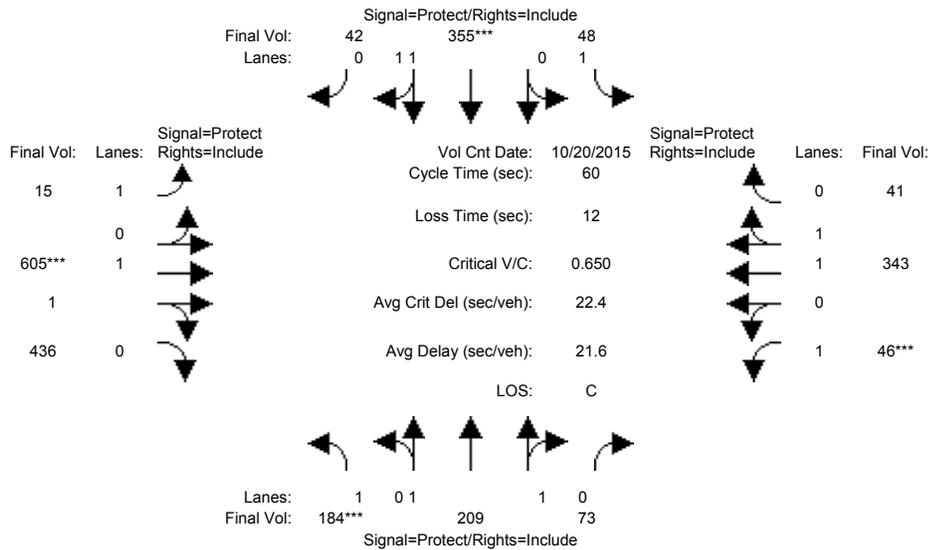
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.02	0.04	0.04	0.01	0.12	0.12	0.03	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.5	20.9	20.9	14.6	10.0	10.0	7.0	16.2	16.2	11.3	20.5	20.5
Volume/Cap:	0.63	0.39	0.39	0.12	0.32	0.32	0.12	0.54	0.54	0.23	0.63	0.63
Delay/Veh:	23.1	22.1	22.1	25.0	29.8	29.8	31.5	26.8	26.8	28.4	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	22.1	22.1	25.0	29.8	29.8	31.5	26.8	26.8	28.4	25.2	25.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	8	8	2	3	3	1	9	9	3	13	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #400: WINCHESTER / NEWHALL



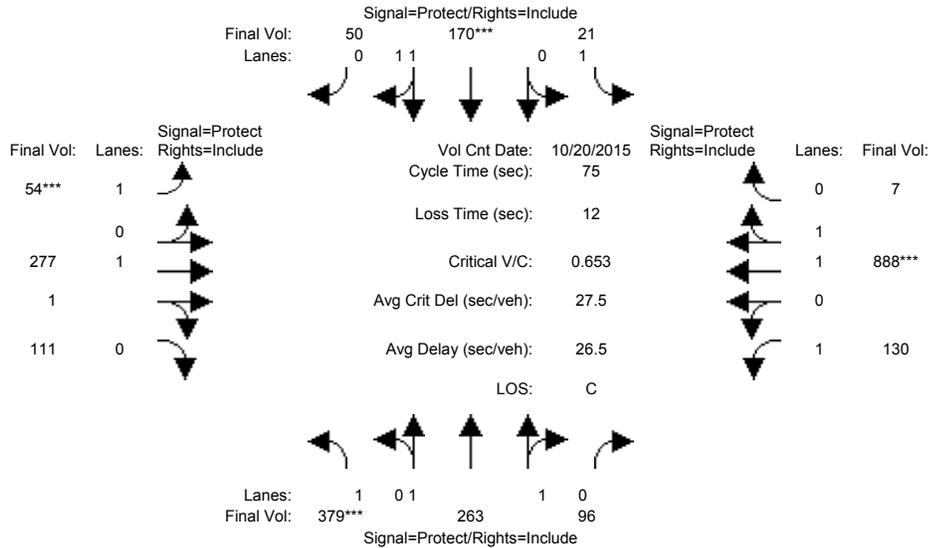
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	184	209	73	48	355	42	15	605	436	46	343	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	209	73	48	355	42	15	605	436	46	343	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	209	73	48	355	42	15	605	436	46	343	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	209	73	48	355	42	15	605	436	46	343	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	209	73	48	355	42	15	605	436	46	343	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	209	73	48	355	42	15	605	436	46	343	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.47	0.53	1.00	1.78	0.22	1.00	1.14	0.86	1.00	1.78	0.22
Final Sat.:	1750	2741	958	1750	3308	391	1750	2149	1549	1750	3305	395
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.03	0.11	0.11	0.01	0.28	0.28	0.03	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.4	10.8	10.8	7.6	10.0	10.0	12.2	22.6	22.6	7.0	17.4	17.4
Volume/Cap:	0.75	0.42	0.42	0.22	0.64	0.64	0.04	0.75	0.75	0.23	0.36	0.36
Delay/Veh:	36.7	22.2	22.2	24.0	25.7	25.7	19.3	18.5	18.5	24.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	22.2	22.2	24.0	25.7	25.7	19.3	18.5	18.5	24.6	17.1	17.1
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	11	6	6	2	7	7	0	16	16	2	6	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #403: SCOTT / SARATOGA



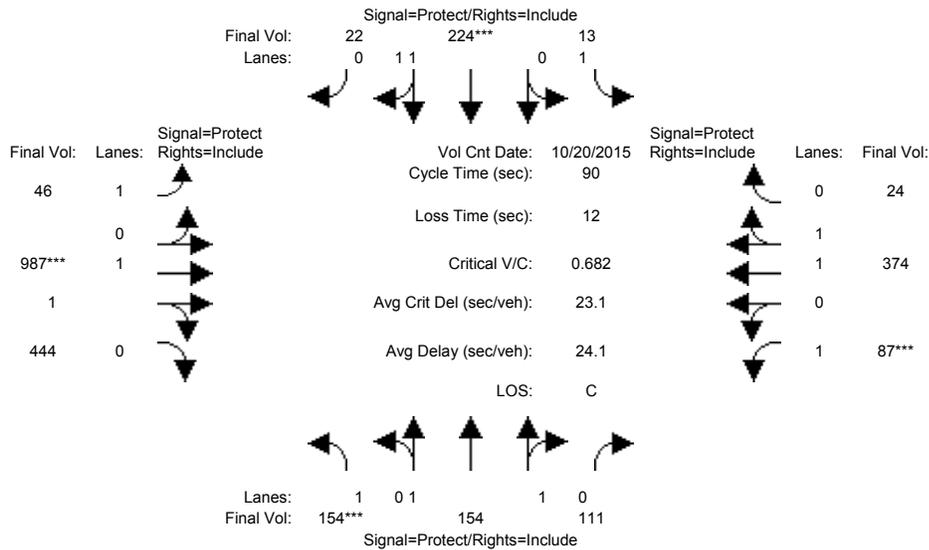
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	379	263	96	21	170	50	54	277	111	130	888	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	263	96	21	170	50	54	277	111	130	888	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	263	96	21	170	50	54	277	111	130	888	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	263	96	21	170	50	54	277	111	130	888	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	263	96	21	170	50	54	277	111	130	888	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	379	263	96	21	170	50	54	277	111	130	888	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.45	0.55	1.00	1.53	0.47	1.00	1.41	0.59	1.00	1.98	0.02
Final Sat.:	1750	2710	989	1750	2858	841	1750	2641	1058	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.01	0.06	0.06	0.03	0.10	0.10	0.07	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.7	18.7	18.7	13.1	10.0	10.0	7.0	18.4	18.4	12.9	24.3	24.3
Volume/Cap:	0.75	0.39	0.39	0.07	0.45	0.45	0.33	0.43	0.43	0.43	0.75	0.75
Delay/Veh:	30.2	23.7	23.7	26.0	30.6	30.6	33.0	24.2	24.2	28.8	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	23.7	23.7	26.0	30.6	30.6	33.0	24.2	24.2	28.8	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	16	7	7	1	6	6	3	7	7	6	18	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #403: SCOTT / SARATOGA



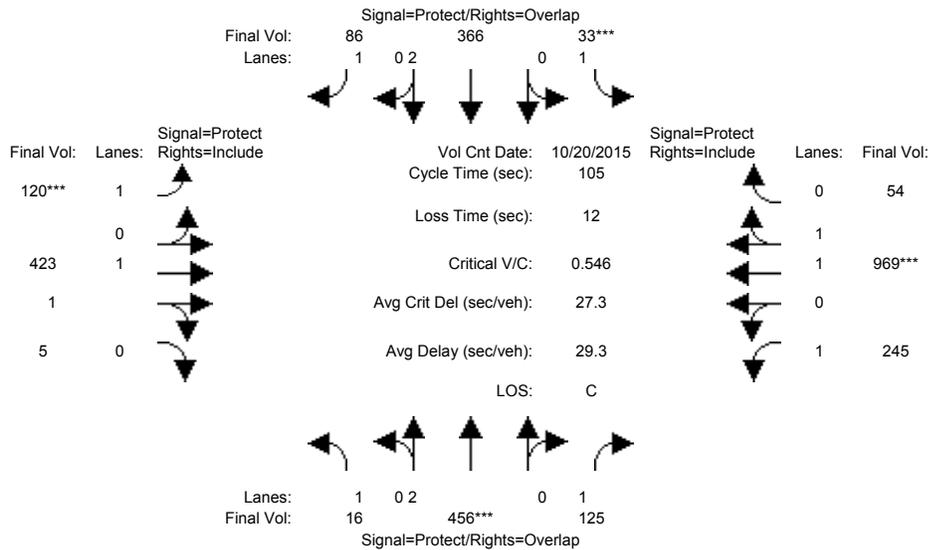
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	154	154	111	13	224	22	46	987	444	87	374	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	154	111	13	224	22	46	987	444	87	374	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	154	111	13	224	22	46	987	444	87	374	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	154	111	13	224	22	46	987	444	87	374	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	154	111	13	224	22	46	987	444	87	374	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	154	111	13	224	22	46	987	444	87	374	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.14	0.86	1.00	1.82	0.18	1.00	1.36	0.64	1.00	1.88	0.12
Final Sat.:	1750	2149	1549	1750	3369	331	1750	2551	1148	1750	3477	223
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.07	0.07	0.03	0.39	0.39	0.05	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	11.3	12.5	12.5	8.8	10.0	10.0	23.3	49.7	49.7	7.0	33.4	33.4
Volume/Cap:	0.70	0.51	0.51	0.08	0.60	0.60	0.10	0.70	0.70	0.64	0.29	0.29
Delay/Veh:	47.4	36.8	36.8	37.1	40.5	40.5	25.4	15.8	15.8	50.1	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	36.8	36.8	37.1	40.5	40.5	25.4	15.8	15.8	50.1	20.1	20.1
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2k95thQ:	9	7	7	1	9	9	2	26	26	5	8	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #404: SARATOGA / PRUNERIDGE



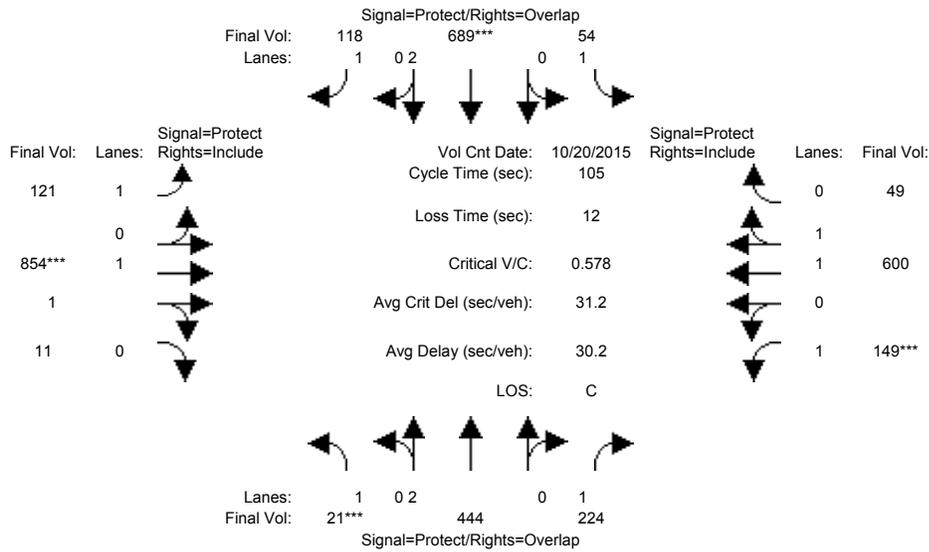
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	16	456	125	33	366	86	120	423	5	245	969	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	456	125	33	366	86	120	423	5	245	969	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	456	125	33	366	86	120	423	5	245	969	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	456	125	33	366	86	120	423	5	245	969	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	456	125	33	366	86	120	423	5	245	969	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	456	125	33	366	86	120	423	5	245	969	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3657	43	1750	3505	195
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.02	0.10	0.05	0.07	0.12	0.12	0.14	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	11.9	22.2	57.1	7.0	17.3	29.9	12.7	28.9	28.9	34.9	51.1	51.1
Volume/Cap:	0.08	0.57	0.13	0.28	0.59	0.17	0.57	0.42	0.42	0.42	0.57	0.57
Delay/Veh:	41.8	38.1	11.8	47.9	42.0	28.4	47.2	31.5	31.5	27.7	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	38.1	11.8	47.9	42.0	28.4	47.2	31.5	31.5	27.7	19.5	19.5
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	1	12	4	2	11	4	8	11	11	12	21	21

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #404: SARATOGA / PRUNERIDGE



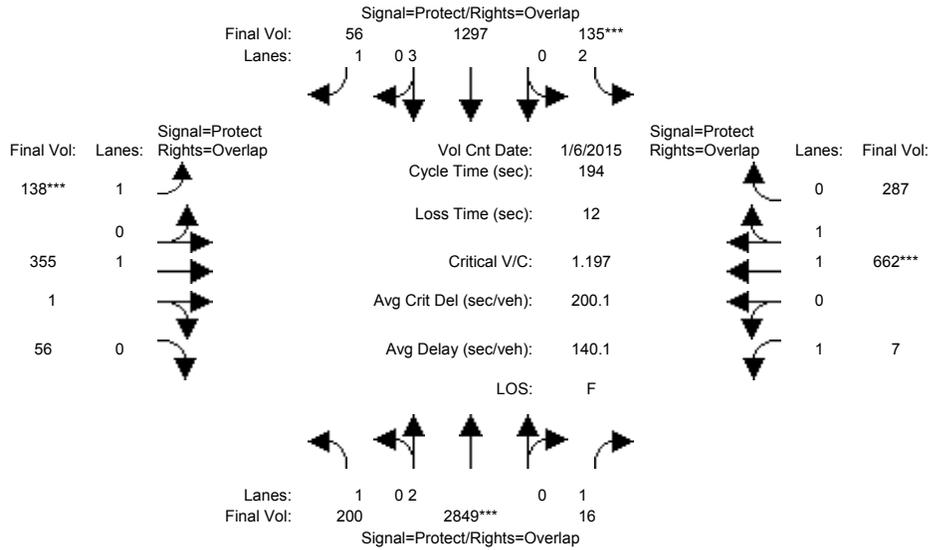
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	21	444	224	54	689	118	121	854	11	149	600	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	444	224	54	689	118	121	854	11	149	600	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	444	224	54	689	118	121	854	11	149	600	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	444	224	54	689	118	121	854	11	149	600	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	444	224	54	689	118	121	854	11	149	600	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	444	224	54	689	118	121	854	11	149	600	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.84	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3653	47	1750	3420	279
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.13	0.03	0.18	0.07	0.07	0.23	0.23	0.09	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	7.0	24.3	38.9	13.9	31.2	46.7	15.5	40.2	40.2	14.6	39.3	39.3
Volume/Cap:	0.18	0.50	0.35	0.23	0.61	0.15	0.47	0.61	0.61	0.61	0.47	0.47
Delay/Veh:	47.0	35.6	24.2	41.3	32.7	17.5	42.3	26.9	26.9	47.0	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	35.6	24.2	41.3	32.7	17.5	42.3	26.9	26.9	47.0	25.2	25.2
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	1	12	11	3	17	5	7	19	19	10	15	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Jan 2015	<<	7:30-8:30 AM						
Base Vol:	200	3352	16	135	1297	56	138	355	56	7	662	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3352	16	135	1297	56	138	355	56	7	662	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	3352	16	135	1297	56	138	355	56	7	662	287
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	2849	16	135	1297	56	138	355	56	7	662	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	2849	16	135	1297	56	138	355	56	7	662	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	2849	16	135	1297	56	138	355	56	7	662	287

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.72	0.28	1.00	1.38	0.62
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3195	504	1750	2580	1119

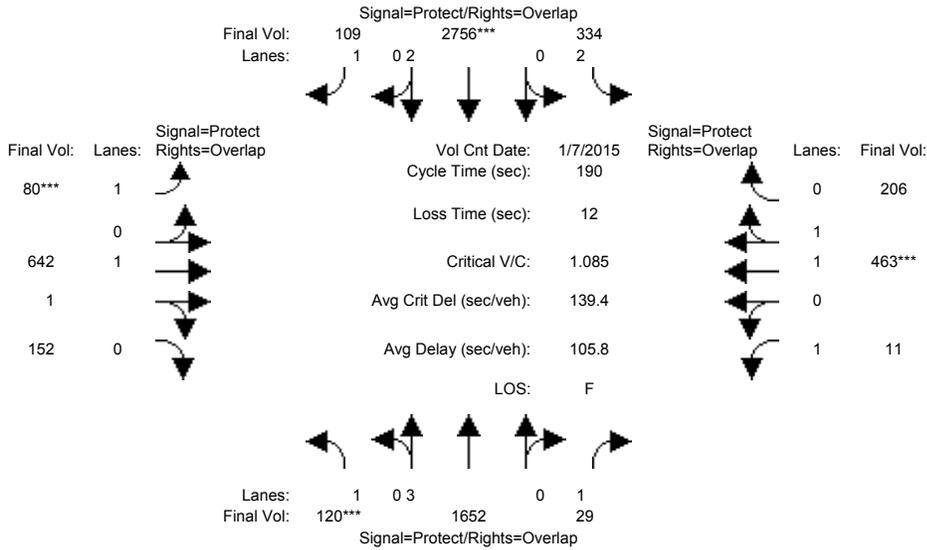
Capacity Analysis Module:												
Vol/Sat:	0.11	0.75	0.01	0.04	0.23	0.03	0.08	0.11	0.11	0.00	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.82	1.29	0.01	0.52	0.44	0.05	0.91	0.46	0.29	0.10	1.33	0.93
Delay/Veh:	105.1	195	21.8	93.0	22.5	9.1	140.1	67.4	44.6	96.7	241	87.7
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:	105.1	195	21.8	93.0	22.5	9.1	140.1	67.4	44.6	96.7	241	87.7
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	22	184	1	9	21	2	19	20	16	1	70	51

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #405: San Tomas Expwy/Pruneridge Ave



Street Name:	San Tomas Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Jan 2015	<<							
Base Vol:	120	1652	29	334	3445	109	80	642	152	11	463	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1652	29	334	3445	109	80	642	152	11	463	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1652	29	334	3445	109	80	642	152	11	463	206
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1652	29	334	2756	109	80	642	152	11	463	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1652	29	334	2756	109	80	642	152	11	463	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1652	29	334	2756	109	80	642	152	11	463	206

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.61	0.39	1.00	1.37	0.63
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2991	708	1750	2560	1139

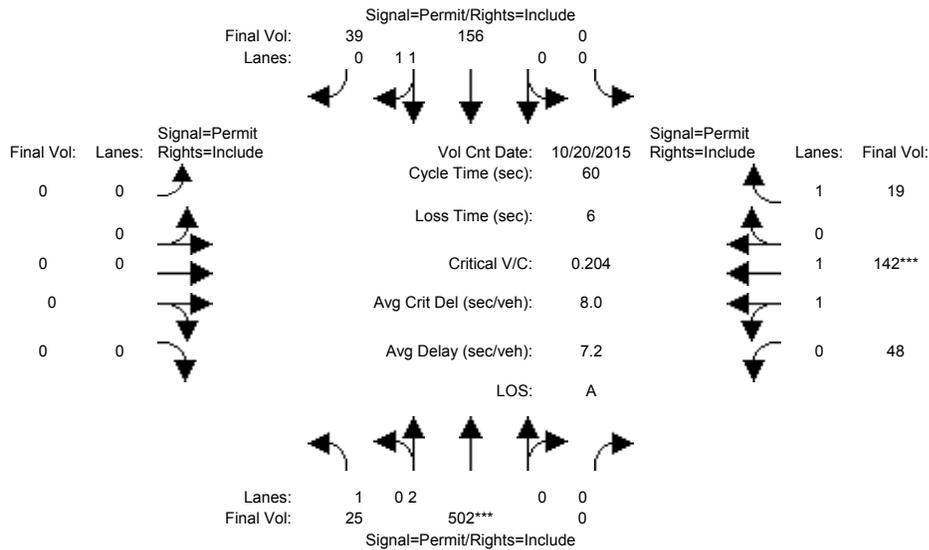
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.02	0.11	0.73	0.06	0.05	0.21	0.21	0.01	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.87	0.58	0.03	0.54	1.17	0.09	0.58	1.11	0.79	0.13	1.11	0.50
Delay/Veh:	131.6	44.4	27.3	74.1	137	16.2	95.6	150	72.3	92.5	154	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.6	44.4	27.3	74.1	137	16.2	95.6	150	72.3	92.5	154	50.6
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
HCM2k95thQ:	16	44	2	19	155	7	10	49	38	1	43	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #606: WINCHESTER / MARKET



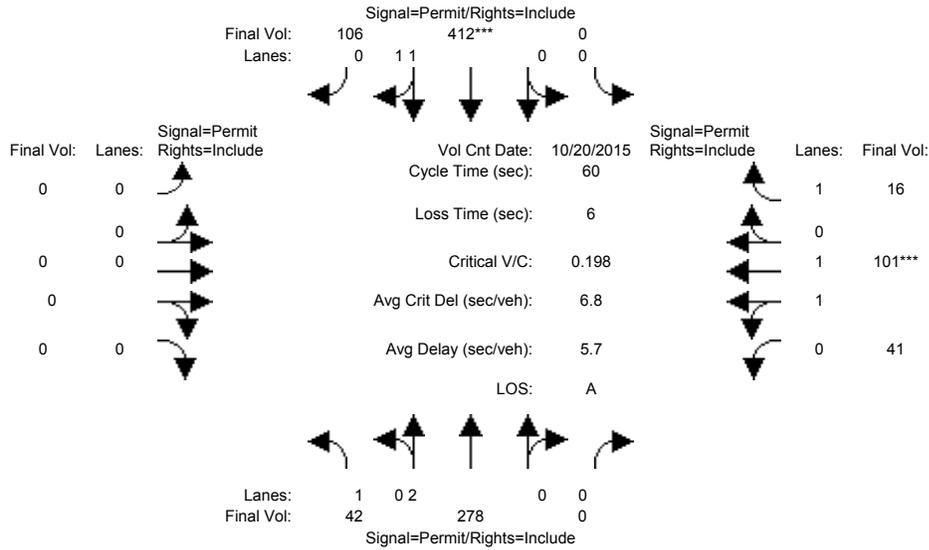
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	25	502	0	0	156	39	0	0	0	48	142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	502	0	0	156	39	0	0	0	48	142	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	502	0	0	156	39	0	0	0	48	142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	502	0	0	156	39	0	0	0	48	142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	502	0	0	156	39	0	0	0	48	142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	502	0	0	156	39	0	0	0	48	142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.59	0.41	0.00	0.00	0.00	0.52	1.48	1.00
Final Sat.:	1750	3800	0	0	2959	740	0	0	0	935	2765	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	38.9	38.9	0.0	0.0	38.9	38.9	0.0	0.0	0.0	15.1	15.1	15.1
Volume/Cap:	0.02	0.20	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.20	0.20	0.04
Delay/Veh:	3.8	4.3	0.0	0.0	3.9	3.9	0.0	0.0	0.0	17.8	17.8	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.3	0.0	0.0	3.9	3.9	0.0	0.0	0.0	17.8	17.8	17.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2k95thQ:	0	4	0	0	1	1	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #606: WINCHESTER / MARKET



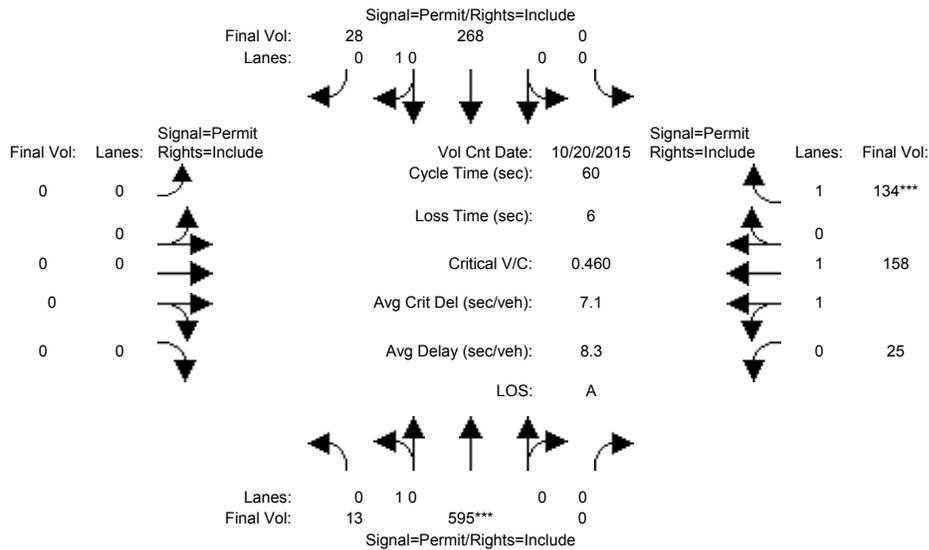
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	42	278	0	0	412	106	0	0	0	41	101	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	278	0	0	412	106	0	0	0	41	101	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	278	0	0	412	106	0	0	0	41	101	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	278	0	0	412	106	0	0	0	41	101	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	278	0	0	412	106	0	0	0	41	101	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	278	0	0	412	106	0	0	0	41	101	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	0.59	1.41	1.00
Final Sat.:	1750	3800	0	0	2942	757	0	0	0	1068	2631	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****											
Green Time:	42.4	42.4	0.0	0.0	42.4	42.4	0.0	0.0	0.0	11.6	11.6	11.6
Volume/Cap:	0.03	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.20	0.20	0.05
Delay/Veh:	2.7	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.4	20.4	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	2.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	20.4	20.4	19.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	B
HCM2k95thQ:	1	2	0	0	4	4	0	0	0	3	3	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #607: MONROE / MARKET



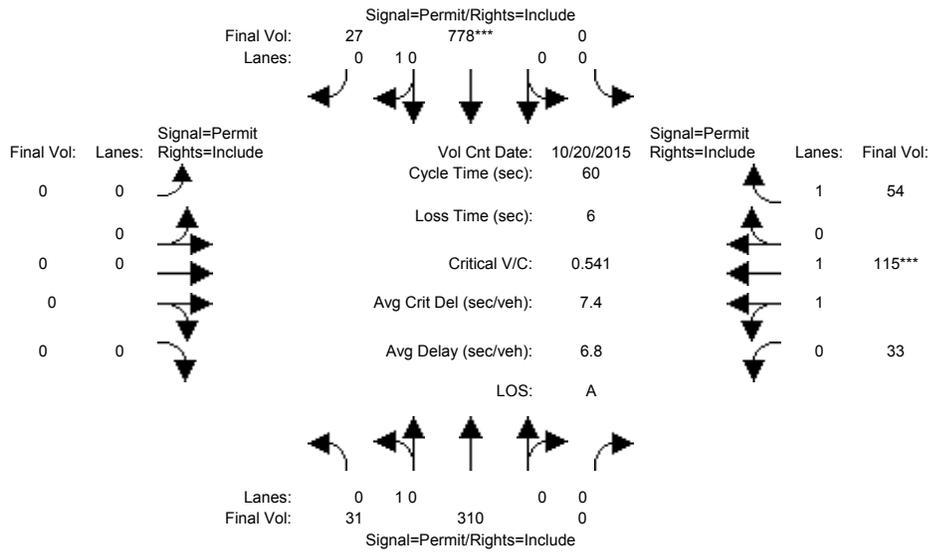
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	13	595	0	0	268	28	0	0	0	25	158	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	595	0	0	268	28	0	0	0	25	158	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	595	0	0	268	28	0	0	0	25	158	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	595	0	0	268	28	0	0	0	25	158	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	595	0	0	268	28	0	0	0	25	158	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	595	0	0	268	28	0	0	0	25	158	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.02	0.98	0.00	0.00	0.91	0.09	0.00	0.00	0.00	0.28	1.72	1.00
Final Sat.:	38	1762	0	0	1630	170	0	0	0	505	3194	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.05	0.05	0.08
Crit Moves:	****											****
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.30	0.46
Delay/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.2	22.2	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.6	2.6	0.0	0.0	0.0	22.2	22.2	23.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	9	9	0	0	4	4	0	0	0	4	4	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #607: MONROE / MARKET



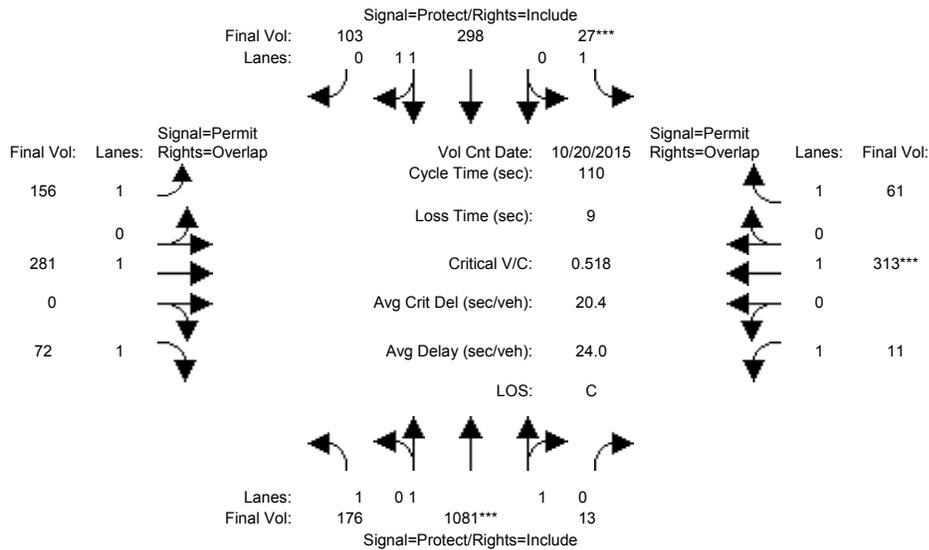
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	31	310	0	0	778	27	0	0	0	33	115	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	310	0	0	778	27	0	0	0	33	115	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	310	0	0	778	27	0	0	0	33	115	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	310	0	0	778	27	0	0	0	33	115	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	310	0	0	778	27	0	0	0	33	115	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	310	0	0	778	27	0	0	0	33	115	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.09	0.91	0.00	0.00	0.97	0.03	0.00	0.00	0.00	0.46	1.54	1.00
Final Sat.:	164	1636	0	0	1740	60	0	0	0	825	2874	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.04	0.04	0.03
Crit Moves:	****											
Green Time:	44.0	44.0	0.0	0.0	44.0	44.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.26	0.26	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.24	0.24	0.19
Delay/Veh:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
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:	2.7	2.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	21.9	21.9	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2k95thQ:	4	4	0	0	16	16	0	0	0	3	3	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #609: SCOTT / HOMESTEAD



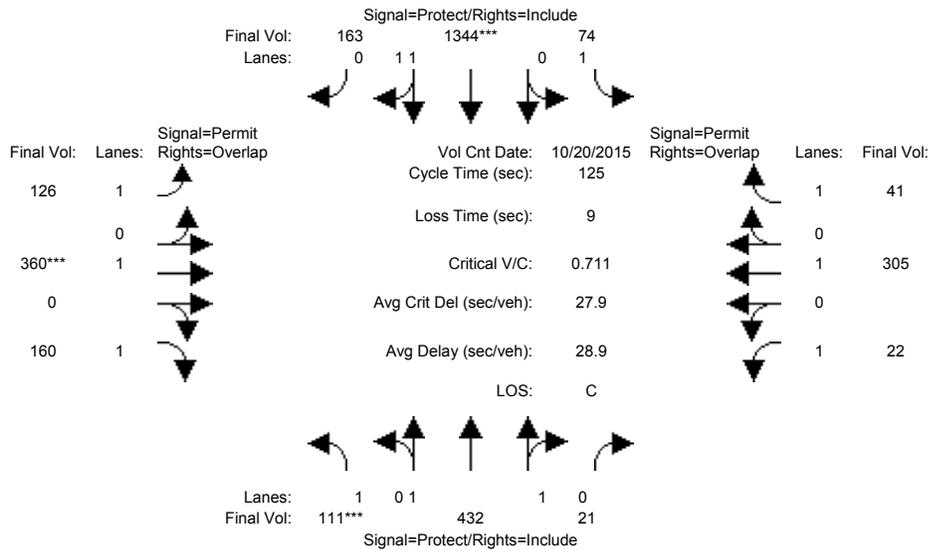
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	176	1081	13	27	298	103	156	281	72	11	313	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1081	13	27	298	103	156	281	72	11	313	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1081	13	27	298	103	156	281	72	11	313	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1081	13	27	298	103	156	281	72	11	313	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1081	13	27	298	103	156	281	72	11	313	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1081	13	27	298	103	156	281	72	11	313	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3656	44	1750	2749	950	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.02	0.11	0.11	0.09	0.15	0.04	0.01	0.16	0.03
Crit Moves:	****			****			****					
Green Time:	32.4	60.4	60.4	7.0	34.9	34.9	33.6	33.6	66.1	33.6	33.6	40.6
Volume/Cap:	0.34	0.54	0.54	0.24	0.34	0.34	0.29	0.48	0.07	0.02	0.54	0.09
Delay/Veh:	30.8	16.2	16.2	50.1	28.9	28.9	29.4	31.7	9.2	26.7	32.8	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	16.2	16.2	50.1	28.9	28.9	29.4	31.7	9.2	26.7	32.8	22.7
LOS by Move:	C	B	B	D	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	21	21	2	10	10	9	15	2	1	17	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #609: SCOTT / HOMESTEAD



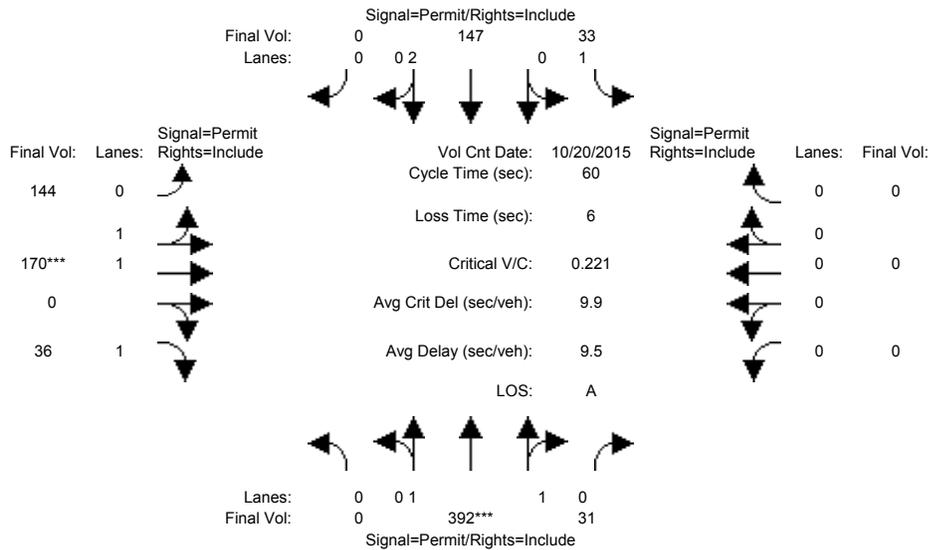
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	111	432	21	74	1344	163	126	360	160	22	305	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	432	21	74	1344	163	126	360	160	22	305	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	432	21	74	1344	163	126	360	160	22	305	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	432	21	74	1344	163	126	360	160	22	305	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	432	21	74	1344	163	126	360	160	22	305	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	432	21	74	1344	163	126	360	160	22	305	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3528	172	1750	3300	400	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.41	0.41	0.07	0.19	0.09	0.01	0.16	0.02
Crit Moves:	****			****			****					
Green Time:	11.1	56.8	56.8	26.0	71.6	71.6	33.3	33.3	44.4	33.3	33.3	59.2
Volume/Cap:	0.71	0.27	0.27	0.20	0.71	0.71	0.27	0.71	0.26	0.05	0.60	0.05
Delay/Veh:	69.6	21.3	21.3	41.2	20.4	20.4	36.6	46.2	28.8	34.1	42.1	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	21.3	21.3	41.2	20.4	20.4	36.6	46.2	28.8	34.1	42.1	17.7
LOS by Move:	E	C	C	D	C	C	D	D	C	C	D	B
HCM2k95thQ:	9	10	10	5	36	36	8	24	9	1	20	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #621: Winchester / BELLOMY



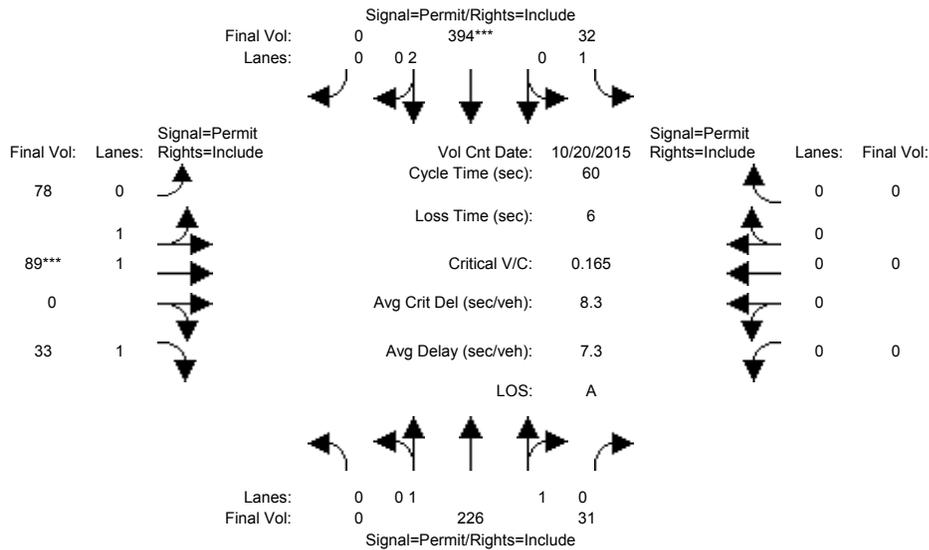
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	392	31	33	147	0	144	170	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	392	31	33	147	0	144	170	36	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	392	31	33	147	0	144	170	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	392	31	33	147	0	144	170	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	392	31	33	147	0	144	170	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	392	31	33	147	0	144	170	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.94	1.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3429	271	1750	3800	0	1696	2002	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.04	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	31.0	31.0	31.0	31.0	0.0	23.0	23.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.22	0.04	0.07	0.00	0.22	0.22	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	8.0	8.0	7.2	7.3	0.0	12.5	12.5	11.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	7.2	7.3	0.0	12.5	12.5	11.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	4	4	1	1	0	4	4	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #621: Winchester / BELLOMY



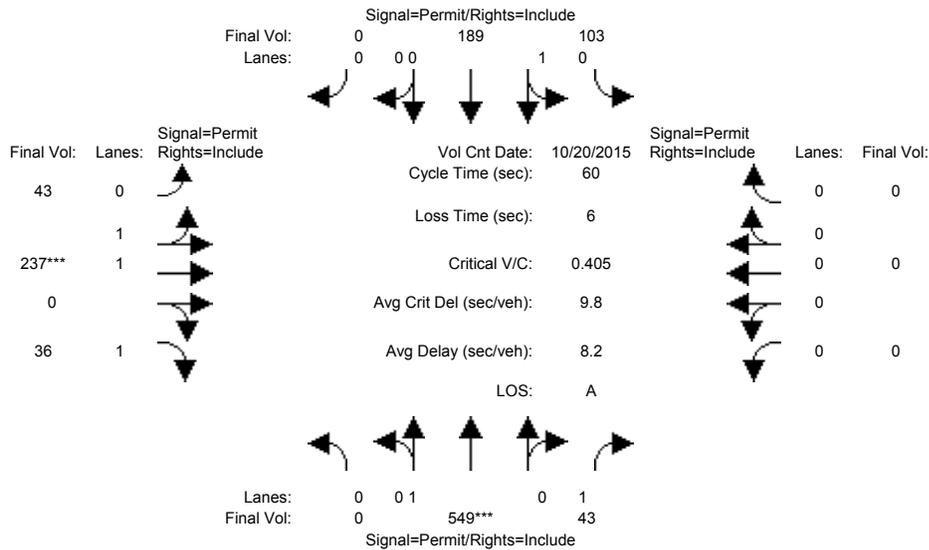
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	226	31	32	394	0	78	89	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	226	31	32	394	0	78	89	33	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	31	32	394	0	78	89	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	226	31	32	394	0	78	89	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	226	31	32	394	0	78	89	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	226	31	32	394	0	78	89	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.75	0.25	1.00	2.00	0.00	0.96	1.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3253	446	1750	3800	0	1727	1971	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.10	0.00	0.05	0.05	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	37.6	37.6	37.6	37.6	0.0	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.11	0.03	0.17	0.00	0.17	0.17	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	4.3	4.7	0.0	16.7	16.7	16.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	2	2	0	3	0	3	3	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #622: MONROE / BELLOMY



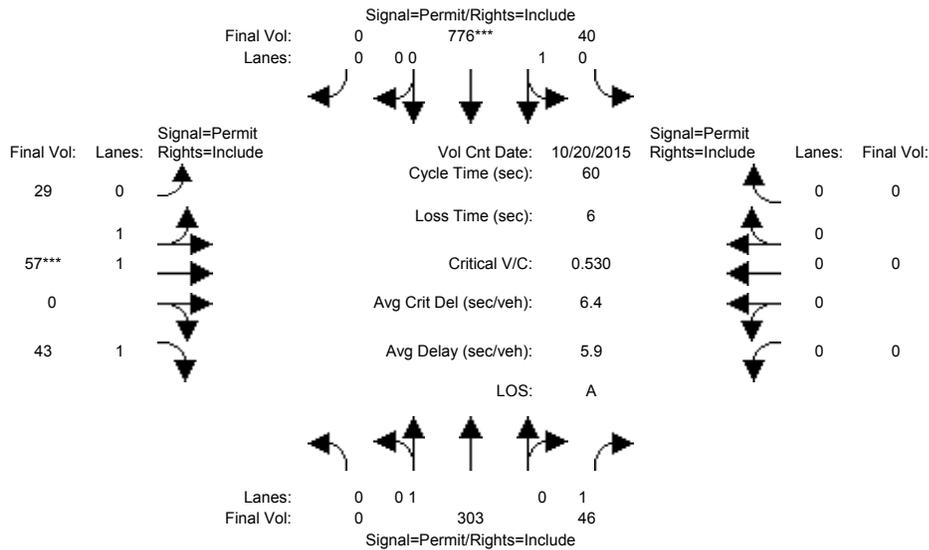
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	549	43	103	189	0	43	237	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	549	43	103	189	0	43	237	36	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	549	43	103	189	0	43	237	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	549	43	103	189	0	43	237	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	43	103	189	0	43	237	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	549	43	103	189	0	43	237	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.35	0.65	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	635	1165	0	568	3131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.02	0.16	0.16	0.00	0.08	0.08	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	42.8	42.8	42.8	42.8	0.0	11.2	11.2	11.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.03	0.23	0.23	0.00	0.41	0.41	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	2.5	3.0	3.0	0.0	21.9	21.9	20.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	2.5	3.0	3.0	0.0	21.9	21.9	20.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	8	1	4	4	0	6	6	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #622: MONROE / BELLOMY



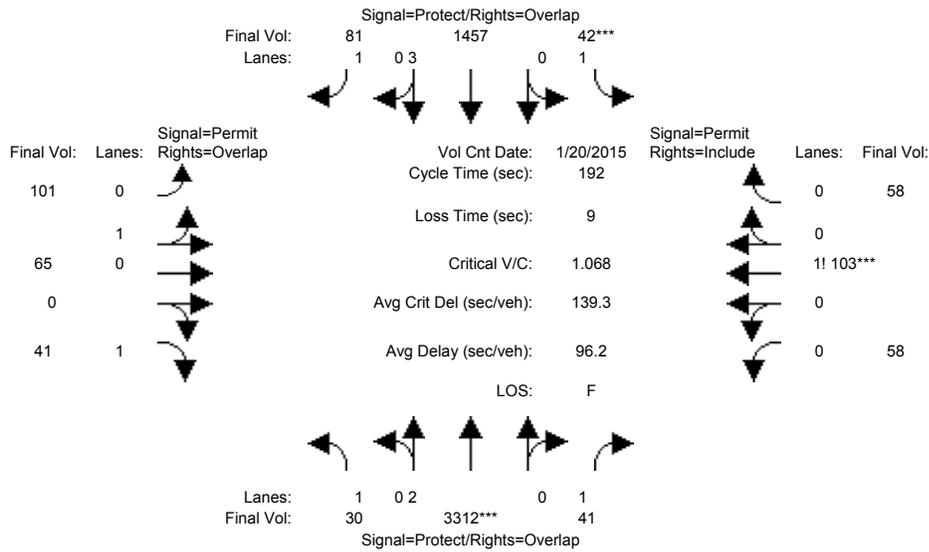
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	303	46	40	776	0	29	57	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	303	46	40	776	0	29	57	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	303	46	40	776	0	29	57	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	303	46	40	776	0	29	57	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	303	46	40	776	0	29	57	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	303	46	40	776	0	29	57	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.05	0.95	0.00	0.69	1.31	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	88	1712	0	1247	2451	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.03	0.45	0.45	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	44.0	44.0	44.0	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.04	0.62	0.62	0.00	0.14	0.14	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	2.2	4.8	4.8	0.0	21.4	21.4	21.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	4	1	15	15	0	2	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	145	154	5	148	148	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<	8-9 AM						
Base Vol:	30	3896	41	42	1457	81	101	65	41	58	103	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3896	41	42	1457	81	101	65	41	58	103	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	3896	41	42	1457	81	101	65	41	58	103	58
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3312	41	42	1457	81	101	65	41	58	103	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3312	41	42	1457	81	101	65	41	58	103	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3312	41	42	1457	81	101	65	41	58	103	58

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.61	0.39	1.00	0.26	0.48	0.26
Final Sat.:	1750	3800	1750	1750	5700	1750	1095	705	1750	463	823	463

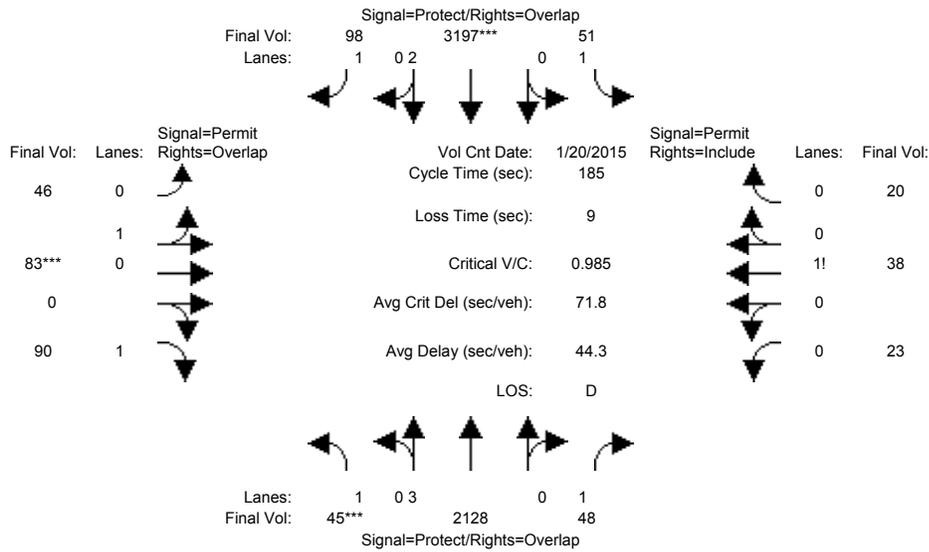
Capacity Analysis Module:												
Vol/Sat:	0.02	0.87	0.02	0.02	0.26	0.05	0.09	0.09	0.02	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	10.5	147	147.1	4.8	141	141.4	31.5	31.5	42.0	31.5	31.5	31.5
Volume/Cap:	0.31	1.14	0.03	0.96	0.35	0.06	0.56	0.56	0.11	0.76	0.76	0.76
Delay/Veh:	96.8	141	17.9	220.4	0.8	0.6	79.8	79.8	62.9	91.6	91.6	91.6
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:	96.8	141	17.9	220.4	0.8	0.6	79.8	79.8	62.9	91.6	91.6	91.6
LOS by Move:	F	F	B	F	A	A	E	E	E	F	F	F
HCM2k95thQ:	4	178	4	7	3	0	19	19	4	27	27	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #810: San Tomas Expwy/Forbes Ave



Street Name:	San Tomas Expressway						Forbes Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	143	143	11	141	141	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Jan 2015	<<							
Base Vol:	45	2128	48	51	3996	98	46	83	90	23	38	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	2128	48	51	3996	98	46	83	90	23	38	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2128	48	51	3996	98	46	83	90	23	38	20
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2128	48	51	3197	98	46	83	90	23	38	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2128	48	51	3197	98	46	83	90	23	38	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	2128	48	51	3197	98	46	83	90	23	38	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.36	0.64	1.00	0.28	0.47	0.25
Final Sat.:	1750	5700	1750	1750	3800	1750	642	1158	1750	497	821	432

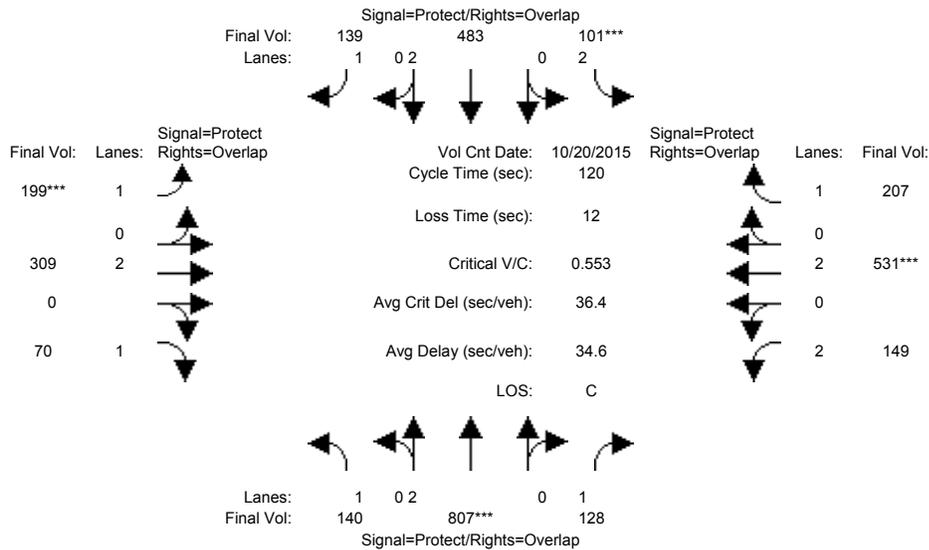
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.03	0.03	0.84	0.06	0.07	0.07	0.05	0.05	0.05	0.05
Crit Moves:	***			****			****					
Green Time:	11.5	137	137.1	10.5	136	136.1	28.8	28.8	40.3	28.8	28.8	28.8
Volume/Cap:	0.41	0.50	0.04	0.51	1.14	0.08	0.46	0.46	0.24	0.30	0.30	0.30
Delay/Veh:	89.7	0.7	0.4	92.8	71.4	0.6	75.4	75.4	63.6	72.8	72.8	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	0.7	0.4	92.8	71.4	0.6	75.4	75.4	63.6	72.8	72.8	72.8
LOS by Move:	F	A	A	F	E	A	E	E	E	E	E	E
HCM2k95thQ:	5	4	0	6	168	0	15	15	10	9	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #1033: WINCHESTER/CAMPBELL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 <<											
Base Vol:	140	807	128	101	483	139	199	309	70	149	531	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	807	128	101	483	139	199	309	70	149	531	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	807	128	101	483	139	199	309	70	149	531	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	807	128	101	483	139	199	309	70	149	531	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	807	128	101	483	139	199	309	70	149	531	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	807	128	101	483	139	199	309	70	149	531	207

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

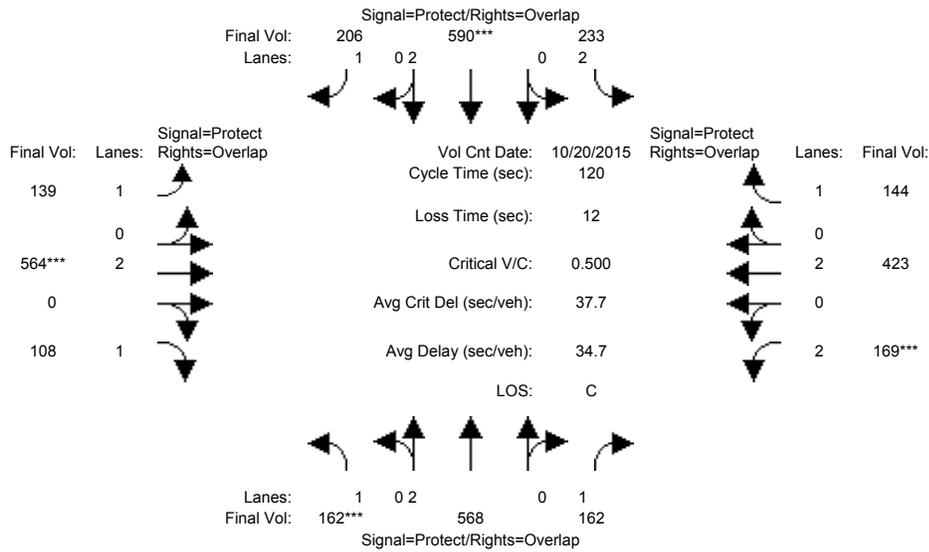
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.13	0.08	0.11	0.08	0.04	0.05	0.14	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.5	46.0	68.7	7.0	32.6	57.2	24.7	32.3	52.8	22.6	30.3	37.3
Volume/Cap:	0.47	0.55	0.13	0.55	0.47	0.17	0.55	0.30	0.09	0.25	0.55	0.38
Delay/Veh:	46.0	29.4	11.9	58.5	36.8	17.9	44.6	35.0	19.6	41.7	39.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	29.4	11.9	58.5	36.8	17.9	44.6	35.0	19.6	41.7	39.7	32.8
LOS by Move:	D	C	B	E	D	B	D	D	B	D	D	C
HCM2k95thQ:	11	21	5	5	14	6	14	9	3	6	17	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #1033: WINCHESTER/CAMPBELL



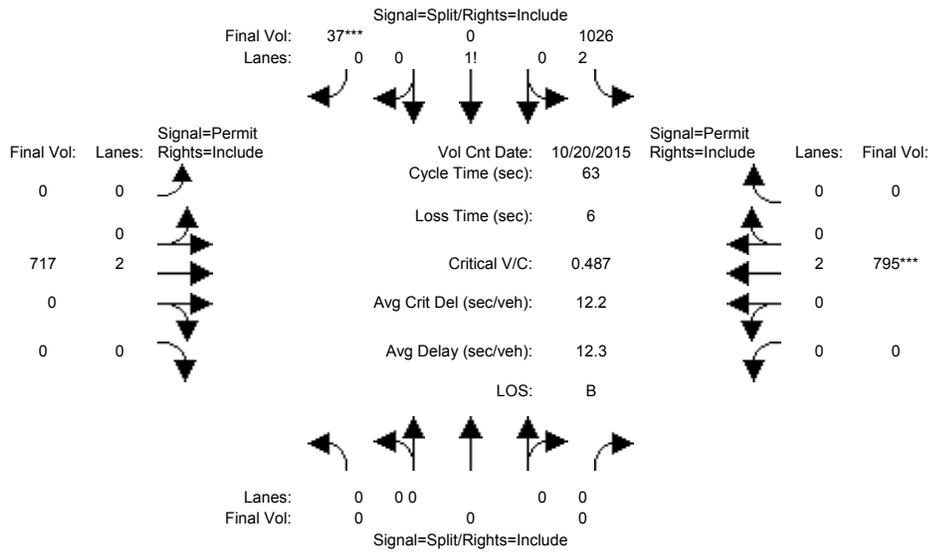
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	162	568	162	233	590	206	139	564	108	169	423	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	568	162	233	590	206	139	564	108	169	423	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	568	162	233	590	206	139	564	108	169	423	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	568	162	233	590	206	139	564	108	169	423	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	568	162	233	590	206	139	564	108	169	423	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	568	162	233	590	206	139	564	108	169	423	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.09	0.07	0.16	0.12	0.08	0.15	0.06	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.2	39.8	52.7	19.7	37.3	57.5	20.2	35.6	57.9	12.9	28.3	48.0
Volume/Cap:	0.50	0.45	0.21	0.45	0.50	0.25	0.47	0.50	0.13	0.50	0.47	0.21
Delay/Veh:	45.1	31.8	20.9	45.9	34.1	18.6	46.3	35.2	17.2	51.7	39.8	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	31.8	20.9	45.9	34.1	18.6	46.3	35.2	17.2	51.7	39.8	23.7
LOS by Move:	D	C	C	D	C	B	D	D	B	D	D	C
HCM2k95thQ:	12	15	8	9	16	9	11	16	5	8	13	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3037: 280/MOORPARK



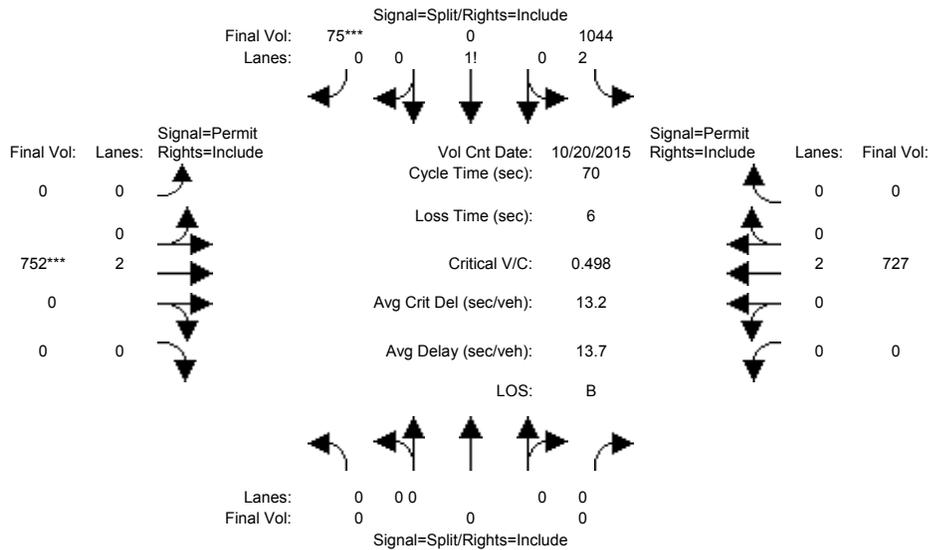
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	0	0	1026	0	37	0	717	0	0	795	0
Growth Adj:	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	1026	0	37	0	717	0	0	795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1026	0	37	0	717	0	0	795	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	1026	0	37	0	717	0	0	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1026	0	37	0	717	0	0	795	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1026	0	37	0	717	0	0	795	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4738	0	160	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.00	0.19	0.00	0.00	0.21	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	29.9	0.0	29.9	0.0	27.1	0.0	0.0	27.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.49	0.00	0.44	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.5	0.0	12.8	0.0	0.0	13.2	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	11.2	0.0	11.5	0.0	12.8	0.0	0.0	13.2	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	10	0	0	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3037: 280/MOORPARK



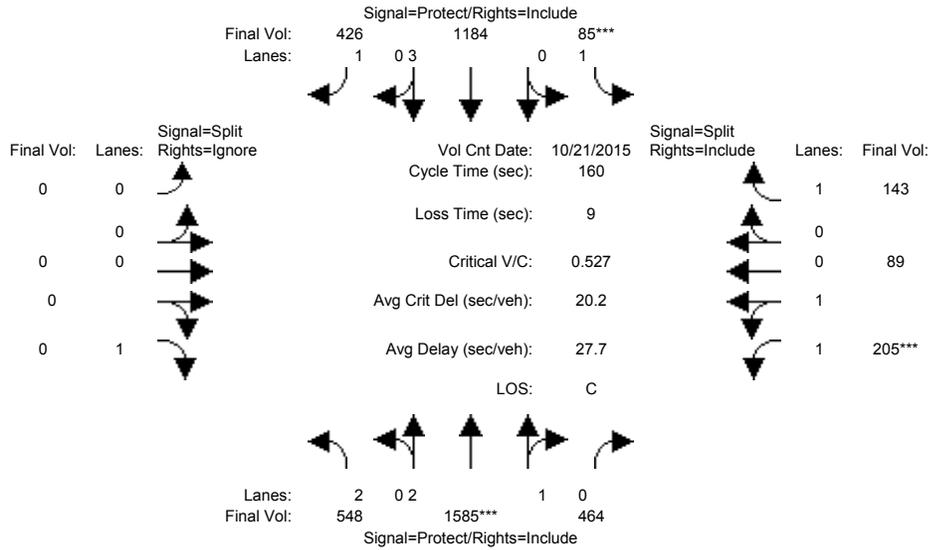
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	1044	0	75	0	752	0	0	727	0
Growth Adj:	1.00	1.00	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	1044	0	75	0	752	0	0	727	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1044	0	75	0	752	0	0	727	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	1044	0	75	0	752	0	0	727	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1044	0	75	0	752	0	0	727	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1044	0	75	0	752	0	0	727	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4604	0	292	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.26	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	27.8	0.0	0.0	27.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.50	0.00	0.50	0.00	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.2	0.0	16.1	0.0	0.0	15.9	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	10.7	0.0	11.2	0.0	16.1	0.0	0.0	15.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	12	0	14	0	12	0	0	11	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3038: 280/SARATOGA (N)



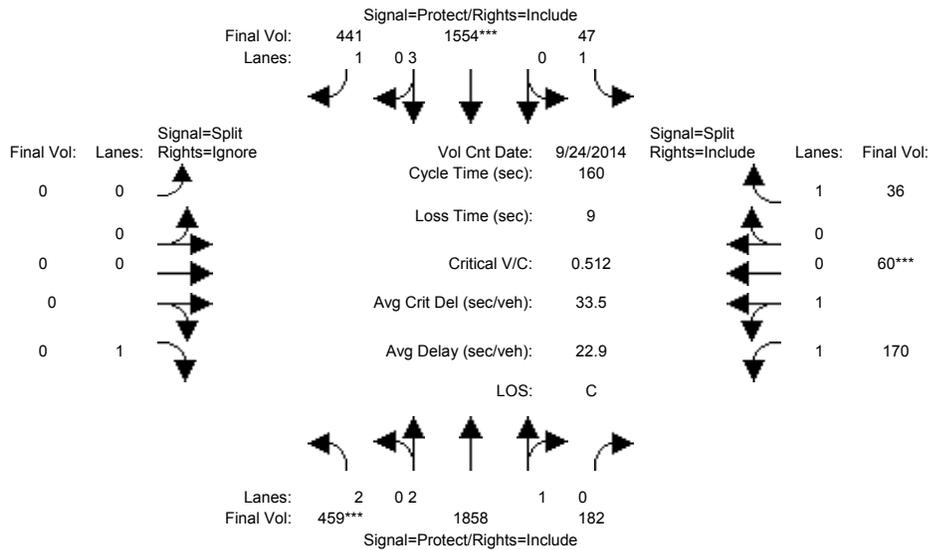
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	548	1585	464	85	1184	426	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1585	464	85	1184	426	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	548	1585	464	85	1184	426	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	548	1585	464	85	1184	426	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	1585	464	85	1184	426	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	548	1585	464	85	1184	426	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.30	0.70	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4330	1268	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.05	0.21	0.24	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green Time:	52.5	111	111.1	14.7	73.4	73.4	0.0	0.0	0.0	25.1	25.1	25.1
Volume/Cap:	0.53	0.53	0.53	0.53	0.45	0.53	0.00	0.00	0.00	0.53	0.53	0.52
Delay/Veh:	44.3	11.9	11.9	72.5	29.7	31.7	0.0	0.0	0.0	62.9	62.9	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:	44.3	11.9	11.9	72.5	29.7	31.7	0.0	0.0	0.0	62.9	62.9	63.7
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	22	27	27	8	23	27	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3038: 280/SARATOGA (N)



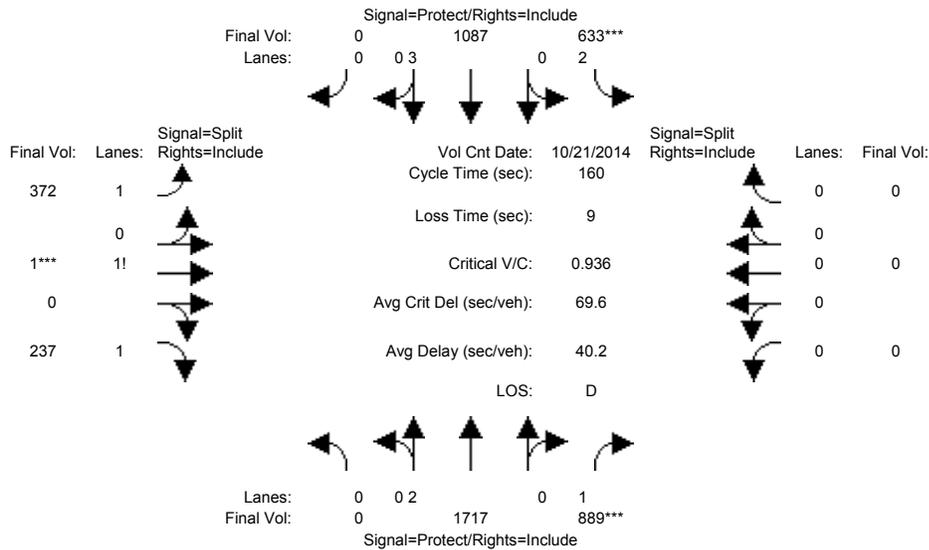
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	459	1858	182	47	1554	441	0	0	945	170	60	36
Growth 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:	459	1858	182	47	1554	441	0	0	945	170	60	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	459	1858	182	47	1554	441	0	0	945	170	60	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	459	1858	182	47	1554	441	0	0	0	170	60	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	1858	182	47	1554	441	0	0	0	170	60	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	459	1858	182	47	1554	441	0	0	0	170	60	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.72	0.28	1.00	3.00	1.00	0.00	0.00	1.00	1.49	0.51	1.00
Final Sat.:	3150	5100	500	1750	5700	1750	0	0	1750	2624	926	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.36	0.03	0.27	0.25	0.00	0.00	0.00	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	45.5	117	116.7	14.0	85.2	85.2	0.0	0.0	0.0	20.3	20.3	20.3
Volume/Cap:	0.51	0.50	0.50	0.31	0.51	0.47	0.00	0.00	0.00	0.51	0.51	0.16
Delay/Veh:	48.4	9.3	9.3	69.6	24.2	23.8	0.0	0.0	0.0	66.3	66.3	62.7
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:	48.4	9.3	9.3	69.6	24.2	23.8	0.0	0.0	0.0	66.3	66.3	62.7
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2k95thQ:	20	25	25	4	27	25	0	0	0	12	12	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3039: 280/SARATOGA (S)



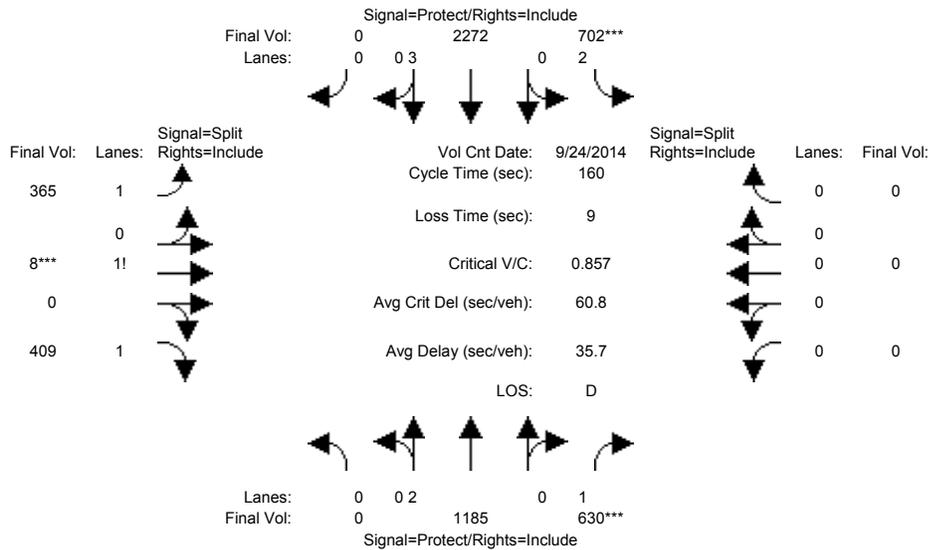
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:40-8:40AM												
Base Vol:	0	1717	889	633	1087	0	372	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1717	889	633	1087	0	372	1	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1717	889	633	1087	0	372	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1717	889	633	1087	0	372	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1717	889	633	1087	0	372	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1717	889	633	1087	0	372	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.61	0.01	1.38	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2815	6	2429	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.51	0.20	0.19	0.00	0.13	0.17	0.10	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	86.8	86.8	34.3	121	0.0	29.8	29.8	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.83	0.94	0.94	0.25	0.00	0.71	0.94	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	33.6	50.0	82.2	5.9	0.0	63.8	85.2	59.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.6	50.0	82.2	5.9	0.0	63.8	85.2	59.1	0.0	0.0	0.0
LOS by Move:	A	C	D	F	A	A	E	F	E	A	A	A
HCM2k95thQ:	0	54	69	34	10	0	23	34	16	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3039: 280/SARATOGA (S)



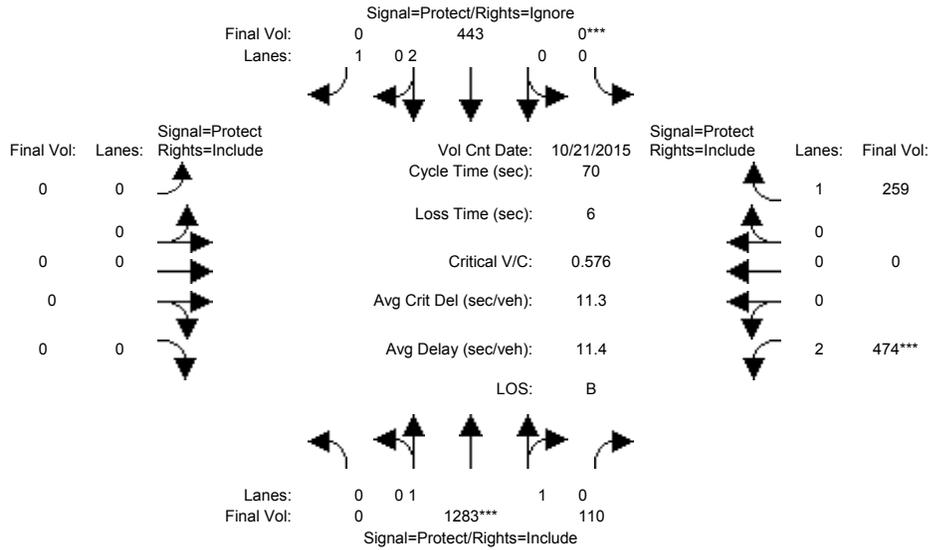
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1185	630	702	2272	0	365	8	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	630	702	2272	0	365	8	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1185	630	702	2272	0	365	8	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	630	702	2272	0	365	8	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	630	702	2272	0	365	8	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1185	630	702	2272	0	365	8	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.46	0.02	1.52	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2559	35	2656	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.36	0.22	0.40	0.00	0.14	0.23	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	67.2	67.2	41.6	109	0.0	42.2	42.2	42.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.86	0.86	0.59	0.00	0.54	0.86	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	41.0	51.8	65.3	13.8	0.0	51.0	64.1	52.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.0	51.8	65.3	13.8	0.0	51.0	64.1	52.0	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	D	E	D	A	A	A
HCM2k95thQ:	0	40	50	35	33	0	21	37	23	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3048: 880/BASCOM (N)



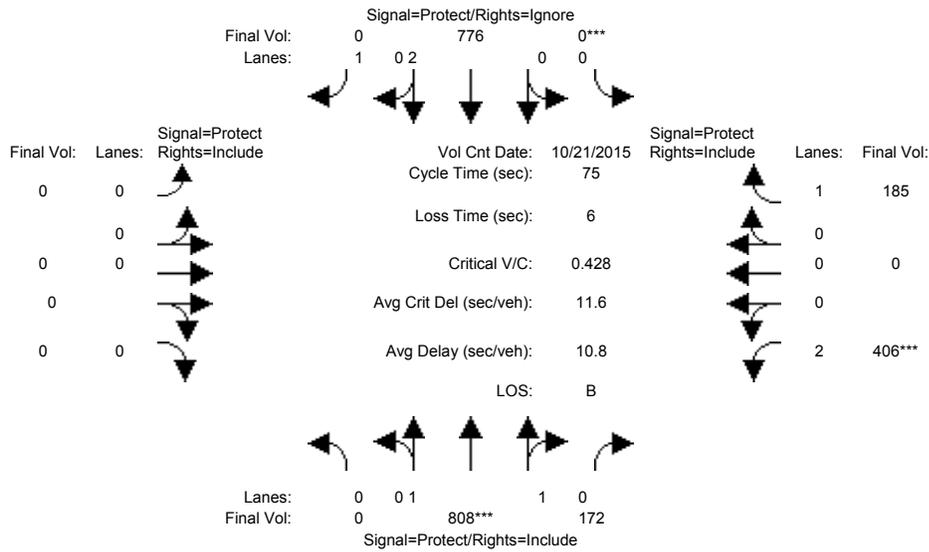
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	1283	110	0	443	408	0	0	0	474	0	259
Growth Adj:	1.00	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	1283	110	0	443	408	0	0	0	474	0	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1283	110	0	443	408	0	0	0	474	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1283	110	0	443	0	0	0	0	474	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1283	110	0	443	0	0	0	0	474	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1283	110	0	443	0	0	0	0	474	0	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.84	0.16	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3408	292	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	45.7	45.7	0.0	45.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.58	0.58	0.00	0.18	0.00	0.00	0.00	0.00	0.58	0.00	0.57
Delay/Veh:	0.0	7.1	7.1	0.0	4.8	0.0	0.0	0.0	0.0	23.5	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	0.0	4.8	0.0	0.0	0.0	0.0	23.5	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	16	16	0	4	0	0	0	0	12	0	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3048: 880/BASCOM (N)



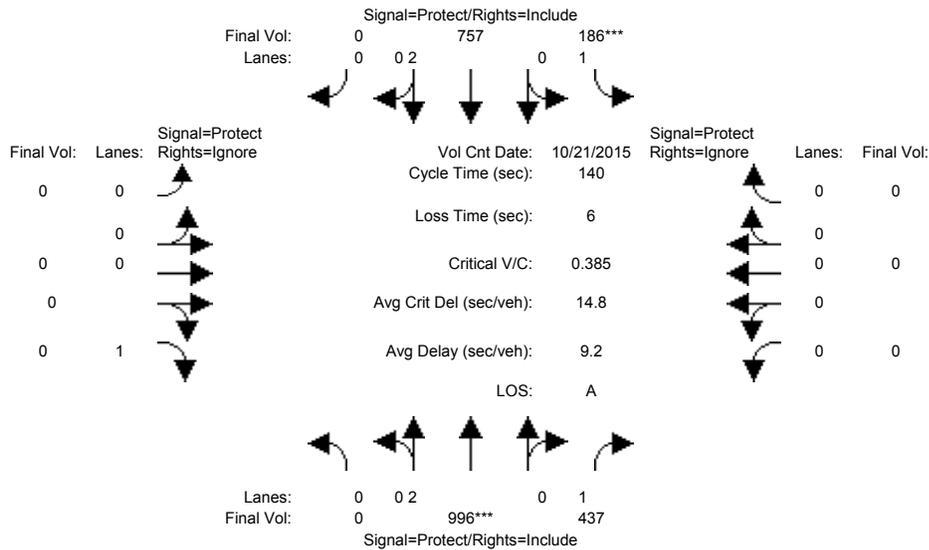
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	808	172	0	776	747	0	0	0	406	0	185
Growth 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:	0	808	172	0	776	747	0	0	0	406	0	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	808	172	0	776	747	0	0	0	406	0	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	808	172	0	776	0	0	0	0	406	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	808	172	0	776	0	0	0	0	406	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	808	172	0	776	0	0	0	0	406	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.64	0.36	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3050	649	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.00	0.00	0.00	0.00	0.13	0.00	0.11
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.4	46.4	0.0	46.4	0.0	0.0	0.0	0.0	22.6	0.0	22.6
Volume/Cap:	0.00	0.43	0.43	0.00	0.33	0.00	0.00	0.00	0.00	0.43	0.00	0.35
Delay/Veh:	0.0	7.5	7.5	0.0	6.9	0.0	0.0	0.0	0.0	21.3	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	0.0	6.9	0.0	0.0	0.0	0.0	21.3	0.0	20.9
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	11	0	9	0	0	0	0	9	0	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3049: 880/BASCOM (S)



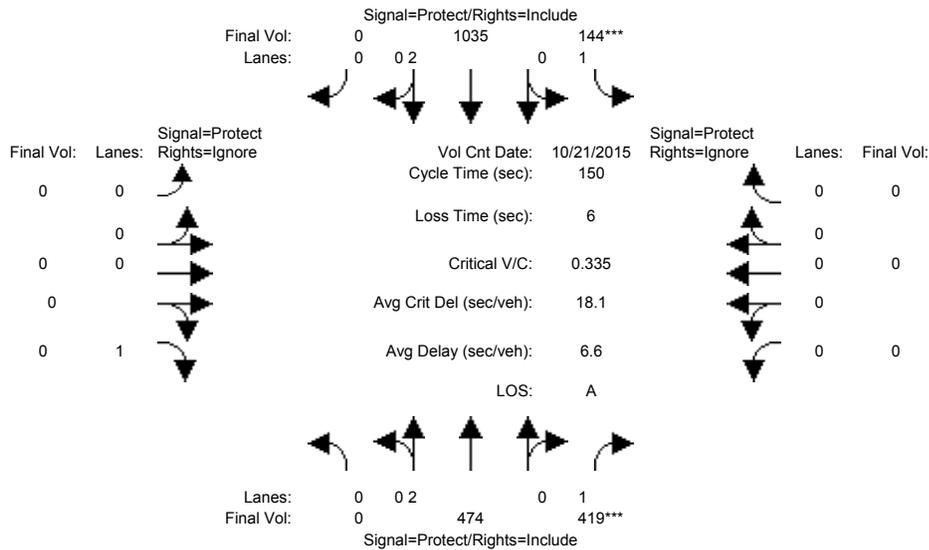
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:25-8:25AM												
Base Vol:	0	996	437	186	757	0	0	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	996	437	186	757	0	0	0	118	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	996	437	186	757	0	0	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	996	437	186	757	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	996	437	186	757	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	996	437	186	757	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.11	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green Time:	0.0	95.3	95.3	38.7	134	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.37	0.38	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	9.7	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	9.7	41.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	16	15	13	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3049: 880/BASCOM (S)



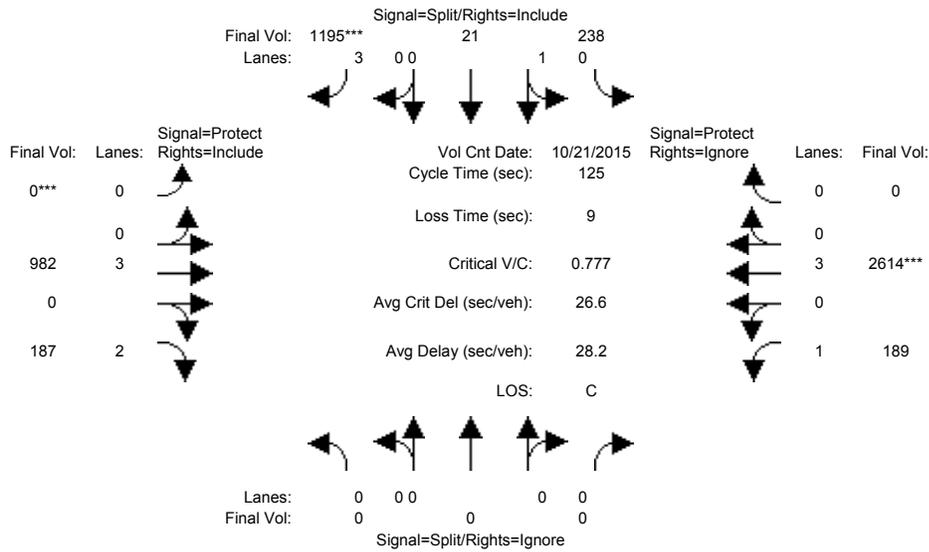
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	474	419	144	1035	0	0	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	474	419	144	1035	0	0	0	357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	474	419	144	1035	0	0	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	474	419	144	1035	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	474	419	144	1035	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	474	419	144	1035	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.24	0.08	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	107	107.2	36.8	144	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.34	0.34	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.0	8.2	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	8.2	47.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	7	14	11	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3056: SB 880/STEVENS CREEK



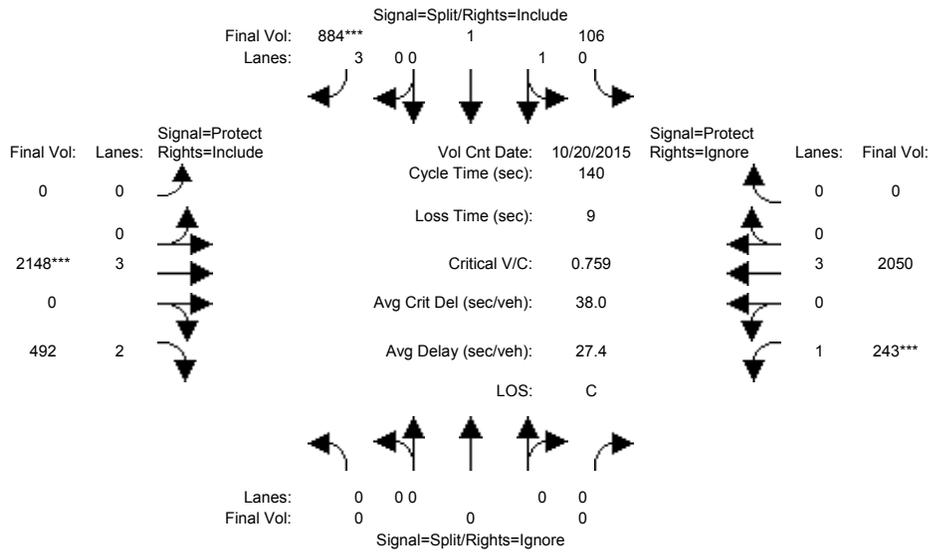
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	1195	0	982	624	189	2614	0
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	238	21	1195	0	982	624	189	2614	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	21	1195	0	982	624	189	2614	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	1195	0	982	187	189	2614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	1195	0	982	187	189	2614	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	1195	0	982	187	189	2614	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.26	0.00	0.17	0.06	0.11	0.46	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	42.2	42.2	42.2	0.0	45.3	45.3	28.4	73.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.78	0.00	0.47	0.16	0.47	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	32.5	32.5	39.7	0.0	30.8	27.1	42.7	20.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	32.5	39.7	0.0	30.8	27.1	42.7	20.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	C	D	C	A
HCM2k95thQ:	0	0	0	15	15	32	0	18	6	13	41	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3056: SB 880/STEVENS CREEK



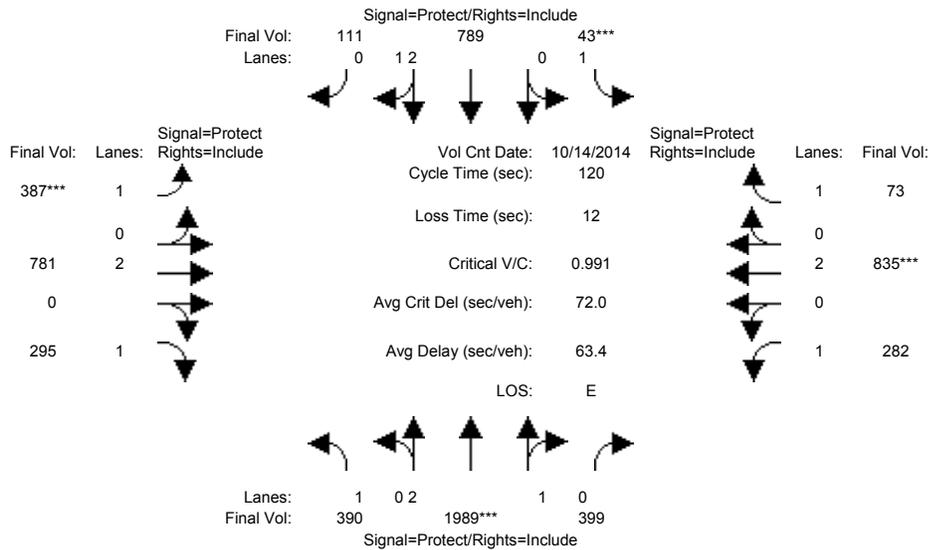
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	884	0	2148	1641	243	2050	0
Growth 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	106	1	884	0	2148	1641	243	2050	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	1	884	0	2148	1641	243	2050	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	884	0	2148	492	243	2050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	884	0	2148	492	243	2050	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	884	0	2148	492	243	2050	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.19	0.00	0.38	0.16	0.14	0.36	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.8	35.8	35.8	0.0	69.5	69.5	25.6	95.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.76	0.00	0.76	0.31	0.76	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	41.5	41.5	51.0	0.0	29.7	21.1	64.3	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.5	41.5	51.0	0.0	29.7	21.1	64.3	11.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	B	A
HCM2k95thQ:	0	0	0	7	7	28	0	42	14	20	25	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3077: BIRD/SAN CARLOS



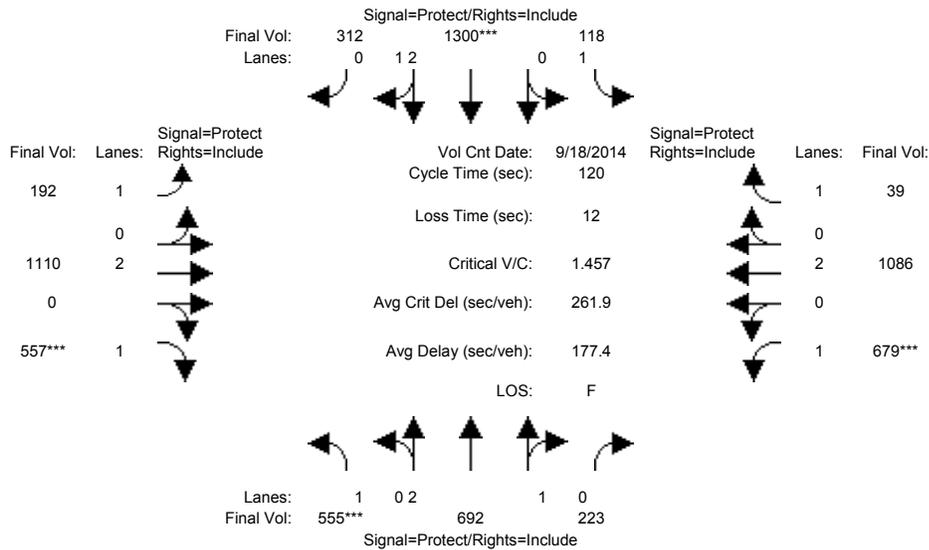
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:30-8:30AM												
Base Vol:	390	1989	399	43	789	111	387	781	295	282	835	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1989	399	43	789	111	387	781	295	282	835	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1989	399	43	789	111	387	781	295	282	835	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1989	399	43	789	111	387	781	295	282	835	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1989	399	43	789	111	387	781	295	282	835	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	1989	399	43	789	111	387	781	295	282	835	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.48	0.52	1.00	2.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4663	935	1750	4908	691	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.43	0.02	0.16	0.16	0.22	0.21	0.17	0.16	0.22	0.04
Crit Moves:	****			****			****			****		
Green Time:	32.9	49.7	49.7	7.0	23.7	23.7	25.7	28.8	28.8	22.6	25.6	25.6
Volume/Cap:	0.81	1.03	1.03	0.42	0.81	0.81	1.03	0.86	0.70	0.86	1.03	0.20
Delay/Veh:	50.8	62.2	62.2	57.3	50.7	50.7	101.7	51.8	47.0	66.6	86.9	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	62.2	62.2	57.3	50.7	50.7	101.7	51.8	47.0	66.6	86.9	39.0
LOS by Move:	D	E	E	E	D	D	F	D	D	E	F	D
HCM2k95thQ:	29	61	61	4	23	23	32	25	19	21	33	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3077: BIRD/SAN CARLOS



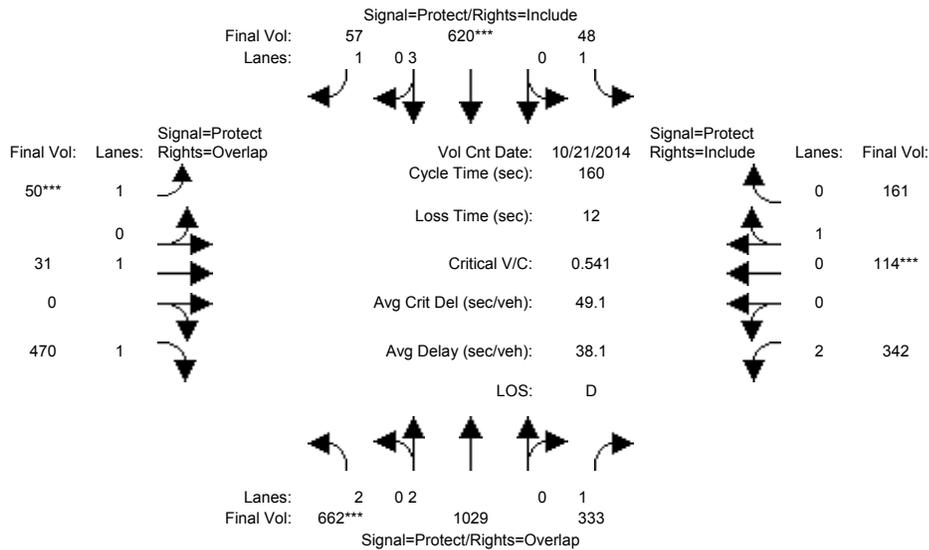
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	555	692	223	118	1300	312	192	1110	557	679	1086	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	555	692	223	118	1300	312	192	1110	557	679	1086	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	692	223	118	1300	312	192	1110	557	679	1086	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	555	692	223	118	1300	312	192	1110	557	679	1086	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	692	223	118	1300	312	192	1110	557	679	1086	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	555	692	223	118	1300	312	192	1110	557	679	1086	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.24	0.76	1.00	2.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4233	1364	1750	4515	1084	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.16	0.16	0.07	0.29	0.29	0.11	0.29	0.32	0.39	0.29	0.02
Crit Moves:	****			****			****		****			
Green Time:	26.1	35.3	35.3	14.6	23.7	23.7	16.1	26.2	26.2	32.0	42.0	42.0
Volume/Cap:	1.46	0.56	0.56	0.56	1.46	1.46	0.82	1.34	1.46	1.46	0.82	0.06
Delay/Veh:	266.7	36.2	36.2	52.9	259	258.9	69.9	207	266.6	261.4	39.5	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.7	36.2	36.2	52.9	259	258.9	69.9	207	266.6	261.4	39.5	26.0
LOS by Move:	F	D	D	D	F	F	E	F	F	F	D	C
HCM2k95thQ:	72	18	18	10	66	66	13	57	68	83	31	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3103: KIELY/SARATOGA



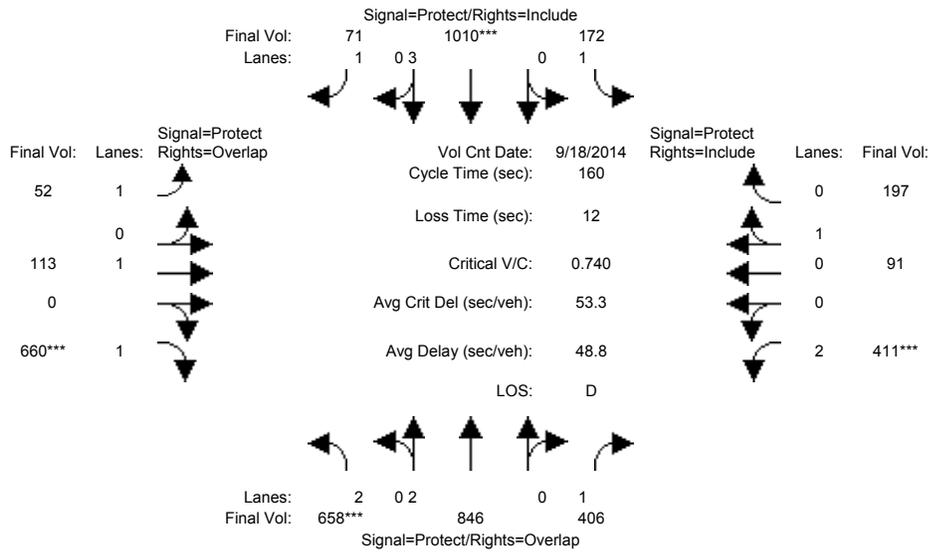
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	662	1029	333	48	620	57	50	31	470	342	114	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:	662	1029	333	48	620	57	50	31	470	342	114	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	662	1029	333	48	620	57	50	31	470	342	114	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:	662	1029	333	48	620	57	50	31	470	342	114	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	662	1029	333	48	620	57	50	31	470	342	114	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	662	1029	333	48	620	57	50	31	470	342	114	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.41	0.59
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	746	1054
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.19	0.03	0.11	0.03	0.03	0.02	0.27	0.11	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	62.2	81.2	115.3	13.1	32.2	32.2	8.5	19.6	81.8	34.0	45.2	45.2
Volume/Cap:	0.54	0.53	0.26	0.33	0.54	0.16	0.54	0.13	0.53	0.51	0.54	0.54
Delay/Veh:	38.4	26.9	7.8	70.7	57.8	53.0	80.2	62.9	26.7	56.3	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	26.9	7.8	70.7	57.8	53.0	80.2	62.9	26.7	56.3	49.8	49.8
LOS by Move:	D	C	A	E	E	D	F	E	C	E	D	D
HCM2k95thQ:	26	28	11	5	16	5	7	3	28	17	22	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3103: KIELY/SARATOGA



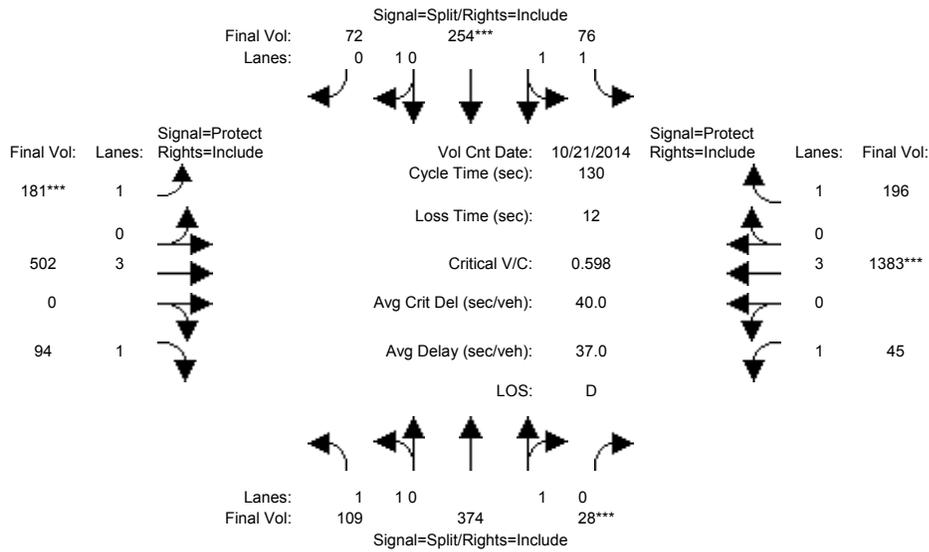
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	658	846	406	172	1010	71	52	113	660	411	91	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	846	406	172	1010	71	52	113	660	411	91	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	846	406	172	1010	71	52	113	660	411	91	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	846	406	172	1010	71	52	113	660	411	91	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	846	406	172	1010	71	52	113	660	411	91	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	846	406	172	1010	71	52	113	660	411	91	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	569	1231
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.23	0.10	0.18	0.04	0.03	0.06	0.38	0.13	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	45.1	57.9	86.1	25.6	38.3	38.3	13.9	36.4	81.5	28.2	50.7	50.7
Volume/Cap:	0.74	0.62	0.43	0.62	0.74	0.17	0.34	0.26	0.74	0.74	0.50	0.50
Delay/Veh:	55.5	42.8	22.6	66.7	58.5	48.4	70.1	51.1	34.2	67.7	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	42.8	22.6	66.7	58.5	48.4	70.1	51.1	34.2	67.7	45.2	45.2
LOS by Move:	E	D	C	E	E	D	E	D	C	E	D	D
HCM2k95thQ:	30	29	22	15	26	6	6	9	45	23	22	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3104: KIELY/STEVENS CREEK



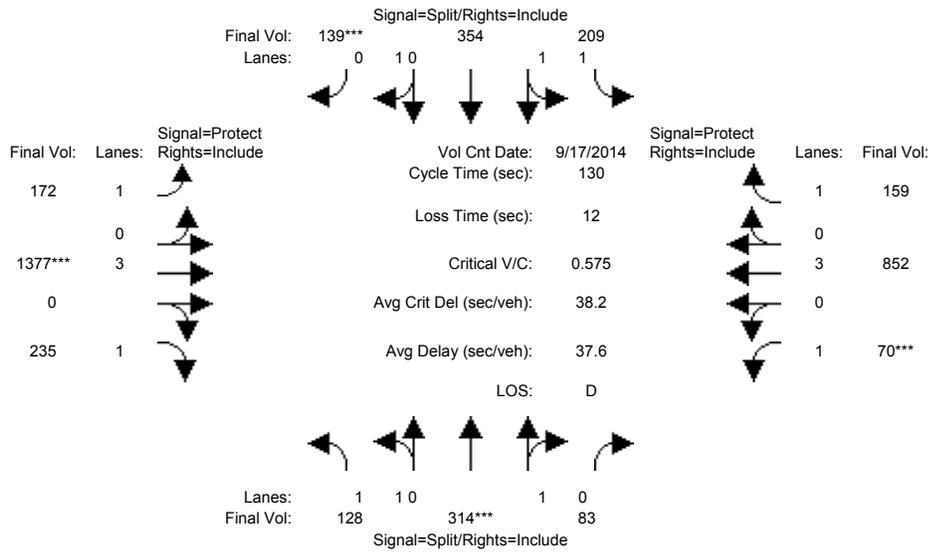
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 8:00-9:00AM												
Base Vol:	109	374	28	76	254	72	181	502	94	45	1383	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	374	28	76	254	72	181	502	94	45	1383	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	374	28	76	254	72	181	502	94	45	1383	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	374	28	76	254	72	181	502	94	45	1383	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	374	28	76	254	72	181	502	94	45	1383	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	374	28	76	254	72	181	502	94	45	1383	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.55	0.45	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3442	258	1750	2882	817	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.04	0.09	0.09	0.10	0.09	0.05	0.03	0.24	0.11
Crit Moves:			****		****		****				****	
Green Time:	23.6	23.6	23.6	19.2	19.2	19.2	22.5	46.7	46.7	28.5	52.7	52.7
Volume/Cap:	0.34	0.60	0.60	0.29	0.60	0.60	0.60	0.25	0.15	0.12	0.60	0.28
Delay/Veh:	46.6	50.0	50.0	49.5	53.3	53.3	52.9	29.3	28.3	40.8	30.7	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	50.0	50.0	49.5	53.3	53.3	52.9	29.3	28.3	40.8	30.7	26.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	8	15	15	6	13	13	14	9	5	3	25	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3104: KIELY/STEVENS CREEK



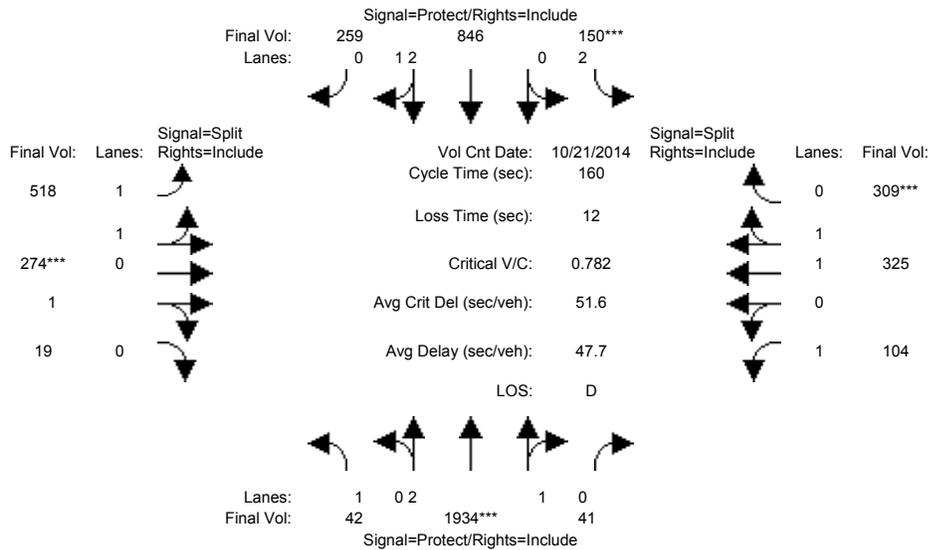
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	128	314	83	209	354	139	172	1377	235	70	852	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	314	83	209	354	139	172	1377	235	70	852	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	314	83	209	354	139	172	1377	235	70	852	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	314	83	209	354	139	172	1377	235	70	852	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	314	83	209	354	139	172	1377	235	70	852	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	314	83	209	354	139	172	1377	235	70	852	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.57	0.43	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2926	773	1750	2656	1043	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.12	0.13	0.13	0.10	0.24	0.13	0.04	0.15	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.3	24.3	24.3	30.1	30.1	30.1	25.2	54.6	54.6	9.0	38.4	38.4
Volume/Cap:	0.39	0.58	0.58	0.52	0.58	0.58	0.51	0.58	0.32	0.58	0.51	0.31
Delay/Veh:	46.6	49.1	49.1	43.9	44.9	44.9	48.1	29.2	25.5	65.2	38.2	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	49.1	49.1	43.9	44.9	44.9	48.1	29.2	25.5	65.2	38.2	35.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	10	15	15	15	17	17	12	24	13	6	17	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3113: MOORPARK/SARATOGA



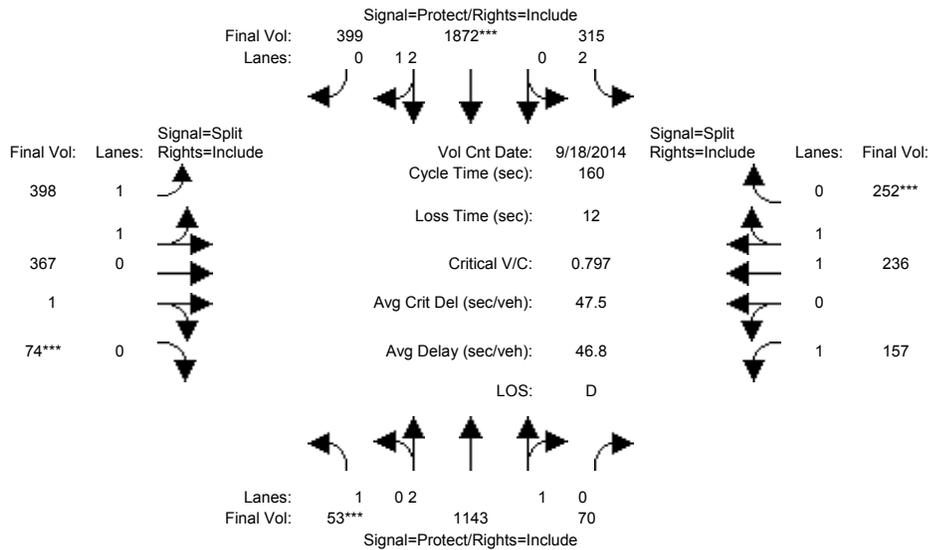
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	42	1934	41	150	846	259	518	274	19	104	325	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1934	41	150	846	259	518	274	19	104	325	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1934	41	150	846	259	518	274	19	104	325	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1934	41	150	846	259	518	274	19	104	325	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1934	41	150	846	259	518	274	19	104	325	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1934	41	150	846	259	518	274	19	104	325	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.94	0.06	2.00	2.27	0.73	1.93	1.00	0.07	1.00	1.00	1.00
Final Sat.:	1750	5484	116	3150	4286	1312	3417	1807	125	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.05	0.20	0.20	0.15	0.15	0.15	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.9	72.1	72.1	9.7	67.0	67.0	31.0	31.0	31.0	35.1	35.1	35.1
Volume/Cap:	0.26	0.78	0.78	0.78	0.47	0.47	0.78	0.78	0.78	0.27	0.78	0.78
Delay/Veh:	68.3	38.9	38.9	92.7	33.8	33.8	65.2	65.2	65.2	52.2	63.7	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	38.9	38.9	92.7	33.8	33.8	65.2	65.2	65.2	52.2	63.7	63.8
LOS by Move:	E	D	D	F	C	C	E	E	E	D	E	E
HCM2k95thQ:	5	46	46	9	23	23	26	26	26	9	29	29

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3113: MOORPARK/SARATOGA



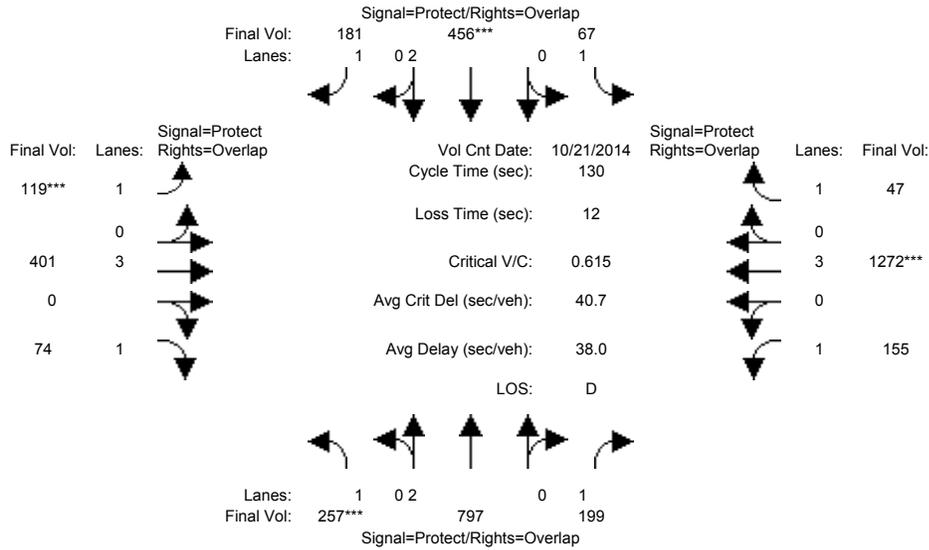
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2014 <<												
Base Vol:	53	1143	70	315	1872	399	398	367	74	157	236	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1143	70	315	1872	399	398	367	74	157	236	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1143	70	315	1872	399	398	367	74	157	236	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1143	70	315	1872	399	398	367	74	157	236	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1143	70	315	1872	399	398	367	74	157	236	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1143	70	315	1872	399	398	367	74	157	236	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.45	0.55	1.44	1.30	0.26	1.00	1.00	1.00
Final Sat.:	1750	5276	323	3150	4615	984	2538	2340	472	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.41	0.41	0.16	0.16	0.16	0.09	0.12	0.14
Crit Moves:	****			****			****					****
Green Time:	7.0	60.2	60.2	27.8	81.0	81.0	31.3	31.3	31.3	28.7	28.7	28.7
Volume/Cap:	0.69	0.58	0.58	0.58	0.80	0.80	0.80	0.80	0.80	0.50	0.69	0.80
Delay/Veh:	99.2	40.1	40.1	62.2	34.6	34.6	65.9	65.9	65.9	60.4	64.4	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	40.1	40.1	62.2	34.6	34.6	65.9	65.9	65.9	60.4	64.4	70.4
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	8	28	28	16	50	50	27	27	27	15	21	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3116: SARATOGA/STEVENS CREEK



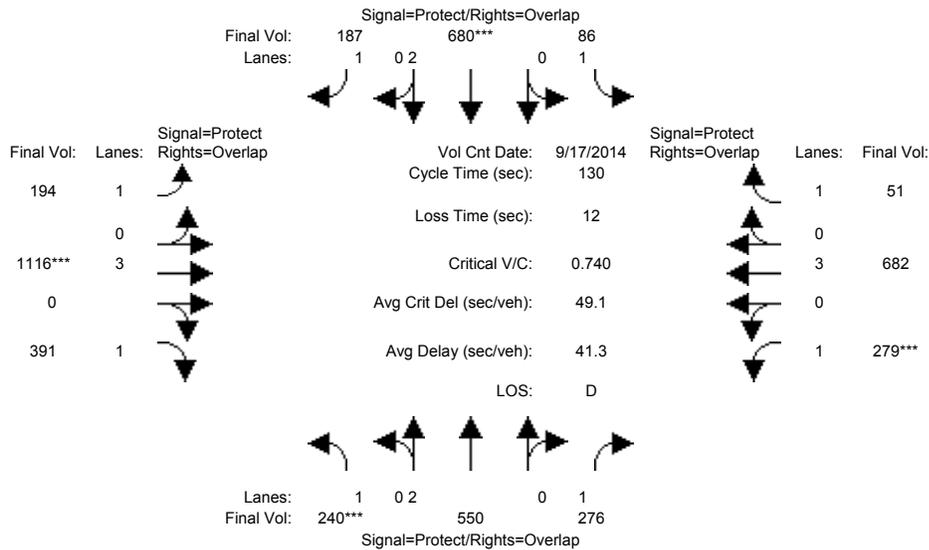
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:55-8:55AM												
Base Vol:	257	797	199	67	456	181	119	401	74	155	1272	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	797	199	67	456	181	119	401	74	155	1272	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	797	199	67	456	181	119	401	74	155	1272	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	797	199	67	456	181	119	401	74	155	1272	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	797	199	67	456	181	119	401	74	155	1272	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	797	199	67	456	181	119	401	74	155	1272	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.11	0.04	0.12	0.10	0.07	0.07	0.04	0.09	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	31.1	44.9	77.9	11.5	25.4	39.8	14.4	28.6	59.7	33.0	47.2	58.7
Volume/Cap:	0.61	0.61	0.19	0.43	0.61	0.34	0.61	0.32	0.09	0.35	0.61	0.06
Delay/Veh:	46.9	36.1	11.9	58.1	49.4	35.3	61.0	42.7	19.9	40.2	34.5	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:	46.9	36.1	11.9	58.1	49.4	35.3	61.0	42.7	19.9	40.2	34.5	20.1
LOS by Move:	D	D	B	E	D	D	E	D	B	D	C	C
HCM2k95thQ:	18	23	7	5	15	11	10	8	4	10	23	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	17 Sep 2014			<<				
Base Vol:	240	550	276	86	680	187	194	1116	391	279	682	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	550	276	86	680	187	194	1116	391	279	682	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	550	276	86	680	187	194	1116	391	279	682	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	550	276	86	680	187	194	1116	391	279	682	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	550	276	86	680	187	194	1116	391	279	682	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	550	276	86	680	187	194	1116	391	279	682	51

Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

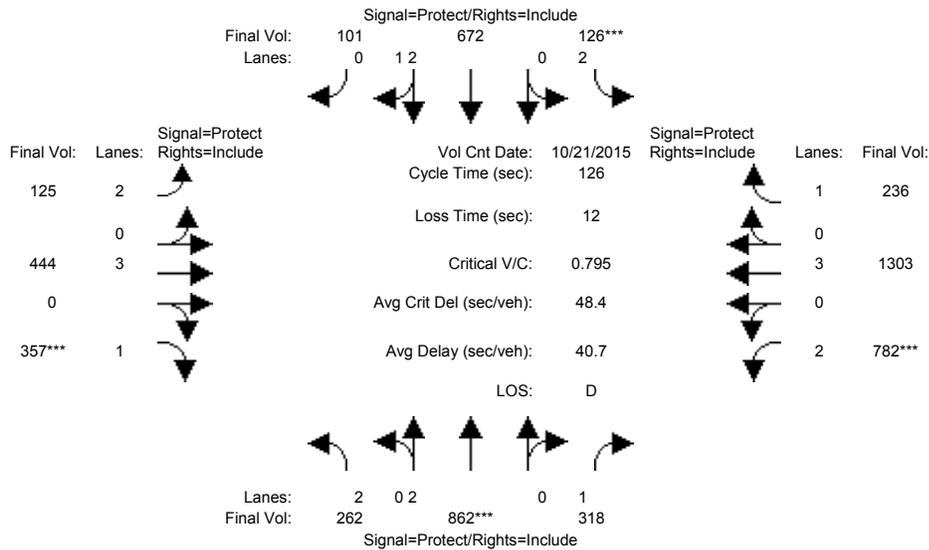
Capacity Analysis Module:	0.14			0.05			0.11			0.16		
Vol/Sat:	0.14	0.14	0.16	0.05	0.18	0.11	0.11	0.20	0.22	0.16	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	24.1	40.5	68.5	15.1	31.5	61.5	30.0	34.4	58.5	28.0	32.4	47.5
Volume/Cap:	0.74	0.46	0.30	0.42	0.74	0.23	0.48	0.74	0.50	0.74	0.48	0.08
Delay/Veh:	58.7	36.3	17.4	54.9	48.7	20.4	44.1	45.7	25.8	55.2	41.9	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	36.3	17.4	54.9	48.7	20.4	44.1	45.7	25.8	55.2	41.9	27.0
LOS by Move:	E	D	B	D	D	C	D	D	C	E	D	C
HCM2k95thQ:	18	16	12	6	21	9	13	24	21	20	14	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



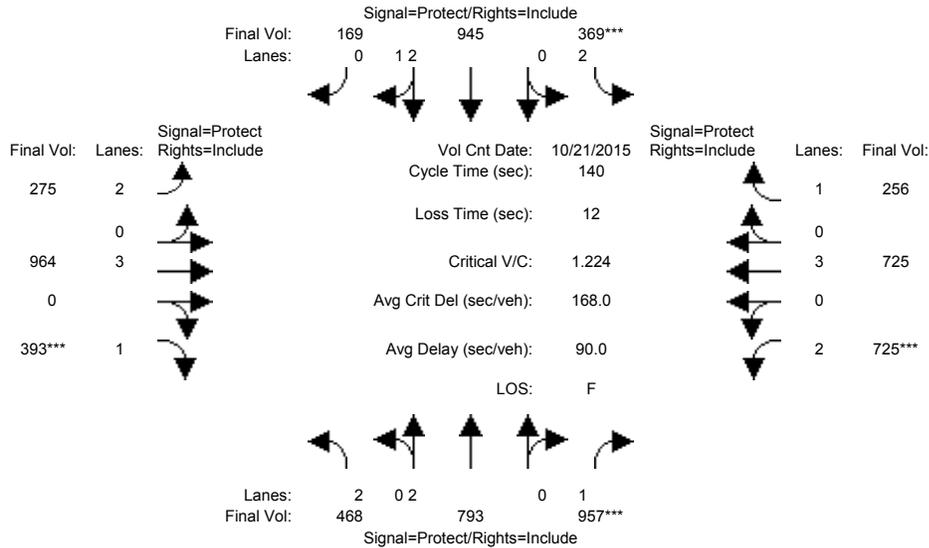
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	262	862	318	126	672	101	125	444	357	782	1303	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	862	318	126	672	101	125	444	357	782	1303	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	862	318	126	672	101	125	444	357	782	1303	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	862	318	126	672	101	125	444	357	782	1303	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	862	318	126	672	101	125	444	357	782	1303	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	262	862	318	126	672	101	125	444	357	782	1303	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.59	0.41	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4867	732	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.18	0.04	0.14	0.14	0.04	0.08	0.20	0.25	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	16.1	35.7	35.7	7.0	26.7	26.7	13.9	32.1	32.1	39.1	57.3	57.3
Volume/Cap:	0.65	0.80	0.64	0.72	0.65	0.65	0.36	0.31	0.80	0.80	0.50	0.30
Delay/Veh:	56.1	46.1	42.3	72.1	46.7	46.7	52.5	38.0	53.8	44.6	24.4	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	46.1	42.3	72.1	46.7	46.7	52.5	38.0	53.8	44.6	24.4	21.8
LOS by Move:	E	D	D	E	D	D	D	D	D	D	C	C
HCM2k95thQ:	13	30	22	9	19	19	6	9	28	29	21	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



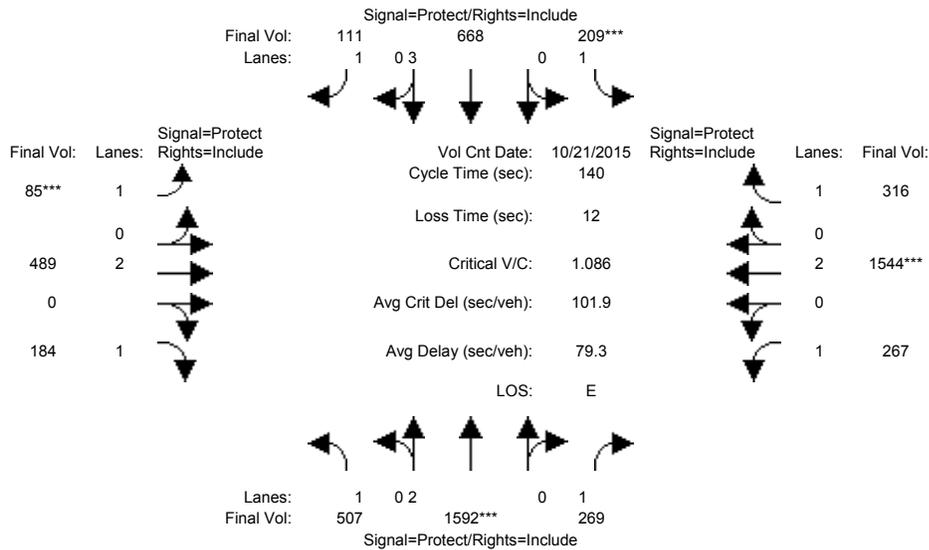
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	468	793	957	369	945	169	275	964	393	725	725	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	468	793	957	369	945	169	275	964	393	725	725	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	793	957	369	945	169	275	964	393	725	725	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	793	957	369	945	169	275	964	393	725	725	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	793	957	369	945	169	275	964	393	725	725	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	468	793	957	369	945	169	275	964	393	725	725	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.53	0.47	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4749	849	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.55	0.12	0.20	0.20	0.09	0.17	0.22	0.23	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	32.5	62.6	62.6	13.4	43.5	43.5	19.4	25.7	25.7	26.3	32.6	32.6
Volume/Cap:	0.64	0.47	1.22	1.22	0.64	0.64	0.63	0.92	1.22	1.22	0.55	0.63
Delay/Veh:	50.4	27.3	150.7	189.9	42.3	42.3	59.8	69.1	182.4	172.0	47.7	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	27.3	150.7	189.9	42.3	42.3	59.8	69.1	182.4	172.0	47.7	51.4
LOS by Move:	D	C	F	F	D	D	E	E	F	F	D	D
HCM2k95thQ:	21	21	104	30	25	25	14	30	49	47	17	19

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 21 Oct 2015 << 7:45-8:45AM											
Base Vol:	507	1592	269	209	668	111	85	489	184	267	1544	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1592	269	209	668	111	85	489	184	267	1544	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	1592	269	209	668	111	85	489	184	267	1544	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	1592	269	209	668	111	85	489	184	267	1544	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	1592	269	209	668	111	85	489	184	267	1544	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	507	1592	269	209	668	111	85	489	184	267	1544	316

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

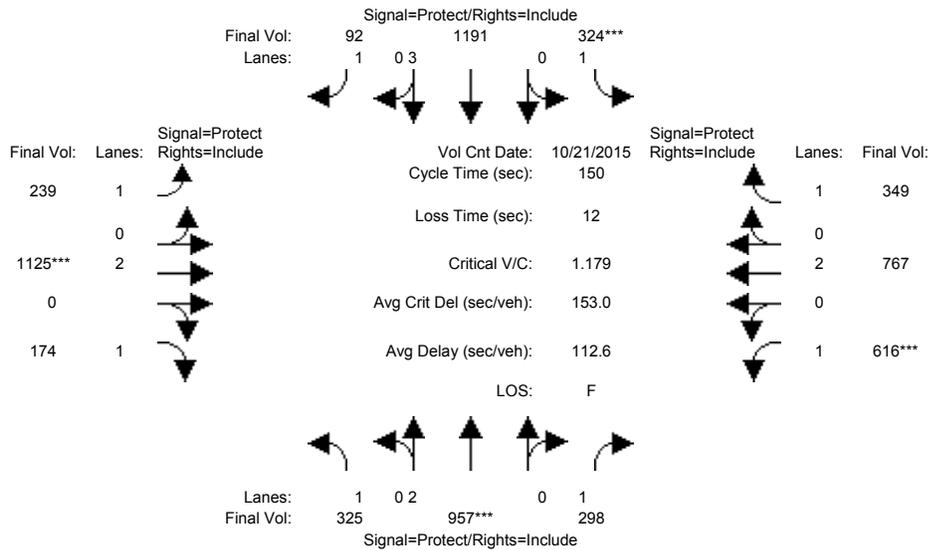
Capacity Analysis Module:												
Vol/Sat:	0.29	0.42	0.15	0.12	0.12	0.06	0.05	0.13	0.11	0.15	0.41	0.18
Crit Moves:	****			****			****			****		
Green Time:	49.1	53.7	53.7	15.3	19.9	19.9	7.0	27.0	27.0	32.0	52.0	52.0
Volume/Cap:	0.83	1.09	0.40	1.09	0.83	0.45	0.97	0.67	0.54	0.67	1.09	0.49
Delay/Veh:	50.6	96.4	31.9	154.5	65.4	56.3	152.8	54.7	52.8	53.4	97.5	34.3
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:	50.6	96.4	31.9	154.5	65.4	56.3	152.8	54.7	52.8	53.4	97.5	34.3
LOS by Move:	D	F	C	F	E	E	F	D	D	D	F	C
HCM2k95thQ:	37	69	16	23	17	9	10	18	14	22	69	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	325	957	298	324	1191	92	239	1125	174	616	767	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	957	298	324	1191	92	239	1125	174	616	767	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	957	298	324	1191	92	239	1125	174	616	767	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	957	298	324	1191	92	239	1125	174	616	767	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	957	298	324	1191	92	239	1125	174	616	767	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	957	298	324	1191	92	239	1125	174	616	767	349

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

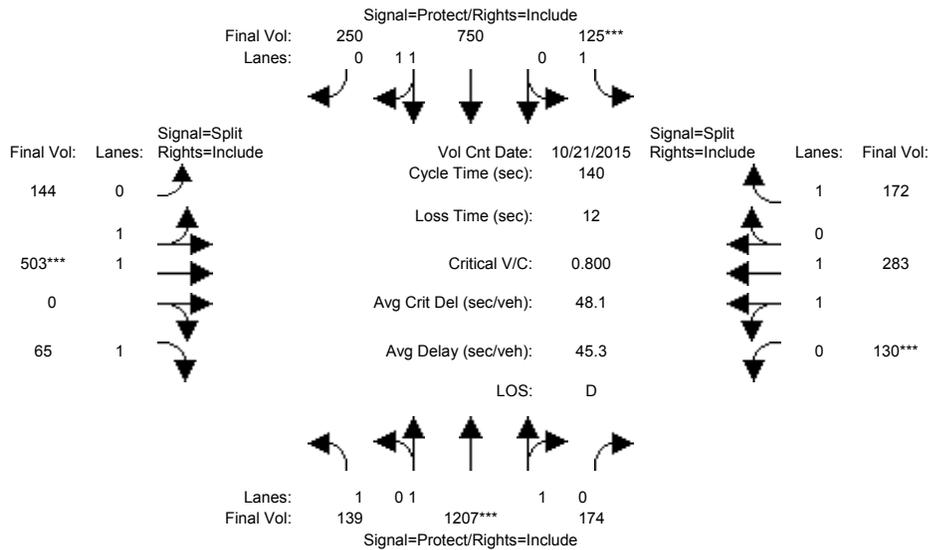
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.17	0.19	0.21	0.05	0.14	0.30	0.10	0.35	0.20	0.20
Crit Moves:	****			****				****		****		
Green Time:	26.2	32.0	32.0	23.5	29.4	29.4	33.3	37.7	37.7	44.8	49.2	49.2
Volume/Cap:	1.07	1.18	0.80	1.18	1.07	0.27	0.62	1.18	0.40	1.18	0.62	0.61
Delay/Veh:	131.7	152	67.3	175.0	106	51.6	55.6	148	47.3	151.8	43.4	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.7	152	67.3	175.0	106	51.6	55.6	148	47.3	151.8	43.4	44.2
LOS by Move:	F	F	E	F	F	D	E	F	D	F	D	D
HCM2k95thQ:	35	51	26	36	34	7	19	57	13	70	26	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3283: BASCOM/HEDDING



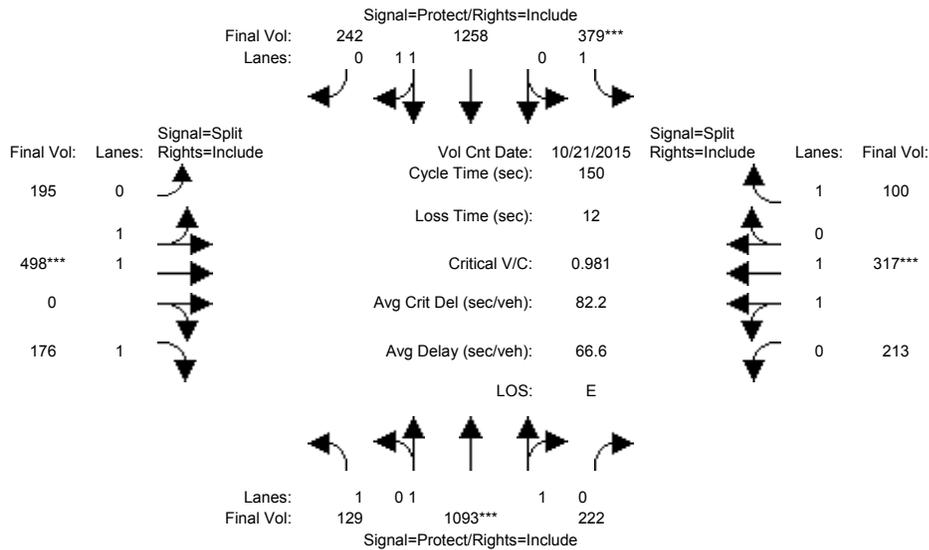
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:50-8:50AM												
Base Vol:	139	1207	174	125	750	250	144	503	65	130	283	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1207	174	125	750	250	144	503	65	130	283	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1207	174	125	750	250	144	503	65	130	283	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1207	174	125	750	250	144	503	65	130	283	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1207	174	125	750	250	144	503	65	130	283	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1207	174	125	750	250	144	503	65	130	283	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.74	0.26	1.00	1.49	0.51	0.46	1.54	1.00	0.65	1.35	1.00
Final Sat.:	1750	3233	466	1750	2774	925	823	2876	1750	1164	2534	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.07	0.27	0.27	0.17	0.17	0.04	0.11	0.11	0.10
Crit Moves:	****			****			****			****		
Green Time:	17.7	65.3	65.3	12.5	60.2	60.2	30.6	30.6	30.6	19.5	19.5	19.5
Volume/Cap:	0.63	0.80	0.80	0.80	0.63	0.63	0.80	0.80	0.17	0.80	0.80	0.70
Delay/Veh:	63.7	34.5	34.5	87.1	32.0	32.0	57.5	57.5	44.6	67.0	67.0	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	34.5	34.5	87.1	32.0	32.0	57.5	57.5	44.6	67.0	67.0	66.4
LOS by Move:	E	C	C	F	C	C	E	E	D	E	E	E
HCM2k95thQ:	11	41	41	12	29	29	25	25	5	17	17	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3283: BASCOM/HEDDING



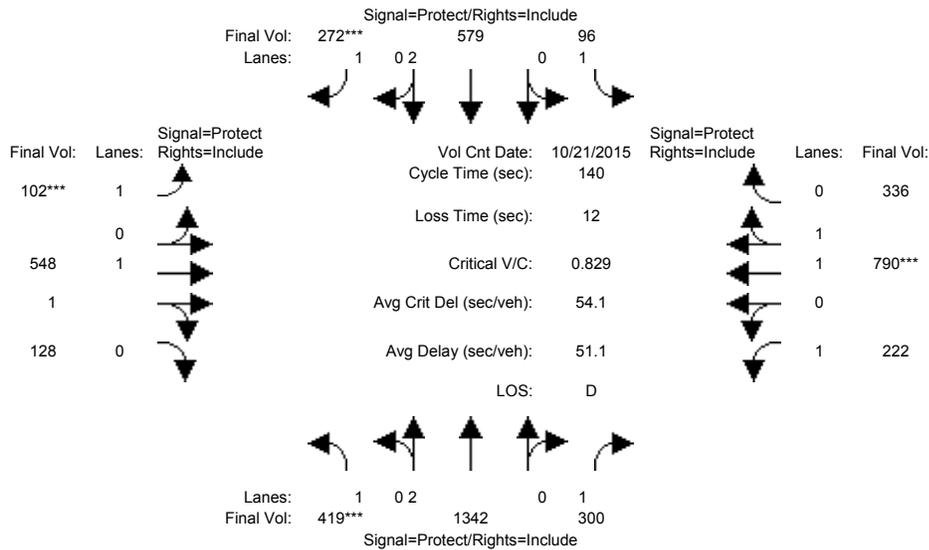
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	129	1093	222	379	1258	242	195	498	176	213	317	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1093	222	379	1258	242	195	498	176	213	317	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1093	222	379	1258	242	195	498	176	213	317	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1093	222	379	1258	242	195	498	176	213	317	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1093	222	379	1258	242	195	498	176	213	317	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1093	222	379	1258	242	195	498	176	213	317	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.99	0.92
Lanes:	1.00	1.65	0.35	1.00	1.67	0.33	0.58	1.42	1.00	0.83	1.17	1.00
Final Sat.:	1750	3075	625	1750	3103	597	1041	2658	1750	1486	2212	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.22	0.41	0.41	0.19	0.19	0.10	0.14	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.5	54.3	54.3	33.1	74.0	74.0	28.6	28.6	28.6	21.9	21.9	21.9
Volume/Cap:	0.82	0.98	0.98	0.98	0.82	0.82	0.98	0.98	0.53	0.98	0.98	0.39
Delay/Veh:	95.1	67.4	67.4	98.8	35.5	35.5	89.5	89.5	56.1	97.6	97.6	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:	95.1	67.4	67.4	98.8	35.5	35.5	89.5	89.5	56.1	97.6	97.6	59.0
LOS by Move:	F	E	E	F	D	D	F	F	E	F	F	E
HCM2k95thQ:	11	48	48	37	50	50	32	32	14	26	26	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3284: BASCOM/NAGLEE



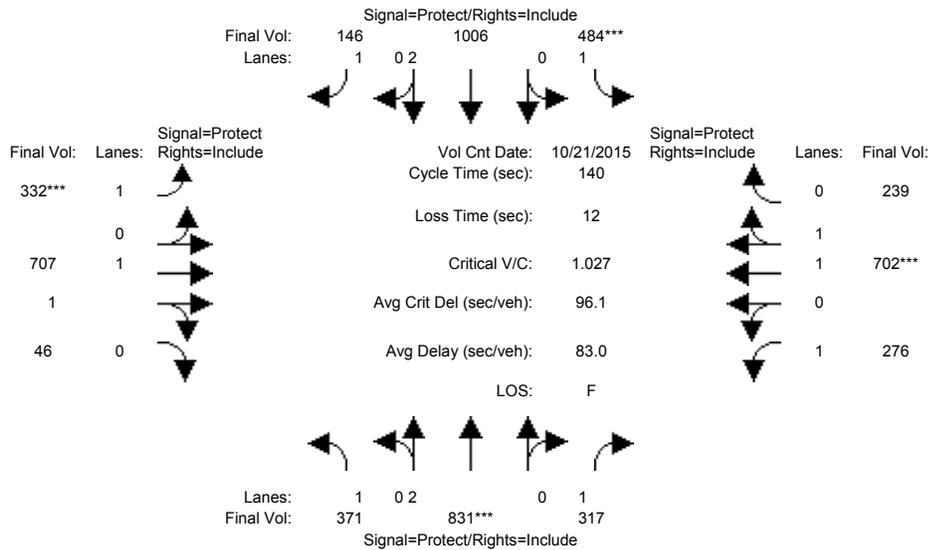
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 745-845AM												
Base Vol:	419	1342	300	96	579	272	102	548	128	222	790	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	1342	300	96	579	272	102	548	128	222	790	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	1342	300	96	579	272	102	548	128	222	790	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	1342	300	96	579	272	102	548	128	222	790	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1342	300	96	579	272	102	548	128	222	790	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	1342	300	96	579	272	102	548	128	222	790	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.39	0.61
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2999	700	1750	2595	1104
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.17	0.05	0.15	0.16	0.06	0.18	0.18	0.13	0.30	0.30
Crit Moves:	****					****	****			****		
Green Time:	40.5	57.7	57.7	9.0	26.3	26.3	9.8	36.2	36.2	25.1	51.4	51.4
Volume/Cap:	0.83	0.86	0.42	0.86	0.81	0.83	0.83	0.71	0.71	0.71	0.83	0.83
Delay/Veh:	57.5	42.2	29.6	108.7	61.6	70.6	99.5	49.6	49.6	61.2	44.7	44.7
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:	57.5	42.2	29.6	108.7	61.6	70.6	99.5	49.6	49.6	61.2	44.7	44.7
LOS by Move:	E	D	C	F	E	E	F	D	D	E	D	D
HCM2k95thQ:	29	40	17	9	22	22	10	24	24	20	40	40

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3284: BASCOM/NAGLEE



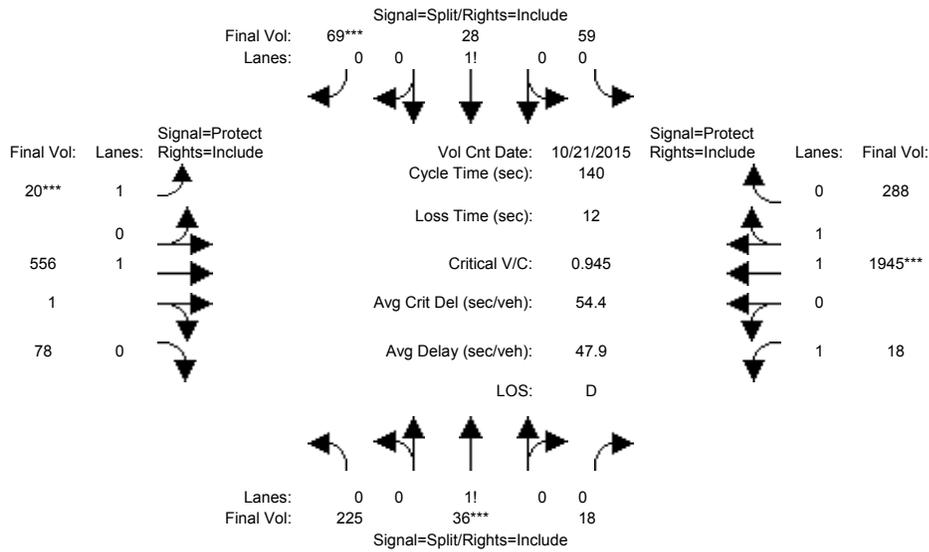
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	371	831	317	484	1006	146	332	707	46	276	702	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	831	317	484	1006	146	332	707	46	276	702	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	831	317	484	1006	146	332	707	46	276	702	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	831	317	484	1006	146	332	707	46	276	702	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	831	317	484	1006	146	332	707	46	276	702	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	371	831	317	484	1006	146	332	707	46	276	702	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.48	0.52
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3474	226	1750	2760	940
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.18	0.28	0.26	0.08	0.19	0.20	0.20	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	30.0	29.8	29.8	37.7	37.5	37.5	25.9	34.1	34.1	26.4	34.7	34.7
Volume/Cap:	0.99	1.03	0.85	1.03	0.99	0.31	1.03	0.84	0.84	0.84	1.03	1.03
Delay/Veh:	98.2	93.9	69.8	99.8	76.5	41.3	114.4	57.1	57.1	71.4	89.6	89.6
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:	98.2	93.9	69.8	99.8	76.5	41.3	114.4	57.1	57.1	71.4	89.6	89.6
LOS by Move:	F	F	E	F	E	D	F	E	E	E	F	F
HCM2k95thQ:	29	32	23	42	39	10	32	28	28	26	45	45

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3290: BELLEROSE/STEVENS CREEK



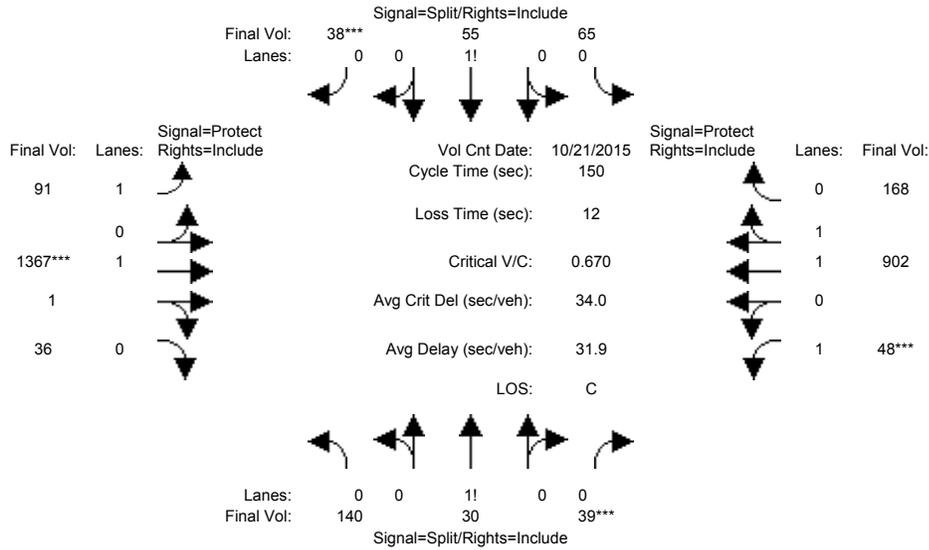
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:40-8:40AM												
Base Vol:	225	36	18	59	28	69	20	556	78	18	1945	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	36	18	59	28	69	20	556	78	18	1945	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	36	18	59	28	69	20	556	78	18	1945	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	36	18	59	28	69	20	556	78	18	1945	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	36	18	59	28	69	20	556	78	18	1945	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	36	18	59	28	69	20	556	78	18	1945	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.81	0.13	0.06	0.38	0.18	0.44	1.00	1.75	0.25	1.00	1.73	0.27
Final Sat.:	1411	226	113	662	314	774	1750	3244	455	1750	3222	477
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.09	0.09	0.09	0.01	0.17	0.17	0.01	0.60	0.60
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	22.6	22.6	12.7	12.7	12.7	7.0	71.8	71.8	20.9	85.7	85.7
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.23	0.33	0.33	0.07	0.99	0.99
Delay/Veh:	108.0	108	108.0	130.7	131	130.7	65.2	20.2	20.2	51.3	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.0	108	108.0	130.7	131	130.7	65.2	20.2	20.2	51.3	42.2	42.2
LOS by Move:	F	F	F	F	F	F	E	C	C	D	D	D
HCM2k95thQ:	30	30	30	20	20	20	2	15	15	1	72	72

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3290: BELLEROSE/STEVENS CREEK



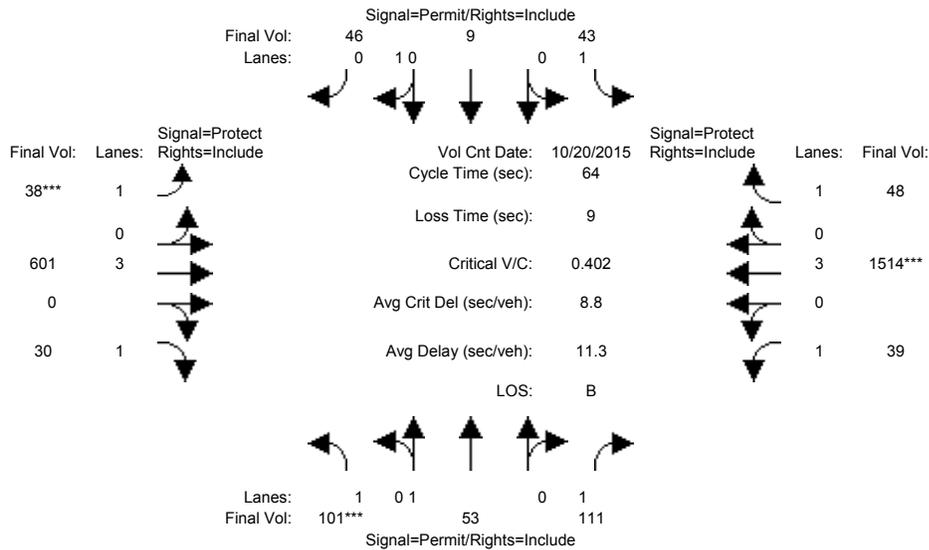
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	140	30	39	65	55	38	91	1367	36	48	902	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	30	39	65	55	38	91	1367	36	48	902	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	30	39	65	55	38	91	1367	36	48	902	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	30	39	65	55	38	91	1367	36	48	902	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	30	39	65	55	38	91	1367	36	48	902	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	30	39	65	55	38	91	1367	36	48	902	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.67	0.14	0.19	0.41	0.35	0.24	1.00	1.95	0.05	1.00	1.68	0.32
Final Sat.:	1172	251	327	720	609	421	1750	3605	95	1750	3119	581
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.09	0.09	0.09	0.05	0.38	0.38	0.03	0.29	0.29
Crit Moves:			****			****		****		****		
Green Time:	26.6	26.6	26.6	20.1	20.1	20.1	13.9	84.4	84.4	7.0	77.4	77.4
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.56	0.67	0.67	0.59	0.56	0.56
Delay/Veh:	63.4	63.4	63.4	69.4	69.4	69.4	69.5	24.0	24.0	80.8	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	63.4	63.4	69.4	69.4	69.4	69.5	24.0	24.0	80.8	25.1	25.1
LOS by Move:	E	E	E	E	E	E	E	C	C	F	C	C
HCM2k95thQ:	20	20	20	16	16	16	8	38	38	5	29	29

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3442: CYPRESS/STEVENS CREEK



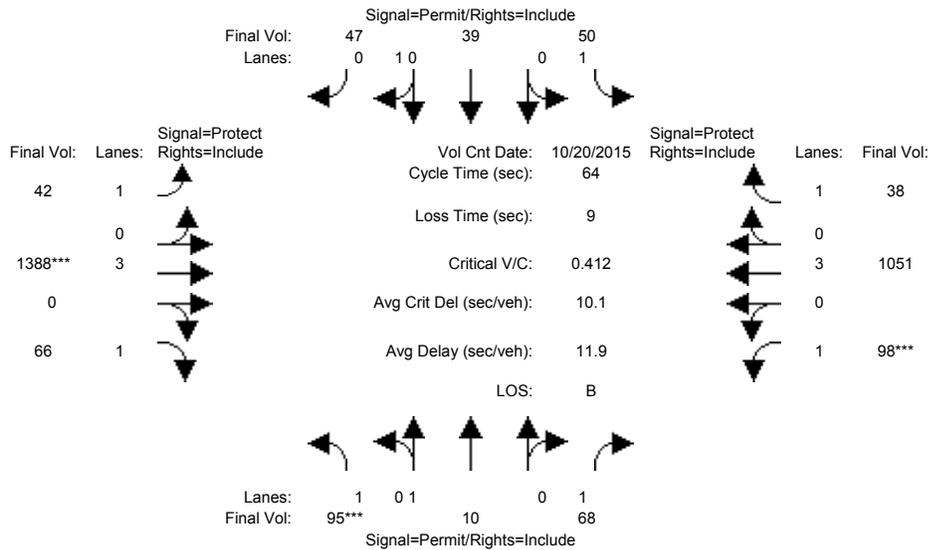
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:20-8:20AM												
Base Vol:	101	53	111	43	9	46	38	601	30	39	1514	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	53	111	43	9	46	38	601	30	39	1514	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	53	111	43	9	46	38	601	30	39	1514	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	53	111	43	9	46	38	601	30	39	1514	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	53	111	43	9	46	38	601	30	39	1514	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	53	111	43	9	46	38	601	30	39	1514	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	295	1505	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.02	0.03	0.03	0.02	0.11	0.02	0.02	0.27	0.03
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	26.5	26.5	18.5	38.0	38.0
Volume/Cap:	0.37	0.18	0.41	0.16	0.20	0.20	0.20	0.25	0.04	0.08	0.45	0.05
Delay/Veh:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.4	11.2	16.6	7.3	5.4
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:	25.0	23.7	25.3	23.6	23.8	23.8	26.5	12.4	11.2	16.6	7.3	5.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	5	2	5	2	2	2	1	5	1	1	11	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3442: CYPRESS/STEVENS CREEK



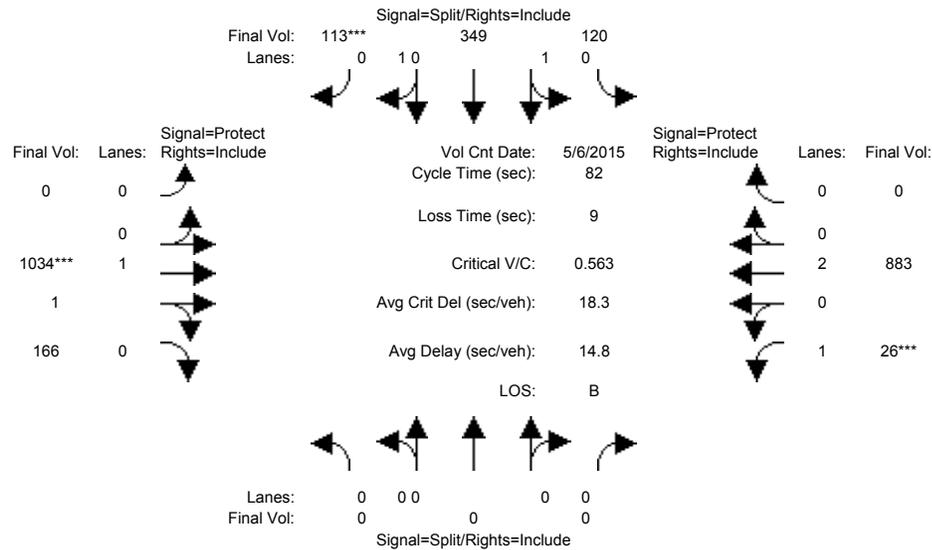
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	95	10	68	50	39	47	42	1388	66	98	1051	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	10	68	50	39	47	42	1388	66	98	1051	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	10	68	50	39	47	42	1388	66	98	1051	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	10	68	50	39	47	42	1388	66	98	1051	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	68	50	39	47	42	1388	66	98	1051	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	10	68	50	39	47	42	1388	66	98	1051	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	816	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.04	0.03	0.05	0.05	0.02	0.24	0.04	0.06	0.18	0.02
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.8	36.6	36.6	8.4	28.2	28.2
Volume/Cap:	0.35	0.03	0.25	0.18	0.31	0.31	0.09	0.43	0.07	0.43	0.42	0.05
Delay/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	18.0	7.9	6.1	26.8	12.4	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.9	24.2	23.8	24.5	24.5	18.0	7.9	6.1	26.8	12.4	10.2
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2k95thQ:	4	0	3	2	4	4	1	9	1	5	10	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3446: DELMAS/SAN CARLOS



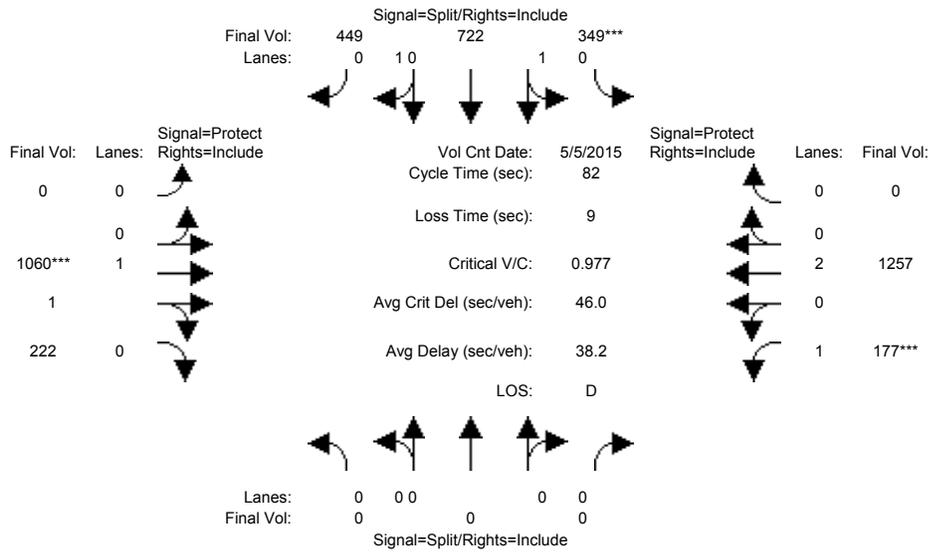
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	120	349	113	0	1034	166	26	883	0
Growth 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	120	349	113	0	1034	166	26	883	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	349	113	0	1034	166	26	883	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	120	349	113	0	1034	166	26	883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	349	113	0	1034	166	26	883	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	120	349	113	0	1034	166	26	883	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.41	1.20	0.39	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	0	0	0	742	2159	699	0	3188	512	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.32	0.32	0.01	0.23	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	22.0	22.0	22.0	0.0	44.0	44.0	7.0	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.17	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	27.3	27.3	27.3	0.0	13.5	13.5	35.4	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	27.3	27.3	0.0	13.5	13.5	35.4	7.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	14	14	14	0	18	18	1	10	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3446: DELMAS/SAN CARLOS



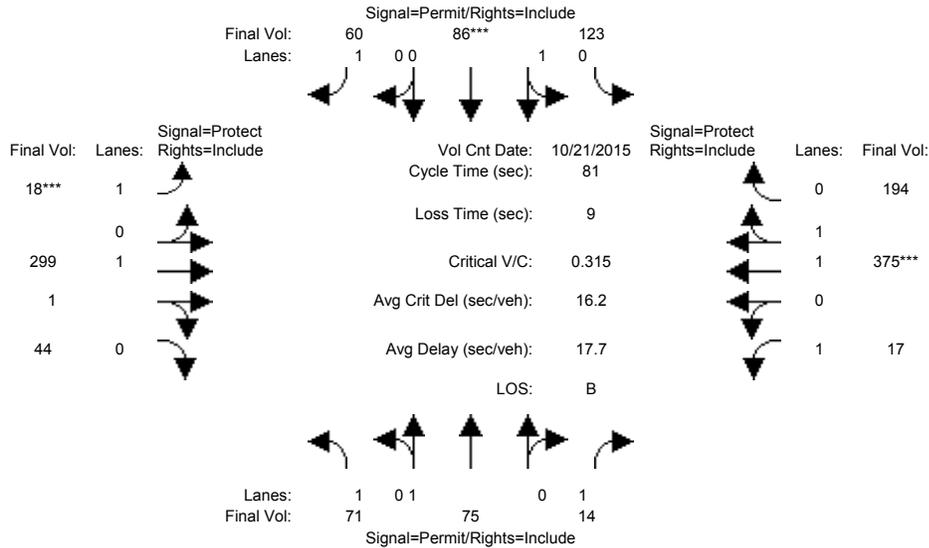
Approach:	North Bound			South Bound			East Bound			West Bound			
	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 5 May 2015 <<													
Base Vol:	0	0	0	349	722	449	0	1060	222	177	1257	0	
Growth 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	349	722	449	0	1060	222	177	1257	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	349	722	449	0	1060	222	177	1257	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	349	722	449	0	1060	222	177	1257	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	349	722	449	0	1060	222	177	1257	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	349	722	449	0	1060	222	177	1257	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00	0.46	0.95	0.59	0.00	1.64	0.36	1.00	2.00	0.00	
Final Sat.:	0	0	0	827	1710	1063	0	3059	641	1750	3800	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.35	0.35	0.10	0.33	0.00	
Crit Moves:				****				****			****		
Green Time:	0.0	0.0	0.0	35.4	35.4	35.4	0.0	29.1	29.1	8.5	37.6	0.0	
Volume/Cap:	0.00	0.00	0.00	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.72	0.00	
Delay/Veh:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	45.6	45.6	96.6	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	40.5	40.5	40.5	0.0	45.6	45.6	96.6	19.5	0.0	
LOS by Move:	A	A	A	D	D	D	A	D	D	F	B	A	
HCM2k95thQ:	0	0	0	44	44	44	0	28	28	10	21	0	

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3527: FOREST/MONROE



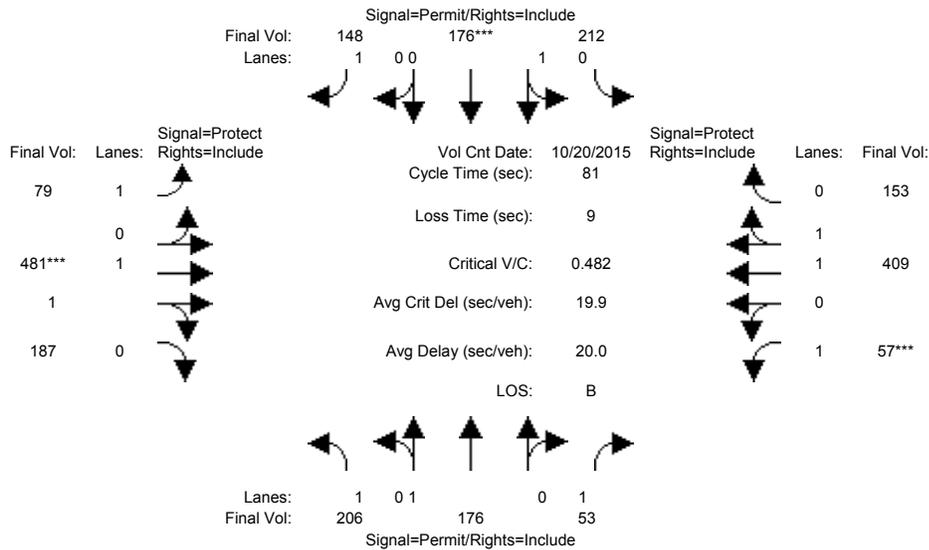
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	71	75	14	123	86	60	18	299	44	17	375	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	75	14	123	86	60	18	299	44	17	375	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	75	14	123	86	60	18	299	44	17	375	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	75	14	123	86	60	18	299	44	17	375	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	75	14	123	86	60	18	299	44	17	375	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	75	14	123	86	60	18	299	44	17	375	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.59	0.41	1.00	1.00	1.74	0.26	1.00	1.30	0.70
Final Sat.:	1750	1900	1750	1059	741	1750	1750	3225	475	1750	2438	1261
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.12	0.12	0.03	0.01	0.09	0.09	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	28.0	28.0	28.0	28.0	28.0	28.0	7.0	25.9	25.9	18.1	37.0	37.0
Volume/Cap:	0.12	0.11	0.02	0.34	0.34	0.10	0.12	0.29	0.29	0.04	0.34	0.34
Delay/Veh:	18.2	18.2	17.5	20.0	20.0	18.1	34.5	20.8	20.8	24.7	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	17.5	20.0	20.0	18.1	34.5	20.8	20.8	24.7	14.2	14.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	3	3	0	8	8	2	1	6	6	1	9	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3527: FOREST/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	206	176	53	212	176	148	79	481	187	57	409	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	176	53	212	176	148	79	481	187	57	409	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	176	53	212	176	148	79	481	187	57	409	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	176	53	212	176	148	79	481	187	57	409	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	176	53	212	176	148	79	481	187	57	409	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	176	53	212	176	148	79	481	187	57	409	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	1.42	0.58	1.00	1.44	0.56
Final Sat.:	1750	1900	1750	984	816	1750	1750	2663	1035	1750	2692	1007

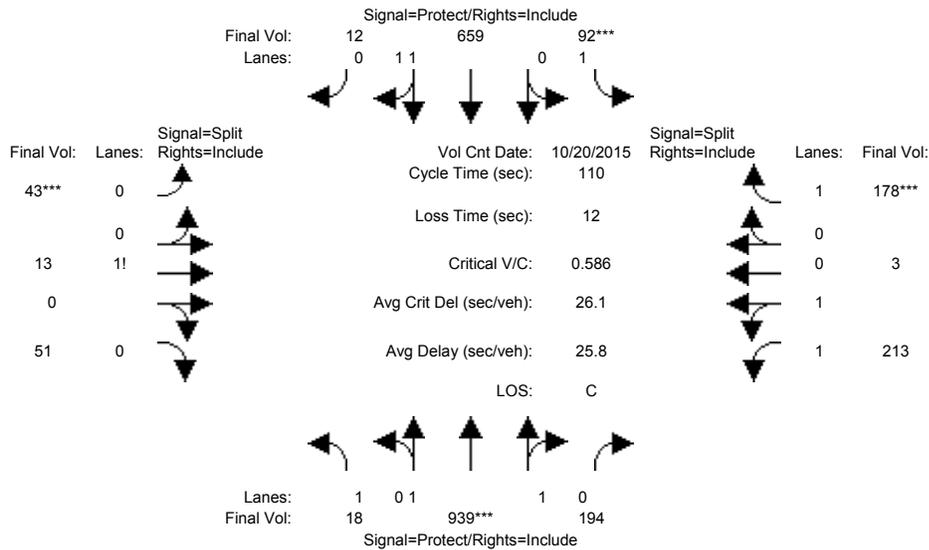
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.03	0.22	0.22	0.08	0.05	0.18	0.18	0.03	0.15	0.15
Crit Moves:				****				****		****		
Green Time:	35.4	35.4	35.4	35.4	35.4	35.4	13.3	29.6	29.6	7.0	23.4	23.4
Volume/Cap:	0.27	0.21	0.07	0.49	0.49	0.19	0.28	0.49	0.49	0.38	0.53	0.53
Delay/Veh:	14.8	14.3	13.3	16.9	16.9	14.2	30.2	20.2	20.2	36.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.3	13.3	16.9	16.9	14.2	30.2	20.2	20.2	36.5	24.7	24.7
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2k95thQ:	7	5	2	14	14	5	4	12	12	3	11	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3530: FOREST/WINCHESTER



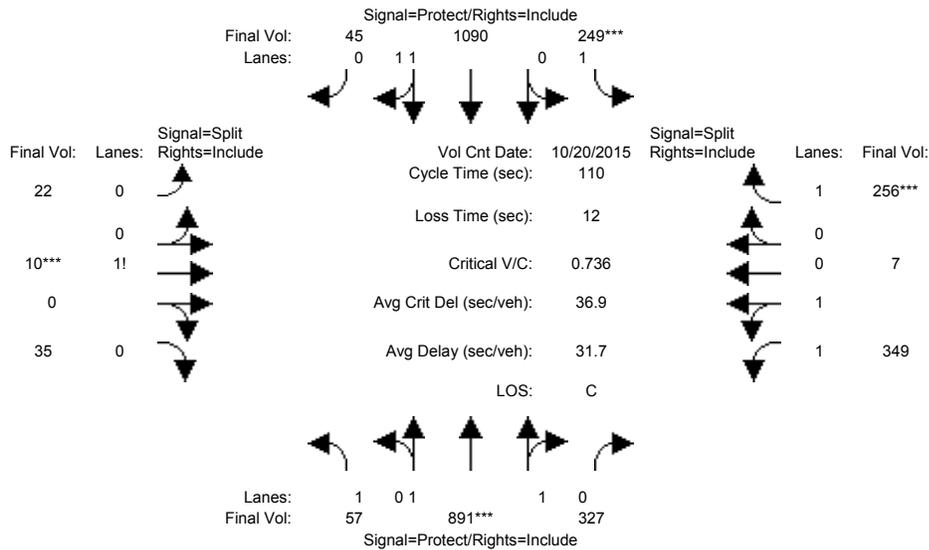
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	18	939	194	92	659	12	43	13	51	213	3	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	939	194	92	659	12	43	13	51	213	3	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	939	194	92	659	12	43	13	51	213	3	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	939	194	92	659	12	43	13	51	213	3	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	939	194	92	659	12	43	13	51	213	3	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	939	194	92	659	12	43	13	51	213	3	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.96	0.04	0.40	0.12	0.48	1.97	0.03	1.00
Final Sat.:	1750	3066	633	1750	3634	66	703	213	834	3501	49	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.18	0.18	0.06	0.06	0.06	0.06	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	17.5	57.5	57.5	9.9	49.9	49.9	11.5	11.5	11.5	19.1	19.1	19.1
Volume/Cap:	0.06	0.59	0.59	0.59	0.40	0.40	0.59	0.59	0.59	0.35	0.35	0.59
Delay/Veh:	39.4	18.5	18.5	53.7	20.2	20.2	51.8	51.8	51.8	40.3	40.3	44.7
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:	39.4	18.5	18.5	53.7	20.2	20.2	51.8	51.8	51.8	40.3	40.3	44.7
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	24	24	6	14	14	9	9	9	7	7	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3530: FOREST/WINCHESTER



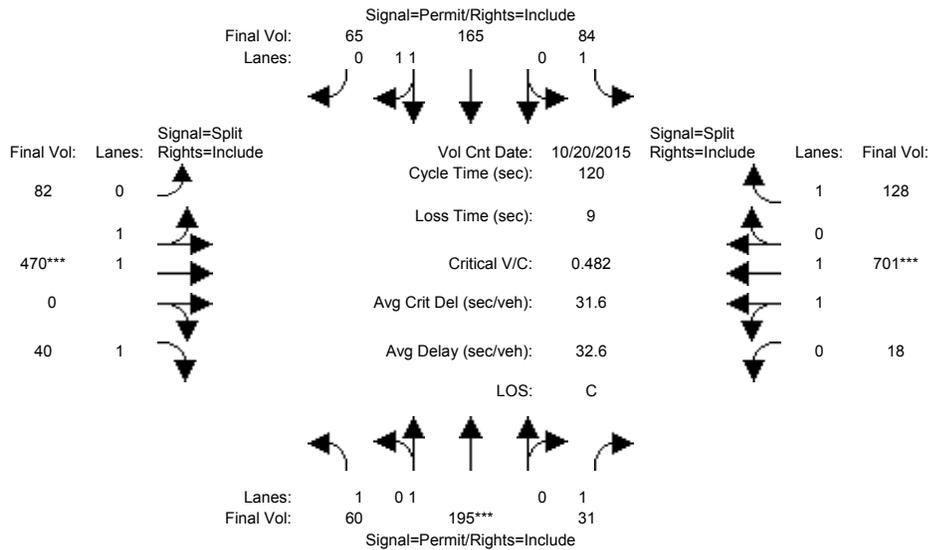
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	57	891	327	249	1090	45	22	10	35	349	7	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	891	327	249	1090	45	22	10	35	349	7	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	891	327	249	1090	45	22	10	35	349	7	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	891	327	249	1090	45	22	10	35	349	7	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	891	327	249	1090	45	22	10	35	349	7	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	891	327	249	1090	45	22	10	35	349	7	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.45	0.55	1.00	1.92	0.08	0.33	0.15	0.52	1.96	0.04	1.00
Final Sat.:	1750	2706	993	1750	3553	147	575	261	914	3480	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.14	0.31	0.31	0.04	0.04	0.04	0.10	0.10	0.15
Crit Moves:	****			****			****			****		
Green Time:	11.5	46.9	46.9	20.3	55.6	55.6	10.0	10.0	10.0	20.8	20.8	20.8
Volume/Cap:	0.31	0.77	0.77	0.77	0.61	0.61	0.42	0.42	0.42	0.53	0.53	0.77
Delay/Veh:	46.5	29.4	29.4	53.6	20.0	20.0	49.1	49.1	49.1	41.0	41.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	29.4	29.4	53.6	20.0	20.0	49.1	49.1	49.1	41.0	41.0	53.0
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	4	31	31	16	24	24	6	6	6	12	12	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3575: HEDDING/MONROE



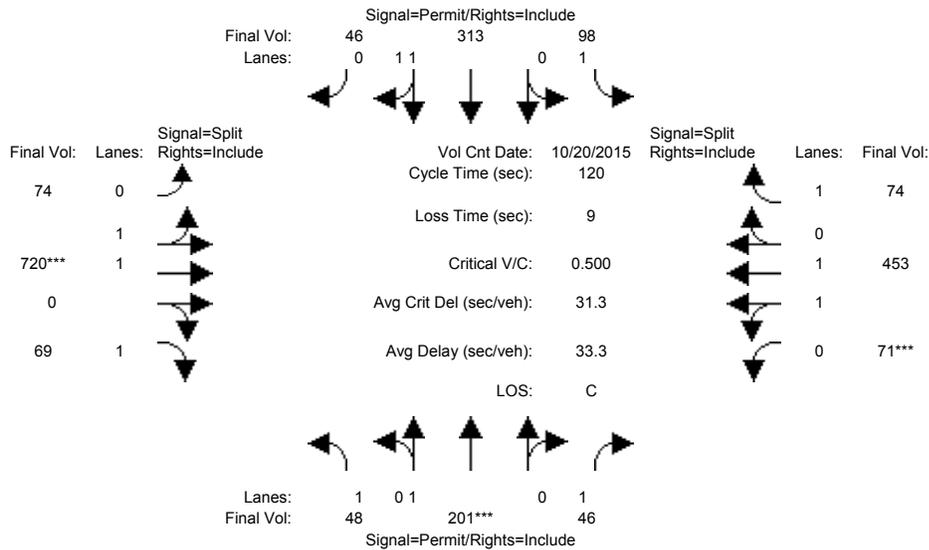
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	60	195	31	84	165	65	82	470	40	18	701	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	195	31	84	165	65	82	470	40	18	701	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	195	31	84	165	65	82	470	40	18	701	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	195	31	84	165	65	82	470	40	18	701	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	195	31	84	165	65	82	470	40	18	701	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	195	31	84	165	65	82	470	40	18	701	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	0.31	1.69	1.00	0.05	1.95	1.00
Final Sat.:	1750	1900	1750	1750	2654	1045	550	3150	1750	93	3607	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.02	0.05	0.06	0.06	0.15	0.15	0.02	0.19	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	37.1	37.1	37.1	48.3	48.3	48.3
Volume/Cap:	0.16	0.48	0.08	0.23	0.29	0.29	0.48	0.48	0.07	0.48	0.48	0.18
Delay/Veh:	38.7	42.3	38.0	39.4	39.9	39.9	34.0	34.0	29.3	26.8	26.8	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	42.3	38.0	39.4	39.9	39.9	34.0	34.0	29.3	26.8	26.8	23.2
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	4	12	2	6	7	7	15	15	2	18	18	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3575: HEDDING/MONROE



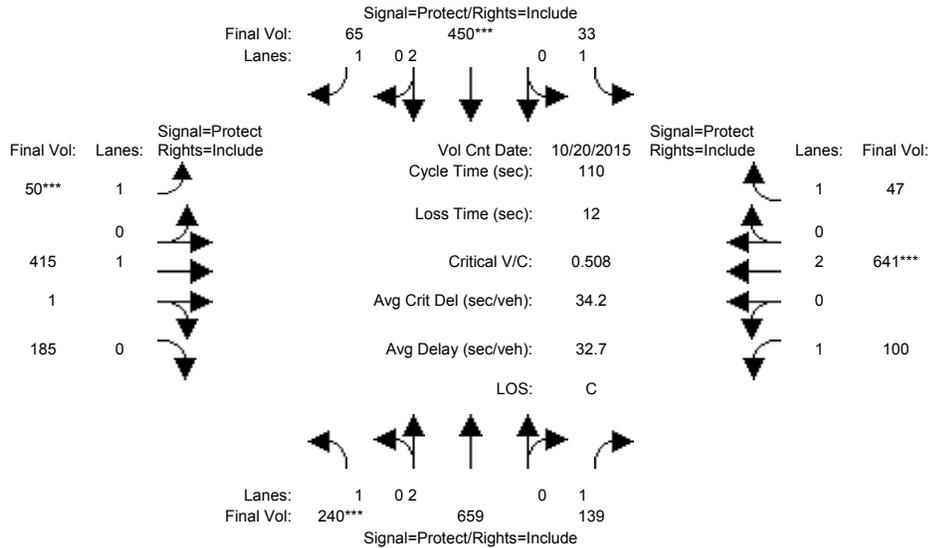
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	48	201	46	98	313	46	74	720	69	71	453	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	201	46	98	313	46	74	720	69	71	453	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	201	46	98	313	46	74	720	69	71	453	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	201	46	98	313	46	74	720	69	71	453	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	201	46	98	313	46	74	720	69	71	453	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	201	46	98	313	46	74	720	69	71	453	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	0.19	1.81	1.00	0.28	1.72	1.00
Final Sat.:	1750	1900	1750	1750	3226	474	345	3355	1750	501	3198	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.03	0.06	0.10	0.10	0.21	0.21	0.04	0.14	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.4	25.4	25.4	25.4	25.4	25.4	51.6	51.6	51.6	34.0	34.0	34.0
Volume/Cap:	0.13	0.50	0.12	0.26	0.46	0.46	0.50	0.50	0.09	0.50	0.50	0.15
Delay/Veh:	38.5	42.7	38.4	39.9	41.7	41.7	25.1	25.1	20.4	36.3	36.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	42.7	38.4	39.9	41.7	41.7	25.1	25.1	20.4	36.3	36.3	32.3
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	C
HCM2k95thQ:	3	12	3	7	12	12	19	19	3	14	14	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3582: HEDDING/WINCHESTER



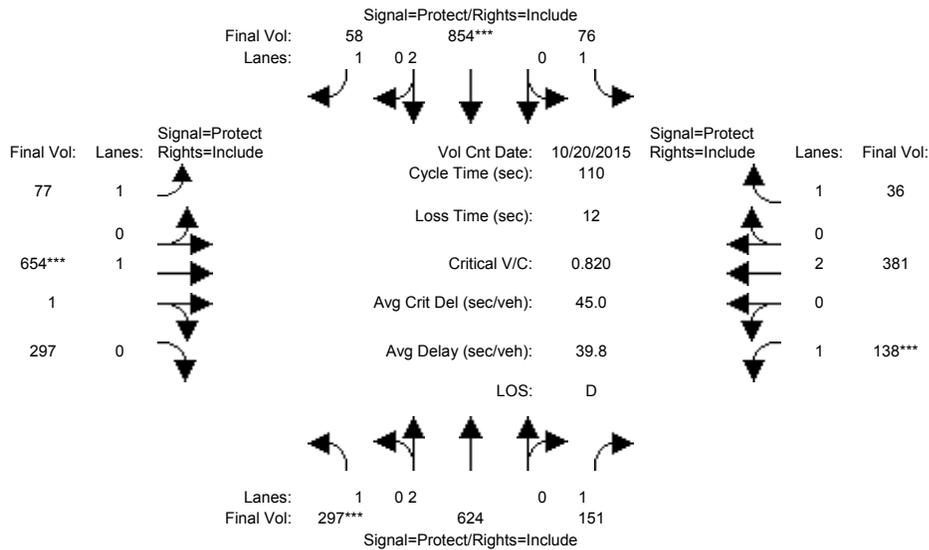
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	240	659	139	33	450	65	50	415	185	100	641	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	659	139	33	450	65	50	415	185	100	641	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	659	139	33	450	65	50	415	185	100	641	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	659	139	33	450	65	50	415	185	100	641	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	659	139	33	450	65	50	415	185	100	641	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	659	139	33	450	65	50	415	185	100	641	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2558	1140	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.08	0.02	0.12	0.04	0.03	0.16	0.16	0.06	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.4	40.1	40.1	14.7	25.4	25.4	7.0	31.0	31.0	12.2	36.2	36.2
Volume/Cap:	0.51	0.48	0.22	0.14	0.51	0.16	0.45	0.58	0.58	0.52	0.51	0.08
Delay/Veh:	35.2	27.1	24.3	42.3	37.4	34.0	52.5	34.6	34.6	48.6	30.2	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	27.1	24.3	42.3	37.4	34.0	52.5	34.6	34.6	48.6	30.2	25.5
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	14	15	7	2	13	4	4	16	16	7	16	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3582: HEDDING/WINCHESTER



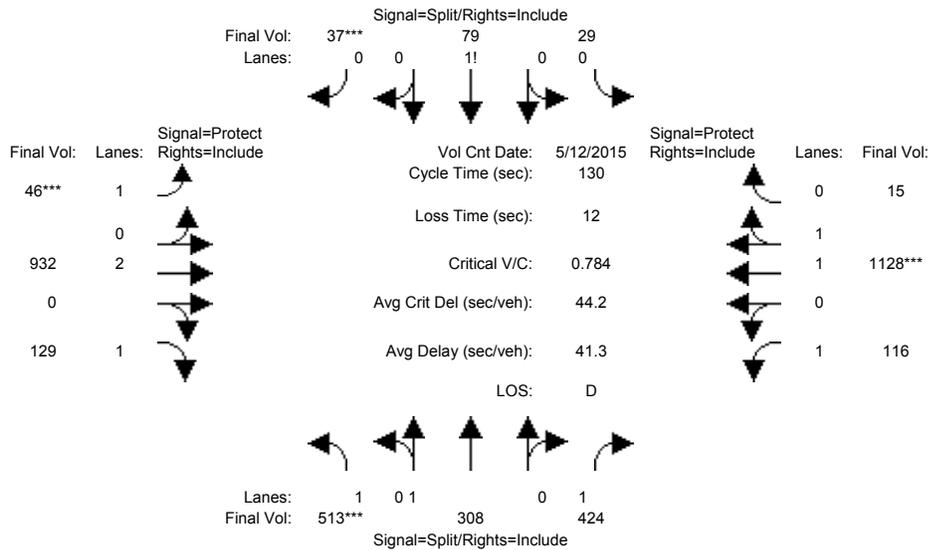
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	297	624	151	76	854	58	77	654	297	138	381	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:	297	624	151	76	854	58	77	654	297	138	381	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	624	151	76	854	58	77	654	297	138	381	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:	297	624	151	76	854	58	77	654	297	138	381	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	624	151	76	854	58	77	654	297	138	381	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	624	151	76	854	58	77	654	297	138	381	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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2544	1155	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.09	0.04	0.22	0.03	0.04	0.26	0.26	0.08	0.10	0.02
Crit Moves:	****				****			****			****	
Green Time:	22.8	38.1	38.1	14.8	30.2	30.2	17.5	34.5	34.5	10.6	27.6	27.6
Volume/Cap:	0.82	0.47	0.25	0.32	0.82	0.12	0.28	0.82	0.82	0.82	0.40	0.08
Delay/Veh:	55.4	28.4	25.9	43.9	42.6	30.1	41.2	39.6	39.6	75.0	34.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	28.4	25.9	43.9	42.6	30.1	41.2	39.6	39.6	75.0	34.6	31.6
LOS by Move:	E	C	C	D	D	C	D	D	D	E	C	C
HCM2k95thQ:	19	15	7	6	28	3	5	27	27	10	10	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3653: LINCOLN/SAN CARLOS



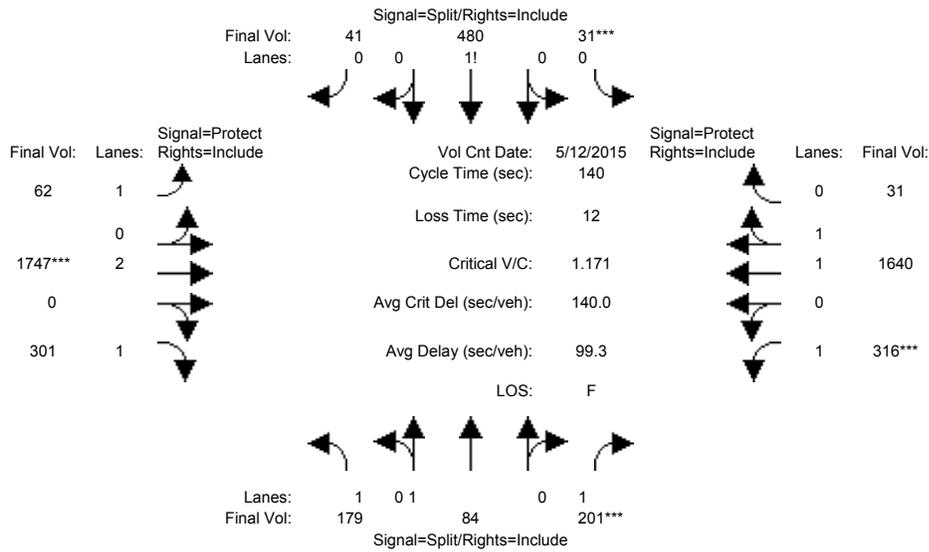
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	513	308	424	29	79	37	46	932	129	116	1128	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	308	424	29	79	37	46	932	129	116	1128	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	308	424	29	79	37	46	932	129	116	1128	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	308	424	29	79	37	46	932	129	116	1128	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	308	424	29	79	37	46	932	129	116	1128	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	513	308	424	29	79	37	46	932	129	116	1128	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	350	953	447	1750	3800	1750	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.29	0.16	0.24	0.08	0.08	0.08	0.03	0.25	0.07	0.07	0.31	0.31
Crit Moves:	****					****	****				****	
Green Time:	47.5	47.5	47.5	13.4	13.4	13.4	7.0	44.9	44.9	12.1	50.1	50.1
Volume/Cap:	0.80	0.44	0.66	0.80	0.80	0.80	0.49	0.71	0.21	0.71	0.80	0.80
Delay/Veh:	44.2	31.7	37.2	79.1	79.1	79.1	63.7	38.7	30.2	70.7	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	31.7	37.2	79.1	79.1	79.1	63.7	38.7	30.2	70.7	38.9	38.9
LOS by Move:	D	C	D	E	E	E	E	D	C	E	D	D
HCM2k95thQ:	36	17	28	15	15	15	4	28	7	9	33	33

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 May 2015 <<

Base Vol:	179	84	201	31	480	41	62	1747	301	316	1640	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	84	201	31	480	41	62	1747	301	316	1640	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	84	201	31	480	41	62	1747	301	316	1640	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	84	201	31	480	41	62	1747	301	316	1640	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	84	201	31	480	41	62	1747	301	316	1640	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	84	201	31	480	41	62	1747	301	316	1640	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.06	0.87	0.07	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	98	1522	130	1750	3800	1750	1750	3631	69

Capacity Analysis Module:

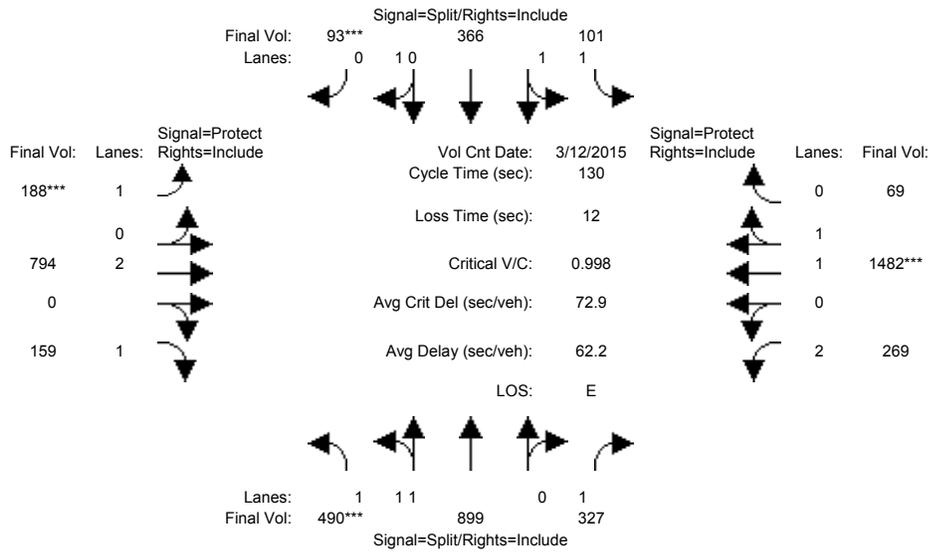
Vol/Sat:	0.10	0.04	0.11	0.32	0.32	0.32	0.04	0.46	0.17	0.18	0.45	0.45
Crit Moves:			****	****				****		****		
Green Time:	13.7	13.7	13.7	37.7	37.7	37.7	7.6	55.0	55.0	21.6	68.9	68.9
Volume/Cap:	1.04	0.45	1.17	1.17	1.17	1.17	0.65	1.17	0.44	1.17	0.92	0.92
Delay/Veh:	143.6	61.3	185.3	148.7	149	148.7	79.6	127	31.6	168.3	40.8	40.8
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:	143.6	61.3	185.3	148.7	149	148.7	79.6	127	31.6	168.3	40.8	40.8
LOS by Move:	F	E	F	F	F	F	E	F	C	F	D	D
HCM2k95thQ:	23	8	28	61	61	61	6	80	18	35	54	54

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



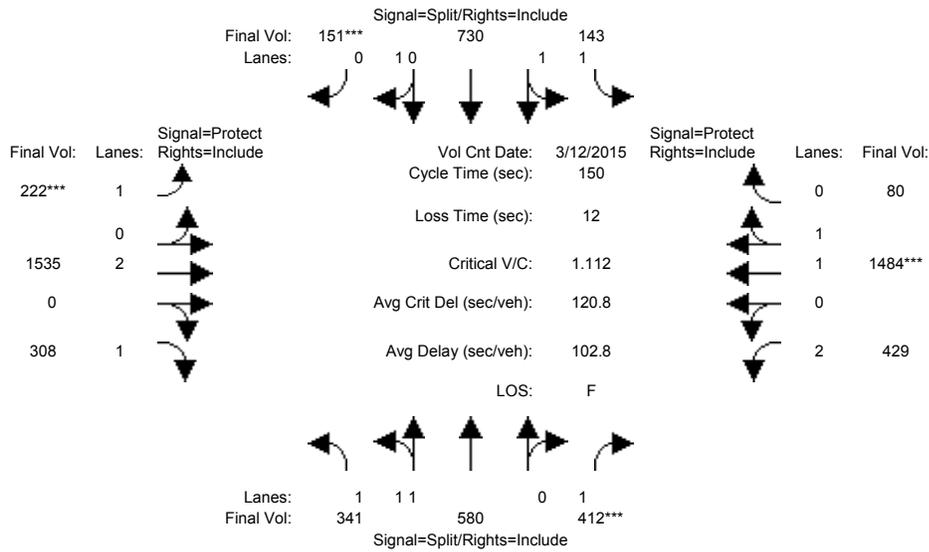
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Mar 2015 << 7:30-8:30AM												
Base Vol:	490	899	327	101	366	93	188	794	159	269	1482	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	899	327	101	366	93	188	794	159	269	1482	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	899	327	101	366	93	188	794	159	269	1482	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	899	327	101	366	93	188	794	159	269	1482	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	899	327	101	366	93	188	794	159	269	1482	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	490	899	327	101	366	93	188	794	159	269	1482	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.10	1.90	1.00	1.00	1.58	0.42	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1921	3525	1750	1750	2950	750	1750	3800	1750	3150	3535	165
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.19	0.06	0.12	0.12	0.11	0.21	0.09	0.09	0.42	0.42
Crit Moves:	****					****	****				****	
Green Time:	33.2	33.2	33.2	16.2	16.2	16.2	14.0	48.7	48.7	19.9	54.6	54.6
Volume/Cap:	1.00	1.00	0.73	0.46	1.00	1.00	1.00	0.56	0.24	0.56	1.00	1.00
Delay/Veh:	71.9	71.9	50.4	53.2	94.3	94.3	122.9	32.6	28.2	52.4	59.9	59.9
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:	71.9	71.9	50.4	53.2	94.3	94.3	122.9	32.6	28.2	52.4	59.9	59.9
LOS by Move:	E	E	D	D	F	F	F	C	C	D	E	E
HCM2k95thQ:	42	42	25	9	25	25	22	23	9	11	55	55

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Mar 2015 <<											
Base Vol:	341	580	412	143	730	151	222	1535	308	429	1484	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	580	412	143	730	151	222	1535	308	429	1484	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	580	412	143	730	151	222	1535	308	429	1484	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	580	412	143	730	151	222	1535	308	429	1484	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	580	412	143	730	151	222	1535	308	429	1484	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	580	412	143	730	151	222	1535	308	429	1484	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.15	1.85	1.00	1.00	1.65	0.35	1.00	2.00	1.00	2.00	1.89	0.11
Final Sat.:	2016	3430	1750	1750	3065	634	1750	3800	1750	3150	3511	189

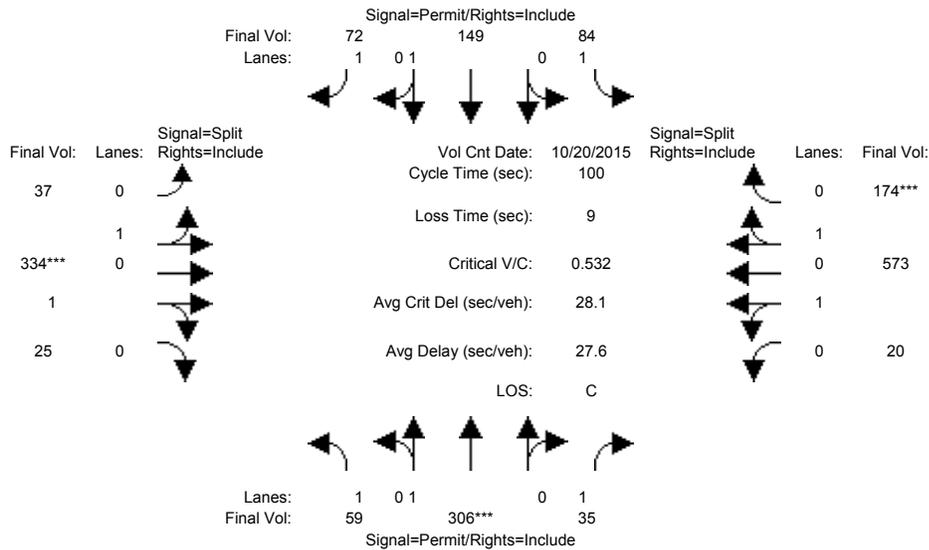
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.24	0.08	0.24	0.24	0.13	0.40	0.18	0.14	0.42	0.42
Crit Moves:			****			****	****				****	
Green Time:	31.8	31.8	31.8	32.1	32.1	32.1	17.1	55.4	55.4	18.7	57.0	57.0
Volume/Cap:	0.80	0.80	1.11	0.38	1.11	1.11	1.11	1.09	0.48	1.09	1.11	1.11
Delay/Veh:	60.1	60.1	139.7	50.5	124	124.4	163.4	101	36.7	138.5	107	107.5
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:	60.1	60.1	139.7	50.5	124	124.4	163.4	101	36.7	138.5	107	107.5
LOS by Move:	E	E	F	D	F	F	F	F	D	F	F	F
HCM2k95thQ:	28	28	48	12	48	48	30	72	21	27	72	72

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3701: MONROE/NEWHALL



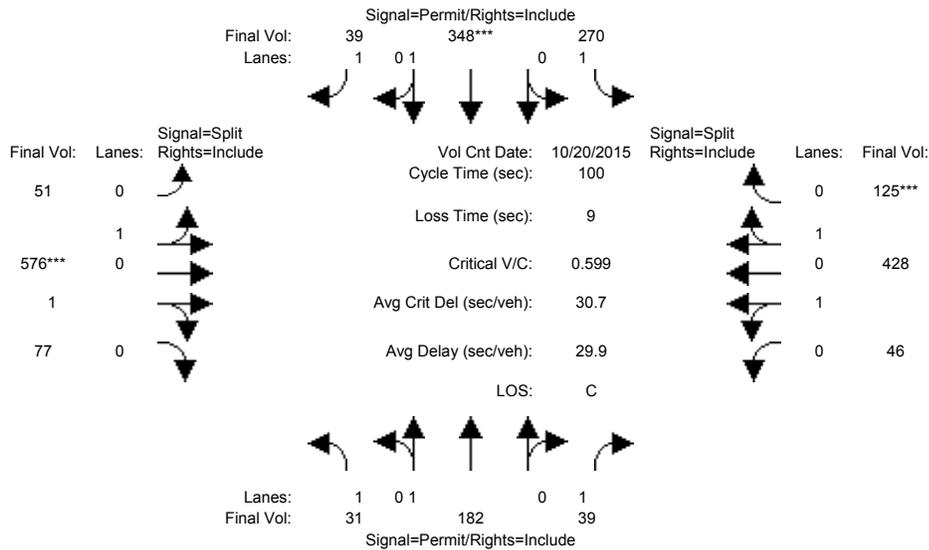
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	59	306	35	84	149	72	37	334	25	20	573	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	306	35	84	149	72	37	334	25	20	573	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	306	35	84	149	72	37	334	25	20	573	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	306	35	84	149	72	37	334	25	20	573	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	306	35	84	149	72	37	334	25	20	573	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	306	35	84	149	72	37	334	25	20	573	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	1.69	0.12	0.05	1.50	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	336	3036	227	94	2689	817
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.02	0.05	0.08	0.04	0.11	0.11	0.11	0.21	0.21	0.21
Crit Moves:	****						****			****		
Green Time:	30.3	30.3	30.3	30.3	30.3	30.3	20.7	20.7	20.7	40.0	40.0	40.0
Volume/Cap:	0.11	0.53	0.07	0.16	0.26	0.14	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	25.3	29.9	24.9	25.7	26.6	25.5	36.1	36.1	36.1	23.2	23.2	23.2
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:	25.3	29.9	24.9	25.7	26.6	25.5	36.1	36.1	36.1	23.2	23.2	23.2
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	15	2	4	7	3	11	11	11	18	18	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3701: MONROE/NEWHALL



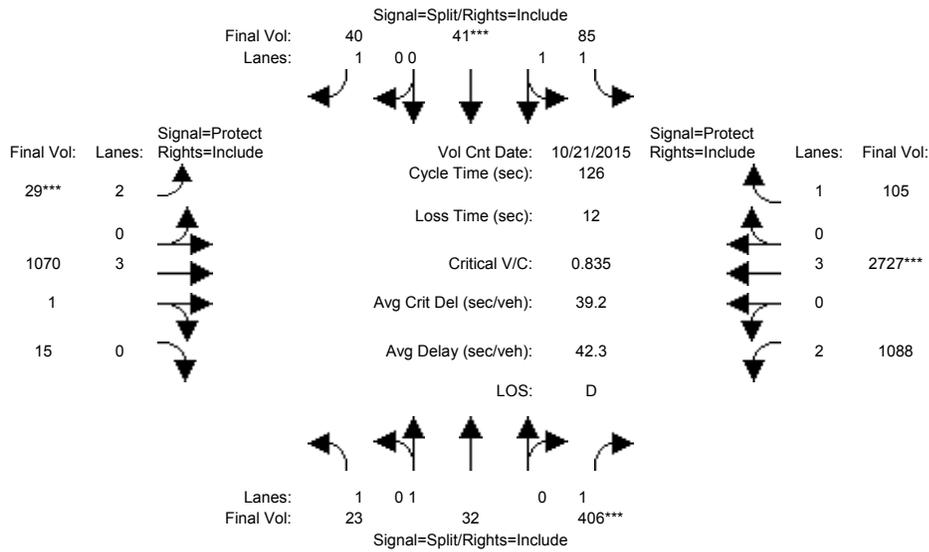
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	31	182	39	270	348	39	51	576	77	46	428	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	182	39	270	348	39	51	576	77	46	428	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	182	39	270	348	39	51	576	77	46	428	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	182	39	270	348	39	51	576	77	46	428	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	182	39	270	348	39	51	576	77	46	428	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	182	39	270	348	39	51	576	77	46	428	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.14	1.64	0.22	0.15	1.43	0.42
Final Sat.:	1750	1900	1750	1750	1900	1750	261	2945	394	276	2572	751
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.02	0.15	0.18	0.02	0.20	0.20	0.20	0.17	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	30.6	30.6	30.6	30.6	30.6	30.6	32.6	32.6	32.6	27.8	27.8	27.8
Volume/Cap:	0.06	0.31	0.07	0.50	0.60	0.07	0.60	0.60	0.60	0.60	0.60	0.60
Delay/Veh:	24.6	27.0	24.7	29.3	31.2	24.7	29.1	29.1	29.1	32.3	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	27.0	24.7	29.3	31.2	24.7	29.1	29.1	29.1	32.3	32.3	32.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	9	2	13	16	2	17	17	17	17	17	17

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



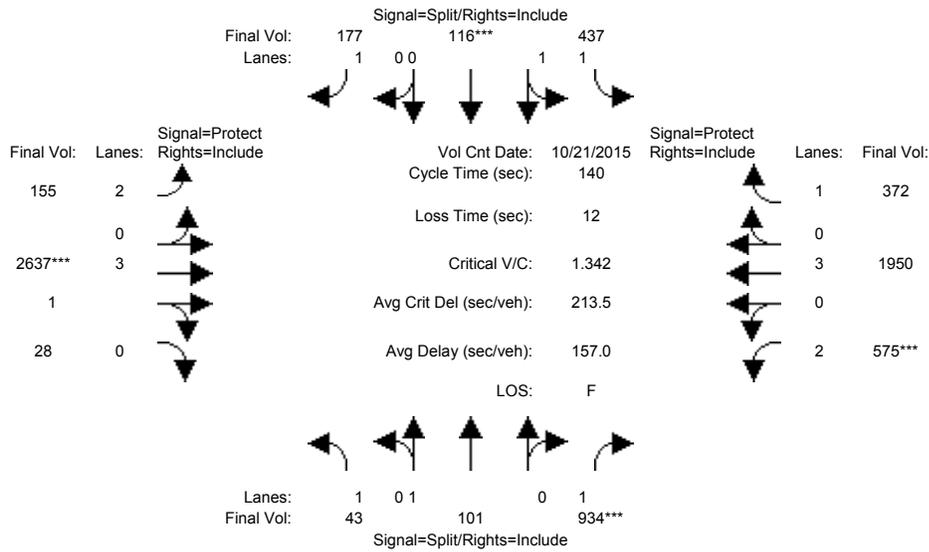
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	23	32	406	85	41	40	29	1070	15	1088	2727	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	406	85	41	40	29	1070	15	1088	2727	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	32	406	85	41	40	29	1070	15	1088	2727	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	32	406	85	41	40	29	1070	15	1088	2727	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	406	85	41	40	29	1070	15	1088	2727	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	32	406	85	41	40	29	1070	15	1088	2727	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.36	0.64	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2395	1155	1750	3150	7396	104	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.23	0.04	0.04	0.02	0.01	0.14	0.14	0.35	0.48	0.06
Crit Moves:			****		****		****				****	
Green Time:	31.7	31.7	31.7	10.0	10.0	10.0	7.0	21.4	21.4	51.0	65.3	65.3
Volume/Cap:	0.05	0.07	0.92	0.45	0.45	0.29	0.17	0.85	0.85	0.85	0.92	0.12
Delay/Veh:	35.8	36.0	70.9	56.5	56.5	55.8	57.2	56.6	56.6	39.9	33.5	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	36.0	70.9	56.5	56.5	55.8	57.2	56.6	56.6	39.9	33.5	15.6
LOS by Move:	D	D	E	E	E	E	E	E	E	D	C	B
HCM2k95thQ:	1	2	35	6	6	4	2	23	23	40	56	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 21 Oct 2015 <<

Base Vol:	43	101	934	437	116	177	155	2637	28	575	1950	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	101	934	437	116	177	155	2637	28	575	1950	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	101	934	437	116	177	155	2637	28	575	1950	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	101	934	437	116	177	155	2637	28	575	1950	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	101	934	437	116	177	155	2637	28	575	1950	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	101	934	437	116	177	155	2637	28	575	1950	372

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2805	745	1750	3150	7421	79	3150	5700	1750

Capacity Analysis Module:

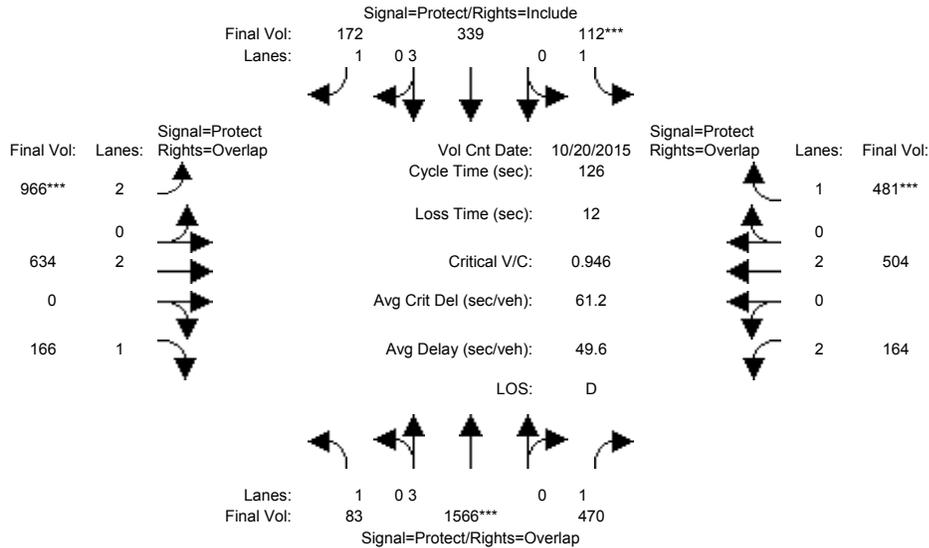
Vol/Sat:	0.02	0.05	0.53	0.16	0.16	0.10	0.05	0.36	0.36	0.18	0.34	0.21
Crit Moves:			****		****			****		****		
Green Time:	55.7	55.7	55.7	16.2	16.2	16.2	7.2	37.1	37.1	19.0	48.9	48.9
Volume/Cap:	0.06	0.13	1.34	1.34	1.34	0.87	0.96	1.34	1.34	1.34	0.98	0.61
Delay/Veh:	26.1	26.9	205.8	231.5	232	91.9	126.0	209	209.0	229.6	60.4	39.4
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:	26.1	26.9	205.8	231.5	232	91.9	126.0	209	209.0	229.6	60.4	39.4
LOS by Move:	C	C	F	F	F	F	F	F	F	F	E	D
HCM2k95thQ:	2	5	114	40	40	20	13	79	79	43	51	25

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



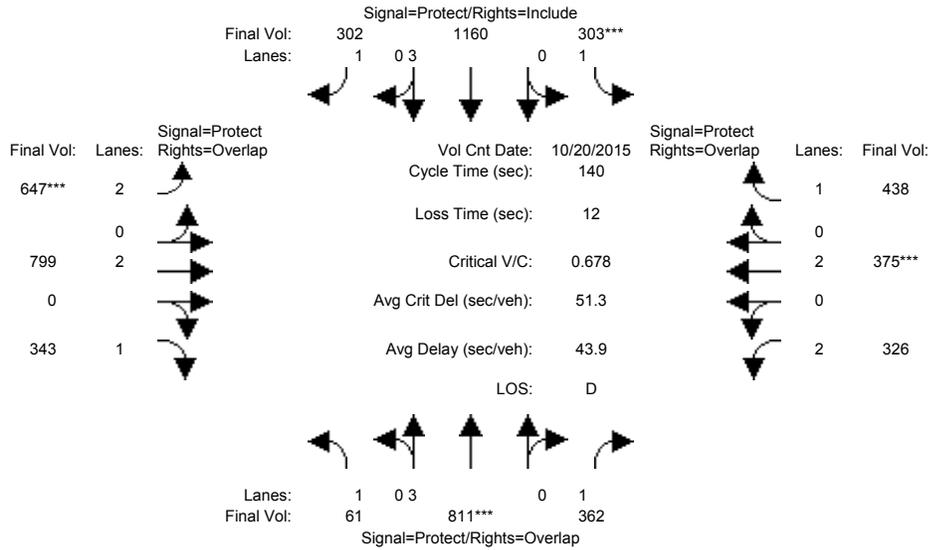
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	83	1566	470	112	339	172	966	634	166	164	504	481
Growth Adj:	1.00	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	1566	470	112	339	172	966	634	166	164	504	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1566	470	112	339	172	966	634	166	164	504	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1566	470	112	339	172	966	634	166	164	504	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1566	470	112	339	172	966	634	166	164	504	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	1566	470	112	339	172	966	634	166	164	504	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.06	0.06	0.10	0.31	0.17	0.09	0.05	0.13	0.27
Crit Moves:	****			****			****			****		
Green Time:	16.3	36.6	53.8	8.5	28.8	28.8	40.8	51.7	68.0	17.2	28.1	36.6
Volume/Cap:	0.37	0.95	0.63	0.95	0.26	0.43	0.95	0.41	0.18	0.38	0.60	0.95
Delay/Veh:	51.2	55.5	30.0	124.3	40.0	42.3	58.3	26.5	14.8	50.1	45.0	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	55.5	30.0	124.3	40.0	42.3	58.3	26.5	14.8	50.1	45.0	70.7
LOS by Move:	D	E	C	F	D	D	E	C	B	D	D	E
HCM2k95thQ:	7	40	27	11	7	11	41	16	7	7	17	40

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



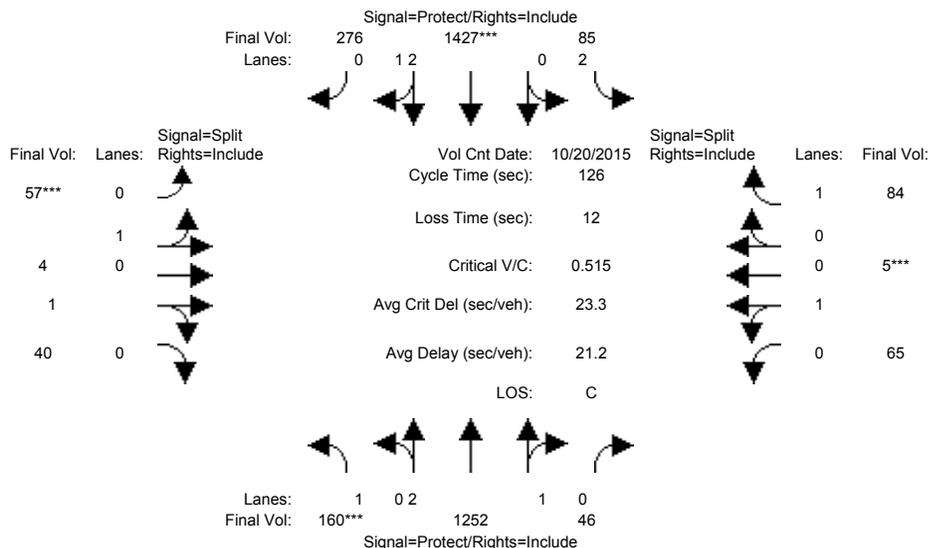
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	61	811	362	303	1160	302	647	799	343	326	375	438
Growth Adj:	1.00	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	811	362	303	1160	302	647	799	343	326	375	438
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	811	362	303	1160	302	647	799	343	326	375	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	811	362	303	1160	302	647	799	343	326	375	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	811	362	303	1160	302	647	799	343	326	375	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	811	362	303	1160	302	647	799	343	326	375	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.21	0.17	0.20	0.17	0.21	0.21	0.20	0.10	0.10	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.9	29.4	50.1	35.8	52.3	52.3	42.4	42.1	55.0	20.7	20.4	56.2
Volume/Cap:	0.38	0.68	0.58	0.68	0.54	0.46	0.68	0.70	0.50	0.70	0.68	0.62
Delay/Veh:	61.3	52.5	37.7	51.1	34.8	33.7	44.8	45.3	32.7	61.3	60.1	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	52.5	37.7	51.1	34.8	33.7	44.8	45.3	32.7	61.3	60.1	35.2
LOS by Move:	E	D	D	D	C	C	D	D	C	E	E	D
HCM2k95thQ:	6	21	24	21	22	18	26	26	21	17	16	28

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3726: OLIN/WINCHESTER



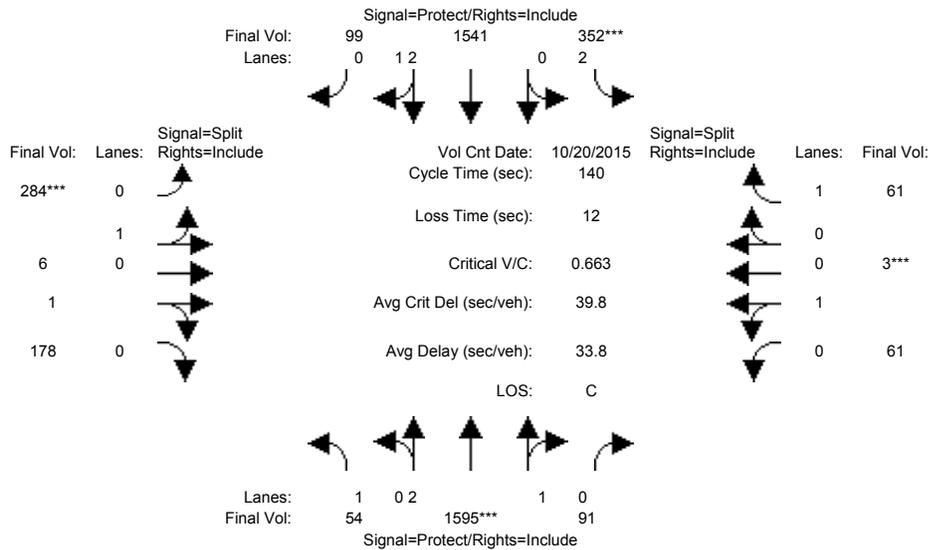
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	160	1252	46	85	1427	276	57	4	40	65	5	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1252	46	85	1427	276	57	4	40	65	5	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1252	46	85	1427	276	57	4	40	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1252	46	85	1427	276	57	4	40	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1252	46	85	1427	276	57	4	40	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1252	46	85	1427	276	57	4	40	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.89	0.11	2.00	2.50	0.50	1.00	0.09	0.91	0.93	0.07	1.00
Final Sat.:	1750	5401	198	3150	4691	907	1800	164	1636	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.03	0.30	0.30	0.03	0.02	0.02	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	21.3	74.4	74.4	17.8	70.9	70.9	10.0	10.0	10.0	11.7	11.7	11.7
Volume/Cap:	0.54	0.39	0.39	0.19	0.54	0.54	0.40	0.31	0.31	0.42	0.42	0.52
Delay/Veh:	49.9	13.8	13.8	47.9	17.5	17.5	56.2	55.3	55.3	55.6	55.6	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	13.8	13.8	47.9	17.5	17.5	56.2	55.3	55.3	55.6	55.6	57.3
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	E
HCM2k95thQ:	12	16	16	4	25	25	5	4	4	6	6	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	54	1595	91	352	1541	99	284	6	178	61	3	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1595	91	352	1541	99	284	6	178	61	3	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1595	91	352	1541	99	284	6	178	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1595	91	352	1541	99	284	6	178	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1595	91	352	1541	99	284	6	178	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1595	91	352	1541	99	284	6	178	61	3	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	2.00	2.81	0.19	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1750	5297	302	3150	5262	338	1800	59	1741	1716	84	1750

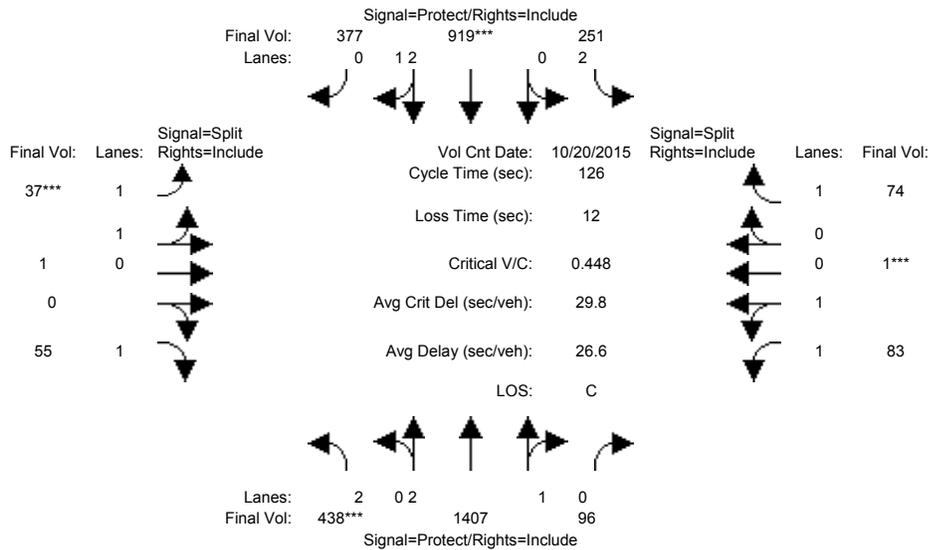
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.11	0.29	0.29	0.16	0.10	0.10	0.04	0.04	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.4	62.3	62.3	23.1	72.9	72.9	32.6	32.6	32.6	10.0	10.0	10.0
Volume/Cap:	0.35	0.68	0.68	0.68	0.56	0.56	0.68	0.44	0.44	0.50	0.50	0.49
Delay/Veh:	61.3	31.6	31.6	58.5	23.0	23.0	51.6	46.2	46.2	65.6	65.6	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	31.6	31.6	58.5	23.0	23.0	51.6	46.2	46.2	65.6	65.6	65.5
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	E
HCM2k95thQ:	5	32	32	18	28	28	23	14	14	7	7	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3727: OLSEN/WINCHESTER



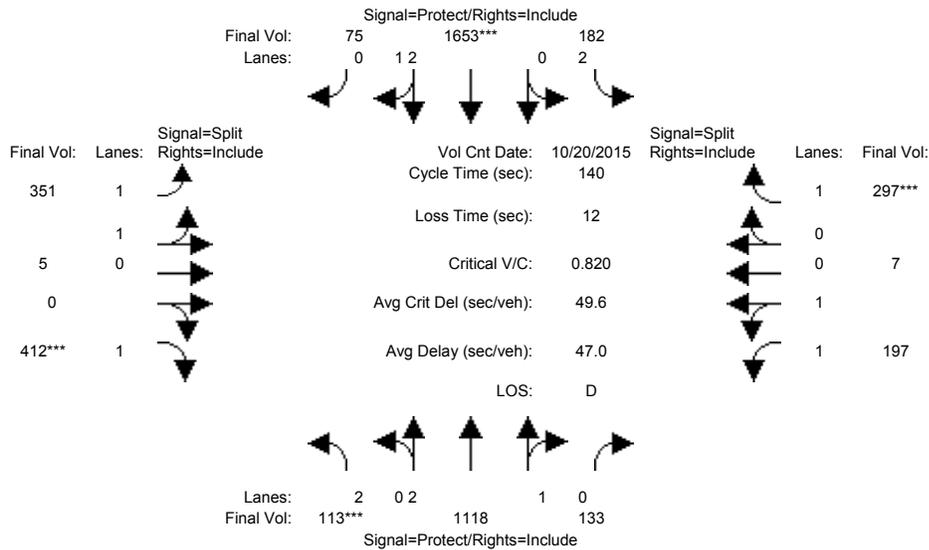
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	438	1407	96	251	919	377	37	1	55	83	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	1407	96	251	919	377	37	1	55	83	1	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	1407	96	251	919	377	37	1	55	83	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	1407	96	251	919	377	37	1	55	83	1	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	1407	96	251	919	377	37	1	55	83	1	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	1407	96	251	919	377	37	1	55	83	1	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.80	0.20	2.00	2.10	0.90	1.95	0.05	1.00	1.98	0.02	1.00
Final Sat.:	3150	5242	358	3150	3969	1628	3457	93	1750	3508	42	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.08	0.23	0.23	0.01	0.01	0.03	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	34.6	71.0	71.0	21.1	57.5	57.5	10.0	10.0	10.0	11.9	11.9	11.9
Volume/Cap:	0.51	0.48	0.48	0.48	0.51	0.51	0.13	0.13	0.40	0.25	0.25	0.45
Delay/Veh:	39.0	16.5	16.5	48.1	24.4	24.4	54.2	54.2	57.0	53.3	53.3	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	16.5	16.5	48.1	24.4	24.4	54.2	54.2	57.0	53.3	53.3	55.9
LOS by Move:	D	B	B	D	C	C	D	D	E	D	D	E
HCM2k95thQ:	16	21	21	10	21	21	2	2	5	4	4	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3727: OLSEN/WINCHESTER



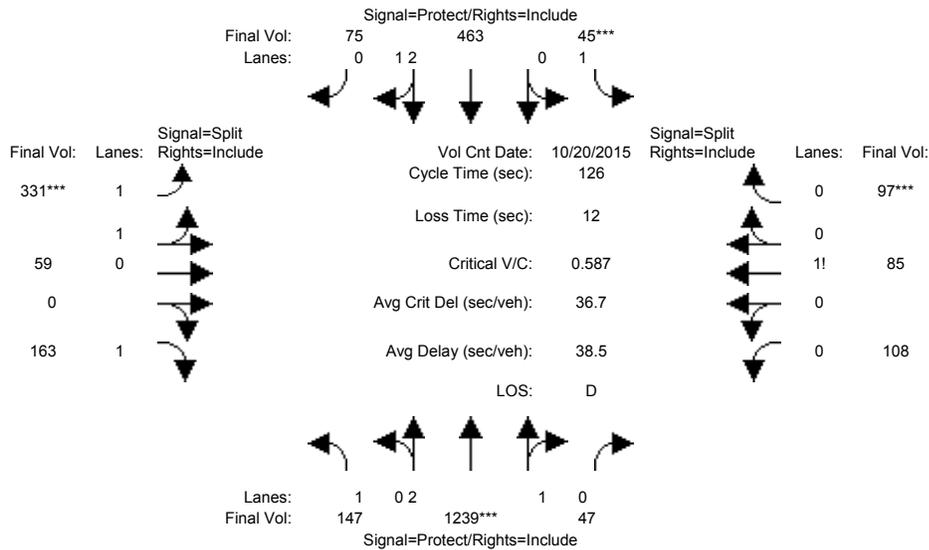
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	113	1118	133	182	1653	75	351	5	412	197	7	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1118	133	182	1653	75	351	5	412	197	7	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1118	133	182	1653	75	351	5	412	197	7	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1118	133	182	1653	75	351	5	412	197	7	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1118	133	182	1653	75	351	5	412	197	7	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1118	133	182	1653	75	351	5	412	197	7	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.67	0.33	2.00	2.86	0.14	1.97	0.03	1.00	1.93	0.07	1.00
Final Sat.:	3150	5004	595	3150	5357	243	3500	50	1750	3428	122	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.06	0.31	0.31	0.10	0.10	0.24	0.06	0.06	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.0	47.1	47.1	12.2	52.3	52.3	39.9	39.9	39.9	28.8	28.8	28.8
Volume/Cap:	0.72	0.66	0.66	0.66	0.83	0.83	0.35	0.35	0.83	0.28	0.28	0.83
Delay/Veh:	80.2	40.6	40.6	67.9	42.6	42.6	40.0	40.0	57.6	47.1	47.1	67.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	40.6	40.6	67.9	42.6	42.6	40.0	40.0	57.6	47.1	47.1	67.7
LOS by Move:	F	D	D	E	D	D	D	D	E	D	D	E
HCM2k95thQ:	8	28	28	9	38	38	12	12	34	8	8	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3737: PAYNE/WINCHESTER



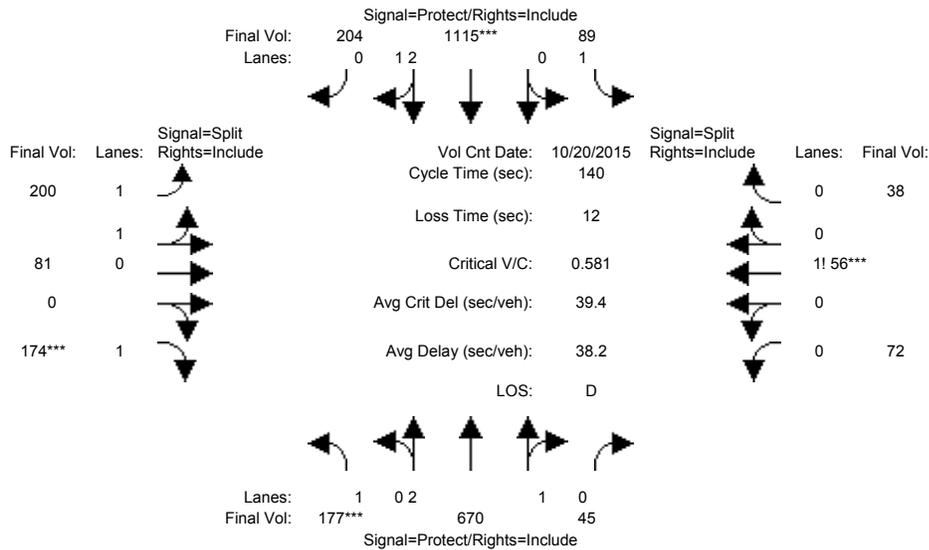
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	147	1239	47	45	463	75	331	59	163	108	85	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1239	47	45	463	75	331	59	163	108	85	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1239	47	45	463	75	331	59	163	108	85	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1239	47	45	463	75	331	59	163	108	85	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1239	47	45	463	75	331	59	163	108	85	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	1239	47	45	463	75	331	59	163	108	85	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	2.57	0.43	1.70	0.30	1.00	0.38	0.29	0.33
Final Sat.:	1750	5395	205	1750	4818	781	3013	537	1750	652	513	585
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.03	0.10	0.10	0.11	0.11	0.09	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	26.0	48.6	48.6	7.0	29.7	29.7	23.3	23.3	23.3	35.1	35.1	35.1
Volume/Cap:	0.41	0.59	0.59	0.46	0.41	0.41	0.59	0.59	0.50	0.59	0.59	0.59
Delay/Veh:	44.1	31.3	31.3	61.1	40.9	40.9	48.5	48.5	47.5	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	31.3	31.3	61.1	40.9	40.9	48.5	48.5	47.5	41.3	41.3	41.3
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	24	24	4	11	11	15	15	13	20	20	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3737: PAYNE/WINCHESTER



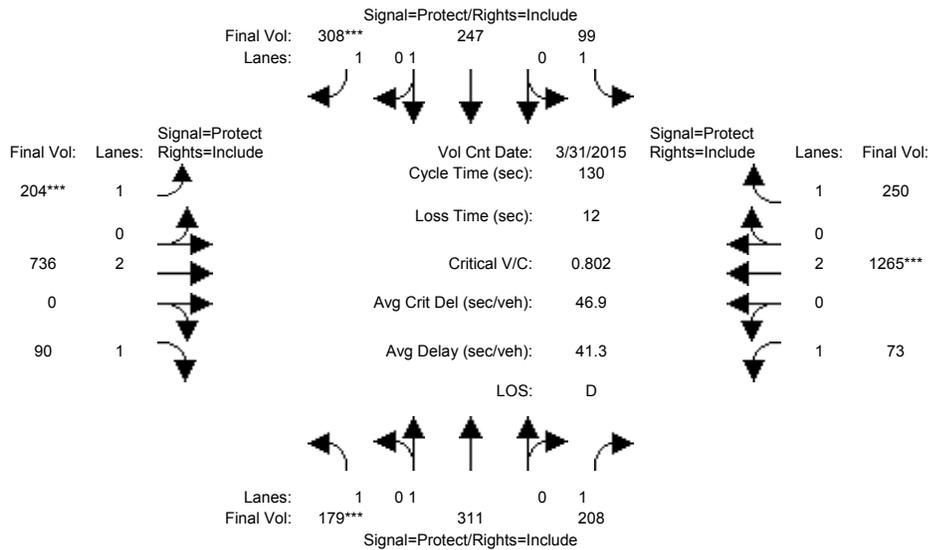
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	177	670	45	89	1115	204	200	81	174	72	56	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	670	45	89	1115	204	200	81	174	72	56	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	670	45	89	1115	204	200	81	174	72	56	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	670	45	89	1115	204	200	81	174	72	56	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	670	45	89	1115	204	200	81	174	72	56	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	670	45	89	1115	204	200	81	174	72	56	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.52	0.48	1.43	0.57	1.00	0.43	0.34	0.23
Final Sat.:	1750	5247	352	1750	4733	866	2526	1023	1750	759	590	401
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.05	0.24	0.24	0.08	0.08	0.10	0.09	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	24.4	58.0	58.0	23.1	56.8	56.8	24.0	24.0	24.0	22.9	22.9	22.9
Volume/Cap:	0.58	0.31	0.31	0.31	0.58	0.58	0.46	0.46	0.58	0.58	0.58	0.58
Delay/Veh:	55.9	27.6	27.6	52.0	32.7	32.7	52.8	52.8	56.3	57.1	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	27.6	27.6	52.0	32.7	32.7	52.8	52.8	56.3	57.1	57.1	57.1
LOS by Move:	E	C	C	D	C	C	D	D	E	E	E	E
HCM2k95thQ:	15	13	13	7	25	25	12	12	15	15	15	15

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3748: RACE/SAN CARLOS



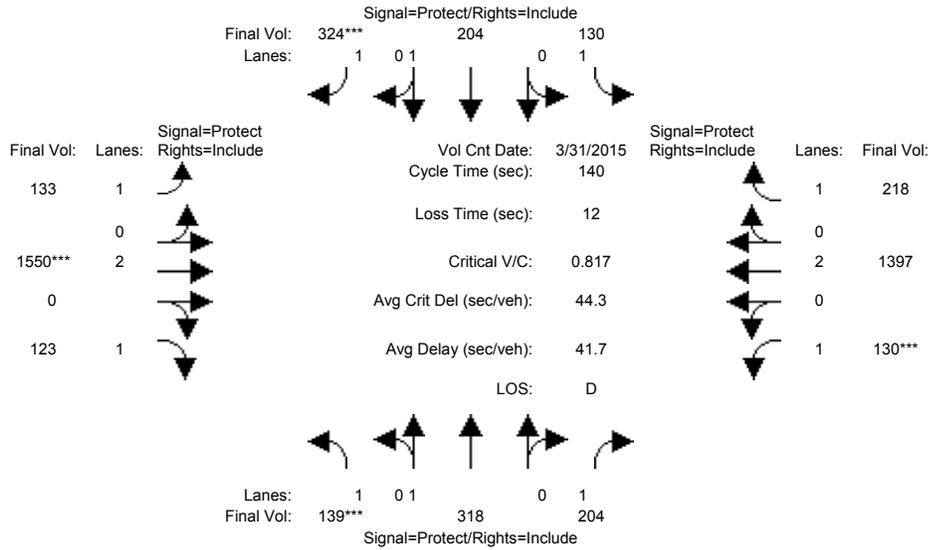
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Mar 2015 << 7:30-8:30AM											
Base Vol:	179	311	208	99	247	308	204	736	90	73	1265	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	311	208	99	247	308	204	736	90	73	1265	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	311	208	99	247	308	204	736	90	73	1265	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	311	208	99	247	308	204	736	90	73	1265	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	311	208	99	247	308	204	736	90	73	1265	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	311	208	99	247	308	204	736	90	73	1265	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.12	0.06	0.13	0.18	0.12	0.19	0.05	0.04	0.33	0.14
Crit Moves:	****					****	****				****	
Green Time:	16.6	33.5	33.5	11.6	28.5	28.5	18.9	57.0	57.0	15.9	54.0	54.0
Volume/Cap:	0.80	0.63	0.46	0.63	0.59	0.80	0.80	0.44	0.12	0.34	0.80	0.34
Delay/Veh:	73.6	45.5	41.4	65.5	47.8	59.5	70.2	25.6	21.7	53.3	36.4	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:	73.6	45.5	41.4	65.5	47.8	59.5	70.2	25.6	21.7	53.3	36.4	26.2
LOS by Move:	E	D	D	E	D	E	E	C	C	D	D	C
HCM2k95thQ:	18	21	15	10	17	26	17	18	4	5	36	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3748: RACE/SAN CARLOS



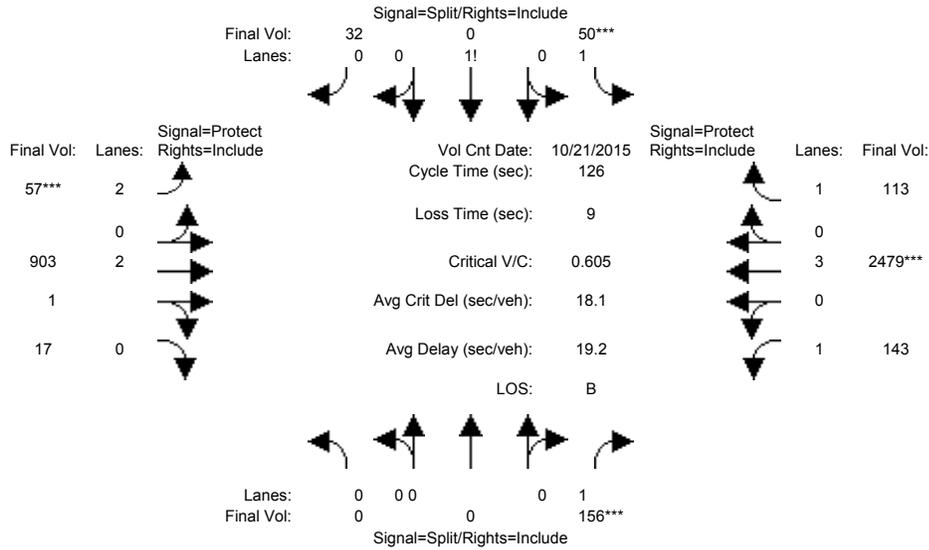
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Mar 2015 <<												
Base Vol:	139	318	204	130	204	324	133	1550	123	130	1397	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	318	204	130	204	324	133	1550	123	130	1397	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	318	204	130	204	324	133	1550	123	130	1397	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	318	204	130	204	324	133	1550	123	130	1397	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	318	204	130	204	324	133	1550	123	130	1397	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	318	204	130	204	324	133	1550	123	130	1397	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.12	0.07	0.11	0.19	0.08	0.41	0.07	0.07	0.37	0.12
Crit Moves:	****					****		****			****	
Green Time:	13.6	31.4	31.4	13.9	31.7	31.7	14.2	69.9	69.9	12.7	68.5	68.5
Volume/Cap:	0.82	0.75	0.52	0.75	0.47	0.82	0.75	0.82	0.14	0.82	0.75	0.25
Delay/Veh:	87.4	57.6	48.9	77.4	47.7	63.8	77.6	32.5	18.9	89.4	30.6	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	57.6	48.9	77.4	47.7	63.8	77.6	32.5	18.9	89.4	30.6	21.0
LOS by Move:	F	E	D	E	D	E	E	C	B	F	C	C
HCM2k95thQ:	16	25	16	14	15	28	11	42	6	11	38	11

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



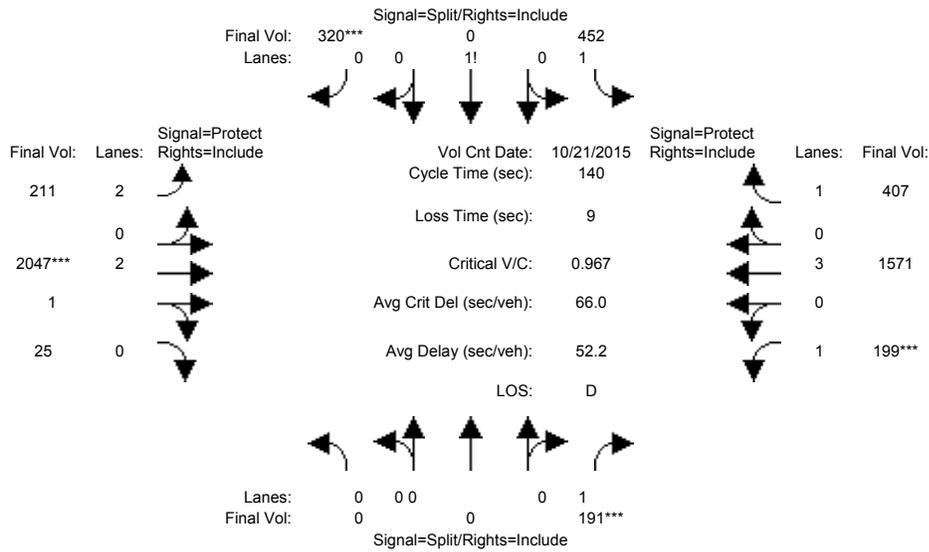
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	156	50	0	32	57	903	17	143	2479	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	156	50	0	32	57	903	17	143	2479	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	156	50	0	32	57	903	17	143	2479	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	156	50	0	32	57	903	17	143	2479	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	156	50	0	32	57	903	17	143	2479	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	156	50	0	32	57	903	17	143	2479	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5496	103	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.02	0.00	0.03	0.02	0.16	0.16	0.08	0.43	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	17.0	10.0	0.0	10.0	7.0	60.1	60.1	29.9	83.0	83.0
Volume/Cap:	0.00	0.00	0.66	0.25	0.00	0.41	0.33	0.34	0.34	0.34	0.66	0.10
Delay/Veh:	0.0	0.0	58.5	54.9	0.0	56.6	58.3	20.7	20.7	40.4	13.4	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	58.5	54.9	0.0	56.6	58.3	20.7	20.7	40.4	13.4	7.9
LOS by Move:	A	A	E	D	A	E	E	C	C	D	B	A
HCM2k95thQ:	0	0	14	3	0	5	3	14	14	10	33	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



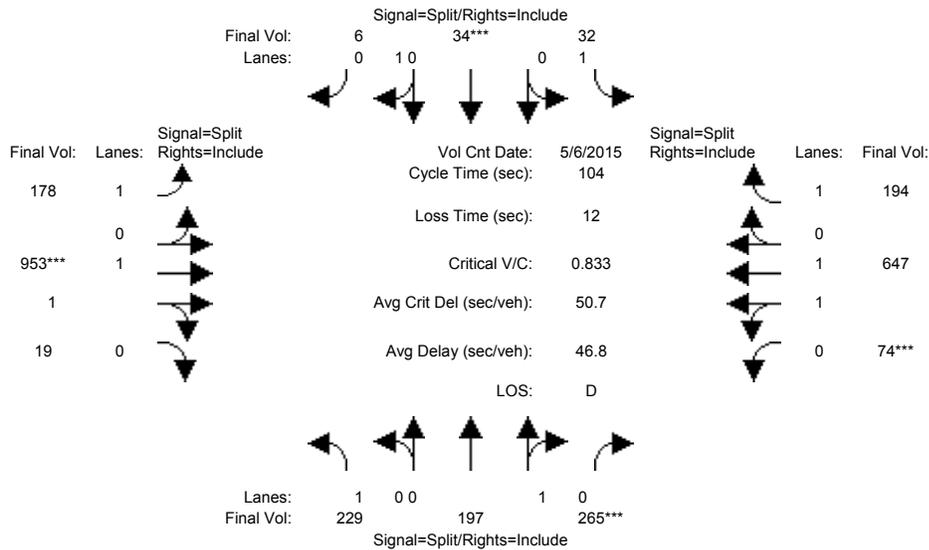
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	191	452	0	320	211	2047	25	199	1571	407
Growth Adj:	1.00	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	191	452	0	320	211	2047	25	199	1571	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	191	452	0	320	211	2047	25	199	1571	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	191	452	0	320	211	2047	25	199	1571	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	191	452	0	320	211	2047	25	199	1571	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	191	452	0	320	211	2047	25	199	1571	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5532	68	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.18	0.00	0.31	0.07	0.37	0.37	0.11	0.28	0.23
Crit Moves:			****			****			****			****
Green Time:	0.0	0.0	15.8	45.2	0.0	45.2	13.7	53.6	53.6	16.5	56.3	56.3
Volume/Cap:	0.00	0.00	0.97	0.57	0.00	0.97	0.68	0.97	0.97	0.97	0.68	0.58
Delay/Veh:	0.0	0.0	116.2	39.9	0.0	70.6	67.3	55.0	55.0	114.6	35.4	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	116.2	39.9	0.0	70.6	67.3	55.0	55.0	114.6	35.4	33.8
LOS by Move:	A	A	F	D	A	E	E	D	D	F	D	C
HCM2k95thQ:	0	0	23	22	0	49	10	51	51	23	32	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3763: SAN CARLOS/WOZ



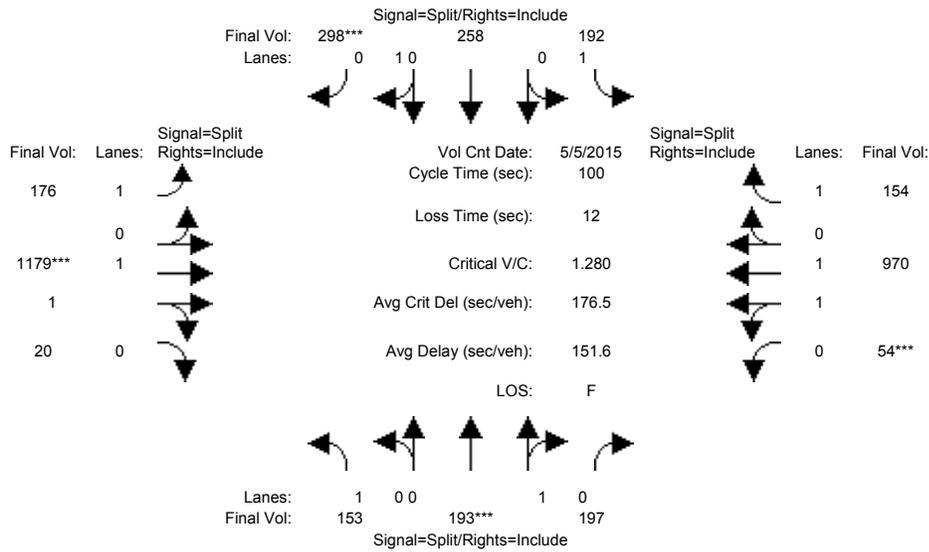
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 8:00-9:00AM												
Base Vol:	229	197	265	32	34	6	178	953	19	74	647	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	197	265	32	34	6	178	953	19	74	647	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	197	265	32	34	6	178	953	19	74	647	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	197	265	32	34	6	178	953	19	74	647	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	197	265	32	34	6	178	953	19	74	647	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	197	265	32	34	6	178	953	19	74	647	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.43	0.57	1.00	0.85	0.15	1.00	1.96	0.04	0.21	1.79	1.00
Final Sat.:	1750	768	1032	1750	1530	270	1750	3628	72	380	3320	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.02	0.02	0.02	0.10	0.26	0.26	0.19	0.19	0.11
Crit Moves:			****			****			****			****
Green Time:	29.5	29.5	29.5	10.0	10.0	10.0	30.2	30.2	30.2	22.4	22.4	22.4
Volume/Cap:	0.46	0.91	0.91	0.19	0.23	0.23	0.35	0.91	0.91	0.91	0.91	0.52
Delay/Veh:	31.4	55.6	55.6	43.8	44.1	44.1	29.6	46.5	46.5	53.7	53.7	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	55.6	55.6	43.8	44.1	44.1	29.6	46.5	46.5	53.7	53.7	37.3
LOS by Move:	C	E	E	D	D	D	C	D	D	D	D	D
HCM2k95thQ:	13	32	32	2	3	3	9	29	29	27	27	12

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3763: SAN CARLOS/WOZ



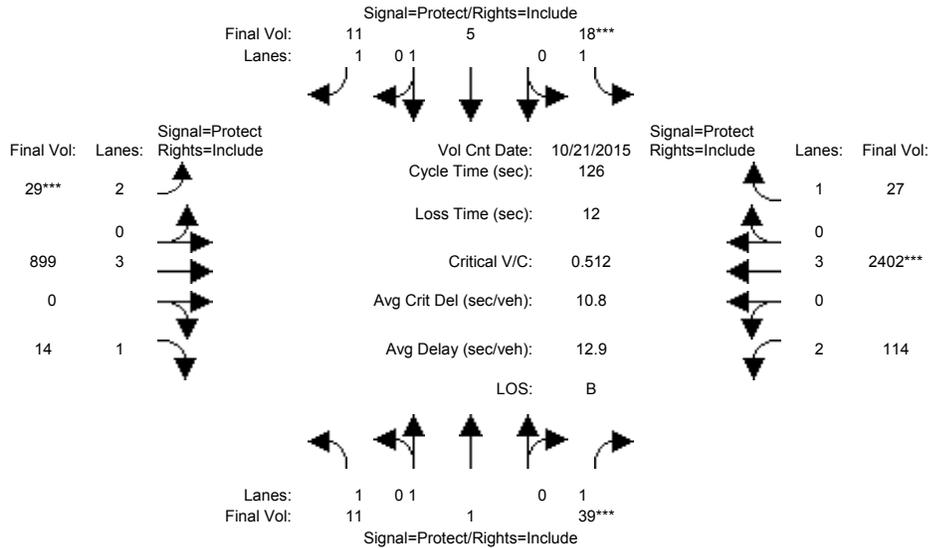
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 May 2015 <<												
Base Vol:	153	193	197	192	258	298	176	1179	20	54	970	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	193	197	192	258	298	176	1179	20	54	970	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	193	197	192	258	298	176	1179	20	54	970	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	193	197	192	258	298	176	1179	20	54	970	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	193	197	192	258	298	176	1179	20	54	970	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	193	197	192	258	298	176	1179	20	54	970	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.49	0.51	1.00	0.46	0.54	1.00	1.97	0.03	0.11	1.89	1.00
Final Sat.:	1750	891	909	1750	835	965	1750	3638	62	195	3505	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.11	0.31	0.31	0.10	0.32	0.32	0.28	0.28	0.09
Crit Moves:	****			****			****			****		
Green Time:	16.9	16.9	16.9	24.1	24.1	24.1	25.3	25.3	25.3	21.6	21.6	21.6
Volume/Cap:	0.52	1.28	1.28	0.45	1.28	1.28	0.40	1.28	1.28	1.28	1.28	0.41
Delay/Veh:	39.4	190	190.4	33.1	181	180.6	31.6	172	171.6	174.7	175	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	190	190.4	33.1	181	180.6	31.6	172	171.6	174.7	175	34.4
LOS by Move:	D	F	F	C	F	F	C	F	F	F	F	C
HCM2k95thQ:	10	43	43	11	57	57	9	54	54	52	52	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



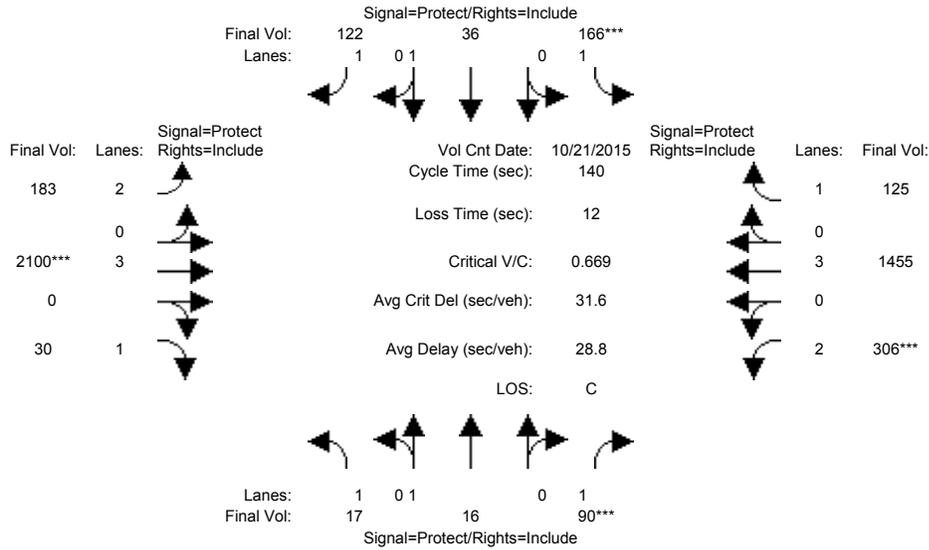
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	11	1	39	18	5	11	29	899	14	114	2402	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	39	18	5	11	29	899	14	114	2402	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1	39	18	5	11	29	899	14	114	2402	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	29	899	14	114	2402	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	29	899	14	114	2402	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	29	899	14	114	2402	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.02	0.01	0.00	0.01	0.01	0.16	0.01	0.04	0.42	0.02
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	71.7	71.7	25.3	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.17	0.28	0.01	0.18	0.59	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	13.9	11.8	41.9	9.1	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	13.9	11.8	41.9	9.1	5.2
LOS by Move:	E	D	E	E	D	D	E	B	B	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	11	1	4	26	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



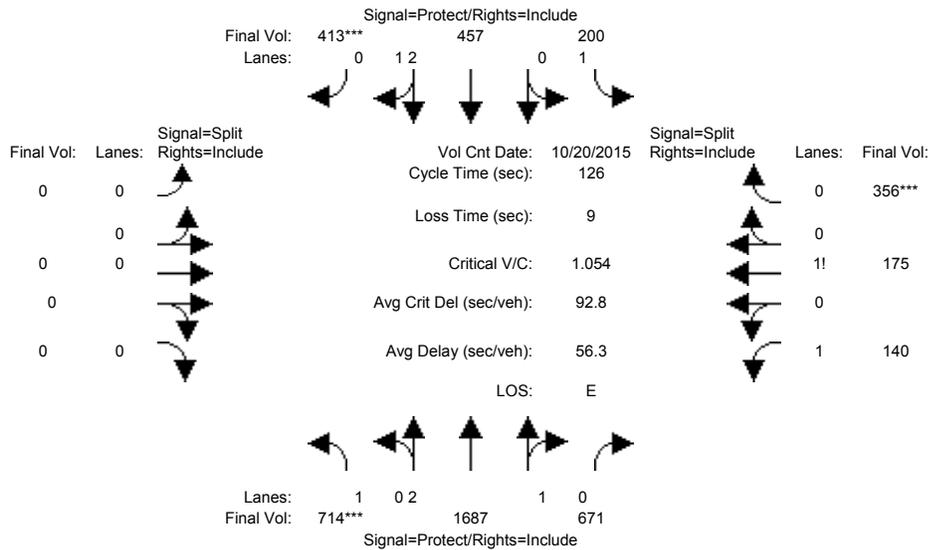
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	17	16	90	166	36	122	183	2100	30	306	1455	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	16	90	166	36	122	183	2100	30	306	1455	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	16	90	166	36	122	183	2100	30	306	1455	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	183	2100	30	306	1455	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	183	2100	30	306	1455	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	183	2100	30	306	1455	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.37	0.02	0.10	0.26	0.07
Crit Moves:			****	****				****		****		
Green Time:	12.6	10.8	10.8	19.8	18.0	18.0	18.1	77.1	77.1	20.3	79.3	79.3
Volume/Cap:	0.11	0.11	0.67	0.67	0.15	0.54	0.45	0.67	0.03	0.67	0.45	0.13
Delay/Veh:	58.8	60.5	75.2	63.9	54.5	59.8	57.2	23.0	14.4	60.5	17.7	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	60.5	75.2	63.9	54.5	59.8	57.2	23.0	14.4	60.5	17.7	14.2
LOS by Move:	E	E	E	E	D	E	E	C	B	E	B	B
HCM2k95thQ:	2	1	10	16	3	11	8	34	1	14	21	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3829: TISCH/WINCHESTER



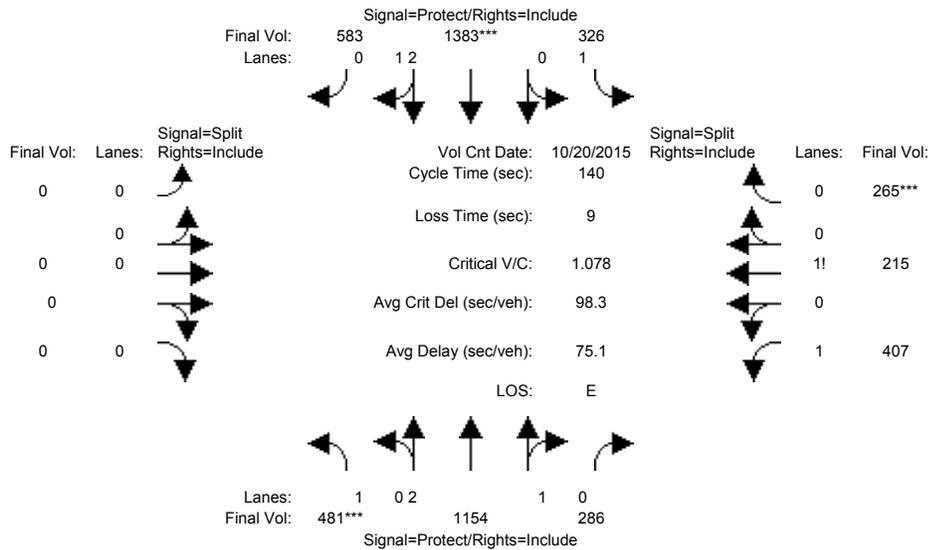
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	714	1687	671	200	457	413	0	0	0	140	175	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	714	1687	671	200	457	413	0	0	0	140	175	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	714	1687	671	200	457	413	0	0	0	140	175	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	714	1687	671	200	457	413	0	0	0	140	175	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	714	1687	671	200	457	413	0	0	0	140	175	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	714	1687	671	200	457	413	0	0	0	140	175	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.12	0.88	1.00	2.00	1.00	0.00	0.00	0.00	1.12	0.29	0.59
Final Sat.:	1750	4004	1593	1750	3800	1750	0	0	0	1959	522	1063
Capacity Analysis Module:												
Vol/Sat:	0.41	0.42	0.42	0.11	0.12	0.24	0.00	0.00	0.00	0.07	0.34	0.34
Crit Moves:	****					****						****
Green Time:	48.8	60.5	60.5	16.4	28.2	28.2	0.0	0.0	0.0	40.0	40.0	40.0
Volume/Cap:	1.05	0.88	0.88	0.88	0.54	1.05	0.00	0.00	0.00	0.22	1.05	1.05
Delay/Veh:	88.4	33.0	33.0	83.2	43.5	95.5	0.0	0.0	0.0	31.6	93.8	93.8
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:	88.4	33.0	33.0	83.2	43.5	95.5	0.0	0.0	0.0	31.6	93.8	93.8
LOS by Move:	F	C	C	F	D	F	A	A	A	C	F	F
HCM2k95thQ:	54	43	43	20	15	41	0	0	0	7	51	51

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3829: TISCH/WINCHESTER



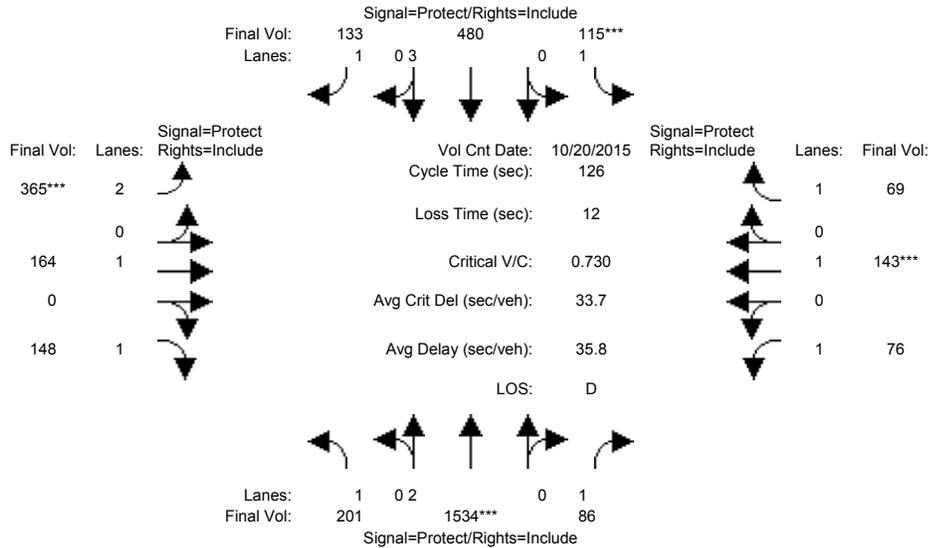
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	481	1154	286	326	1383	583	0	0	0	407	215	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1154	286	326	1383	583	0	0	0	407	215	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	481	1154	286	326	1383	583	0	0	0	407	215	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1154	286	326	1383	583	0	0	0	407	215	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1154	286	326	1383	583	0	0	0	407	215	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	481	1154	286	326	1383	583	0	0	0	407	215	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.38	0.62	1.00	2.08	0.92	0.00	0.00	0.00	1.31	0.31	0.38
Final Sat.:	1750	4486	1112	1750	3937	1660	0	0	0	2281	561	692
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.26	0.19	0.35	0.35	0.00	0.00	0.00	0.18	0.38	0.38
Crit Moves:	****				****							****
Green Time:	35.7	47.1	47.1	34.1	45.6	45.6	0.0	0.0	0.0	49.7	49.7	49.7
Volume/Cap:	1.08	0.76	0.76	0.76	1.08	1.08	0.00	0.00	0.00	0.50	1.08	1.08
Delay/Veh:	117.4	43.4	43.4	57.2	93.0	93.0	0.0	0.0	0.0	35.7	99.8	99.8
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:	117.4	43.4	43.4	57.2	93.0	93.0	0.0	0.0	0.0	35.7	99.8	99.8
LOS by Move:	F	D	D	E	F	F	A	A	A	D	F	F
HCM2k95thQ:	46	32	32	27	61	61	0	0	0	20	63	63

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #3836: WILLIAMS/WINCHESTER



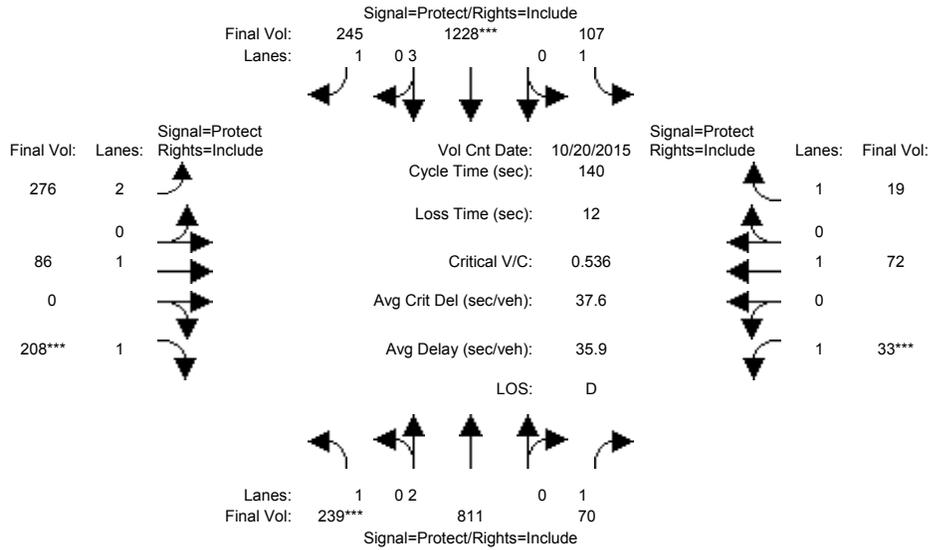
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	201	1534	86	115	480	133	365	164	148	76	143	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1534	86	115	480	133	365	164	148	76	143	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1534	86	115	480	133	365	164	148	76	143	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1534	86	115	480	133	365	164	148	76	143	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1534	86	115	480	133	365	164	148	76	143	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1534	86	115	480	133	365	164	148	76	143	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.07	0.08	0.08	0.12	0.09	0.08	0.04	0.08	0.04
Crit Moves:	****			****			****			****		
Green Time:	46.7	69.7	69.7	11.3	34.3	34.3	20.0	20.1	20.1	12.9	13.0	13.0
Volume/Cap:	0.31	0.73	0.09	0.73	0.31	0.28	0.73	0.54	0.53	0.42	0.73	0.38
Delay/Veh:	28.4	22.4	13.3	71.7	36.6	36.5	55.9	50.7	50.6	54.7	67.9	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.4	13.3	71.7	36.6	36.5	55.9	50.7	50.6	54.7	67.9	54.1
LOS by Move:	C	C	B	E	D	D	E	D	D	D	E	D
HCM2k95thQ:	11	37	3	12	10	9	18	12	12	7	13	6

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #3836: WILLIAMS/WINCHESTER



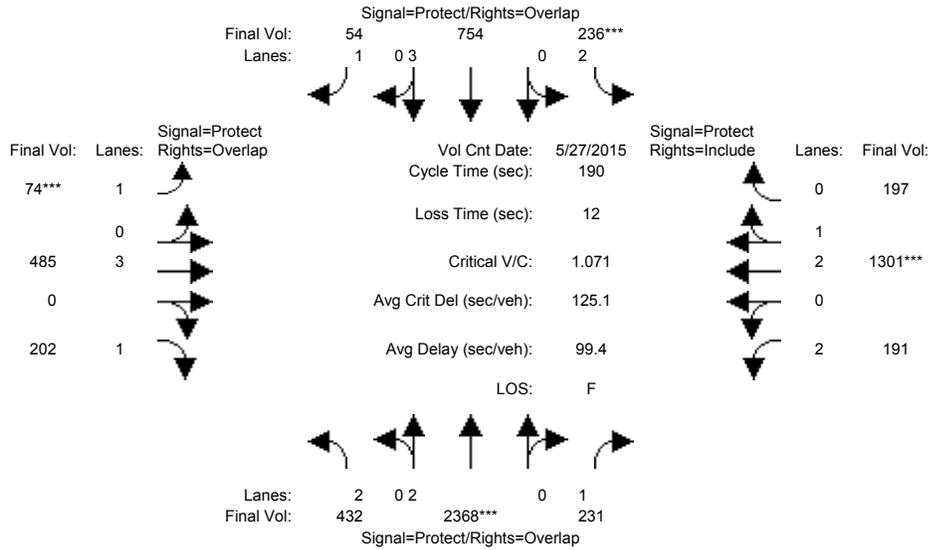
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	239	811	70	107	1228	245	276	86	208	33	72	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	811	70	107	1228	245	276	86	208	33	72	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	811	70	107	1228	245	276	86	208	33	72	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	811	70	107	1228	245	276	86	208	33	72	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	811	70	107	1228	245	276	86	208	33	72	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	811	70	107	1228	245	276	86	208	33	72	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.06	0.22	0.14	0.09	0.05	0.12	0.02	0.04	0.01
Crit Moves:	****				****				****	****		
Green Time:	35.1	70.3	70.3	20.1	55.4	55.4	20.7	30.5	30.5	7.0	16.9	16.9
Volume/Cap:	0.54	0.42	0.08	0.42	0.54	0.35	0.59	0.21	0.54	0.38	0.31	0.09
Delay/Veh:	46.9	22.2	18.1	55.8	32.9	30.1	57.8	45.1	50.2	67.1	57.1	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	22.2	18.1	55.8	32.9	30.1	57.8	45.1	50.2	67.1	57.1	54.9
LOS by Move:	D	C	B	E	C	C	E	D	D	E	E	D
HCM2k95thQ:	17	19	3	9	24	15	14	6	17	4	6	2

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 27 May 2015 << 7:30-8:30AM											
Base Vol:	432	2786	231	236	754	54	74	485	202	191	1301	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	2786	231	236	754	54	74	485	202	191	1301	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	2786	231	236	754	54	74	485	202	191	1301	197
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	2368	231	236	754	54	74	485	202	191	1301	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	2368	231	236	754	54	74	485	202	191	1301	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	432	2368	231	236	754	54	74	485	202	191	1301	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4863	736

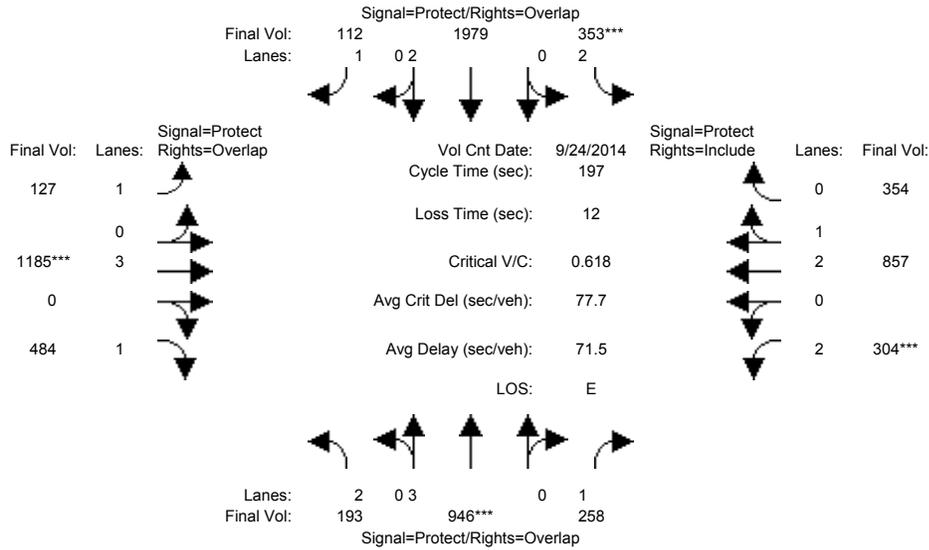
Capacity Analysis Module:												
Vol/Sat:	0.14	0.62	0.13	0.07	0.13	0.03	0.04	0.09	0.12	0.06	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.88	1.16	0.21	0.95	0.29	0.06	0.48	0.36	0.30	0.67	1.13	1.13
Delay/Veh:	101.1	111	8.3	136.6	28.1	14.6	90.3	65.2	43.0	95.2	147	146.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	111	8.3	136.6	28.1	14.6	90.3	65.2	43.0	95.2	147	146.7
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	26	132	6	18	13	2	9	15	17	13	62	62

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



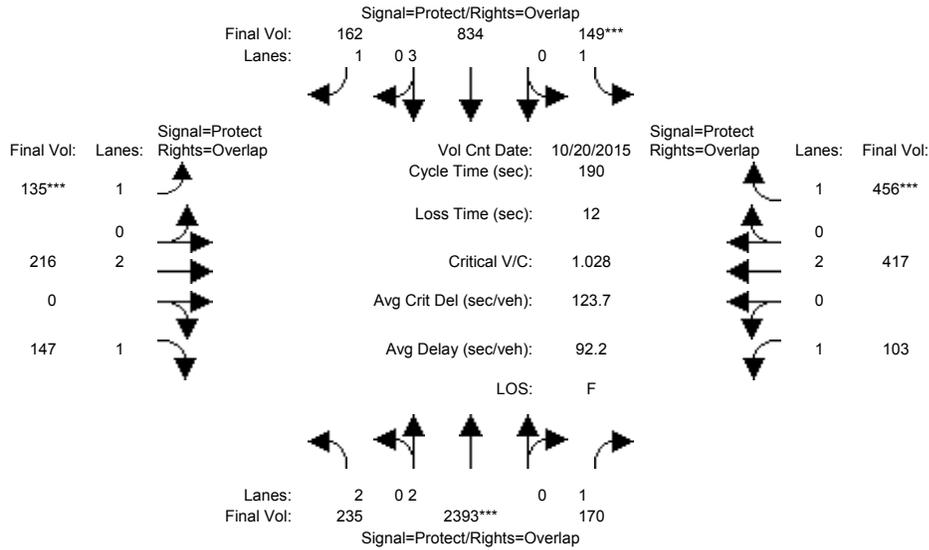
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	193	946	258	353	2570	112	127	1185	484	304	857	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	946	258	353	2570	112	127	1185	484	304	857	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	946	258	353	2570	112	127	1185	484	304	857	354
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	946	258	353	1979	112	127	1185	484	304	857	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	946	258	353	1979	112	127	1185	484	304	857	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	946	258	353	1979	112	127	1185	484	304	857	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.09	0.91
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	3961	1636
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.15	0.11	0.52	0.06	0.07	0.21	0.28	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.71	0.40	0.28	0.59	0.99	0.11	0.90	0.91	0.88	0.92	0.86	0.86
Delay/Veh:	102.3	49.1	35.7	79.0	54.9	9.9	141.8	88.5	83.4	123.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	49.1	35.7	79.0	54.9	9.9	141.8	88.5	83.4	123.3	80.3	80.3
LOS by Move:	F	D	D	E	D	A	F	F	F	F	F	F
HCM2k95thQ:	14	27	22	20	92	3	17	41	51	23	42	42

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << AM											
Base Vol:	235	2815	170	149	834	162	135	216	147	103	417	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2815	170	149	834	162	135	216	147	103	417	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	2815	170	149	834	162	135	216	147	103	417	456
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2393	170	149	834	162	135	216	147	103	417	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2393	170	149	834	162	135	216	147	103	417	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	2393	170	149	834	162	135	216	147	103	417	456

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

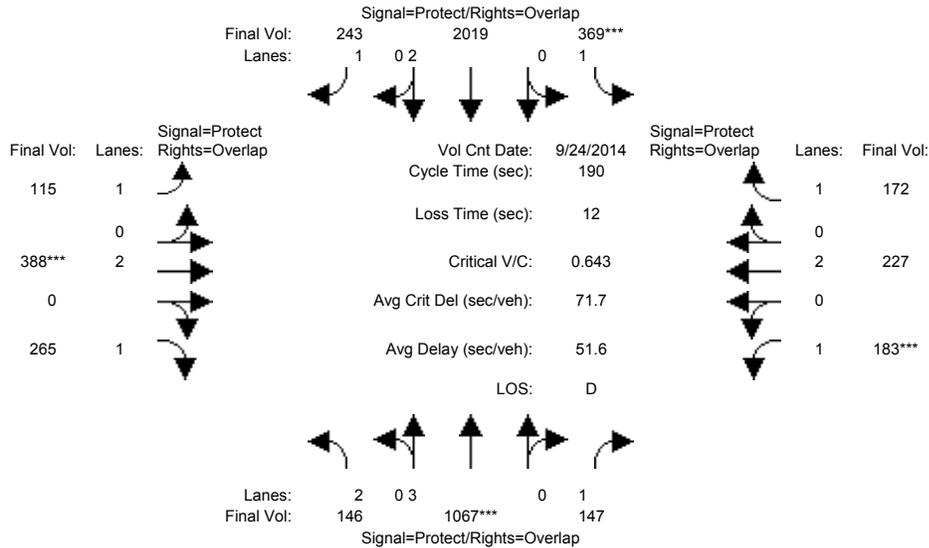
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.10	0.09	0.15	0.09	0.08	0.06	0.08	0.06	0.11	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.8	111	125.3	19.8	106	126.4	20.7	33.7	58.4	14.6	29.2	48.9
Volume/Cap:	0.57	1.08	0.15	0.82	0.26	0.14	0.71	0.32	0.27	0.77	0.72	1.01
Delay/Veh:	92.7	126	29.8	113.1	15.6	4.9	98.5	72.8	53.1	114.6	85.5	120.5
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:	92.7	126	29.8	113.1	15.6	4.9	98.5	72.8	53.1	114.6	85.5	120.5
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	15	120	16	19	11	3	18	11	14	16	24	57

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



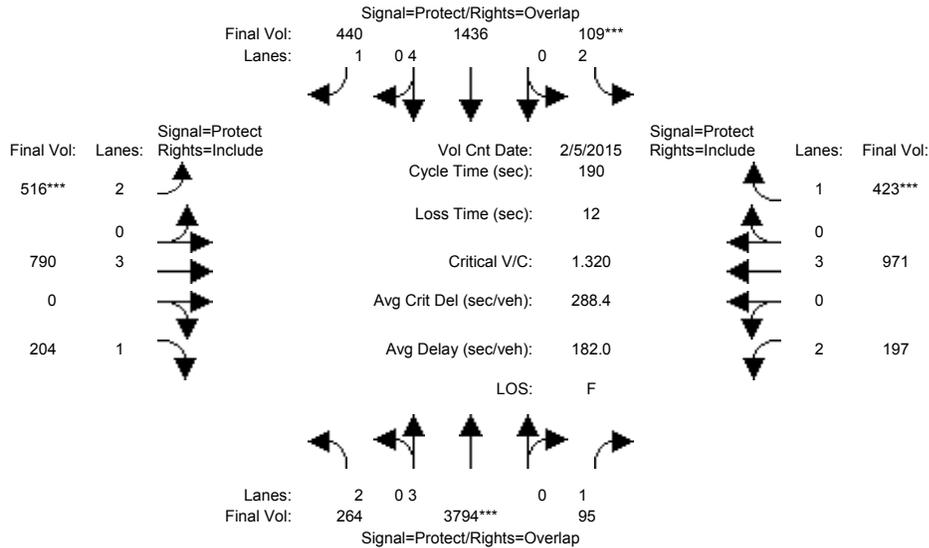
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	146	1067	147	369	2622	243	115	388	265	183	227	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1067	147	369	2622	243	115	388	265	183	227	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1067	147	369	2622	243	115	388	265	183	227	172
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1067	147	369	2019	243	115	388	265	183	227	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1067	147	369	2019	243	115	388	265	183	227	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	1067	147	369	2019	243	115	388	265	183	227	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.08	0.21	0.53	0.14	0.07	0.10	0.15	0.10	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.49	0.17	0.75	0.91	0.20	0.62	0.59	0.59	1.01	0.35	0.22
Delay/Veh:	91.9	53.4	35.7	72.9	29.9	3.7	93.5	78.9	68.3	160.7	74.6	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:	91.9	53.4	35.7	72.9	29.9	3.7	93.5	78.9	68.3	160.7	74.6	34.0
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
HCM2k95thQ:	10	31	13	34	70	3	15	21	27	28	12	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	107	107	16	93	93	30	42	42	25	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Feb 2015	<<							
Base Vol:	264	4463	95	109	1436	440	516	790	204	197	971	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	4463	95	109	1436	440	516	790	204	197	971	423
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	4463	95	109	1436	440	516	790	204	197	971	423
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	3794	95	109	1436	440	516	790	204	197	971	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	3794	95	109	1436	440	516	790	204	197	971	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	3794	95	109	1436	440	516	790	204	197	971	423

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750

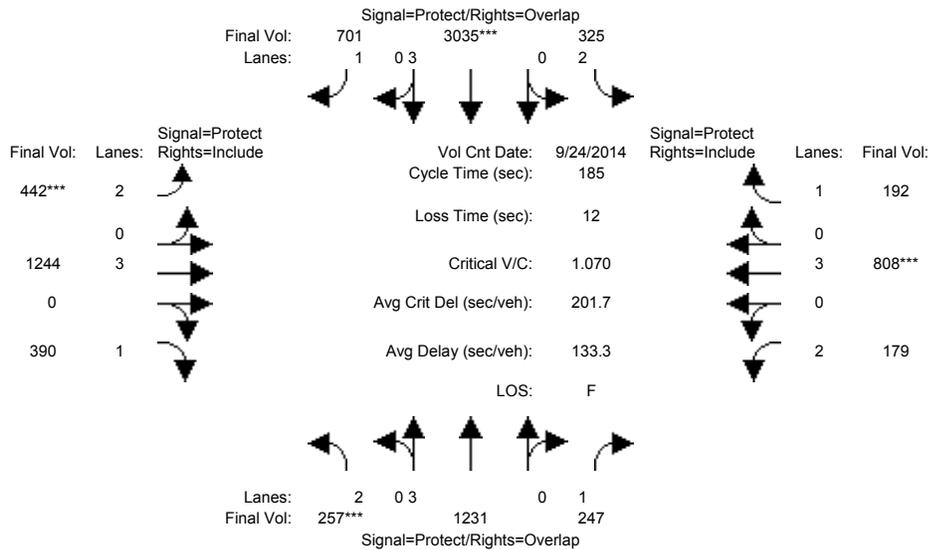
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.80	0.05	0.03	0.19	0.25	0.16	0.14	0.12	0.06	0.17	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.2	101	124.2	15.0	87.5	115.7	28.2	39.5	39.5	23.5	34.8	34.8
Volume/Cap:	0.56	1.51	0.08	0.44	0.41	0.41	1.10	0.67	0.56	0.51	0.93	1.32
Delay/Veh:	90.8	316	29.0	89.9	43.4	29.4	158.6	75.0	73.7	83.8	95.3	246.6
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:	90.8	316	29.0	89.9	43.4	29.4	158.6	75.0	73.7	83.8	95.3	246.6
LOS by Move:	F	F	C	F	D	C	F	E	E	F	F	F
HCM2k95thQ:	16	187	9	8	29	34	42	27	22	14	38	67

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



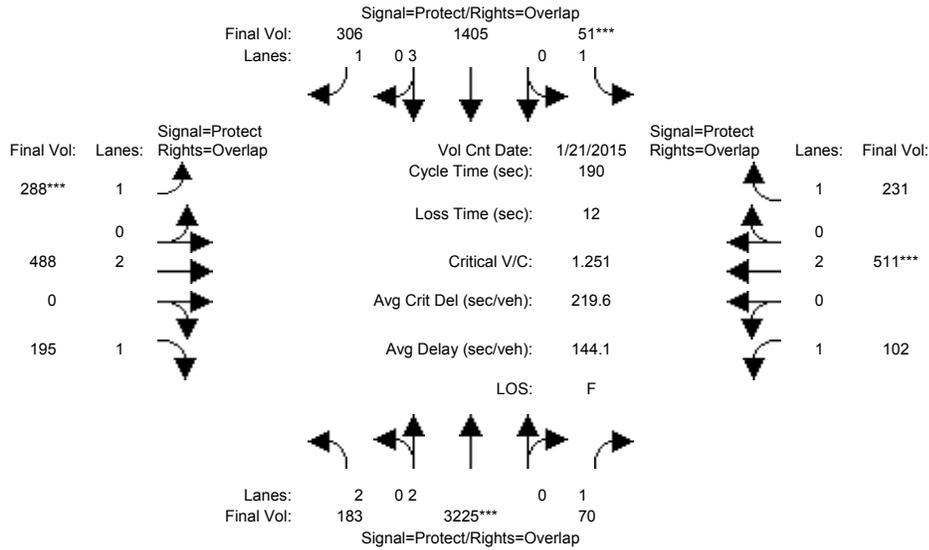
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	257	1620	247	325	3942	701	442	1244	390	179	808	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1620	247	325	3942	701	442	1244	390	179	808	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1620	247	325	3942	701	442	1244	390	179	808	192
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1231	247	325	3035	701	442	1244	390	179	808	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1231	247	325	3035	701	442	1244	390	179	808	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	1231	247	325	3035	701	442	1244	390	179	808	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.14	0.10	0.64	0.40	0.14	0.22	0.22	0.06	0.14	0.11
Crit Moves:	****				****		****				****	
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	47.5	27.6	38.5	38.5
Volume/Cap:	1.34	0.59	0.27	0.62	1.36	0.60	0.71	0.85	0.87	0.38	0.68	0.53
Delay/Veh:	276.0	56.5	34.2	88.5	248	43.0	77.5	74.4	86.1	76.1	73.6	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	276.0	56.5	34.2	88.5	248	43.0	77.5	74.4	86.1	76.1	73.6	70.8
LOS by Move:	F	E	C	F	F	D	E	E	F	E	E	E
HCM2k95thQ:	25	35	20	22	139	61	28	42	43	11	27	20

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



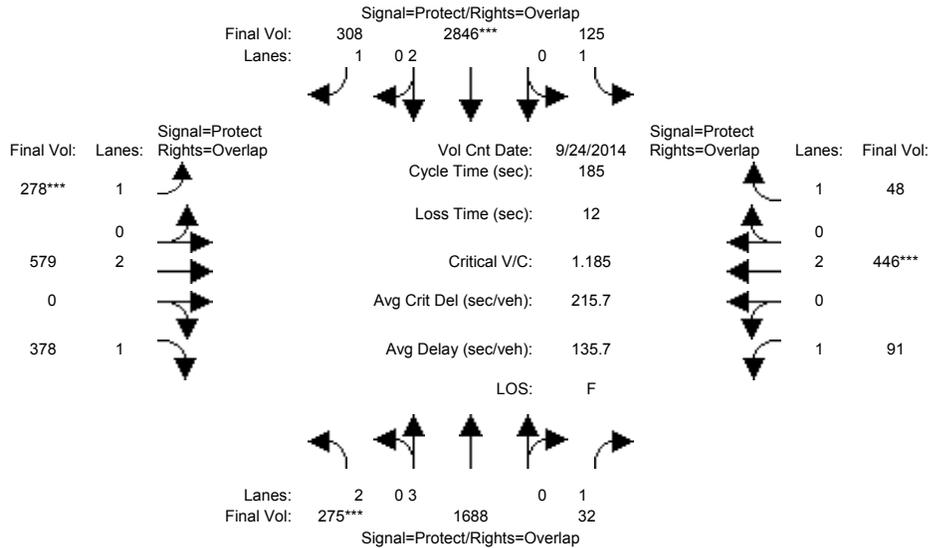
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	21 Jan 2015 << 8-9 AM											
Base Vol:	183	3794	70	51	1405	306	288	488	195	102	511	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	3794	70	51	1405	306	288	488	195	102	511	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	3794	70	51	1405	306	288	488	195	102	511	231
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	3225	70	51	1405	306	288	488	195	102	511	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	3225	70	51	1405	306	288	488	195	102	511	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	3225	70	51	1405	306	288	488	195	102	511	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.85	0.04	0.03	0.25	0.17	0.16	0.13	0.11	0.06	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.56	1.40	0.06	0.66	0.45	0.26	1.28	0.61	0.35	0.74	0.83	0.64
Delay/Veh:	88.6	239	16.9	114.2	19.2	4.8	246.2	73.7	53.8	110.4	91.3	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	239	16.9	114.2	19.2	4.8	246.2	73.7	53.8	110.4	91.3	77.3
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	12	223	5	7	21	6	48	25	18	15	30	26

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	275	1688	32	125	3696	308	278	579	378	91	446	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	1688	32	125	3696	308	278	579	378	91	446	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	1688	32	125	3696	308	278	579	378	91	446	48
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1688	32	125	2846	308	278	579	378	91	446	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1688	32	125	2846	308	278	579	378	91	446	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	1688	32	125	2846	308	278	579	378	91	446	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

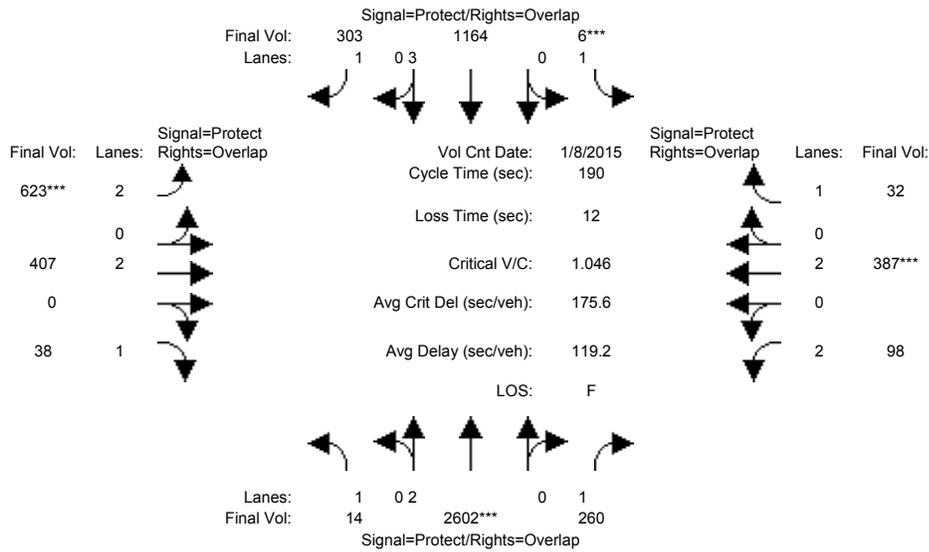
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.02	0.07	0.75	0.18	0.16	0.15	0.22	0.05	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.91	0.57	0.03	0.88	1.48	0.27	1.04	0.68	0.68	0.47	0.64	0.10
Delay/Veh:	116.8	23.5	6.5	131.6	253	5.7	150.4	72.4	61.4	83.7	76.6	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	23.5	6.5	131.6	253	5.7	150.4	72.4	61.4	83.7	76.6	55.0
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	D
HCM2k95thQ:	20	29	1	14	203	6	39	29	36	11	23	5

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



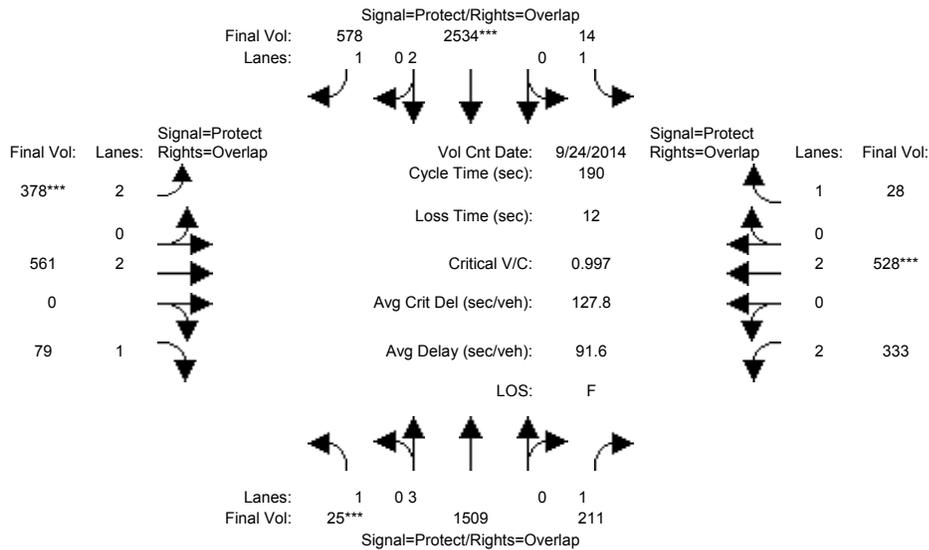
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM												
Base Vol:	14	3061	260	6	1164	303	623	407	38	98	387	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3061	260	6	1164	303	623	407	38	98	387	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3061	260	6	1164	303	623	407	38	98	387	32
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2602	260	6	1164	303	623	407	38	98	387	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2602	260	6	1164	303	623	407	38	98	387	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	2602	260	6	1164	303	623	407	38	98	387	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.68	0.15	0.00	0.20	0.17	0.20	0.11	0.02	0.03	0.10	0.02
Crit Moves:	****			****			****			****		
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	1.24	0.24	0.05	0.37	0.25	1.28	0.43	0.07	0.39	0.59	0.08
Delay/Veh:	93.7	176	25.0	94.0	19.1	3.0	232.7	68.4	51.1	94.3	82.9	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	176	25.0	94.0	19.1	3.0	232.7	68.4	51.1	94.3	82.9	63.3
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
HCM2k95thQ:	2	164	20	1	17	4	55	20	4	7	20	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Sep 2014	<<							
Base Vol:	25	1509	211	14	3291	578	378	561	79	333	528	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1509	211	14	3291	578	378	561	79	333	528	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1509	211	14	3291	578	378	561	79	333	528	28
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1509	211	14	2534	578	378	561	79	333	528	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1509	211	14	2534	578	378	561	79	333	528	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1509	211	14	2534	578	378	561	79	333	528	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

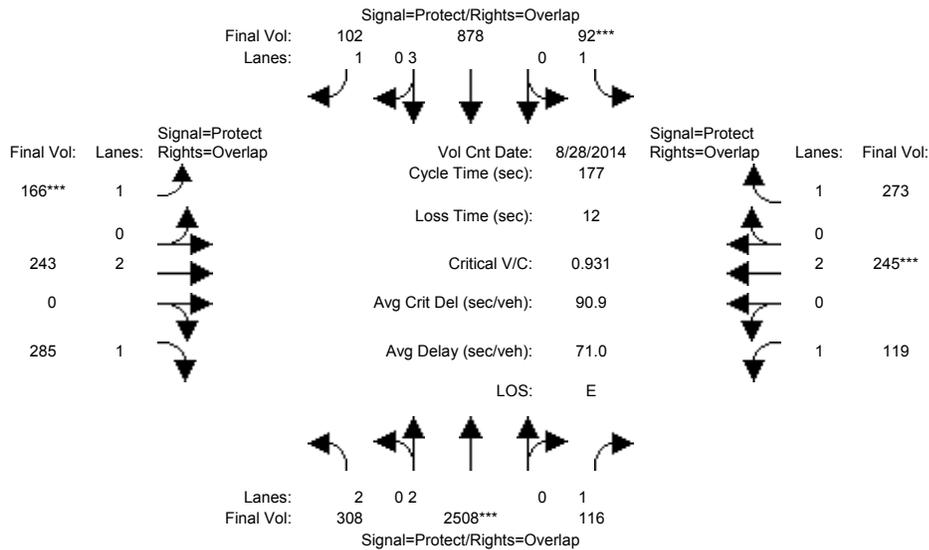
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.12	0.01	0.67	0.33	0.12	0.15	0.05	0.11	0.14	0.02
Crit Moves:	****				****		****			****		
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.21	0.45	0.18	0.12	1.13	0.48	1.19	0.79	0.18	1.05	0.74	0.06
Delay/Veh:	93.2	33.2	18.7	92.1	125	24.7	208.2	87.1	61.2	158.9	84.6	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.2	33.2	18.7	92.1	125	24.7	208.2	87.1	61.2	158.9	84.6	59.1
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	3	38	15	2	140	42	33	29	8	27	28	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5427: SAN TOMAS/WILLIAMS



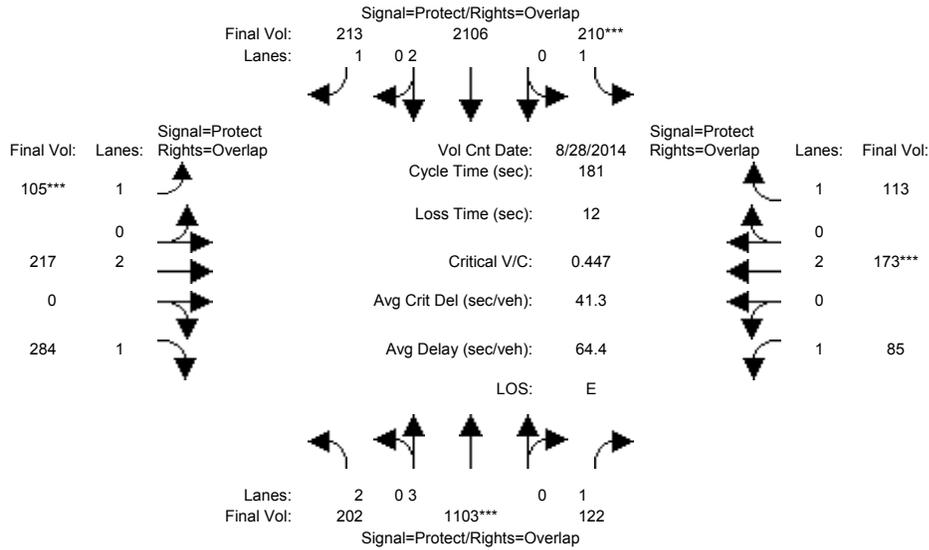
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	308	2950	116	92	878	102	166	243	285	119	245	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	2950	116	92	878	102	166	243	285	119	245	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	2950	116	92	878	102	166	243	285	119	245	273
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2508	116	92	878	102	166	243	285	119	245	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2508	116	92	878	102	166	243	285	119	245	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	2508	116	92	878	102	166	243	285	119	245	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.66	0.07	0.05	0.15	0.06	0.09	0.06	0.16	0.07	0.06	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.74	1.13	0.10	0.58	0.29	0.09	0.90	0.37	0.53	0.76	0.41	0.63
Delay/Veh:	85.7	90.8	4.0	88.2	16.6	5.7	121.9	69.1	55.2	102.7	71.9	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	90.8	4.0	88.2	16.6	5.7	121.9	69.1	55.2	102.7	71.9	66.1
LOS by Move:	F	F	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	128	2	11	11	2	23	12	26	16	12	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Aug 2014 <<											
Base Vol:	202	1103	122	210	2633	213	105	217	284	85	173	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1103	122	210	2633	213	105	217	284	85	173	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1103	122	210	2633	213	105	217	284	85	173	113
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1103	122	210	2106	213	105	217	284	85	173	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1103	122	210	2106	213	105	217	284	85	173	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1103	122	210	2106	213	105	217	284	85	173	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

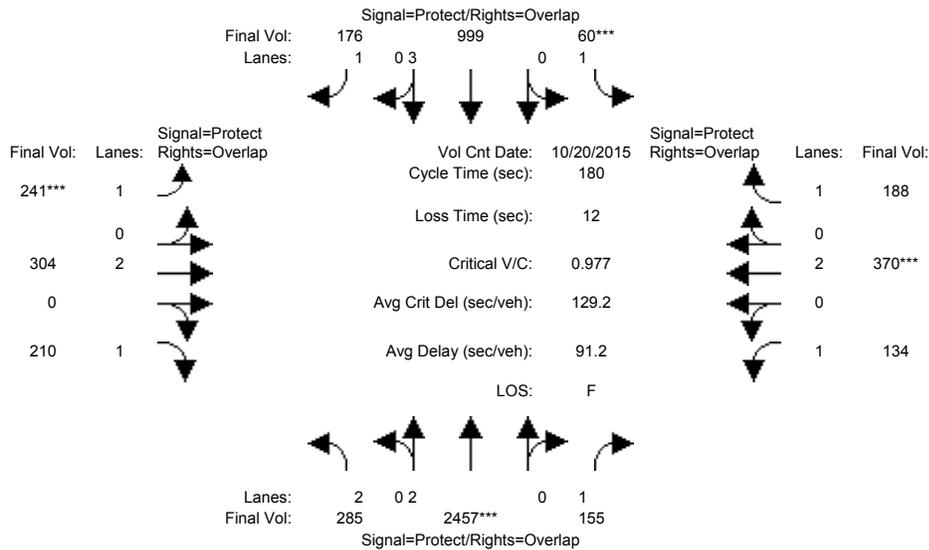
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.12	0.55	0.12	0.06	0.06	0.16	0.05	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.56	0.39	0.12	0.64	0.96	0.18	0.64	0.36	0.59	0.55	0.29	0.19
Delay/Veh:	83.0	22.7	10.4	88.0	86.3	28.4	92.9	72.5	62.6	88.6	72.4	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	22.7	10.4	88.0	86.3	28.4	92.9	72.5	62.6	88.6	72.4	44.8
LOS by Move:	F	C	B	F	F	C	F	E	E	F	E	D
HCM2k95thQ:	12	17	4	22	92	19	14	11	27	11	9	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5428: PAYNE/SAN TOMAS



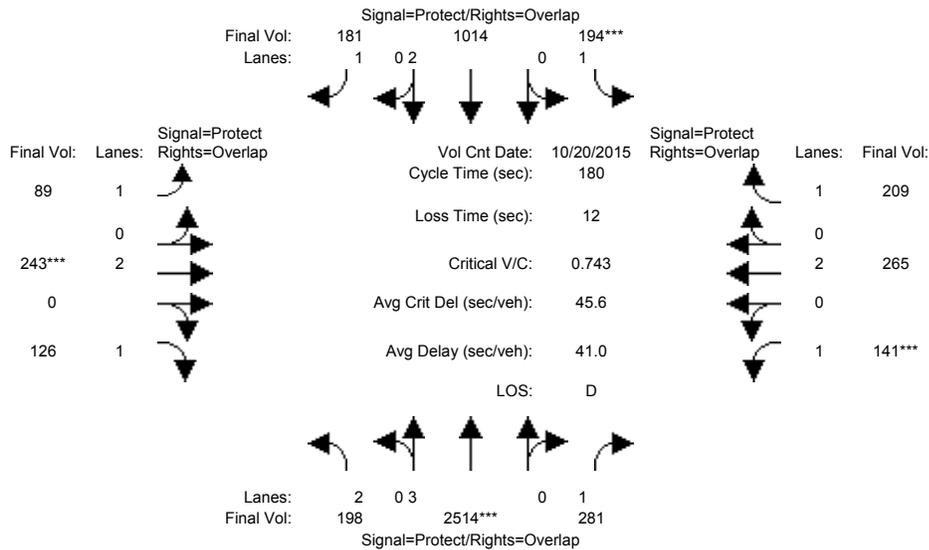
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	101	101	17	94	94	30	38	38	24	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	285	2891	155	60	999	176	241	304	210	134	370	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	2891	155	60	999	176	241	304	210	134	370	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	2891	155	60	999	176	241	304	210	134	370	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2457	155	60	999	176	241	304	210	134	370	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2457	155	60	999	176	241	304	210	134	370	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	2457	155	60	999	176	241	304	210	134	370	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.65	0.09	0.03	0.18	0.10	0.14	0.08	0.12	0.08	0.10	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	94.7	117.2	15.9	88.1	116.2	28.1	35.6	58.1	22.5	30.0	45.9
Volume/Cap:	0.72	1.23	0.14	0.39	0.36	0.16	0.88	0.40	0.37	0.61	0.58	0.42
Delay/Veh:	87.3	141	5.6	84.2	23.8	6.1	105.7	67.5	50.4	84.7	75.3	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	141	5.6	84.2	23.8	6.1	105.7	67.5	50.4	84.7	75.3	60.3
LOS by Move:	F	F	A	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	16	142	3	7	16	4	30	15	18	16	19	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5428: PAYNE/SAN TOMAS



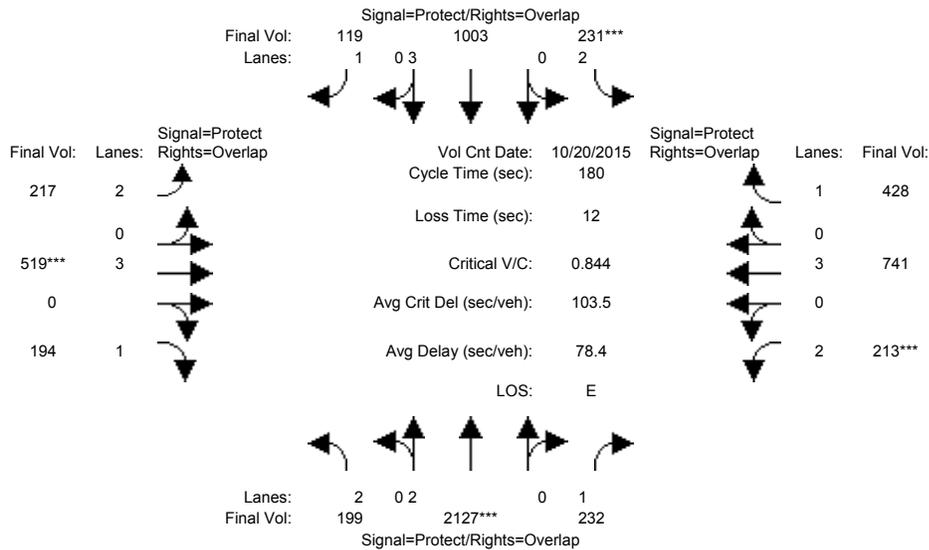
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	28	103	103	18	38	38	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	198	2514	281	194	1268	181	89	243	126	141	265	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	2514	281	194	1268	181	89	243	126	141	265	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	2514	281	194	1268	181	89	243	126	141	265	209
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	2514	281	194	1014	181	89	243	126	141	265	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2514	281	194	1014	181	89	243	126	141	265	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	2514	281	194	1014	181	89	243	126	141	265	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.16	0.11	0.27	0.10	0.05	0.06	0.07	0.08	0.07	0.12
Crit Moves:	****			****			****			****		
Green Time:	20.6	90.9	106.9	26.3	96.6	113.4	16.9	35.6	56.3	15.9	34.7	60.9
Volume/Cap:	0.55	0.87	0.27	0.76	0.50	0.16	0.54	0.32	0.23	0.91	0.36	0.35
Delay/Veh:	82.1	35.1	11.3	91.3	20.1	7.3	86.7	66.2	49.1	133.4	67.6	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	35.1	11.3	91.3	20.1	7.3	86.7	66.2	49.1	133.4	67.6	48.1
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	12	63	9	20	22	4	12	12	11	21	13	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



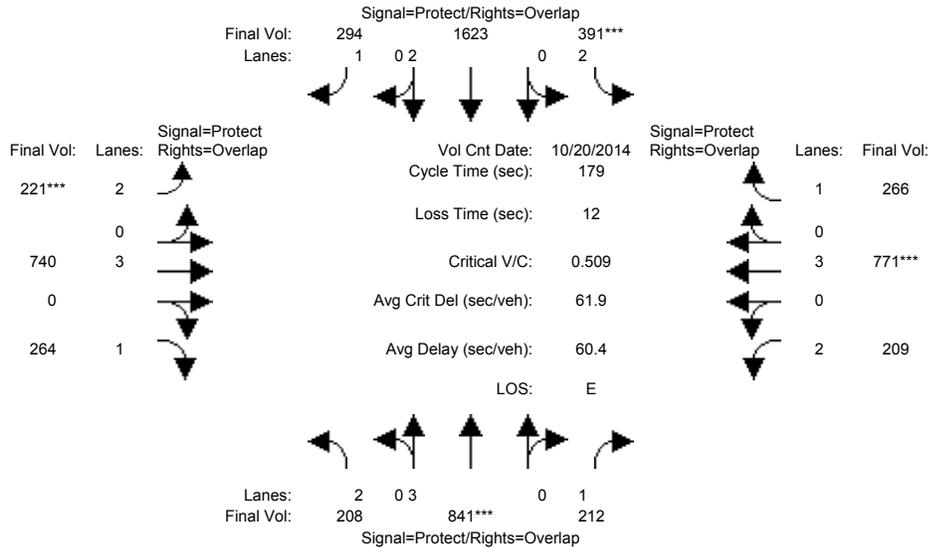
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	19	93	93	22	40	40	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	199	2502	232	231	1003	119	217	519	194	213	741	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	2502	232	231	1003	119	217	519	194	213	741	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	2502	232	231	1003	119	217	519	194	213	741	428
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	2127	232	231	1003	119	217	519	194	213	741	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	2127	232	231	1003	119	217	519	194	213	741	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	2127	232	231	1003	119	217	519	194	213	741	428
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.13	0.07	0.18	0.07	0.07	0.09	0.11	0.07	0.13	0.24
Crit Moves:	****			****			****			****		
Green Time:	21.6	90.9	113.4	17.8	87.2	107.8	20.6	37.5	59.1	22.5	39.4	57.2
Volume/Cap:	0.53	1.11	0.21	0.74	0.36	0.11	0.60	0.44	0.34	0.54	0.59	0.77
Delay/Veh:	80.8	116	22.2	93.3	37.9	23.1	83.7	66.5	49.1	80.4	68.1	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	116	22.2	93.3	37.9	23.1	83.7	66.5	49.1	80.4	68.1	65.7
LOS by Move:	F	F	C	F	D	C	F	E	D	F	E	E
HCM2k95thQ:	14	115	16	15	25	9	15	16	17	14	24	42

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM)

Intersection #5429: SAN TOMAS EXPWY/HAMILTON AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	72	72	38	88	88	25	46	46	23	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2014 <<											
Base Vol:	208	841	212	391	2108	294	221	740	264	209	771	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	841	212	391	2108	294	221	740	264	209	771	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	841	212	391	2108	294	221	740	264	209	771	266
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	841	212	391	1623	294	221	740	264	209	771	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	841	212	391	1623	294	221	740	264	209	771	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	841	212	391	1623	294	221	740	264	209	771	266

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.12	0.12	0.43	0.17	0.07	0.13	0.15	0.07	0.14	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	67.5	89.0	35.6	82.5	105.9	23.4	43.1	63.7	21.6	41.2	76.8
Volume/Cap:	0.57	0.39	0.24	0.62	0.93	0.28	0.54	0.54	0.42	0.55	0.59	0.35
Delay/Veh:	82.3	48.7	34.1	72.4	67.0	26.6	79.0	63.7	47.1	80.9	66.1	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	48.7	34.1	72.4	67.0	26.6	79.0	63.7	47.1	80.9	66.1	37.0
LOS by Move:	F	D	C	E	E	C	E	E	D	F	E	D
HCM2k95thQ:	14	23	17	23	74	22	15	23	22	14	24	20

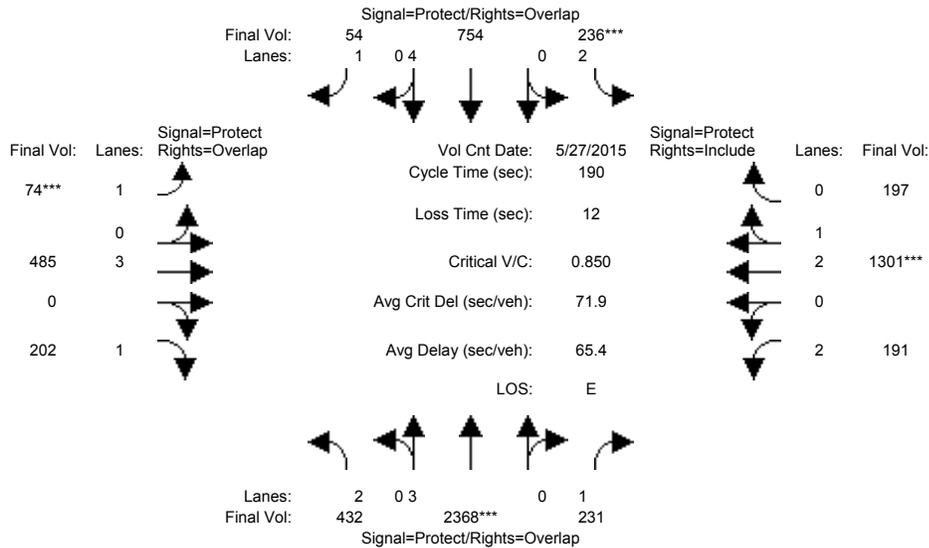
Note: Queue reported is the number of cars per lane.

Cumulative with Project Conditions – With Mitigations

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative with Project (AM) /w Mitigations

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	27 May 2015	<<	7:30-8:30AM						
Base Vol:	432	2786	231	236	754	54	74	485	202	191	1301	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	2786	231	236	754	54	74	485	202	191	1301	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	2786	231	236	754	54	74	485	202	191	1301	197
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	2368	231	236	754	54	74	485	202	191	1301	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	2368	231	236	754	54	74	485	202	191	1301	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	432	2368	231	236	754	54	74	485	202	191	1301	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	5700	1750	3150	4863	736

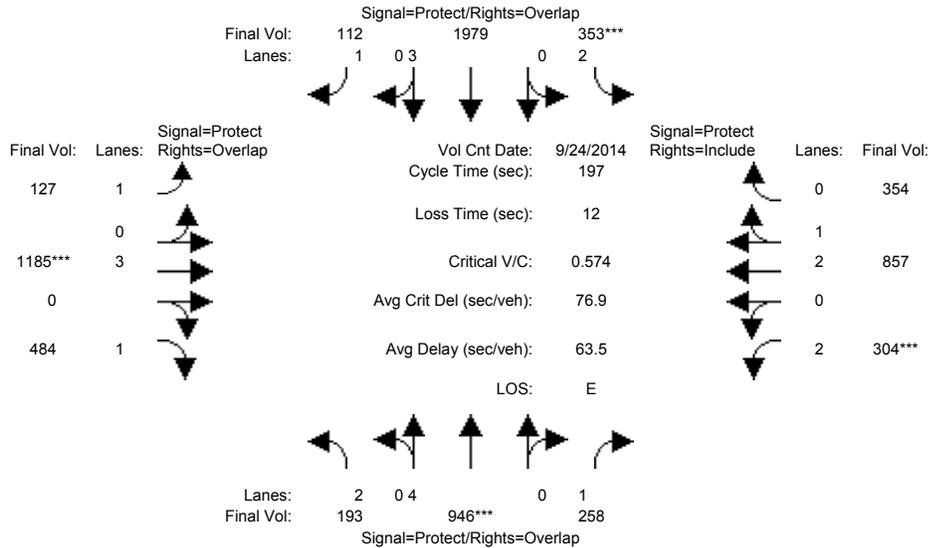
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.13	0.07	0.10	0.03	0.04	0.09	0.12	0.06	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	29.0	100	117.9	15.0	86.1	103.0	16.8	45.9	74.9	17.8	46.8	46.8
Volume/Cap:	0.90	0.79	0.21	0.95	0.22	0.06	0.48	0.35	0.29	0.65	1.09	1.09
Delay/Veh:	103.8	29.5	8.9	136.6	28.1	15.3	90.3	64.0	42.4	93.7	128	127.8
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:	103.8	29.5	8.9	136.6	28.1	15.3	90.3	64.0	42.4	93.7	128	127.8
LOS by Move:	F	C	A	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	28	51	6	18	10	2	9	15	17	13	60	60

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative with Project (PM) /w Mitigations

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD



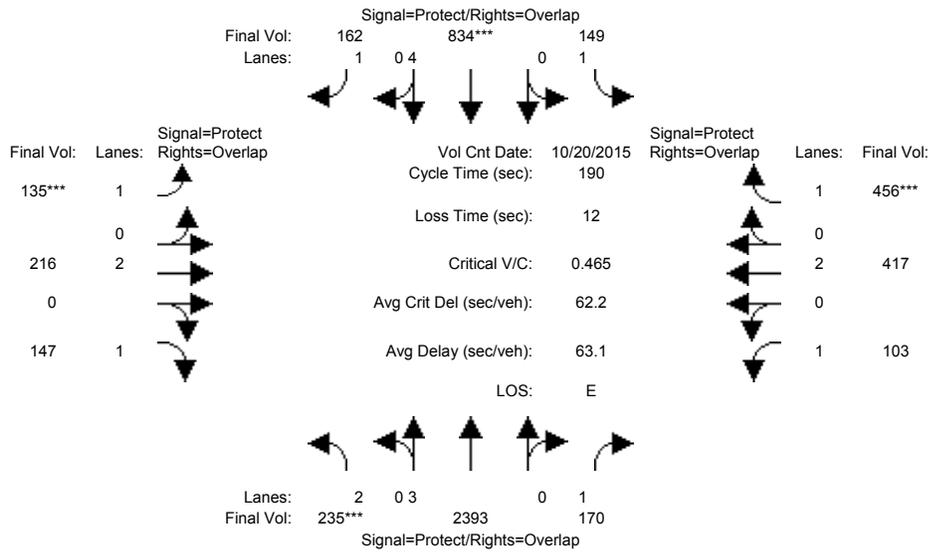
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	193	946	258	353	2570	112	127	1185	484	304	857	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	946	258	353	2570	112	127	1185	484	304	857	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	946	258	353	2570	112	127	1185	484	304	857	354
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	946	258	353	1979	112	127	1185	484	304	857	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	946	258	353	1979	112	127	1185	484	304	857	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	946	258	353	1979	112	127	1185	484	304	857	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.09	0.91
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	5700	1750	3150	3961	1636
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.15	0.11	0.35	0.06	0.07	0.21	0.28	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.71	0.30	0.28	0.59	0.66	0.11	0.90	0.91	0.88	0.92	0.86	0.86
Delay/Veh:	102.3	46.7	35.7	79.0	27.1	9.9	141.8	88.5	83.4	123.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	46.7	35.7	79.0	27.1	9.9	141.8	88.5	83.4	123.3	80.3	80.3
LOS by Move:	F	D	D	E	C	A	F	F	F	F	F	F
HCM2k95thQ:	14	20	22	20	37	3	17	41	51	23	42	42

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM) /w Mitigations

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Oct 2015 << AM											
Base Vol:	235	2815	170	149	834	162	135	216	147	103	417	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2815	170	149	834	162	135	216	147	103	417	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	2815	170	149	834	162	135	216	147	103	417	456
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2393	170	149	834	162	135	216	147	103	417	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2393	170	149	834	162	135	216	147	103	417	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	2393	170	149	834	162	135	216	147	103	417	456

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	7600	1750	1750	3800	1750	1750	3800	1750

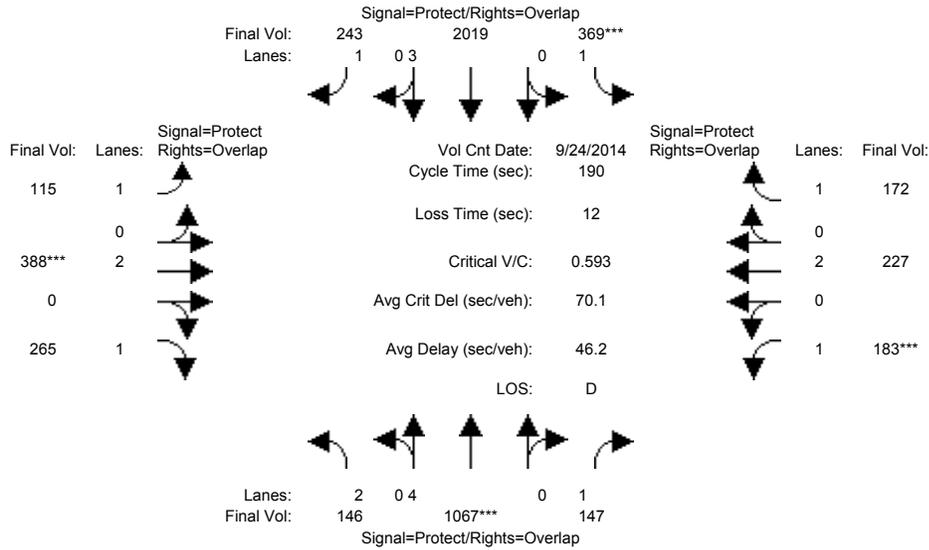
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.10	0.09	0.11	0.09	0.08	0.06	0.08	0.06	0.11	0.26
Crit Moves:	****				****		****					****
Green Time:	24.5	109	124.2	19.8	104	125.1	20.7	34.8	59.3	15.0	29.2	48.9
Volume/Cap:	0.58	0.73	0.15	0.82	0.20	0.14	0.71	0.31	0.27	0.74	0.72	1.01
Delay/Veh:	93.1	60.8	30.4	113.1	15.7	5.4	98.5	71.7	52.5	110.3	85.5	120.5
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:	93.1	60.8	30.4	113.1	15.7	5.4	98.5	71.7	52.5	110.3	85.5	120.5
LOS by Move:	F	E	C	F	B	A	F	E	D	F	F	F
HCM2k95thQ:	15	68	16	19	8	3	18	11	14	15	24	57

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM) /w Mitigations

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Sep 2014 <<											
Base Vol:	146	1067	147	369	2622	243	115	388	265	183	227	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1067	147	369	2622	243	115	388	265	183	227	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1067	147	369	2622	243	115	388	265	183	227	172
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1067	147	369	2019	243	115	388	265	183	227	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1067	147	369	2019	243	115	388	265	183	227	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	1067	147	369	2019	243	115	388	265	183	227	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

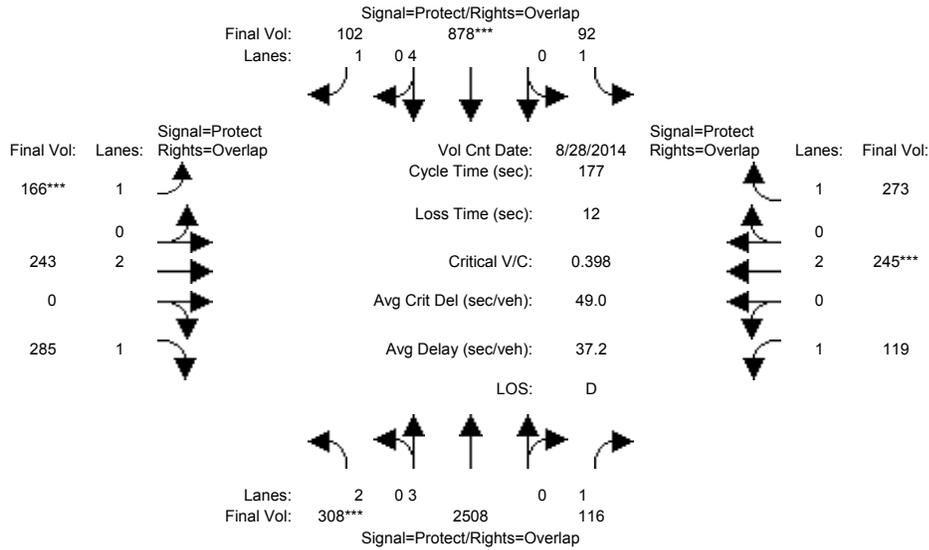
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.21	0.35	0.14	0.07	0.10	0.15	0.10	0.06	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.37	0.17	0.75	0.61	0.20	0.62	0.59	0.59	1.01	0.35	0.22
Delay/Veh:	91.9	50.4	35.7	72.9	17.4	3.7	93.5	78.9	68.3	160.7	74.6	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:	91.9	50.4	35.7	72.9	17.4	3.7	93.5	78.9	68.3	160.7	74.6	34.0
LOS by Move:	F	D	D	E	B	A	F	E	E	F	E	C
HCM2k95thQ:	10	23	13	36	30	4	15	21	27	28	12	13

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (AM) /w Mitigations

Intersection #5427: SAN TOMAS/WILLIAMS



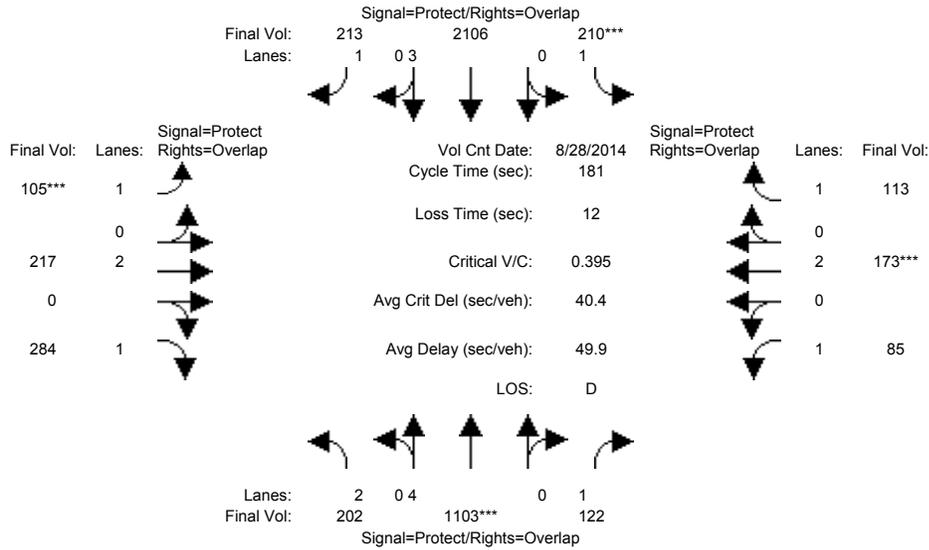
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	110	110	17	102	102	20	33	33	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 << 7:30-8:30AM												
Base Vol:	308	2950	116	92	878	102	166	243	285	119	245	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	2950	116	92	878	102	166	243	285	119	245	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	2950	116	92	878	102	166	243	285	119	245	273
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2508	116	92	878	102	166	243	285	119	245	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2508	116	92	878	102	166	243	285	119	245	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	2508	116	92	878	102	166	243	285	119	245	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	7600	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.07	0.05	0.12	0.06	0.09	0.06	0.16	0.07	0.06	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.4	103	118.9	15.9	95.5	114.3	18.7	30.9	54.3	15.9	28.1	44.0
Volume/Cap:	0.74	0.76	0.10	0.58	0.21	0.09	0.90	0.37	0.53	0.76	0.41	0.63
Delay/Veh:	85.7	19.2	4.0	88.2	15.9	5.7	121.9	69.1	55.2	102.7	71.9	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	19.2	4.0	88.2	15.9	5.7	121.9	69.1	55.2	102.7	71.9	66.1
LOS by Move:	F	B	A	F	B	A	F	E	E	F	E	E
HCM2k95thQ:	17	40	2	11	8	2	23	12	26	16	12	27

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project (PM) /w Mitigations

Intersection #5427: SAN TOMAS/WILLIAMS



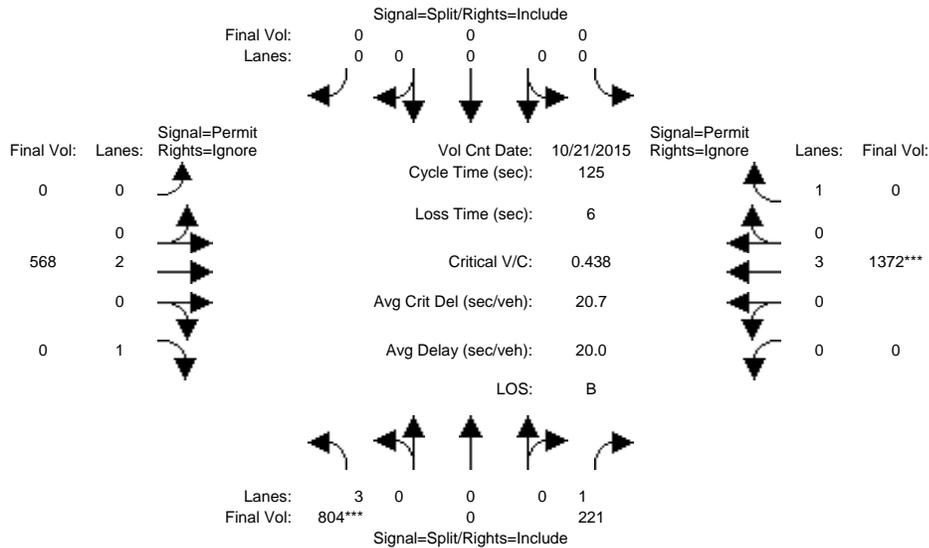
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	97	97	36	111	111	18	31	31	17	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2014 <<												
Base Vol:	202	1103	122	210	2633	213	105	217	284	85	173	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1103	122	210	2633	213	105	217	284	85	173	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1103	122	210	2633	213	105	217	284	85	173	113
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1103	122	210	2106	213	105	217	284	85	173	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1103	122	210	2106	213	105	217	284	85	173	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1103	122	210	2106	213	105	217	284	85	173	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.07	0.12	0.37	0.12	0.06	0.06	0.16	0.05	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	91.0	106.9	33.8	104	121.0	16.9	29.1	49.7	15.9	28.1	61.9
Volume/Cap:	0.56	0.29	0.12	0.64	0.64	0.18	0.64	0.36	0.59	0.55	0.29	0.19
Delay/Veh:	83.0	21.3	10.4	88.0	53.0	28.4	92.9	72.5	62.6	88.6	72.4	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	21.3	10.4	88.0	53.0	28.4	92.9	72.5	62.6	88.6	72.4	44.8
LOS by Move:	F	C	B	F	D	C	F	E	E	F	E	D
HCM2k95thQ:	12	12	4	23	57	19	14	11	27	11	9	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative with Project - TDP (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	21 Oct 2015	<<							
Base Vol:	804	0	221	0	0	0	0	568	661	0	1372	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	804	0	221	0	0	0	0	568	661	0	1372	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	804	0	221	0	0	0	0	568	661	0	1372	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	804	0	221	0	0	0	0	568	0	0	1372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	804	0	221	0	0	0	0	568	0	0	1372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	804	0	221	0	0	0	0	568	0	0	1372	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

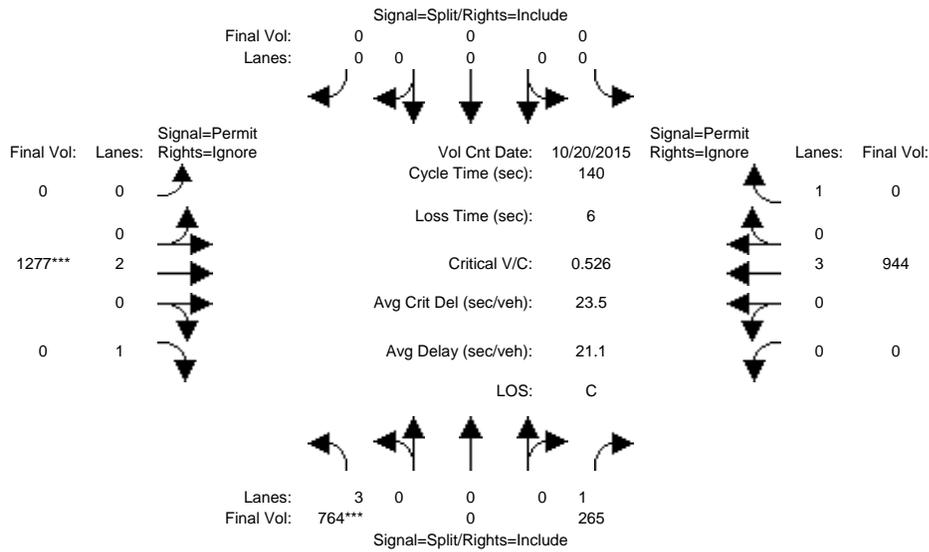
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.24	0.00
Crit Moves:	****										****	
Green Time:	50.4	0.0	50.4	0.0	0.0	0.0	0.0	68.6	0.0	0.0	68.6	0.0
Volume/Cap:	0.44	0.00	0.31	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.44	0.00
Delay/Veh:	27.2	0.0	25.8	0.0	0.0	0.0	0.0	15.0	0.0	0.0	16.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	0.0	25.8	0.0	0.0	0.0	0.0	15.0	0.0	0.0	16.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	17	0	12	0	0	0	0	11	0	0	19	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2015	<<							
Base Vol:	764	0	265	0	0	0	0	1277	984	0	944	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	764	0	265	0	0	0	0	1277	984	0	944	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	764	0	265	0	0	0	0	1277	984	0	944	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	764	0	265	0	0	0	0	1277	0	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	764	0	265	0	0	0	0	1277	0	0	944	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	764	0	265	0	0	0	0	1277	0	0	944	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

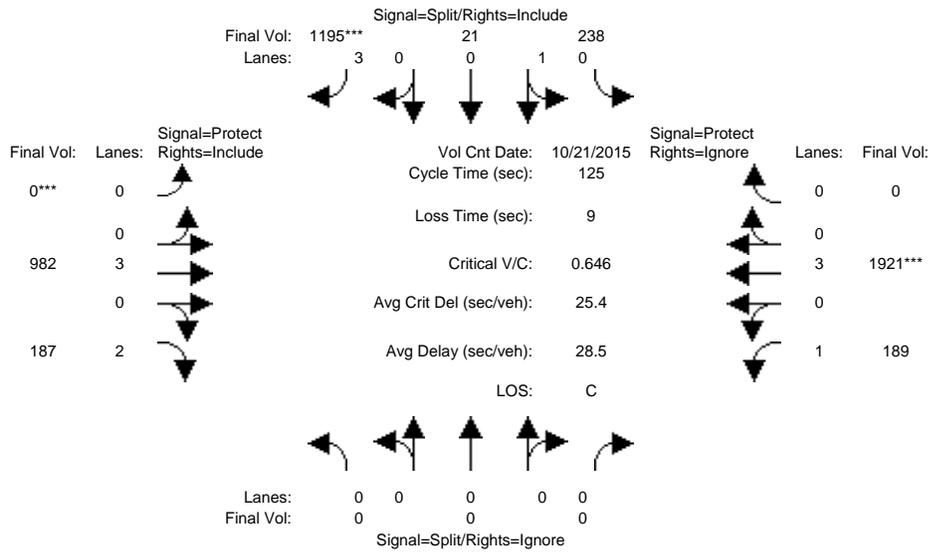
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.15	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:	****							****				
Green Time:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	89.4	0.0	0.0	89.4	0.0
Volume/Cap:	0.53	0.00	0.47	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.26	0.00
Delay/Veh:	39.4	0.0	38.9	0.0	0.0	0.0	0.0	14.0	0.0	0.0	11.0	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:	39.4	0.0	38.9	0.0	0.0	0.0	0.0	14.0	0.0	0.0	11.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	20	0	18	0	0	0	0	25	0	0	11	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3056: SB 880/STEVENS CREEK



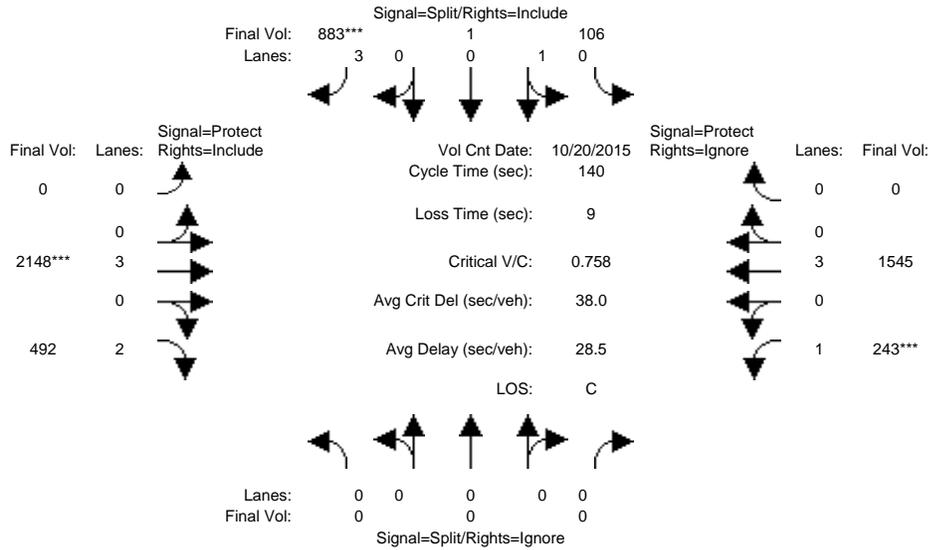
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	238	21	1195	0	982	622	189	1921	0
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	238	21	1195	0	982	622	189	1921	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	21	1195	0	982	622	189	1921	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	21	1195	0	982	187	189	1921	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	21	1195	0	982	187	189	1921	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	238	21	1195	0	982	187	189	1921	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	0.08	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1654	146	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.26	0.00	0.17	0.06	0.11	0.34	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	50.8	50.8	50.8	0.0	40.1	40.1	25.1	65.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.65	0.00	0.54	0.18	0.54	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	26.0	26.0	30.7	0.0	35.2	30.8	46.4	22.1	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	26.0	26.0	30.7	0.0	35.2	30.8	46.4	22.1	0.0
LOS by Move:	A	A	A	C	C	C	A	D	C	D	C	A
HCM2k95thQ:	0	0	0	14	14	27	0	18	6	13	30	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3056: SB 880/STEVENS CREEK



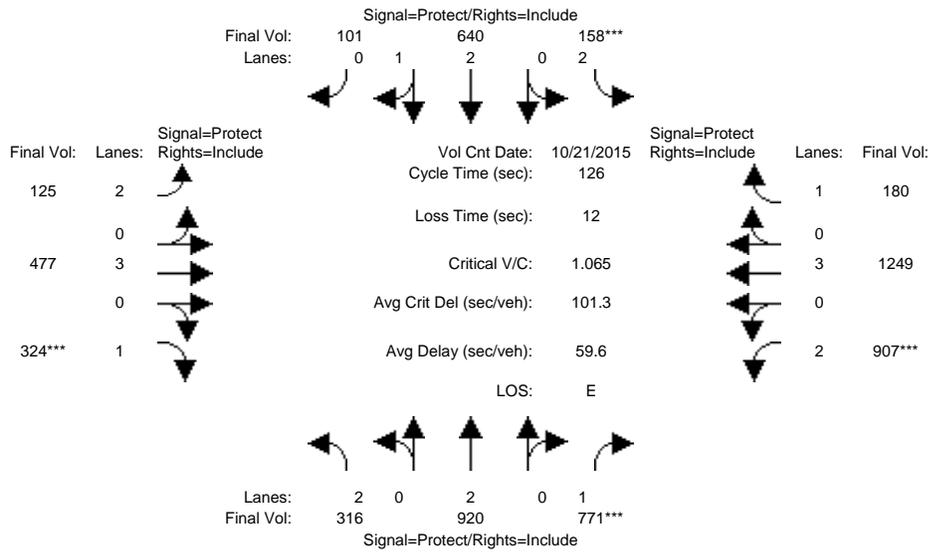
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	0	0	0	106	1	883	0	2148	1640	243	1545	0
Growth Adj:	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	106	1	883	0	2148	1640	243	1545	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	1	883	0	2148	1640	243	1545	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.30	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	106	1	883	0	2148	492	243	1545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	883	0	2148	492	243	1545	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	106	1	883	0	2148	492	243	1545	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1783	17	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.19	0.00	0.38	0.16	0.14	0.27	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.8	35.8	35.8	0.0	69.6	69.6	25.6	95.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.76	0.00	0.76	0.31	0.76	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	41.5	41.5	51.0	0.0	29.7	21.1	64.3	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.5	41.5	51.0	0.0	29.7	21.1	64.3	9.9	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2k95thQ:	0	0	0	8	8	28	0	38	13	20	18	0

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	21 Oct 2015			<< 7:45-8:45AM				
Base Vol:	316	920	771	158	640	101	125	477	324	907	1249	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	920	771	158	640	101	125	477	324	907	1249	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	920	771	158	640	101	125	477	324	907	1249	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	920	771	158	640	101	125	477	324	907	1249	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	920	771	158	640	101	125	477	324	907	1249	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	316	920	771	158	640	101	125	477	324	907	1249	180

Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.58	0.42	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4836	763	3150	5700	1750	3150	5700	1750

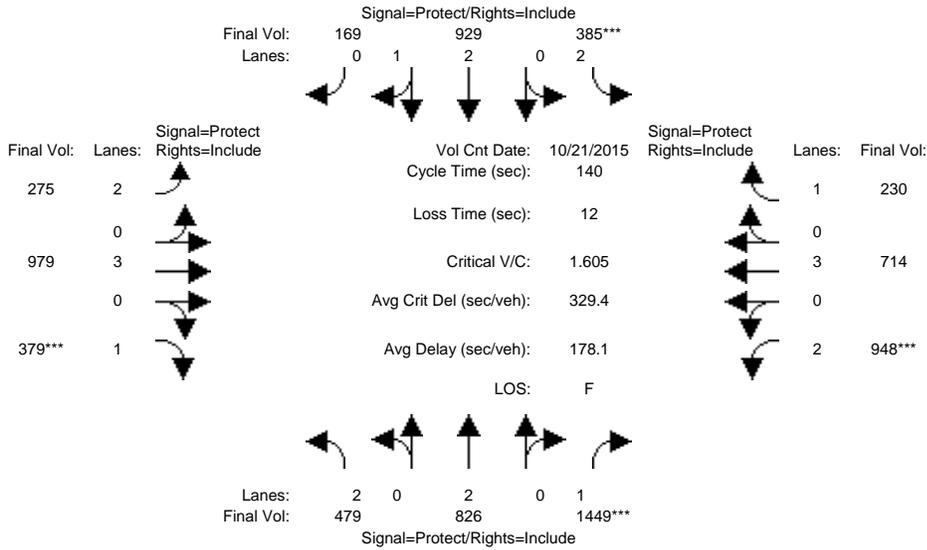
Capacity Analysis Module:	0.10 0.24 0.44			0.05 0.13 0.13			0.04 0.08 0.19			0.29 0.22 0.10		
Vol/Sat:	0.10	0.24	0.44	0.05	0.13	0.13	0.04	0.08	0.19	0.29	0.22	0.10
Crit Moves:			****	****					****	****		
Green Time:	25.3	51.6	51.6	7.0	33.3	33.3	11.2	21.7	21.7	33.7	44.2	44.2
Volume/Cap:	0.50	0.59	1.08	0.90	0.50	0.50	0.45	0.49	1.08	1.08	0.62	0.29
Delay/Veh:	45.4	29.6	93.1	100.6	39.5	39.5	55.6	47.5	125.7	99.6	34.6	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	29.6	93.1	100.6	39.5	39.5	55.6	47.5	125.7	99.6	34.6	29.9
LOS by Move:	D	C	F	F	D	D	E	D	F	F	C	C
HCM2k95thQ:	13	25	68	12	16	16	7	11	35	45	23	10

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



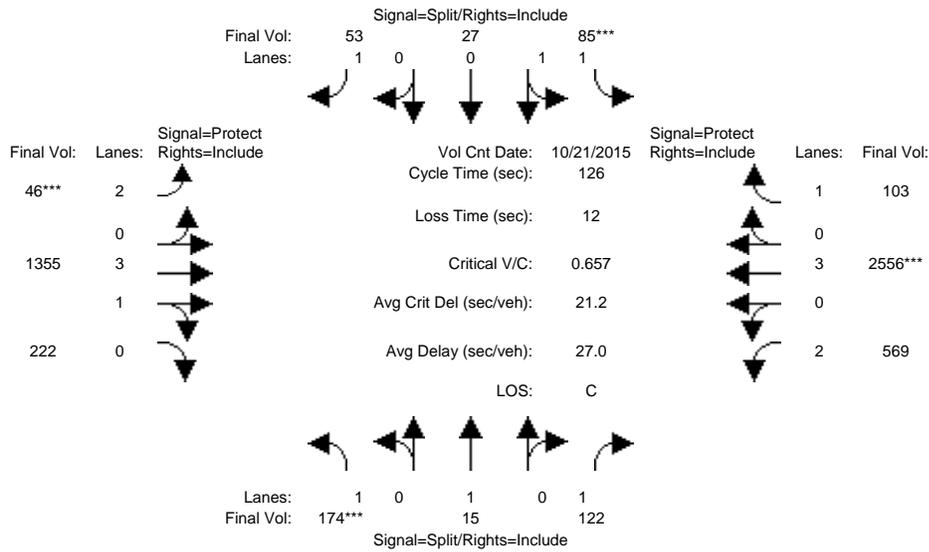
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	479	826	1449	385	929	169	275	979	379	948	714	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	826	1449	385	929	169	275	979	379	948	714	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	826	1449	385	929	169	275	979	379	948	714	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	826	1449	385	929	169	275	979	379	948	714	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	826	1449	385	929	169	275	979	379	948	714	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	826	1449	385	929	169	275	979	379	948	714	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4737	862	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.83	0.12	0.20	0.20	0.09	0.17	0.22	0.30	0.13	0.13
Crit Moves:			****	****					****	****		
Green Time:	36.2	72.2	72.2	10.7	46.7	46.7	18.0	18.9	18.9	26.2	27.1	27.1
Volume/Cap:	0.59	0.42	1.61	1.61	0.59	0.59	0.68	1.27	1.61	1.61	0.65	0.68
Delay/Veh:	46.5	21.1	311.5	355.7	39.2	39.2	62.8	194	351.9	337.1	53.4	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	21.1	311.5	355.7	39.2	39.2	62.8	194	351.9	337.1	53.4	57.9
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2k95thQ:	20	20	207	37	24	24	15	41	59	77	17	18

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3702: MONROE/STEVENS CREEK



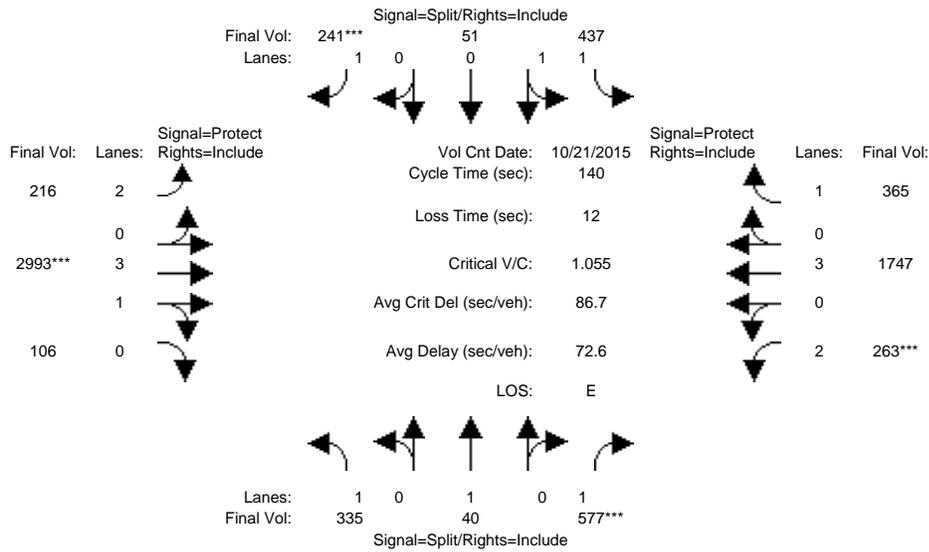
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	174	15	122	85	27	53	46	1355	222	569	2556	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	15	122	85	27	53	46	1355	222	569	2556	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	15	122	85	27	53	46	1355	222	569	2556	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	15	122	85	27	53	46	1355	222	569	2556	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	15	122	85	27	53	46	1355	222	569	2556	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	15	122	85	27	53	46	1355	222	569	2556	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.52	0.48	1.00	2.00	3.41	0.59	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2694	856	1750	3150	6442	1056	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.03	0.03	0.03	0.01	0.21	0.21	0.18	0.45	0.06
Crit Moves:	****			****			****				****	
Green Time:	17.6	17.6	17.6	10.0	10.0	10.0	7.0	46.5	46.5	39.9	79.4	79.4
Volume/Cap:	0.71	0.06	0.50	0.40	0.40	0.38	0.26	0.57	0.57	0.57	0.71	0.09
Delay/Veh:	61.2	47.1	51.7	56.1	56.1	56.8	57.8	32.1	32.1	36.7	16.3	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	47.1	51.7	56.1	56.1	56.8	57.8	32.1	32.1	36.7	16.3	9.2
LOS by Move:	E	D	D	E	E	E	E	C	C	D	B	A
HCM2k95thQ:	16	1	10	5	5	5	3	22	22	19	36	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3702: MONROE/STEVENS CREEK



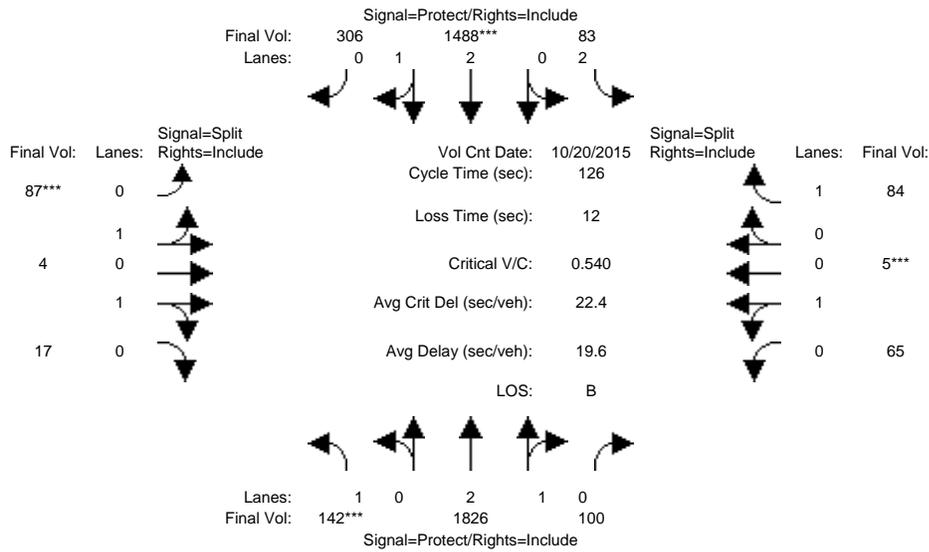
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	335	40	577	437	51	241	216	2993	106	263	1747	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	40	577	437	51	241	216	2993	106	263	1747	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	40	577	437	51	241	216	2993	106	263	1747	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	40	577	437	51	241	216	2993	106	263	1747	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	40	577	437	51	241	216	2993	106	263	1747	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	40	577	437	51	241	216	2993	106	263	1747	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.79	0.21	1.00	2.00	3.86	0.14	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3179	371	1750	3150	7243	257	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.33	0.14	0.14	0.14	0.07	0.41	0.41	0.08	0.31	0.21
Crit Moves:			****			****		****		****		
Green Time:	43.8	43.8	43.8	18.3	18.3	18.3	12.1	54.9	54.9	11.1	53.9	53.9
Volume/Cap:	0.61	0.07	1.05	1.05	1.05	1.05	0.80	1.05	1.05	1.05	0.80	0.54
Delay/Veh:	43.0	33.8	101.8	117.2	117	135.5	77.8	75.8	75.8	136.5	40.3	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	33.8	101.8	117.2	117	135.5	77.8	75.8	75.8	136.5	40.3	34.4
LOS by Move:	D	C	F	F	F	F	E	E	E	F	D	C
HCM2k95thQ:	24	2	56	29	29	29	14	67	67	17	38	23

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3726: OLIN/WINCHESTER



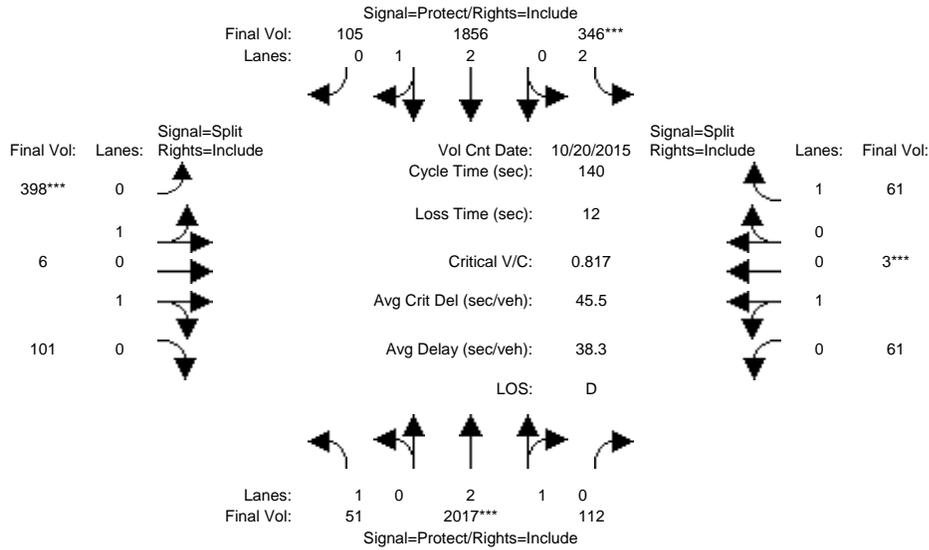
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM												
Base Vol:	142	1826	100	83	1488	306	87	4	17	65	5	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1826	100	83	1488	306	87	4	17	65	5	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1826	100	83	1488	306	87	4	17	65	5	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1826	100	83	1488	306	87	4	17	65	5	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1826	100	83	1488	306	87	4	17	65	5	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	1826	100	83	1488	306	87	4	17	65	5	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.47	0.53	1.00	0.19	0.81	0.93	0.07	1.00
Final Sat.:	1750	5309	291	3150	4644	955	1800	343	1457	1671	129	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.03	0.32	0.32	0.05	0.01	0.01	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.5	79.0	79.0	12.8	73.2	73.2	11.0	11.0	11.0	11.2	11.2	11.2
Volume/Cap:	0.55	0.55	0.55	0.26	0.55	0.55	0.55	0.13	0.13	0.44	0.44	0.54
Delay/Veh:	52.4	13.5	13.5	52.7	16.5	16.5	58.5	53.1	53.1	56.3	56.3	58.7
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	13.5	13.5	52.7	16.5	16.5	58.5	53.1	53.1	56.3	56.3	58.7
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	E
HCM2k95thQ:	10	24	24	4	25	25	8	2	2	6	6	8

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3726: OLIN/WINCHESTER



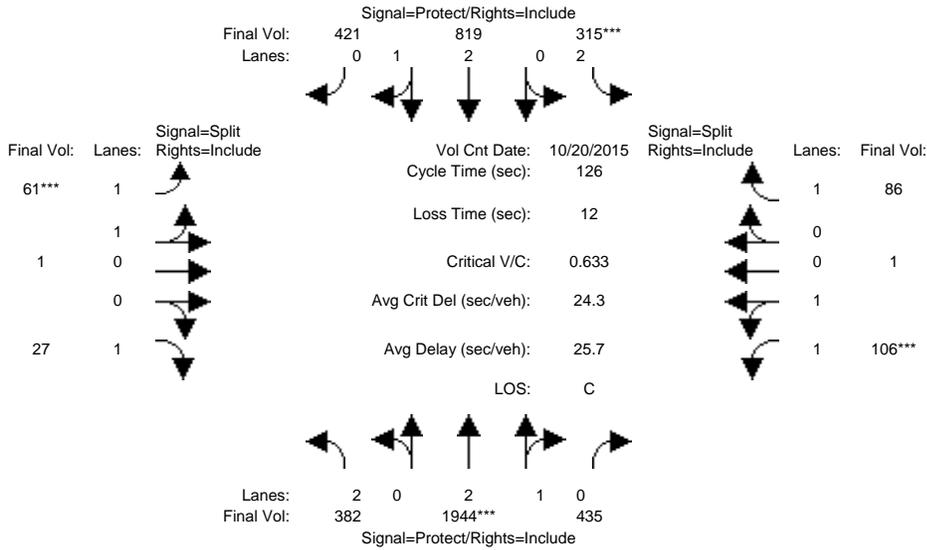
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	51	2017	112	346	1856	105	398	6	101	61	3	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	2017	112	346	1856	105	398	6	101	61	3	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	2017	112	346	1856	105	398	6	101	61	3	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2017	112	346	1856	105	398	6	101	61	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2017	112	346	1856	105	398	6	101	61	3	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	2017	112	346	1856	105	398	6	101	61	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.83	0.17	1.00	0.06	0.94	0.95	0.05	1.00
Final Sat.:	1750	5305	295	3150	5300	300	1800	101	1699	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.11	0.35	0.35	0.22	0.06	0.06	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.2	63.1	63.1	18.2	71.2	71.2	36.7	36.7	36.7	10.0	10.0	10.0
Volume/Cap:	0.40	0.84	0.84	0.84	0.69	0.69	0.84	0.23	0.23	0.50	0.50	0.49
Delay/Veh:	64.1	36.9	36.9	74.2	26.8	26.8	59.5	40.6	40.6	65.6	65.6	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	36.9	36.9	74.2	26.8	26.8	59.5	40.6	40.6	65.6	65.6	65.5
LOS by Move:	E	D	D	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	4	44	44	20	36	36	33	7	7	7	7	7

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3727: OLSEN/WINCHESTER



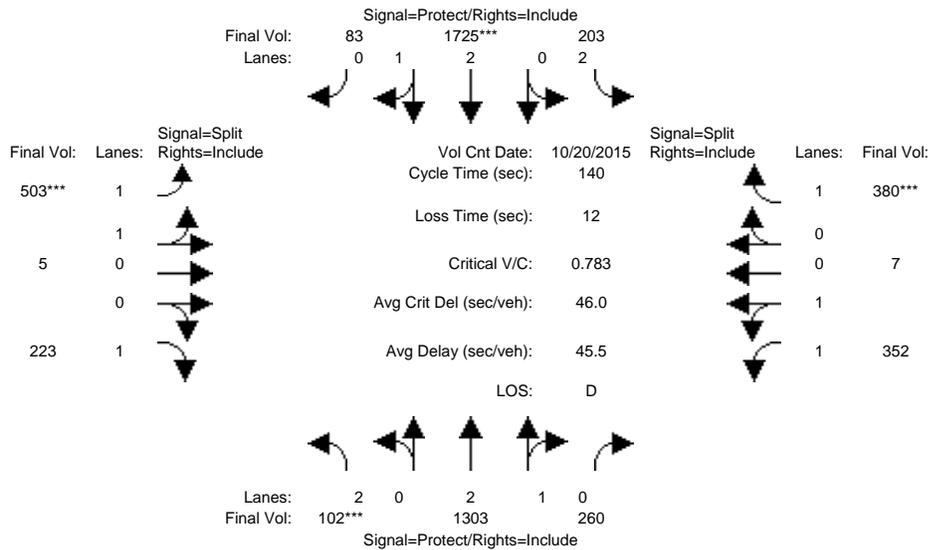
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:45-8:45AM												
Base Vol:	382	1944	435	315	819	421	61	1	27	106	1	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	1944	435	315	819	421	61	1	27	106	1	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1944	435	315	819	421	61	1	27	106	1	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1944	435	315	819	421	61	1	27	106	1	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1944	435	315	819	421	61	1	27	106	1	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1944	435	315	819	421	61	1	27	106	1	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.43	0.57	2.00	2.00	1.00	1.97	0.03	1.00	1.98	0.02	1.00
Final Sat.:	3150	4575	1024	3150	3800	1750	3493	57	1750	3517	33	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.42	0.10	0.22	0.24	0.02	0.02	0.02	0.03	0.03	0.05
Crit Moves:	****			****			****			****		
Green Time:	31.5	76.1	76.1	17.9	62.5	62.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.49	0.70	0.70	0.70	0.43	0.49	0.22	0.22	0.19	0.38	0.38	0.62
Delay/Veh:	40.8	17.9	17.9	56.5	20.5	21.2	54.7	54.7	54.9	55.9	55.9	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	17.9	17.9	56.5	20.5	21.2	54.7	54.7	54.9	55.9	55.9	64.4
LOS by Move:	D	B	B	E	C	C	D	D	D	E	E	E
HCM2k95thQ:	15	36	36	13	18	20	3	3	2	5	5	9

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3727: OLSEN/WINCHESTER



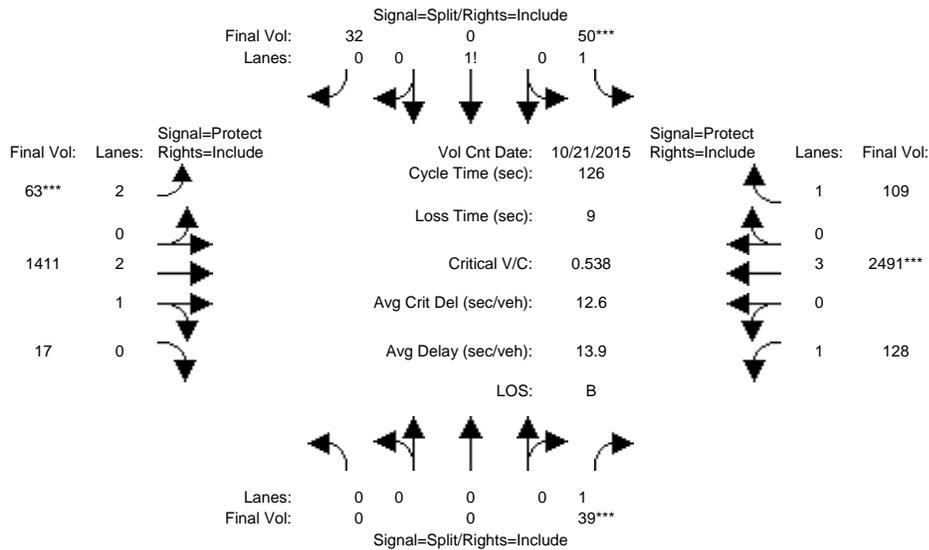
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	102	1303	260	203	1725	83	503	5	223	352	7	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1303	260	203	1725	83	503	5	223	352	7	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1303	260	203	1725	83	503	5	223	352	7	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1303	260	203	1725	83	503	5	223	352	7	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1303	260	203	1725	83	503	5	223	352	7	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1303	260	203	1725	83	503	5	223	352	7	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.48	0.52	2.00	2.86	0.14	1.98	0.02	1.00	1.96	0.04	1.00
Final Sat.:	3150	4667	931	3150	5343	257	3515	35	1750	3481	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.06	0.32	0.32	0.14	0.14	0.13	0.10	0.10	0.22
Crit Moves:	****			****			****					****
Green Time:	7.0	52.2	52.2	12.0	57.2	57.2	25.3	25.3	25.3	38.5	38.5	38.5
Volume/Cap:	0.65	0.75	0.75	0.75	0.79	0.79	0.79	0.79	0.70	0.37	0.37	0.79
Delay/Veh:	74.4	39.8	39.8	73.5	38.1	38.1	61.4	61.4	60.8	41.2	41.2	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	39.8	39.8	73.5	38.1	38.1	61.4	61.4	60.8	41.2	41.2	55.7
LOS by Move:	E	D	D	E	D	D	E	E	E	D	D	E
HCM2k95thQ:	7	35	35	10	38	38	23	23	20	13	13	31

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



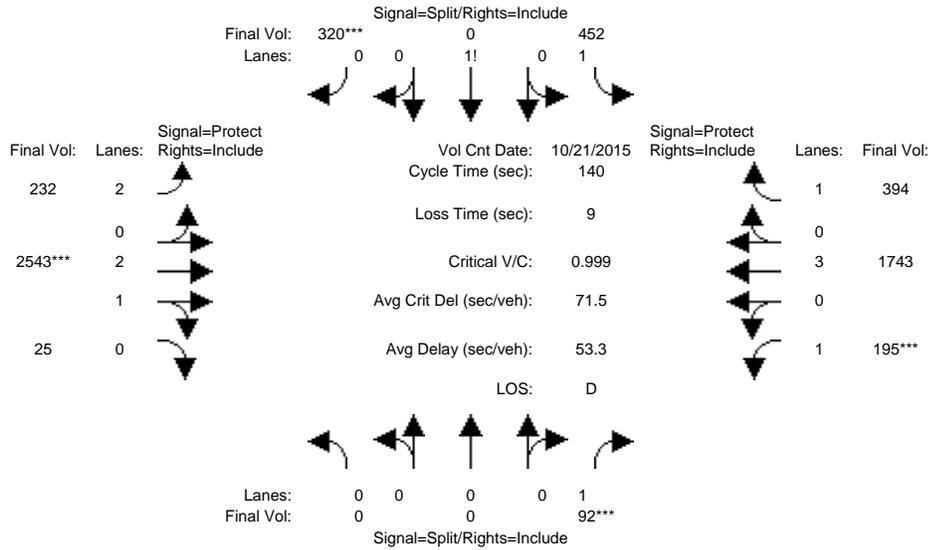
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	0	0	39	50	0	32	63	1411	17	128	2491	109
Growth Adj:	1.00	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	39	50	0	32	63	1411	17	128	2491	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	50	0	32	63	1411	17	128	2491	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	50	0	32	63	1411	17	128	2491	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	39	50	0	32	63	1411	17	128	2491	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	39	50	0	32	63	1411	17	128	2491	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.44	0.00	0.56	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1750	2518	0	982	3150	5533	67	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.03	0.02	0.26	0.26	0.07	0.44	0.06
Crit Moves:			****	****			****				****	
Green Time:	0.0	0.0	10.0	10.0	0.0	10.0	7.0	75.4	75.4	21.6	90.0	90.0
Volume/Cap:	0.00	0.00	0.28	0.25	0.00	0.41	0.36	0.43	0.43	0.43	0.61	0.09
Delay/Veh:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	13.7	13.7	47.6	9.4	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:	0.0	0.0	55.7	54.9	0.0	56.6	58.6	13.7	13.7	47.6	9.4	5.5
LOS by Move:	A	A	E	D	A	E	E	B	B	D	A	A
HCM2k95thQ:	0	0	4	3	0	5	3	18	18	10	28	3

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



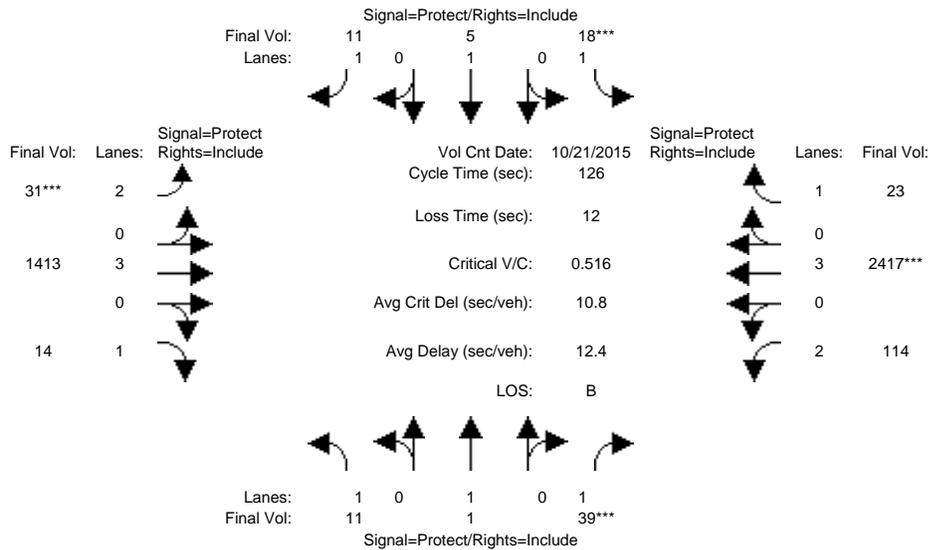
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	92	452	0	320	232	2543	25	195	1743	394
Growth Adj:	1.00	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	92	452	0	320	232	2543	25	195	1743	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	92	452	0	320	232	2543	25	195	1743	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	92	452	0	320	232	2543	25	195	1743	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	92	452	0	320	232	2543	25	195	1743	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	92	452	0	320	232	2543	25	195	1743	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.41	0.00	0.59	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	0	0	1750	2474	0	1026	3150	5545	55	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.18	0.00	0.31	0.07	0.46	0.46	0.11	0.31	0.23
Crit Moves:			****			****			****			****
Green Time:	0.0	0.0	10.0	42.8	0.0	42.8	15.2	62.9	62.9	15.3	63.0	63.0
Volume/Cap:	0.00	0.00	0.74	0.60	0.00	1.02	0.68	1.02	1.02	1.02	0.68	0.50
Delay/Veh:	0.0	0.0	84.0	42.1	0.0	86.6	65.5	61.9	61.9	132.9	31.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	84.0	42.1	0.0	86.6	65.5	61.9	61.9	132.9	31.2	27.8
LOS by Move:	A	A	F	D	A	F	E	E	E	F	C	C
HCM2k95thQ:	0	0	11	23	0	52	11	65	65	24	34	23

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative with Project - TDP (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



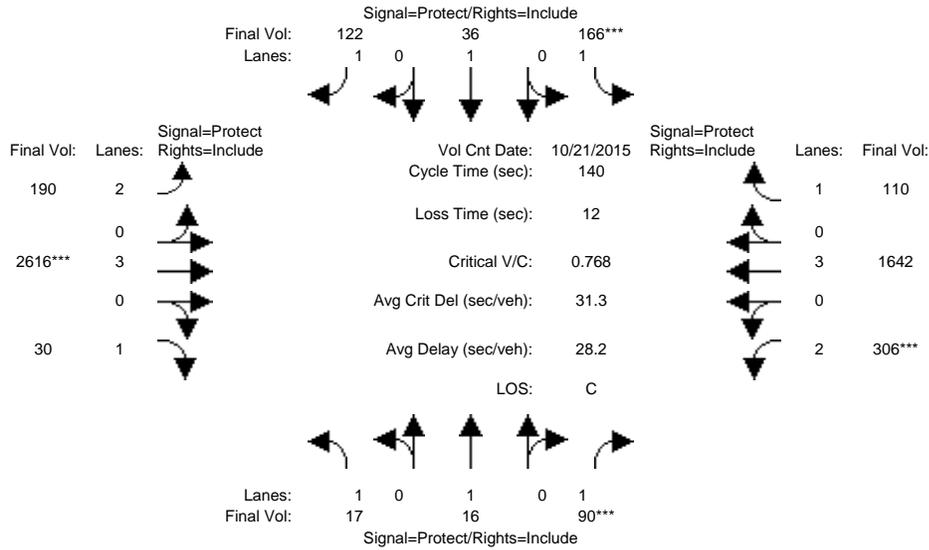
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	11	1	39	18	5	11	31	1413	14	114	2417	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	39	18	5	11	31	1413	14	114	2417	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1	39	18	5	11	31	1413	14	114	2417	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1	39	18	5	11	31	1413	14	114	2417	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	39	18	5	11	31	1413	14	114	2417	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1	39	18	5	11	31	1413	14	114	2417	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	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	0.02	0.01	0.00	0.01	0.01	0.25	0.01	0.04	0.42	0.01
Crit Moves:			****	****			****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	79.2	79.2	17.8	90.0	90.0
Volume/Cap:	0.11	0.01	0.28	0.19	0.03	0.08	0.18	0.39	0.01	0.26	0.59	0.02
Delay/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	11.6	8.8	48.5	9.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	53.4	55.7	57.7	53.6	54.0	57.2	11.6	8.8	48.5	9.2	5.2
LOS by Move:	E	D	E	E	D	D	E	B	A	D	A	A
HCM2k95thQ:	1	0	4	2	0	1	1	16	0	5	27	1

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 21 Oct 2015 <<

Base Vol:	17	16	90	166	36	122	190	2616	30	306	1642	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	16	90	166	36	122	190	2616	30	306	1642	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	16	90	166	36	122	190	2616	30	306	1642	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	16	90	166	36	122	190	2616	30	306	1642	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	90	166	36	122	190	2616	30	306	1642	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	16	90	166	36	122	190	2616	30	306	1642	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

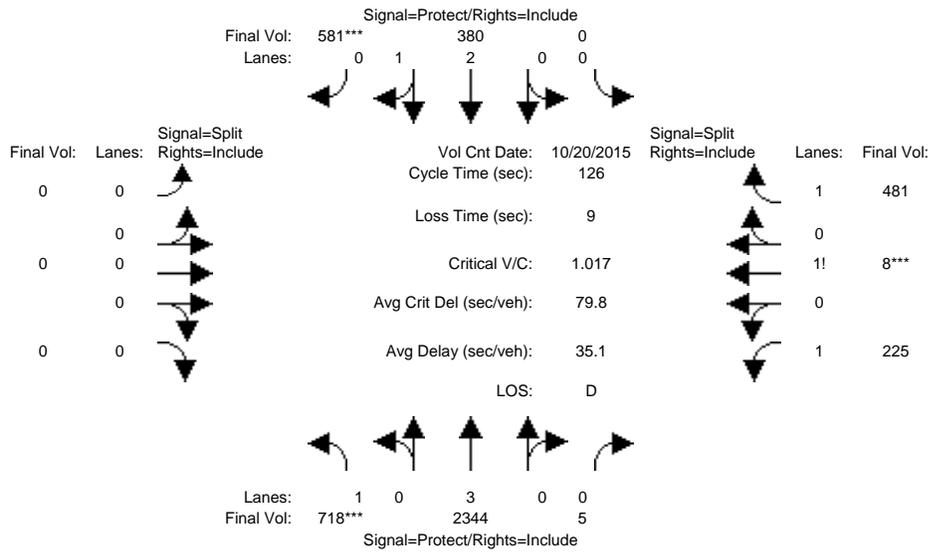
Vol/Sat:	0.01	0.01	0.05	0.09	0.02	0.07	0.06	0.46	0.02	0.10	0.29	0.06
Crit Moves:			****	****				****		****		
Green Time:	11.2	10.0	10.0	17.2	16.0	16.0	17.5	83.2	83.2	17.6	83.4	83.4
Volume/Cap:	0.12	0.12	0.72	0.77	0.17	0.61	0.48	0.77	0.03	0.77	0.48	0.11
Delay/Veh:	60.2	61.3	82.0	75.3	56.3	64.4	58.0	22.4	11.7	68.3	16.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	61.3	82.0	75.3	56.3	64.4	58.0	22.4	11.7	68.3	16.2	12.3
LOS by Move:	E	E	F	E	E	E	E	C	B	E	B	B
HCM2k95thQ:	2	1	11	17	3	12	8	42	1	15	23	4

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (AM)

Intersection #3829: TISCH/WINCHESTER



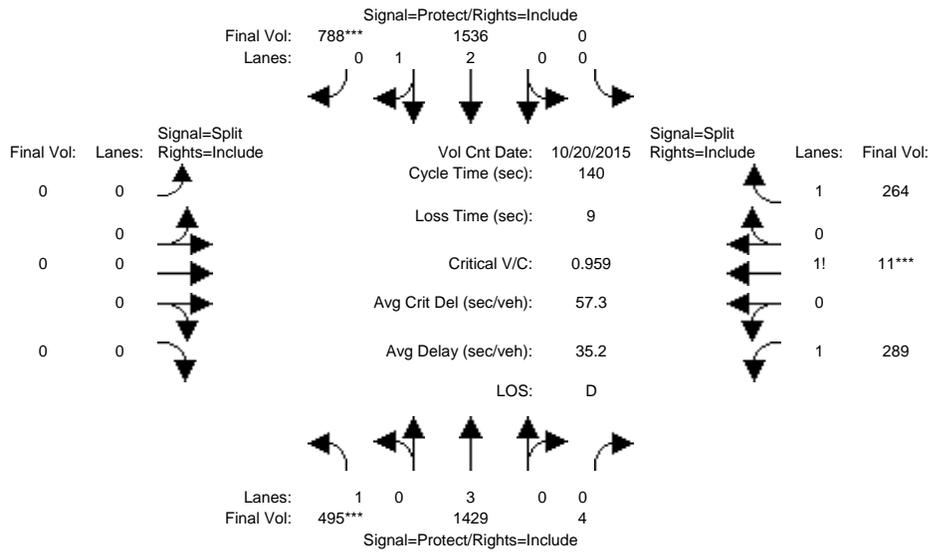
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 8:00-9:00AM												
Base Vol:	718	2344	5	0	380	581	0	0	0	225	8	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	718	2344	5	0	380	581	0	0	0	225	8	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	2344	5	0	380	581	0	0	0	225	8	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	718	2344	5	0	380	581	0	0	0	225	8	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	2344	5	0	380	581	0	0	0	225	8	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	718	2344	5	0	380	581	0	0	0	225	8	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	0.00	2.00	1.00	0.00	0.00	0.00	1.32	0.02	1.66
Final Sat.:	1750	5588	12	0	3800	1750	0	0	0	2306	40	2989
Capacity Analysis Module:												
Vol/Sat:	0.41	0.42	0.42	0.00	0.10	0.33	0.00	0.00	0.00	0.10	0.20	0.16
Crit Moves:	****					****					****	
Green Time:	50.8	91.9	91.9	0.0	41.1	41.1	0.0	0.0	0.0	25.1	25.1	25.1
Volume/Cap:	1.02	0.57	0.57	0.00	0.31	1.02	0.00	0.00	0.00	0.49	1.02	0.81
Delay/Veh:	75.9	8.1	8.1	0.0	31.8	76.1	0.0	0.0	0.0	45.1	88.8	53.8
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:	75.9	8.1	8.1	0.0	31.8	76.1	0.0	0.0	0.0	45.1	88.8	53.8
LOS by Move:	E	A	A	A	C	E	A	A	A	D	F	D
HCM2k95thQ:	60	25	25	0	11	51	0	0	0	12	32	22

Note: Queue reported is the number of cars per lane.

Santana Row West

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project - TDP (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 <<												
Base Vol:	495	1429	4	0	1536	788	0	0	0	289	11	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	1429	4	0	1536	788	0	0	0	289	11	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	1429	4	0	1536	788	0	0	0	289	11	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	1429	4	0	1536	788	0	0	0	289	11	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1429	4	0	1536	788	0	0	0	289	11	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	495	1429	4	0	1536	788	0	0	0	289	11	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.00	2.00	1.00	0.00	0.00	0.00	1.50	0.04	1.46
Final Sat.:	1750	5584	16	0	3800	1750	0	0	0	2630	67	2553
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.26	0.00	0.40	0.45	0.00	0.00	0.00	0.11	0.16	0.10
Crit Moves:	****					****					****	
Green Time:	41.3	107	107.0	0.0	65.7	65.7	0.0	0.0	0.0	24.0	24.0	24.0
Volume/Cap:	0.96	0.33	0.33	0.00	0.86	0.96	0.00	0.00	0.00	0.64	0.96	0.60
Delay/Veh:	77.9	5.3	5.3	0.0	36.1	46.2	0.0	0.0	0.0	55.6	84.6	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	5.3	5.3	0.0	36.1	46.2	0.0	0.0	0.0	55.6	84.6	54.7
LOS by Move:	E	A	A	A	D	D	A	A	A	E	F	D
HCM2k95thQ:	45	12	12	0	50	63	0	0	0	16	27	15

Note: Queue reported is the number of cars per lane.

Appendix E

Vehicle Queuing Calculations

Winchester/ Stevens Creek
 NBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 2.9
 Percentile = 0.95 6

Winchester/ Stevens Creek
 NBL
 AM
 Background Plus Project Conditions (with I-280/Winc
 Avg. Queue Per Lane in Veh= 4.7
 Percentile = 0.95 8

Winchester/ Stevens Creek
 NBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 3.6
 Percentile = 0.95 7

Winchester/ Stevens Creek
 NBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 3.7
 Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0547	0.0547	0
0.1590	0.2138	1
0.2310	0.4448	2
0.2237	0.6685	3
0.1625	0.8310	4
0.0944	0.9254	5
0.0457	0.9711	6
0.0190	0.9900	7
0.0069	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0093	0.0093	0
0.0437	0.0530	1
0.1021	0.1551	2
0.1589	0.3140	3
0.1857	0.4997	4
0.1735	0.6732	5
0.1351	0.8083	6
0.0902	0.8985	7
0.0527	0.9512	8
0.0273	0.9786	9
0.0128	0.9913	10
0.0054	0.9968	11
0.0021	0.9989	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0277	0.0277	0
0.0993	0.1269	1
0.1780	0.3050	2
0.2129	0.5179	3
0.1910	0.7088	4
0.1370	0.8458	5
0.0819	0.9278	6
0.0420	0.9697	7
0.0188	0.9886	8
0.0075	0.9961	9
0.0027	0.9988	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0241	0.0241	0
0.0897	0.1137	1
0.1671	0.2808	2
0.2076	0.4884	3
0.1935	0.6819	4
0.1442	0.8261	5
0.0896	0.9157	6
0.0477	0.9635	7
0.0222	0.9857	8
0.0092	0.9949	9
0.0034	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek
 NBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 4.6
 Percentile = 0.95 8

Winchester/ Stevens Creek
 NBL
 PM
 Background Plus Project Conditions (with I-280/Winc
 Avg. Queue Per Lane in Veh= 8.6
 Percentile = 0.95 14

Winchester/ Stevens Creek
 NBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 7.2
 Percentile = 0.95 12

Winchester/ Stevens Creek
 NBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 8.4
 Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0100	0.0100	0
0.0459	0.0559	1
0.1058	0.1618	2
0.1626	0.3243	3
0.1873	0.5117	4
0.1726	0.6843	5
0.1326	0.8169	6
0.0873	0.9042	7
0.0503	0.9545	8
0.0257	0.9803	9
0.0119	0.9921	10
0.0050	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0016	0.0018	1
0.0069	0.0087	2
0.0198	0.0286	3
0.0425	0.0711	4
0.0729	0.1440	5
0.1042	0.2483	6
0.1277	0.3760	7
0.1369	0.5128	8
0.1304	0.6432	9
0.1118	0.7550	10
0.0872	0.8422	11
0.0623	0.9045	12
0.0411	0.9456	13
0.0252	0.9707	14
0.0144	0.9851	15
0.0077	0.9928	16
0.0039	0.9967	17
0.0019	0.9986	18
0.0008	0.9994	19
0.0004	0.9998	20
0.0001	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0052	0.0059	1
0.0189	0.0248	2
0.0455	0.0704	3
0.0824	0.1527	4
0.1192	0.2719	5
0.1436	0.4156	6
0.1484	0.5640	7
0.1342	0.6982	8
0.1079	0.8061	9
0.0780	0.8841	10
0.0513	0.9354	11
0.0309	0.9663	12
0.0172	0.9835	13
0.0089	0.9924	14
0.0043	0.9967	15
0.0019	0.9986	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0020	0.0022	1
0.0082	0.0104	2
0.0228	0.0331	3
0.0476	0.0807	4
0.0796	0.1603	5
0.1109	0.2713	6
0.1325	0.4038	7
0.1385	0.5423	8
0.1287	0.6709	9
0.1076	0.7785	10
0.0818	0.8603	11
0.0570	0.9172	12
0.0366	0.9539	13
0.0219	0.9758	14
0.0122	0.9880	15
0.0064	0.9943	16
0.0031	0.9975	17
0.0015	0.9989	18
0.0006	0.9996	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Winchester/ Stevens Creek
WBL
AM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 15.4
Percentile = 0.95 22

Winchester/ Stevens Creek
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.3
Percentile = 0.95 11

Winchester/ Stevens Creek
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.2
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0097	0.0097	0
0.0449	0.0546	1
0.1041	0.1587	2
0.1609	0.3196	3
0.1866	0.5062	4
0.1731	0.6793	5
0.1338	0.8130	6
0.0886	0.9017	7
0.0514	0.9530	8
0.0265	0.9795	9
0.0123	0.9918	10
0.0052	0.9969	11
0.0020	0.9989	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0002	3
0.0005	0.0006	4
0.0015	0.0021	5
0.0038	0.0059	6
0.0084	0.0143	7
0.0161	0.0304	8
0.0275	0.0579	9
0.0424	0.1003	10
0.0594	0.1596	11
0.0762	0.2358	12
0.0902	0.3260	13
0.0993	0.4253	14
0.1019	0.5272	15
0.0981	0.6253	16
0.0888	0.7141	17
0.0760	0.7901	18
0.0616	0.8517	19
0.0474	0.8992	20
0.0348	0.9340	21
0.0244	0.9583	22
0.0163	0.9746	23
0.0105	0.9851	24
0.0064	0.9915	25
0.0038	0.9954	26
0.0022	0.9975	27
0.0012	0.9987	28
0.0006	0.9994	29
0.0003	0.9997	30
0.0002	0.9999	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0112	0.0130	1
0.0356	0.0486	2
0.0751	0.1237	3
0.1190	0.2427	4
0.1508	0.3935	5
0.1592	0.5527	6
0.1441	0.6967	7
0.1141	0.8108	8
0.0803	0.8911	9
0.0509	0.9420	10
0.0293	0.9713	11
0.0155	0.9867	12
0.0075	0.9943	13
0.0034	0.9977	14
0.0014	0.9991	15
0.0006	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0007	0.0009	3
0.0024	0.0033	4
0.0063	0.0096	5
0.0138	0.0233	6
0.0259	0.0492	7
0.0427	0.0919	8
0.0625	0.1544	9
0.0823	0.2368	10
0.0986	0.3354	11
0.1083	0.4437	12
0.1098	0.5535	13
0.1034	0.6569	14
0.0908	0.7477	15
0.0748	0.8225	16
0.0580	0.8804	17
0.0424	0.9229	18
0.0294	0.9523	19
0.0194	0.9717	20
0.0122	0.9839	21
0.0073	0.9912	22
0.0042	0.9953	23
0.0023	0.9976	24
0.0012	0.9988	25
0.0006	0.9994	26
0.0003	0.9997	27
0.0001	0.9999	28
0.0001	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Winchester/ Stevens Creek
WBL
PM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 16.9
Percentile = 0.95 24

Winchester/ Stevens Creek
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Winchester/ Stevens Creek
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.4
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0042	0.0048	1
0.0157	0.0205	2
0.0392	0.0597	3
0.0734	0.1331	4
0.1099	0.2430	5
0.1371	0.3801	6
0.1466	0.5267	7
0.1372	0.6639	8
0.1141	0.7780	9
0.0854	0.8634	10
0.0581	0.9216	11
0.0363	0.9578	12
0.0209	0.9787	13
0.0112	0.9899	14
0.0056	0.9955	15
0.0026	0.9981	16
0.0011	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0002	0.0002	4
0.0005	0.0007	5
0.0015	0.0022	6
0.0036	0.0059	7
0.0076	0.0135	8
0.0143	0.0278	9
0.0242	0.0520	10
0.0371	0.0891	11
0.0522	0.1413	12
0.0677	0.2090	13
0.0817	0.2907	14
0.0919	0.3826	15
0.0969	0.4795	16
0.0962	0.5758	17
0.0902	0.6660	18
0.0802	0.7462	19
0.0676	0.8138	20
0.0544	0.8682	21
0.0417	0.9099	22
0.0306	0.9405	23
0.0215	0.9621	24
0.0145	0.9766	25
0.0094	0.9860	26
0.0059	0.9919	27
0.0036	0.9955	28
0.0021	0.9975	29
0.0012	0.9987	30
0.0006	0.9993	31
0.0003	0.9997	32
0.0002	0.9998	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0044	3
0.0092	0.0135	4
0.0205	0.0341	5
0.0382	0.0722	6
0.0609	0.1331	7
0.0849	0.2180	8
0.1053	0.3233	9
0.1175	0.4408	10
0.1192	0.5600	11
0.1109	0.6709	12
0.0952	0.7662	13
0.0759	0.8421	14
0.0565	0.8985	15
0.0394	0.9379	16
0.0259	0.9638	17
0.0160	0.9799	18
0.0094	0.9893	19
0.0053	0.9945	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0001	1
0.0003	0.0004	2
0.0013	0.0016	3
0.0039	0.0056	4
0.0098	0.0154	5
0.0203	0.0357	6
0.0361	0.0718	7
0.0562	0.1280	8
0.0777	0.2057	9
0.0967	0.3024	10
0.1094	0.4118	11
0.1135	0.5253	12
0.1086	0.6339	13
0.0965	0.7304	14
0.0801	0.8105	15
0.0623	0.8728	16
0.0456	0.9184	17
0.0315	0.9499	18
0.0206	0.9706	19
0.0128	0.9834	20
0.0076	0.9910	21
0.0043	0.9953	22
0.0023	0.9977	23
0.0012	0.9989	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monroe/ Stevens Creek
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 0.95 10

Monroe/ Stevens Creek
WBL
AM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 9.7
Percentile = 0.95 15

Monroe/ Stevens Creek
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 14.2
Percentile = 0.95 21

Monroe/ Stevens Creek
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.7
Percentile = 0.95 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0032	0.0032	0
0.0185	0.0217	1
0.0530	0.0746	2
0.1013	0.1760	3
0.1454	0.3214	4
0.1669	0.4883	5
0.1597	0.6480	6
0.1309	0.7789	7
0.0940	0.8729	8
0.0599	0.9328	9
0.0344	0.9672	10
0.0179	0.9852	11
0.0086	0.9937	12
0.0038	0.9975	13
0.0016	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0006	1
0.0029	0.0035	2
0.0092	0.0127	3
0.0224	0.0352	4
0.0436	0.0788	5
0.0706	0.1493	6
0.0979	0.2472	7
0.1189	0.3661	8
0.1283	0.4944	9
0.1246	0.6190	10
0.1100	0.7290	11
0.0890	0.8180	12
0.0665	0.8845	13
0.0461	0.9307	14
0.0299	0.9605	15
0.0181	0.9787	16
0.0104	0.9890	17
0.0056	0.9946	18
0.0029	0.9975	19
0.0014	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0012	0.0016	4
0.0033	0.0049	5
0.0079	0.0128	6
0.0159	0.0287	7
0.0282	0.0569	8
0.0444	0.1014	9
0.0630	0.1644	10
0.0812	0.2456	11
0.0959	0.3415	12
0.1046	0.4460	13
0.1059	0.5519	14
0.1001	0.6519	15
0.0886	0.7406	16
0.0739	0.8145	17
0.0582	0.8727	18
0.0434	0.9161	19
0.0308	0.9469	20
0.0208	0.9677	21
0.0134	0.9811	22
0.0082	0.9893	23
0.0049	0.9942	24
0.0028	0.9969	25
0.0015	0.9984	26
0.0008	0.9992	27
0.0004	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0002	5
0.0005	0.0007	6
0.0012	0.0019	7
0.0028	0.0047	8
0.0059	0.0106	9
0.0110	0.0217	10
0.0187	0.0404	11
0.0292	0.0696	12
0.0419	0.1114	13
0.0559	0.1673	14
0.0695	0.2368	15
0.0811	0.3180	16
0.0891	0.4071	17
0.0925	0.4996	18
0.0909	0.5904	19
0.0848	0.6753	20
0.0754	0.7507	21
0.0640	0.8147	22
0.0520	0.8667	23
0.0404	0.9071	24
0.0302	0.9373	25
0.0217	0.9590	26
0.0150	0.9740	27
0.0100	0.9840	28
0.0064	0.9905	29
0.0040	0.9945	30
0.0024	0.9969	31
0.0014	0.9983	32
0.0008	0.9991	33
0.0004	0.9995	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0001	0.9999	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monroe/ Stevens Creek
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 0.95 10

Monroe/ Stevens Creek
WBL
PM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Monroe/ Stevens Creek
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.7
Percentile = 0.95 15

Monroe/ Stevens Creek
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 10.5
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0035	0.0035	0
0.0197	0.0232	1
0.0558	0.0791	2
0.1053	0.1844	3
0.1490	0.3334	4
0.1686	0.5020	5
0.1590	0.6610	6
0.1285	0.7895	7
0.0909	0.8804	8
0.0572	0.9376	9
0.0323	0.9699	10
0.0166	0.9866	11
0.0078	0.9944	12
0.0034	0.9978	13
0.0014	0.9992	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0080	0.0080	0
0.0388	0.0469	1
0.0936	0.1404	2
0.1504	0.2909	3
0.1813	0.4722	4
0.1749	0.6471	5
0.1406	0.7877	6
0.0968	0.8845	7
0.0584	0.9429	8
0.0313	0.9742	9
0.0151	0.9893	10
0.0066	0.9959	11
0.0027	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0029	0.0036	2
0.0094	0.0130	3
0.0228	0.0358	4
0.0442	0.0801	5
0.0714	0.1514	6
0.0987	0.2501	7
0.1195	0.3696	8
0.1285	0.4981	9
0.1245	0.6226	10
0.1096	0.7322	11
0.0884	0.8206	12
0.0659	0.8864	13
0.0456	0.9320	14
0.0294	0.9614	15
0.0178	0.9792	16
0.0101	0.9893	17
0.0055	0.9948	18
0.0028	0.9976	19
0.0013	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0015	0.0018	2
0.0052	0.0069	3
0.0136	0.0206	4
0.0287	0.0493	5
0.0504	0.0997	6
0.0759	0.1755	7
0.1000	0.2755	8
0.1171	0.3926	9
0.1234	0.5159	10
0.1182	0.6341	11
0.1038	0.7379	12
0.0842	0.8221	13
0.0633	0.8854	14
0.0445	0.9299	15
0.0293	0.9593	16
0.0182	0.9774	17
0.0106	0.9881	18
0.0059	0.9940	19
0.0031	0.9971	20
0.0016	0.9987	21
0.0007	0.9994	22
0.0003	0.9997	23
0.0002	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Tisch
 SBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.5
 Percentile = 0.95 4

Winchester/ Tisch
 SBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 5.9
 Percentile = 0.95 10

Winchester/ Tisch
 SBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 7.0
 Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2299	0.2299	0
0.3380	0.5679	1
0.2484	0.8163	2
0.1217	0.9381	3
0.0447	0.9828	4
0.0132	0.9960	5
0.0032	0.9992	6
0.0007	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0027	0.0027	0
0.0160	0.0187	1
0.0472	0.0659	2
0.0931	0.1590	3
0.1376	0.2966	4
0.1628	0.4594	5
0.1605	0.6200	6
0.1356	0.7556	7
0.1003	0.8559	8
0.0659	0.9218	9
0.0390	0.9608	10
0.0210	0.9818	11
0.0103	0.9921	12
0.0047	0.9968	13
0.0020	0.9988	14
0.0008	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0064	0.0073	1
0.0223	0.0296	2
0.0521	0.0818	3
0.0912	0.1730	4
0.1277	0.3007	5
0.1490	0.4497	6
0.1490	0.5987	7
0.1304	0.7291	8
0.1014	0.8305	9
0.0710	0.9015	10
0.0452	0.9467	11
0.0263	0.9730	12
0.0142	0.9872	13
0.0071	0.9943	14
0.0033	0.9976	15
0.0014	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Tisch
 SBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.7
 Percentile = 0.95 4

Winchester/ Tisch
 SBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 3.7
 Percentile = 0.95 7

Winchester/ Tisch
 SBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 12.7
 Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1878	0.1878	0
0.3141	0.5019	1
0.2626	0.7645	2
0.1464	0.9109	3
0.0612	0.9721	4
0.0205	0.9926	5
0.0057	0.9983	6
0.0014	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0258	0.0258	0
0.0945	0.1203	1
0.1727	0.2930	2
0.2104	0.5035	3
0.1923	0.6958	4
0.1406	0.8364	5
0.0857	0.9221	6
0.0447	0.9668	7
0.0204	0.9872	8
0.0083	0.9955	9
0.0030	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0011	0.0014	3
0.0034	0.0047	4
0.0085	0.0132	5
0.0180	0.0312	6
0.0326	0.0638	7
0.0516	0.1154	8
0.0727	0.1882	9
0.0922	0.2804	10
0.1063	0.3867	11
0.1123	0.4989	12
0.1095	0.6084	13
0.0992	0.7076	14
0.0838	0.7914	15
0.0664	0.8578	16
0.0495	0.9073	17
0.0349	0.9422	18
0.0233	0.9654	19
0.0148	0.9802	20
0.0089	0.9891	21
0.0051	0.9942	22
0.0028	0.9971	23
0.0015	0.9986	24
0.0008	0.9993	25
0.0004	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Moorpark
 EBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 9.8
 Percentile = 0.95 15

Winchester/ Moorpark
 EBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 13.4
 Percentile = 0.95 20

Winchester/ Moorpark
 EBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 16.5
 Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0006	1
0.0027	0.0034	2
0.0089	0.0123	3
0.0218	0.0340	4
0.0425	0.0765	5
0.0692	0.1457	6
0.0965	0.2421	7
0.1178	0.3599	8
0.1278	0.4877	9
0.1248	0.6124	10
0.1108	0.7232	11
0.0901	0.8133	12
0.0677	0.8810	13
0.0472	0.9282	14
0.0307	0.9589	15
0.0188	0.9777	16
0.0108	0.9885	17
0.0058	0.9943	18
0.0030	0.9973	19
0.0015	0.9988	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0002	2
0.0006	0.0008	3
0.0020	0.0028	4
0.0054	0.0081	5
0.0120	0.0202	6
0.0231	0.0432	7
0.0387	0.0819	8
0.0577	0.1397	9
0.0775	0.2172	10
0.0946	0.3117	11
0.1058	0.4175	12
0.1092	0.5267	13
0.1047	0.6314	14
0.0937	0.7251	15
0.0786	0.8037	16
0.0621	0.8657	17
0.0463	0.9120	18
0.0327	0.9447	19
0.0219	0.9666	20
0.0140	0.9807	21
0.0086	0.9892	22
0.0050	0.9942	23
0.0028	0.9970	24
0.0015	0.9985	25
0.0008	0.9993	26
0.0004	0.9997	27
0.0002	0.9998	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0007	0.0010	5
0.0020	0.0030	6
0.0046	0.0076	7
0.0095	0.0172	8
0.0174	0.0346	9
0.0287	0.0633	10
0.0429	0.1062	11
0.0588	0.1650	12
0.0744	0.2394	13
0.0875	0.3269	14
0.0959	0.4228	15
0.0986	0.5214	16
0.0954	0.6168	17
0.0872	0.7040	18
0.0755	0.7795	19
0.0621	0.8416	20
0.0486	0.8902	21
0.0364	0.9266	22
0.0260	0.9526	23
0.0178	0.9705	24
0.0117	0.9822	25
0.0074	0.9896	26
0.0045	0.9941	27
0.0027	0.9968	28
0.0015	0.9983	29
0.0008	0.9991	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0001	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Moorpark
 EBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 7.6
 Percentile = 0.95 12

Winchester/ Moorpark
 EBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 11.2
 Percentile = 0.95 17

Winchester/ Moorpark
 EBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 11.7
 Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0039	0.0044	1
0.0148	0.0193	2
0.0374	0.0567	3
0.0708	0.1275	4
0.1071	0.2345	5
0.1350	0.3695	6
0.1458	0.5153	7
0.1379	0.6532	8
0.1159	0.7691	9
0.0876	0.8567	10
0.0603	0.9170	11
0.0380	0.9550	12
0.0221	0.9771	13
0.0119	0.9890	14
0.0060	0.9950	15
0.0028	0.9979	16
0.0013	0.9991	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0044	3
0.0092	0.0135	4
0.0205	0.0341	5
0.0382	0.0722	6
0.0609	0.1331	7
0.0849	0.2180	8
0.1053	0.3233	9
0.1175	0.4408	10
0.1192	0.5600	11
0.1109	0.6709	12
0.0952	0.7662	13
0.0759	0.8421	14
0.0565	0.8985	15
0.0394	0.9379	16
0.0259	0.9638	17
0.0160	0.9799	18
0.0094	0.9893	19
0.0053	0.9945	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0006	0.0007	2
0.0022	0.0028	3
0.0064	0.0092	4
0.0149	0.0241	5
0.0292	0.0533	6
0.0489	0.1022	7
0.0717	0.1739	8
0.0934	0.2672	9
0.1095	0.3767	10
0.1167	0.4934	11
0.1140	0.6074	12
0.1028	0.7102	13
0.0861	0.7963	14
0.0673	0.8636	15
0.0493	0.9130	16
0.0340	0.9470	17
0.0222	0.9691	18
0.0137	0.9828	19
0.0080	0.9908	20
0.0045	0.9953	21
0.0024	0.9977	22
0.0012	0.9989	23
0.0006	0.9995	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Moorpark/ I-280 Off-Ramp
 SBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 4.4
 Percentile = 0.95 8

Moorpark/ I-280 Off-Ramp
 SBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 5.3
 Percentile = 0.95 9

Moorpark/ I-280 Off-Ramp
 SBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 6.1
 Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0117	0.0117	0
0.0522	0.0639	1
0.1160	0.1799	2
0.1718	0.3517	3
0.1909	0.5426	4
0.1697	0.7123	5
0.1257	0.8380	6
0.0798	0.9179	7
0.0444	0.9622	8
0.0219	0.9841	9
0.0097	0.9939	10
0.0039	0.9978	11
0.0015	0.9993	12
0.0005	0.9998	13
0.0002	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0048	0.0048	0
0.0254	0.0302	1
0.0680	0.0982	2
0.1212	0.2194	3
0.1621	0.3815	4
0.1734	0.5549	5
0.1546	0.7096	6
0.1182	0.8277	7
0.0790	0.9067	8
0.0470	0.9537	9
0.0251	0.9788	10
0.0122	0.9910	11
0.0054	0.9965	12
0.0022	0.9987	13
0.0009	0.9995	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0023	0.0023	0
0.0140	0.0163	1
0.0425	0.0588	2
0.0860	0.1449	3
0.1306	0.2755	4
0.1586	0.4341	5
0.1606	0.5947	6
0.1393	0.7339	7
0.1057	0.8397	8
0.0713	0.9110	9
0.0433	0.9543	10
0.0239	0.9782	11
0.0121	0.9903	12
0.0057	0.9960	13
0.0025	0.9984	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Moorpark/ I-280 Off-Ramp
 SBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 5.7
 Percentile = 0.95 10

Moorpark/ I-280 Off-Ramp
 SBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 6.8
 Percentile = 0.95 11

Moorpark/ I-280 Off-Ramp
 SBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 7.0
 Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0032	0.0032	0
0.0184	0.0216	1
0.0529	0.0745	2
0.1012	0.1757	3
0.1453	0.3210	4
0.1669	0.4879	5
0.1597	0.6476	6
0.1310	0.7786	7
0.0941	0.8726	8
0.0600	0.9327	9
0.0345	0.9671	10
0.0180	0.9851	11
0.0086	0.9937	12
0.0038	0.9975	13
0.0016	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0073	0.0084	1
0.0251	0.0335	2
0.0571	0.0906	3
0.0977	0.1883	4
0.1336	0.3219	5
0.1522	0.4741	6
0.1487	0.6228	7
0.1271	0.7500	8
0.0966	0.8465	9
0.0660	0.9126	10
0.0411	0.9536	11
0.0234	0.9770	12
0.0123	0.9893	13
0.0060	0.9953	14
0.0027	0.9981	15
0.0012	0.9993	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0065	0.0075	1
0.0228	0.0302	2
0.0529	0.0831	3
0.0922	0.1754	4
0.1287	0.3040	5
0.1495	0.4536	6
0.1490	0.6026	7
0.1299	0.7325	8
0.1007	0.8331	9
0.0702	0.9033	10
0.0445	0.9478	11
0.0259	0.9737	12
0.0139	0.9876	13
0.0069	0.9945	14
0.0032	0.9977	15
0.0014	0.9991	16
0.0006	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.2
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0043	0.0054	2
0.0132	0.0186	3
0.0303	0.0489	4
0.0558	0.1046	5
0.0854	0.1900	6
0.1121	0.3021	7
0.1288	0.4309	8
0.1315	0.5624	9
0.1208	0.6833	10
0.1010	0.7842	11
0.0773	0.8615	12
0.0547	0.9162	13
0.0359	0.9521	14
0.0220	0.9740	15
0.0126	0.9867	16
0.0068	0.9935	17
0.0035	0.9970	18
0.0017	0.9987	19
0.0008	0.9994	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
AM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 9.1
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0012	1
0.0048	0.0060	2
0.0145	0.0205	3
0.0328	0.0533	4
0.0594	0.1126	5
0.0895	0.2022	6
0.1158	0.3180	7
0.1310	0.4490	8
0.1317	0.5807	9
0.1192	0.6999	10
0.0981	0.7980	11
0.0740	0.8720	12
0.0515	0.9236	13
0.0333	0.9569	14
0.0201	0.9770	15
0.0114	0.9883	16
0.0061	0.9944	17
0.0030	0.9974	18
0.0014	0.9989	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 13.4
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0002	2
0.0006	0.0008	3
0.0020	0.0028	4
0.0055	0.0083	5
0.0122	0.0205	6
0.0234	0.0440	7
0.0392	0.0832	8
0.0583	0.1415	9
0.0781	0.2196	10
0.0951	0.3147	11
0.1061	0.4208	12
0.1093	0.5301	13
0.1046	0.6347	14
0.0933	0.7280	15
0.0781	0.8061	16
0.0615	0.8677	17
0.0458	0.9135	18
0.0323	0.9457	19
0.0216	0.9673	20
0.0138	0.9811	21
0.0084	0.9895	22
0.0049	0.9944	23
0.0027	0.9971	24
0.0015	0.9986	25
0.0008	0.9993	26
0.0004	0.9997	27
0.0002	0.9999	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.0
Percentile = 0.95 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0002	4
0.0005	0.0007	5
0.0014	0.0021	6
0.0034	0.0055	7
0.0072	0.0127	8
0.0137	0.0264	9
0.0232	0.0496	10
0.0358	0.0854	11
0.0507	0.1361	12
0.0662	0.2022	13
0.0803	0.2825	14
0.0908	0.3733	15
0.0964	0.4697	16
0.0963	0.5660	17
0.0908	0.6569	18
0.0812	0.7380	19
0.0689	0.8069	20
0.0557	0.8626	21
0.0430	0.9056	22
0.0317	0.9374	23
0.0225	0.9598	24
0.0153	0.9751	25
0.0100	0.9850	26
0.0063	0.9913	27
0.0038	0.9951	28
0.0022	0.9973	29
0.0013	0.9986	30
0.0007	0.9993	31
0.0004	0.9996	32
0.0002	0.9998	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0008	0.0010	2
0.0032	0.0042	3
0.0089	0.0131	4
0.0199	0.0330	5
0.0373	0.0703	6
0.0597	0.1300	7
0.0837	0.2136	8
0.1042	0.3179	9
0.1169	0.4347	10
0.1191	0.5539	11
0.1113	0.6652	12
0.0960	0.7612	13
0.0769	0.8381	14
0.0575	0.8956	15
0.0403	0.9359	16
0.0266	0.9625	17
0.0166	0.9790	18
0.0098	0.9888	19
0.0055	0.9943	20
0.0029	0.9972	21
0.0015	0.9987	22
0.0007	0.9994	23
0.0003	0.9997	24
0.0002	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
PM
Background Plus Project Conditions (with I-280/Winc
Avg. Queue Per Lane in Veh= 9.6
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0007	1
0.0032	0.0039	2
0.0101	0.0140	3
0.0243	0.0383	4
0.0465	0.0848	5
0.0742	0.1590	6
0.1015	0.2605	7
0.1216	0.3821	8
0.1294	0.5115	9
0.1240	0.6355	10
0.1080	0.7434	11
0.0862	0.8296	12
0.0635	0.8932	13
0.0435	0.9366	14
0.0278	0.9644	15
0.0166	0.9810	16
0.0094	0.9903	17
0.0050	0.9953	18
0.0025	0.9978	19
0.0012	0.9990	20
0.0005	0.9996	21
0.0002	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 15.2
Percentile = 0.95 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0002	3
0.0006	0.0007	4
0.0017	0.0025	5
0.0043	0.0068	6
0.0094	0.0162	7
0.0179	0.0341	8
0.0301	0.0642	9
0.0458	0.1100	10
0.0631	0.1731	11
0.0799	0.2530	12
0.0933	0.3463	13
0.1011	0.4474	14
0.1023	0.5497	15
0.0971	0.6468	16
0.0867	0.7335	17
0.0731	0.8066	18
0.0584	0.8650	19
0.0443	0.9093	20
0.0320	0.9413	21
0.0221	0.9634	22
0.0146	0.9780	23
0.0092	0.9873	24
0.0056	0.9929	25
0.0033	0.9961	26
0.0018	0.9980	27
0.0010	0.9990	28
0.0005	0.9995	29
0.0003	0.9998	30
0.0001	0.9999	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

I-880 NB Off Ramp/ Stevens Creek

NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.9
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0003	0.0004	4
0.0011	0.0015	5
0.0029	0.0044	6
0.0065	0.0109	7
0.0129	0.0238	8
0.0227	0.0465	9
0.0360	0.0825	10
0.0519	0.1344	11
0.0686	0.2030	12
0.0836	0.2866	13
0.0947	0.3813	14
0.1001	0.4813	15
0.0992	0.5805	16
0.0925	0.6729	17
0.0814	0.7544	18
0.0680	0.8223	19
0.0539	0.8762	20
0.0407	0.9169	21
0.0293	0.9462	22
0.0202	0.9664	23
0.0133	0.9797	24
0.0085	0.9882	25
0.0052	0.9933	26
0.0030	0.9964	27
0.0017	0.9981	28
0.0009	0.9990	29
0.0005	0.9995	30
0.0003	0.9998	31
0.0001	0.9999	32
0.0001	0.9999	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olin
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Winchester/ Olin
EBL
AM
Background Plus Project Conditions (with new WB I-
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Winchester/ Olin
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Winchester/ Olin
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Winchester/ Olin
EBL
AM
Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5516	0.5516	0
0.3282	0.8797	1
0.0976	0.9774	2
0.0194	0.9967	3
0.0029	0.9996	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0444	0.0444	0
0.1382	0.1826	1
0.2153	0.3979	2
0.2236	0.6215	3
0.1741	0.7956	4
0.1085	0.9040	5
0.0563	0.9604	6
0.0251	0.9854	7
0.0098	0.9952	8
0.0034	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5516	0.5516	0
0.3282	0.8797	1
0.0976	0.9774	2
0.0194	0.9967	3
0.0029	0.9996	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1268	0.1268	0
0.2619	0.3887	1
0.2704	0.6591	2
0.1861	0.8452	3
0.0961	0.9413	4
0.0397	0.9810	5
0.0137	0.9946	6
0.0040	0.9987	7
0.0010	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2070	0.2070	0
0.3260	0.5330	1
0.2568	0.7898	2
0.1348	0.9246	3
0.0531	0.9777	4
0.0167	0.9944	5
0.0044	0.9988	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olin
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Winchester/ Olin
EBL
PM
Background Plus Project Conditions (with new WB I-: Background Conditions
Avg. Queue Per Lane in Veh= 15.6
Percentile = 0.95 22

Winchester/ Olin
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Winchester/ Olin
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Winchester/ Olin
EBL
PM
Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 6.6
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3114	0.3114	0
0.3633	0.6747	1
0.2119	0.8866	2
0.0824	0.9691	3
0.0240	0.9931	4
0.0056	0.9987	5
0.0011	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0004	0.0005	4
0.0013	0.0018	5
0.0034	0.0052	6
0.0075	0.0127	7
0.0146	0.0274	8
0.0254	0.0527	9
0.0396	0.0923	10
0.0561	0.1484	11
0.0729	0.2213	12
0.0874	0.3088	13
0.0974	0.4062	14
0.1013	0.5074	15
0.0987	0.6061	16
0.0905	0.6967	17
0.0784	0.7751	18
0.0644	0.8395	19
0.0502	0.8897	20
0.0373	0.9270	21
0.0264	0.9534	22
0.0179	0.9713	23
0.0116	0.9829	24
0.0073	0.9902	25
0.0044	0.9946	26
0.0025	0.9971	27
0.0014	0.9985	28
0.0008	0.9992	29
0.0004	0.9996	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1953	0.1953	0
0.3190	0.5142	1
0.2605	0.7747	2
0.1418	0.9165	3
0.0579	0.9744	4
0.0189	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0044	3
0.0092	0.0135	4
0.0205	0.0341	5
0.0382	0.0722	6
0.0609	0.1331	7
0.0849	0.2180	8
0.1053	0.3233	9
0.1175	0.4408	10
0.1192	0.5600	11
0.1109	0.6709	12
0.0952	0.7662	13
0.0759	0.8421	14
0.0565	0.8985	15
0.0394	0.9379	16
0.0259	0.9638	17
0.0160	0.9799	18
0.0094	0.9893	19
0.0053	0.9945	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0092	0.0106	1
0.0302	0.0408	2
0.0662	0.1070	3
0.1087	0.2157	4
0.1429	0.3586	5
0.1566	0.5152	6
0.1470	0.6622	7
0.1208	0.7829	8
0.0882	0.8711	9
0.0580	0.9291	10
0.0346	0.9637	11
0.0190	0.9826	12
0.0096	0.9922	13
0.0045	0.9967	14
0.0020	0.9987	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olin
 NBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.7
 Percentile = 0.95 2

Winchester/ Olin
 NBL
 AM
 Background Plus Project Conditions (with new WB I-
 Avg. Queue Per Lane in Veh= 5.0
 Percentile = 0.95 9

Winchester/ Olin
 NBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.7
 Percentile = 0.95 2

Winchester/ Olin
 NBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 5.6
 Percentile = 0.95 10

Winchester/ Olin
 NBL
 AM
 Background Plus Project Conditions (without Spar/OI
 Avg. Queue Per Lane in Veh= 3.7
 Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4795	0.4795	0
0.3524	0.8319	1
0.1295	0.9615	2
0.0317	0.9932	3
0.0058	0.9990	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0069	0.0069	0
0.0345	0.0415	1
0.0858	0.1272	2
0.1421	0.2693	3
0.1765	0.4458	4
0.1755	0.6212	5
0.1453	0.7666	6
0.1032	0.8697	7
0.0641	0.9338	8
0.0354	0.9692	9
0.0176	0.9868	10
0.0079	0.9948	11
0.0033	0.9981	12
0.0013	0.9993	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4795	0.4795	0
0.3524	0.8319	1
0.1295	0.9615	2
0.0317	0.9932	3
0.0058	0.9990	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0207	0.0244	1
0.0580	0.0824	2
0.1082	0.1906	3
0.1515	0.3422	4
0.1697	0.5119	5
0.1584	0.6703	6
0.1267	0.7970	7
0.0887	0.8857	8
0.0552	0.9409	9
0.0309	0.9718	10
0.0157	0.9875	11
0.0073	0.9949	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0245	0.0245	0
0.0908	0.1153	1
0.1685	0.2837	2
0.2083	0.4921	3
0.1932	0.6853	4
0.1434	0.8287	5
0.0886	0.9173	6
0.0470	0.9643	7
0.0218	0.9861	8
0.0090	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olin
 NBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.9
 Percentile = 0.95 3

Winchester/ Olin
 NBL
 PM
 Background Plus Project Conditions (with new WB I-: Background Conditions
 Avg. Queue Per Lane in Veh= 2.0
 Percentile = 0.95 5

Winchester/ Olin
 NBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 1.0
 Percentile = 0.95 3

Winchester/ Olin
 NBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 2.1
 Percentile = 0.95 5

Winchester/ Olin
 NBL
 PM
 Background Plus Project Conditions (without Spar/OI
 Avg. Queue Per Lane in Veh= 1.7
 Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4250	0.4250	0
0.3637	0.7887	1
0.1556	0.9443	2
0.0444	0.9886	3
0.0095	0.9981	4
0.0016	0.9997	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1376	0.1376	0
0.2729	0.4105	1
0.2707	0.6812	2
0.1789	0.8601	3
0.0887	0.9488	4
0.0352	0.9840	5
0.0116	0.9957	6
0.0033	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3638	0.3638	0
0.3679	0.7317	1
0.1860	0.9176	2
0.0627	0.9803	3
0.0158	0.9962	4
0.0032	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1878	0.1878	0
0.3141	0.5019	1
0.2626	0.7645	2
0.1464	0.9109	3
0.0612	0.9721	4
0.0205	0.9926	5
0.0057	0.9983	6
0.0014	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olsen
NBL
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Winchester/ Olsen
NBL
AM

Background Plus Project Conditions (with new WB I-
Avg. Queue Per Lane in Veh= 6.7
Percentile = 0.95 11

Winchester/ Olsen
NBL
AM

Background Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Winchester/ Olsen
NBL
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.6
Percentile = 0.95 12

Winchester/ Olsen
NBL
AM

Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 8.6
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3499	0.3499	0
0.3674	0.7174	1
0.1929	0.9103	2
0.0675	0.9778	3
0.0177	0.9955	4
0.0037	0.9992	5
0.0007	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0013	0.0013	0
0.0085	0.0097	1
0.0283	0.0380	2
0.0628	0.1008	3
0.1047	0.2055	4
0.1396	0.3452	5
0.1552	0.5003	6
0.1478	0.6481	7
0.1232	0.7713	8
0.0913	0.8626	9
0.0608	0.9234	10
0.0369	0.9603	11
0.0205	0.9808	12
0.0105	0.9913	13
0.0050	0.9963	14
0.0022	0.9985	15
0.0009	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3379	0.3379	0
0.3666	0.7045	1
0.1989	0.9034	2
0.0719	0.9754	3
0.0195	0.9949	4
0.0042	0.9991	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0036	0.0041	1
0.0140	0.0181	2
0.0356	0.0537	3
0.0680	0.1217	4
0.1040	0.2257	5
0.1326	0.3583	6
0.1449	0.5031	7
0.1385	0.6416	8
0.1177	0.7593	9
0.0900	0.8493	10
0.0626	0.9118	11
0.0399	0.9517	12
0.0235	0.9752	13
0.0128	0.9880	14
0.0065	0.9945	15
0.0031	0.9976	16
0.0014	0.9990	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0016	0.0018	1
0.0068	0.0085	2
0.0194	0.0279	3
0.0417	0.0696	4
0.0719	0.1415	5
0.1031	0.2446	6
0.1269	0.3715	7
0.1365	0.5080	8
0.1306	0.6386	9
0.1125	0.7511	10
0.0880	0.8391	11
0.0632	0.9023	12
0.0418	0.9441	13
0.0257	0.9698	14
0.0148	0.9846	15
0.0079	0.9926	16
0.0040	0.9966	17
0.0019	0.9985	18
0.0009	0.9994	19
0.0004	0.9998	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olsen
NBL
PM

Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Winchester/ Olsen
NBL
PM

Background Plus Project Conditions (with new WB I-: Background Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Winchester/ Olsen
NBL
PM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Winchester/ Olsen
NBL
PM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Winchester/ Olsen
NBL
PM

Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 2.4
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2194	0.2194	0
0.3328	0.5523	1
0.2524	0.8047	2
0.1276	0.9322	3
0.0484	0.9806	4
0.0147	0.9953	5
0.0037	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1376	0.1376	0
0.2729	0.4105	1
0.2707	0.6812	2
0.1789	0.8601	3
0.0887	0.9488	4
0.0352	0.9840	5
0.0116	0.9957	6
0.0033	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1324	0.1324	0
0.2677	0.4000	1
0.2706	0.6707	2
0.1824	0.8531	3
0.0922	0.9453	4
0.0373	0.9826	5
0.0126	0.9952	6
0.0036	0.9988	7
0.0009	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1111	0.1111	0
0.2441	0.3552	1
0.2682	0.6235	2
0.1964	0.8199	3
0.1079	0.9278	4
0.0474	0.9752	5
0.0174	0.9926	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0897	0.0897	0
0.2163	0.3060	1
0.2608	0.5668	2
0.2096	0.7764	3
0.1263	0.9027	4
0.0609	0.9637	5
0.0245	0.9881	6
0.0084	0.9966	7
0.0025	0.9991	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olsen
EBL
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Winchester/ Olsen
EBL
AM

Background Plus Project Conditions (with new WB I-
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Winchester/ Olsen
EBL
AM

Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Winchester/ Olsen
EBL
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Winchester/ Olsen
EBL
AM

Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8694	0.8694	0
0.1217	0.9911	1
0.0085	0.9996	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3379	0.3379	0
0.3666	0.7045	1
0.1989	0.9034	2
0.0719	0.9754	3
0.0195	0.9949	4
0.0042	0.9991	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8847	0.8847	0
0.1084	0.9931	1
0.0066	0.9997	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5143	0.5143	0
0.3420	0.8563	1
0.1137	0.9700	2
0.0252	0.9952	3
0.0042	0.9994	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3955	0.3955	0
0.3669	0.7624	1
0.1701	0.9325	2
0.0526	0.9851	3
0.0122	0.9973	4
0.0023	0.9996	5
0.0003	0.9999	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Olsen
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Winchester/ Olsen
EBL
PM
Background Plus Project Conditions (with new WB I-: Background Conditions
Avg. Queue Per Lane in Veh= 9.9
Percentile = 0.95 15

Winchester/ Olsen
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Winchester/ Olsen
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.9
Percentile = 0.95 11

Winchester/ Olsen
EBL
PM
Background Plus Project Conditions (without Spar/OI
Avg. Queue Per Lane in Veh= 9.2
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4419	0.4419	0
0.3609	0.8028	1
0.1474	0.9502	2
0.0401	0.9903	3
0.0082	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0025	0.0031	2
0.0082	0.0113	3
0.0203	0.0317	4
0.0402	0.0719	5
0.0662	0.1380	6
0.0934	0.2314	7
0.1153	0.3467	8
0.1266	0.4733	9
0.1250	0.5983	10
0.1123	0.7106	11
0.0924	0.8030	12
0.0702	0.8732	13
0.0495	0.9228	14
0.0326	0.9554	15
0.0201	0.9755	16
0.0117	0.9872	17
0.0064	0.9936	18
0.0033	0.9970	19
0.0016	0.9986	20
0.0008	0.9994	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2326	0.2326	0
0.3392	0.5719	1
0.2474	0.8192	2
0.1202	0.9395	3
0.0438	0.9833	4
0.0128	0.9961	5
0.0031	0.9992	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0068	0.0078	1
0.0236	0.0314	2
0.0545	0.0859	3
0.0943	0.1802	4
0.1305	0.3108	5
0.1506	0.4614	6
0.1489	0.6103	7
0.1289	0.7392	8
0.0991	0.8383	9
0.0686	0.9069	10
0.0432	0.9501	11
0.0249	0.9750	12
0.0133	0.9883	13
0.0066	0.9948	14
0.0030	0.9978	15
0.0013	0.9991	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0042	0.0052	2
0.0130	0.0182	3
0.0299	0.0481	4
0.0551	0.1032	5
0.0846	0.1878	6
0.1114	0.2991	7
0.1283	0.4275	8
0.1314	0.5589	9
0.1211	0.6800	10
0.1015	0.7815	11
0.0779	0.8594	12
0.0553	0.9147	13
0.0364	0.9511	14
0.0224	0.9734	15
0.0129	0.9863	16
0.0070	0.9933	17
0.0036	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0004	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix F

Site Access

With Spar-Olin Project Access

60

2004

Intersection Name: Spar Avenue and Olin Avenue
 Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	13	23	16	0	0	0	0	0	26	0	78
Gross Project Trips	11	3	0	0	216	185	26	0	2	13	31	2	489
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	11	3	13	23	232	185	26	0	2	13	57	2	567

61

2002

Intersection Name: Hanson Avenue and Olin Avenue
 Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	5	5	11	0	0	0	0	0	21	0	42
Gross Project Trips	0	15	5	1	1	226	33	2	4	25	8	0	320
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	15	10	6	12	226	33	2	4	25	29	0	362

62

2006

Intersection Name: Hanson Avenue and Olsen Drive
 Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Gross Project Trips	0	19	51	362	0	335	48	3	0	0	0	0	818
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	19	51	362	0	335	48	3	0	0	0	0	818

63

2005

Intersection Name: Spar Avenue and Olsen Drive
 Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	9	0	0	0	0	0	0	9
Gross Project Trips	0	0	16	115	697	0	0	0	0	0	100	0	928
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	0	16	115	697	9	0	0	0	0	100	0	937

60

2004

Intersection Name: Spar Avenue and Olin Avenue
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	16	7	45	0	0	0	0	58	0		126
Gross Project Trips	2	1	0	0	48	41	173	3	12	3	202	10	495
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	2	1	16	7	93	41	173	3	12	3	260	10	621

61

2002

Intersection Name: Hanson Avenue and Olin Avenue
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	28	6	39	0	0	0	0	30	0		103
Gross Project Trips	0	3	1	5	8	50	212	14	23	6	2	0	324
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	3	29	11	47	50	212	14	23	6	32	0	427

62

2006

Intersection Name: Hanson Avenue and Olsen Drive
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Gross Project Trips	0	4	337	81	0	75	313	17	0	0	0	0	827
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	4	337	81	0	75	313	17	0	0	0	0	827

63

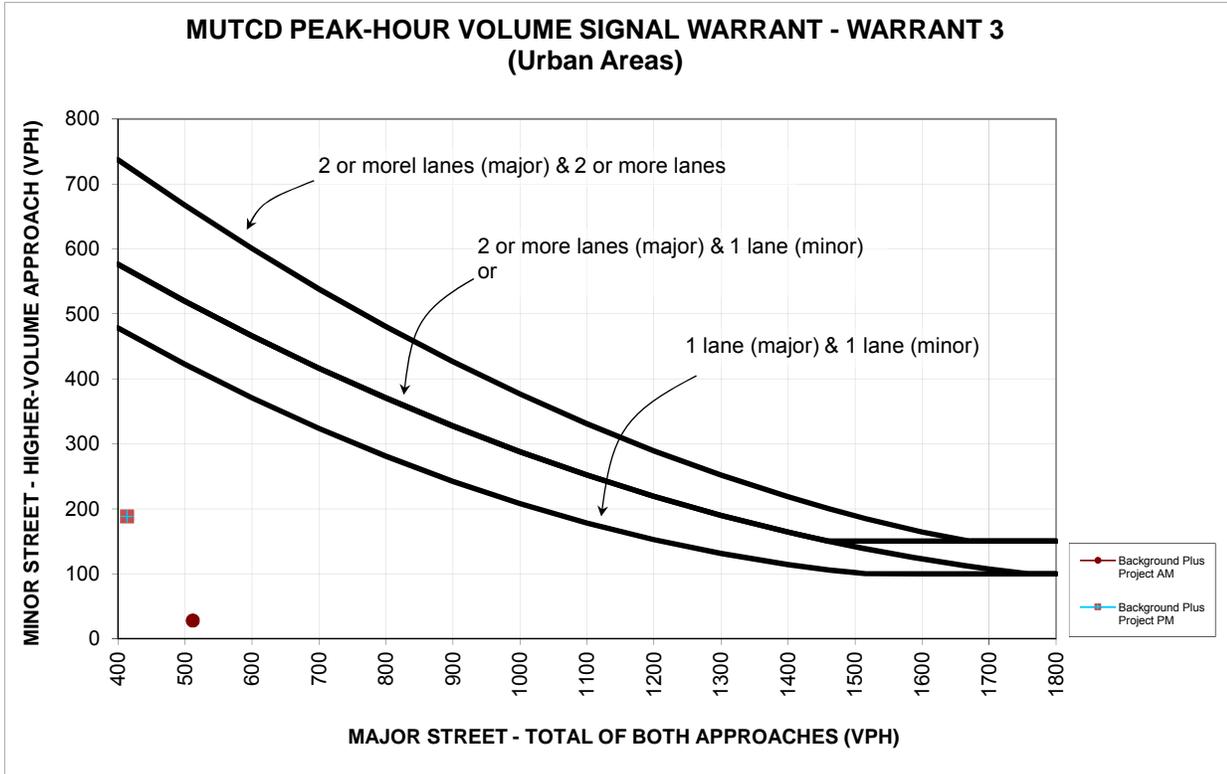
2005

Intersection Name: Spar Avenue and Olsen Drive
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	24	25	0	0	0	0	0	49
Gross Project Trips	0	0	107	26	156	0	0	0	0	0	650	0	939
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	0	107	26	156	24	25	0	0	0	650	0	988

Santana Row West (with Spar-Olin Project Access)

60 . Spar Avenue and Olin Avenue



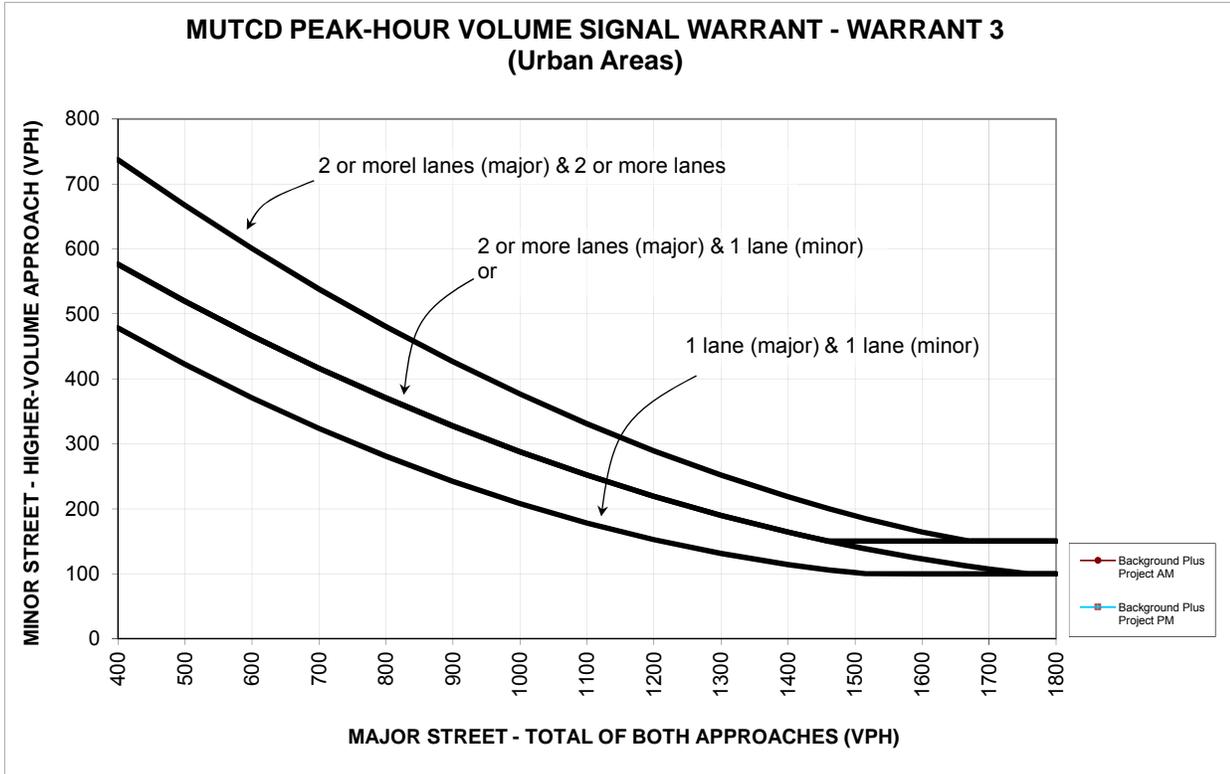
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Background Plus Project AM
		One	2 or More	
Major Street - Both Approaches	Olin Avenue	X		512
Minor Street - Highest Approach	Spar Avenue	X		28
Warrant Met?				No

		Approach Lanes		Background Plus Project PM
		One	2 or More	
Major Street - Both Approaches	Olin Avenue	X		414
Minor Street - Highest Approach	Spar Avenue	X		188
Warrant Met?				No

Santana Row West (with Spar-Olin Project Access)

61 . Hanson Avenue and Olin Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.

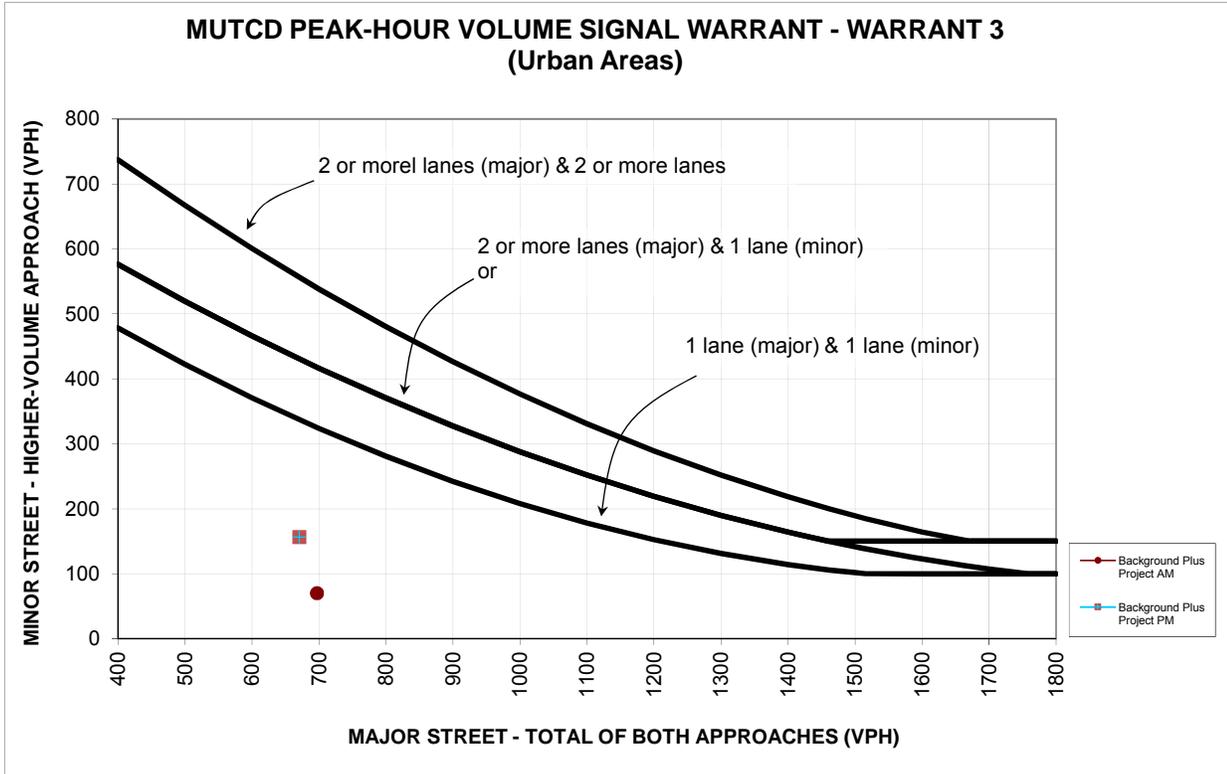
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes	Background Plus Project AM
		2 or One More	
Major Street - Both Approaches	Olin Avenue	X	298
Minor Street - Highest Approach	Hanson Avenue	X	39
Warrant Met?			No

		Approach Lanes	Background Plus Project PM
		2 or One More	
Major Street - Both Approaches	Hanson Avenue	X	281
Minor Street - Highest Approach	Olin Avenue	X	108
Warrant Met?			No

Santana Row West (with Spar-Olin Project Access)

62 . Hanson Avenue and Olsen Drive



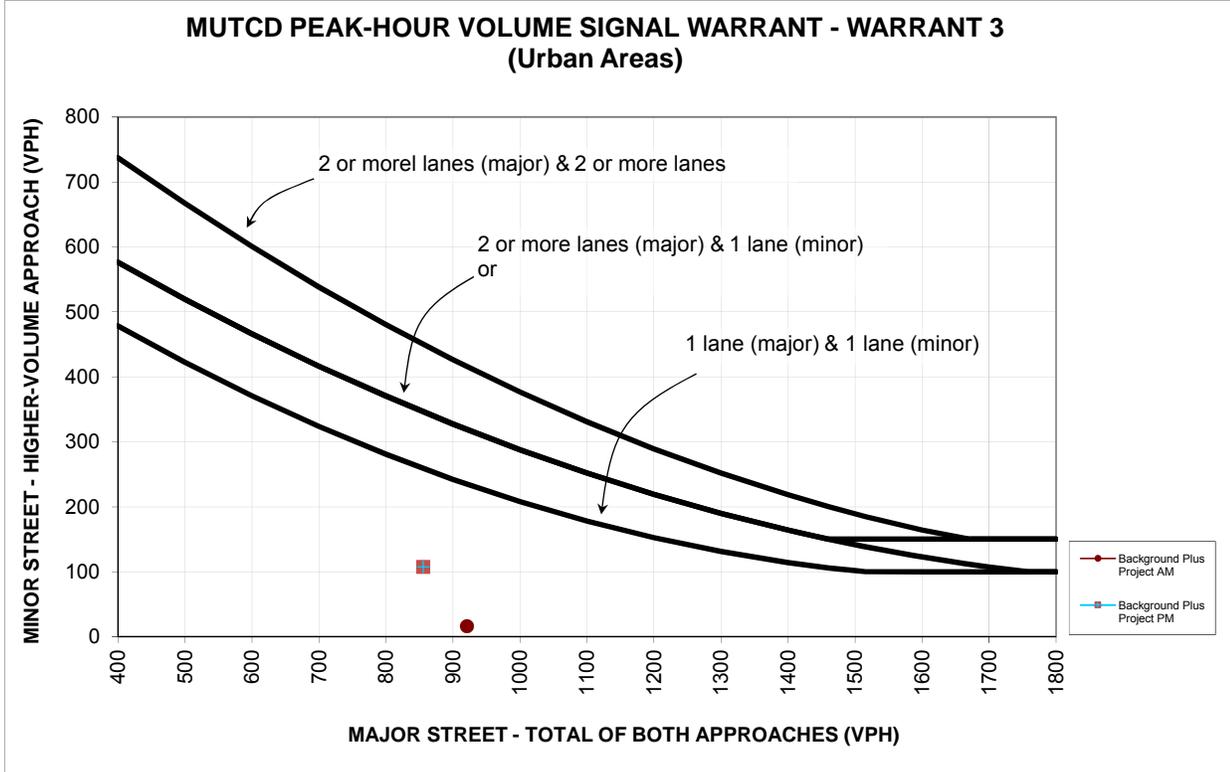
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes	Background Plus Project AM
		2 or One More	
Major Street - Both Approaches	Olsen Drive	X	697
Minor Street - Highest Approach	Hanson Avenue	X	70
Warrant Met?			No

		Approach Lanes	Background Plus Project PM
		2 or One More	
Major Street - Both Approaches	Hanson Avenue	X	671
Minor Street - Highest Approach	Olsen Drive	X	156
Warrant Met?			No

Santana Row West (with Spar-Olin Project Access)

63 . Spar Avenue and Olsen Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes	Background Plus Project AM
		2 or One More	
Major Street - Both Approaches	Olsen Drive	X	921
Minor Street - Highest Approach	Spar Avenue	X	16
Warrant Met?			No

		Approach Lanes	Background Plus Project PM
		2 or One More	
Major Street - Both Approaches	Olsen Drive	X	856
Minor Street - Highest Approach	Spar Avenue	X	107
Warrant Met?			No

Intersection: 2002: Hanson Ave & Olin Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	89	48	31
Average Queue (ft)	17	26	14
95th Queue (ft)	53	46	39
Link Distance (ft)	204	78	217
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2004: Spar Ave & Olin Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	102	47	53
Average Queue (ft)	1	20	18	17
95th Queue (ft)	10	66	43	45
Link Distance (ft)	204	235	55	232
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2005: Olsen Dr & Spar Ave

Movement	SB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	33
Upstream Blk Time (%)	2
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2006: Olsen Dr & Hanson Ave

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	168	125	54
Average Queue (ft)	79	59	4
95th Queue (ft)	132	94	24
Link Distance (ft)	204	204	77
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 2002: Hanson Ave & Olin Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	82	55
Average Queue (ft)	1	47	20
95th Queue (ft)	10	71	48
Link Distance (ft)	204	78	217
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2004: Spar Ave & Olin Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	160	50	69	32
Average Queue (ft)	20	11	40	8
95th Queue (ft)	94	37	62	29
Link Distance (ft)	204	235	55	232
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			8	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2005: Olsen Dr & Spar Ave

Movement	EB	EB	WB	NB	SB
Directions Served	T	TR	LT	LTR	LTR
Maximum Queue (ft)	22	76	78	54	50
Average Queue (ft)	2	9	29	23	32
95th Queue (ft)	11	40	78	49	44
Link Distance (ft)	204	204	233	102	33
Upstream Blk Time (%)					30
Queuing Penalty (veh)					32
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2006: Olsen Dr & Hanson Ave

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	118	97	45	86
Average Queue (ft)	51	33	17	60
95th Queue (ft)	93	66	39	86
Link Distance (ft)	204	204	94	77
Upstream Blk Time (%)				3
Queuing Penalty (veh)				12
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 52

Without Spar-Olin Project Access

23 3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	645	43	74	5	44	39	1,032	21	20	4	15	1,955
San Jose ATI	0	322	2	10	0	21	7	119	0	0	0	0	481
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	44	0	0	0	0	0	5	0	0	0	0	49
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Campbell TI A	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	380	2	10	0	21	7	127	0	0	0	0	547
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	130	520	0	0	0	0	0	74	85	12	0	19	840
Restaurant Credit	-4	-17	0	0	0	0	0	-13	-3	-2	0	-3	-42
Mobile Home Reassignment	11	-11	0	0	0	0	0	-12	3	4	0	12	7
Net Project Trips	137	492	0	0	0	0	0	49	85	14	0	28	805
Background Plus Project Conditions	150	1,517	45	84	5	65	46	1,208	106	34	4	43	3,307

24 3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: AM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	10	666	18	27	1	50	89	1,087	30	10	1	3	1,992
San Jose ATI	0	140	233	47	0	33	7	115	1	0	0	0	576
Existing Vacant Theater	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe (90 ksf office)	0	44	0	0	0	0	0	5	0	0	0	0	49
BAREC at Winchester/Forest (Apartments)	0	14	0	0	0	0	0	3	0	0	0	0	17
Campbell TI A	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	198	233	47	0	33	7	123	1	0	0	0	642
Remove Theater Trips from Background	0	0	0	0	0	0	0	0	0	0	0	0	0
Santana West Project Trips	520	12	0	0	0	0	0	85	479	68	0	74	1238
Restaurant Credit	-17	-2	0	0	0	0	0	-3	-15	-12	0	-13	-62
Mobile Home Reassignment	-11	4	0	0	0	0	0	3	-3	-4	0	-12	-23
Net Project Trips	492	14	0	0	0	0	0	85	461	52	0	49	1153
Background Plus Project Conditions	502	878	251	74	1	83	96	1,295	492	62	1	52	3,787

23 3726

Intersection Name: Winchester Boulevard and Olin Avenue
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	1,254	248	57	3	53	76	731	22	41	6	27	2,545
San Jose ATI	0	166	4	4	0	8	15	404	0	0	0	0	601
Existing Vacant Theater	4	16	0	0	0	0	0	25	3	4	0	6	58
485 Monroe (90 ksf office)	0	10	0	0	0	0	0	42	0	0	0	0	52
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Campbell TI A	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	4	199	4	4	0	8	15	484	3	4	0	6	731
Remove Theater Trips from Background	-4	-16	0	0	0	0	0	-25	-3	-4	0	-6	-58
Santana West Project Trips	33	105	0	0	0	0	0	475	22	83	0	125	843
Restaurant Credit	-9	-3	0	0	0	0	0	0	-8	-5	0	-6	-31
Mobile Home Reassignment	23	-23	0	0	0	0	0	-20	7	8	0	20	15
Net Project Trips	47	79	0	0	0	0	0	455	21	86	0	139	827
Background Plus Project Conditions	74	1,516	252	61	3	61	91	1,645	43	127	6	166	4,045

24 3727

Intersection Name: Winchester Boulevard and Olsen Drive
 Peak Hour: PM
 Count Date: 10/20/15

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	1,246	71	71	7	119	119	749	39	35	5	16	2,499
San Jose ATI	0	201	111	226	0	78	14	212	0	0	0	0	842
Existing Vacant Theater	16	4	0	0	0	0	0	3	15	23	0	25	86
485 Monroe (90 ksf office)	0	10	0	0	0	0	0	42	0	0	0	0	52
BAREC at Winchester/Forest (Apartments)	0	7	0	0	0	0	0	13	0	0	0	0	20
Campbell TI A	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	16	222	111	226	0	78	14	270	15	23	0	25	1,000
Remove Theater Trips from Background	-16	-4	0	0	0	0	0	-3	-15	-23	0	-25	-86
Santana West Project Trips	112	76	0	0	0	0	0	16	103	443	0	481	1231
Restaurant Credit	-12	4	0	0	0	0	0	0	-11	-7	0	-8	-34
Mobile Home Reassignment	-23	8	0	0	0	0	0	7	-7	-8	0	-20	-43
Net Project Trips	77	88	0	0	0	0	0	23	85	428	0	453	1154
Background Plus Project Conditions	99	1,552	182	297	7	197	133	1,039	124	463	5	469	4,567

60

2004

Intersection Name: Spar Avenue and Olin Avenue
Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	13	23	16	0	0	0	0	0	26	0	78
Gross Project Trips	14	0	0	0	216	0	0	0	0	0	31	2	263
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	14	0	13	23	232	0	0	0	0	0	57	2	341

61

2002

Intersection Name: Hanson Avenue and Olin Avenue
Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	5	5	11	0	0	0	0	0	21	0	42
Gross Project Trips	0	20	0	0	0	230	33	3	5	33	0	0	324
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	20	5	5	11	230	33	3	5	33	21	0	366

62

2006

Intersection Name: Hanson Avenue and Olsen Drive
Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Gross Project Trips	0	19	68	364	0	335	48	3	0	0	0	0	837
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	19	68	364	0	335	48	3	0	0	0	0	837

63

2005

Intersection Name: Spar Avenue and Olsen Drive
Peak Hour: AM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	9	0	0	0	0	0	0	9
Gross Project Trips	2	0	43	300	697	0	0	0	0	0	100	17	1,159
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	2	0	43	300	697	9	0	0	0	0	100	17	1,168

60

2004

Intersection Name: Spar Avenue and Olin Avenue
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	16	7	45	0	0	0	0	0	58	0	126
Gross Project Trips	3	0	0	0	48	0	0	0	0	0	202	13	266
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	3	0	16	7	93	0	0	0	0	0	260	13	392

61

2002

Intersection Name: Hanson Avenue and Olin Avenue
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	28	6	39	0	0	0	0	0	30	0	103
Gross Project Trips	0	5	0	0	0	51	215	19	31	7	0	0	328
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	5	28	6	39	51	215	19	31	7	30	0	431

62

2006

Intersection Name: Hanson Avenue and Olsen Drive
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Gross Project Trips	0	4	341	96	0	75	313	17	0	0	0	0	846
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	0	4	341	96	0	75	313	17	0	0	0	0	846

63

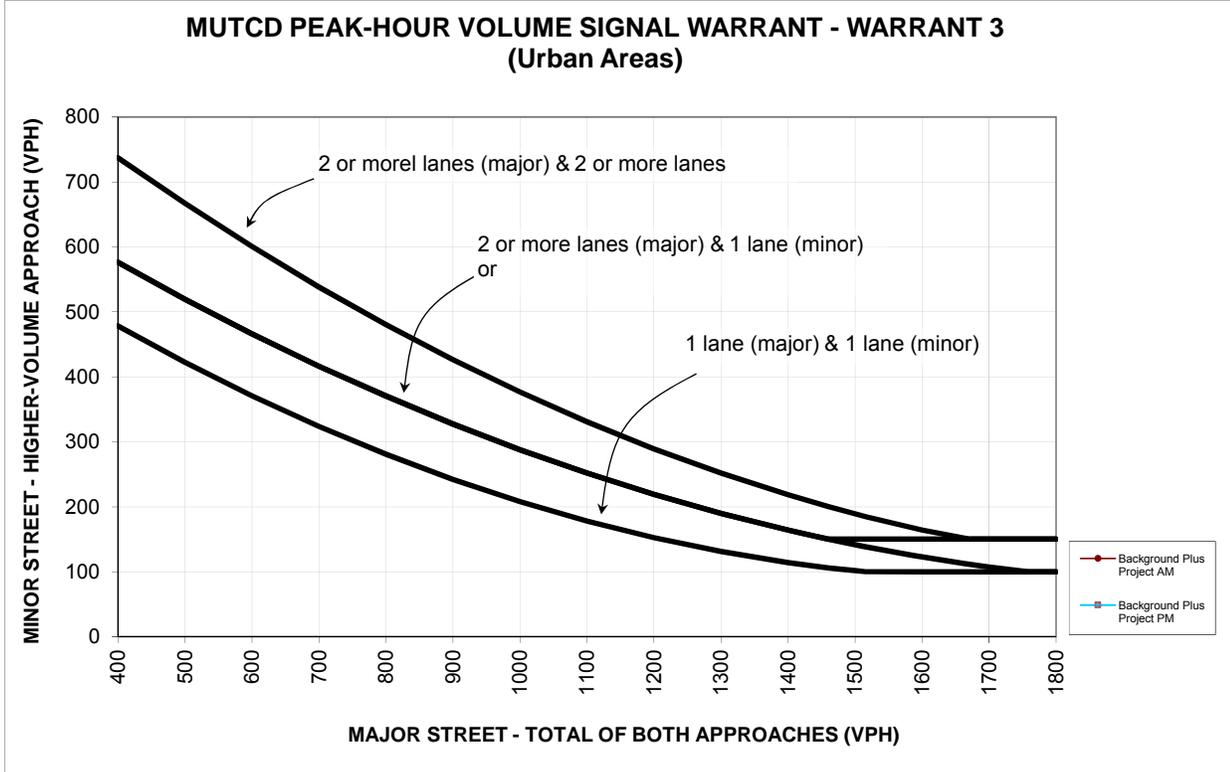
2005

Intersection Name: Spar Avenue and Olsen Drive
 Peak Hour: PM

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	0	24	25	0	0	0	0	0	49
Gross Project Trips	16	0	280	67	156	0	0	0	0	0	650	4	1,173
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	16	0	280	67	156	24	25	0	0	0	650	4	1,222

Santana Row West - No Spar-Olin Project Access

60 . Spar Avenue and Olin Avenue



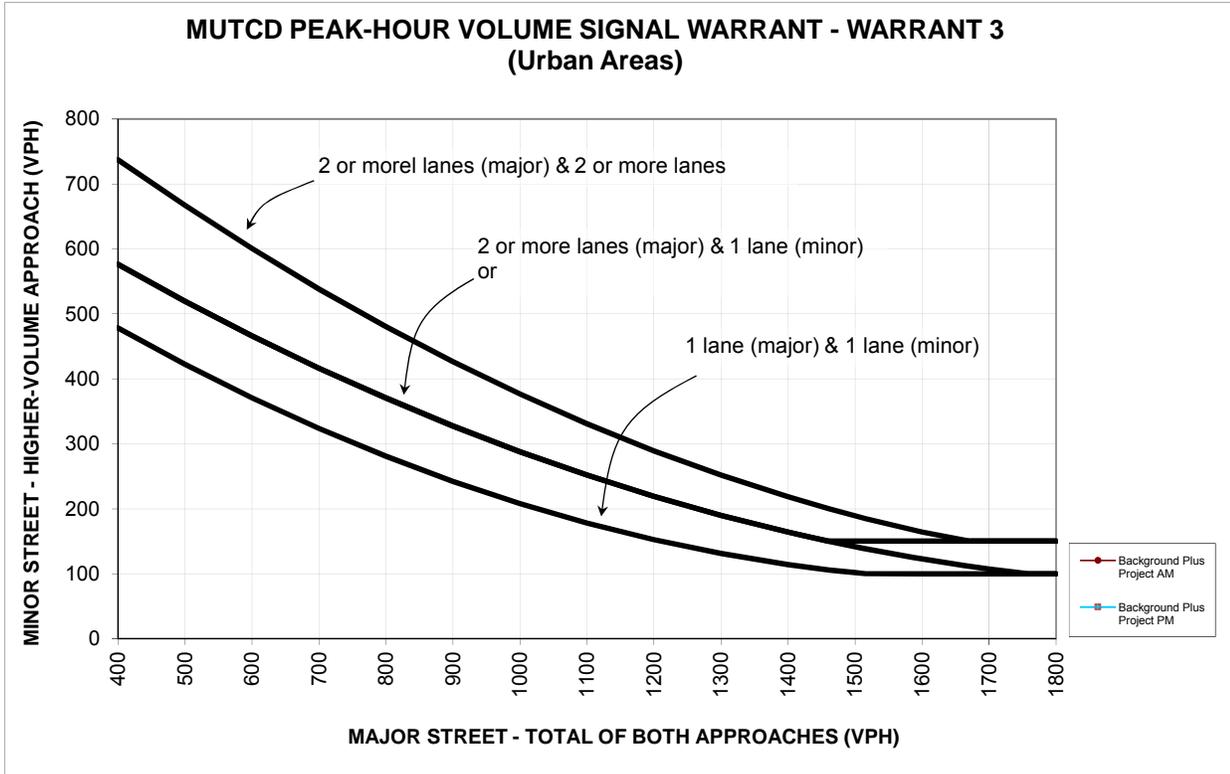
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Background Plus Project AM
		2 or One	More	
Major Street - Both Approaches	Olin Avenue	X		314
Minor Street - Highest Approach	Spar Avenue	X		27
Warrant Met?				No

		Approach Lanes		Background Plus Project PM
		2 or One	More	
Major Street - Both Approaches	Olin Avenue	X		373
Minor Street - Highest Approach	Spar Avenue	X		19
Warrant Met?				No

Santana Row West - No Spar-Olin Project Access

61 . Hanson Avenue and Olin Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.

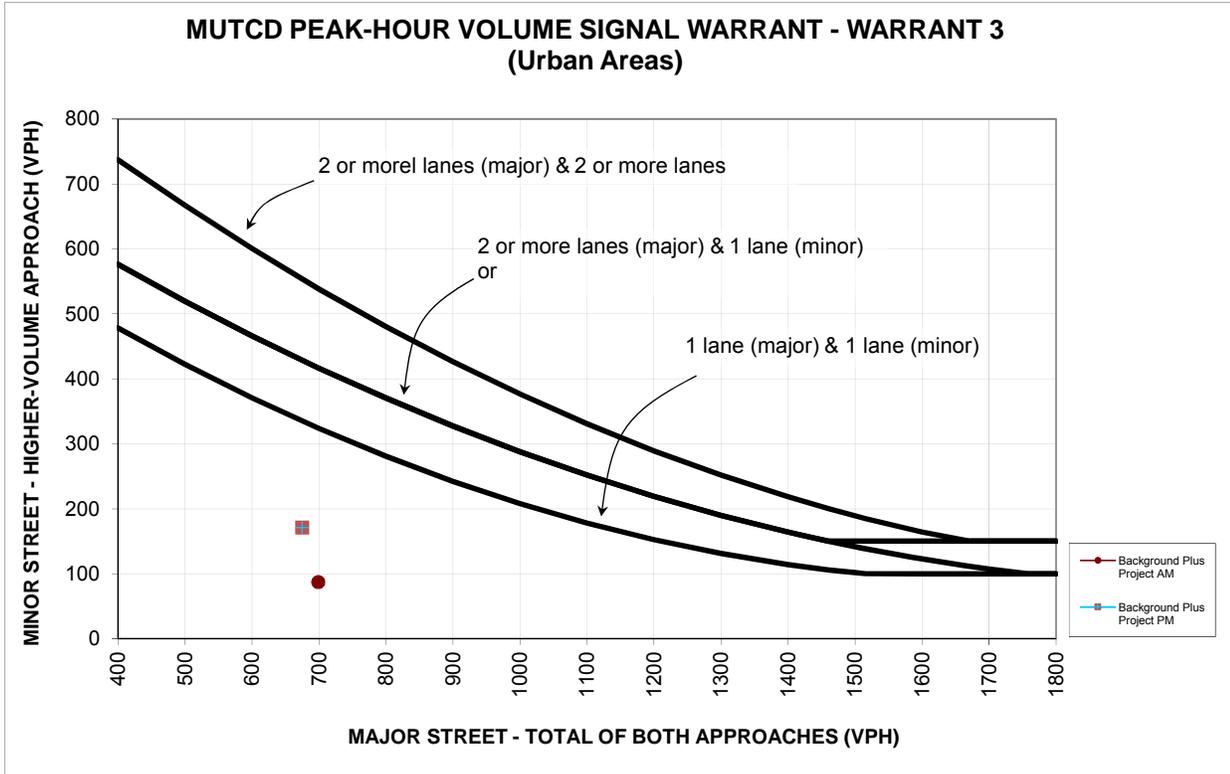
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Background Plus Project AM
		2 or One	More	
Major Street - Both Approaches	Olin Avenue	X		300
Minor Street - Highest Approach	Hanson Avenue	X		41
Warrant Met?				No

		Approach Lanes		Background Plus Project PM
		2 or One	More	
Major Street - Both Approaches	Hanson Avenue	X		298
Minor Street - Highest Approach	Olin Avenue	X		96
Warrant Met?				No

Santana Row West - No Spar-Olin Project Access

62 . Hanson Avenue and Olsen Drive



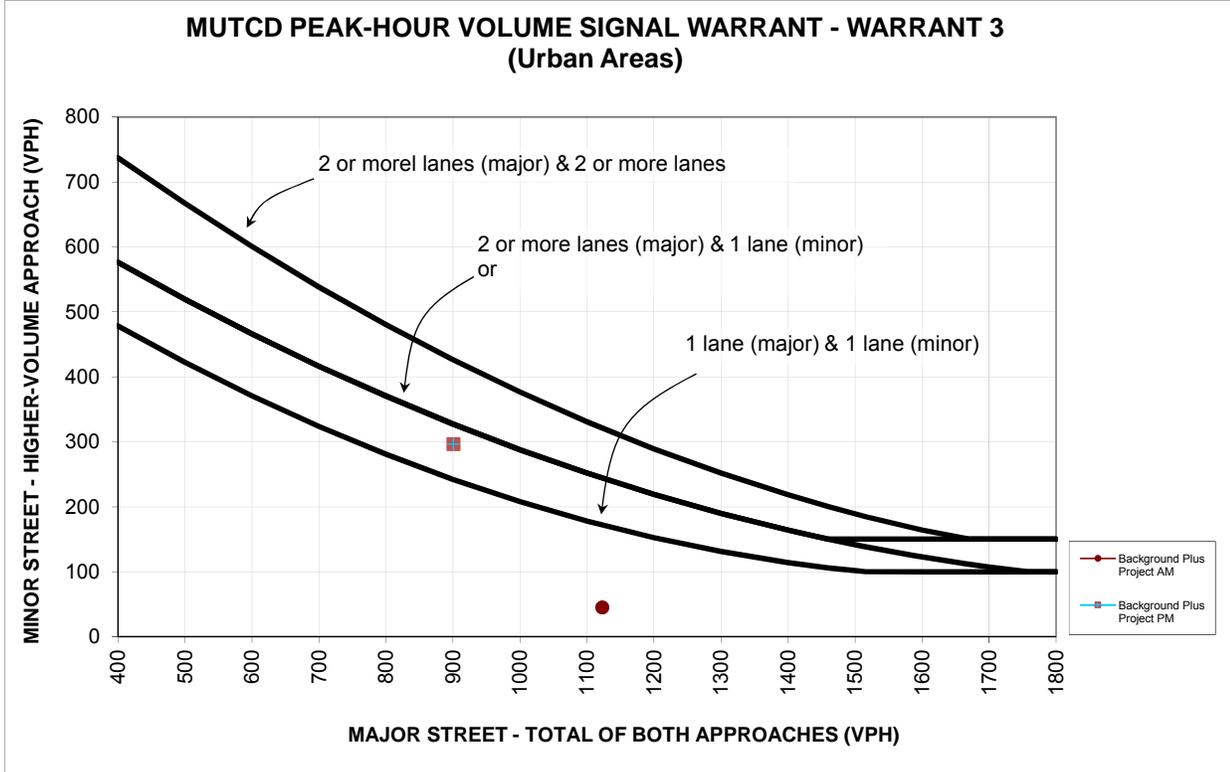
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Background Plus Project AM
		One	2 or More	
Major Street - Both Approaches	Olsen Drive	X		699
Minor Street - Highest Approach	Hanson Avenue	X		87
Warrant Met?				No

		Approach Lanes		Background Plus Project PM
		One	2 or More	
Major Street - Both Approaches	Hanson Avenue	X		675
Minor Street - Highest Approach	Olsen Drive	X		171
Warrant Met?				No

Santana Row West - No Spar-Olin Project Access

63 . Spar Avenue and Olsen Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes	Background Plus Project AM
		2 or One More	
Major Street - Both Approaches	Olsen Drive	X	1123
Minor Street - Highest Approach	Spar Avenue	X	45
Warrant Met?			No

		Approach Lanes	Background Plus Project PM
		2 or One More	
Major Street - Both Approaches	Olsen Drive	X	901
Minor Street - Highest Approach	Spar Avenue	X	296
Warrant Met?			No

Queuing and Blocking Report
 Background Plus Project AM (without Spar-Olin Access)

4/5/2016

Intersection: 2002: Hanson Ave & Olin Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	75	32	31
Average Queue (ft)	19	20	16
95th Queue (ft)	56	44	40
Link Distance (ft)	204	78	217
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2004: Spar Ave & Olin Ave

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	32
Average Queue (ft)	1	18
95th Queue (ft)	11	43
Link Distance (ft)	204	232
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2005: Olsen Dr & Spar Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	50	31	50
Average Queue (ft)	16	4	25
95th Queue (ft)	44	19	48
Link Distance (ft)		233	33
Upstream Blk Time (%)			21
Queuing Penalty (veh)			10
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 2006: Olsen Dr & Hanson Ave

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	137	139	31
Average Queue (ft)	62	61	7
95th Queue (ft)	108	94	27
Link Distance (ft)	204	204	77
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 10

Queuing and Blocking Report
 Background Plus Project PM (without Spar-Olin Access)

4/13/2016

Intersection: 2002: Hanson Ave & Olin Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	78	74
Average Queue (ft)	3	46	17
95th Queue (ft)	19	72	51
Link Distance (ft)	204	78	217
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2004: Spar Ave & Olin Ave

Movement	SB
Directions Served	LTR
Maximum Queue (ft)	32
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	232
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2005: Olsen Dr & Spar Ave

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	TR	LT	LTR	LTR
Maximum Queue (ft)	32	31	180	70	53	79
Average Queue (ft)	4	3	20	16	15	36
95th Queue (ft)	22	19	85	48	42	54
Link Distance (ft)		204	204	233	102	33
Upstream Blk Time (%)						61
Queuing Penalty (veh)						181
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 2006: Olsen Dr & Hanson Ave

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	136	56	53	90
Average Queue (ft)	48	33	18	51
95th Queue (ft)	92	45	41	91
Link Distance (ft)	204	204	94	77
Upstream Blk Time (%)				3
Queuing Penalty (veh)				9
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 191