Prepared by
FEHR & PEERS

160 W Santa Clara St. #675
San Jose, CA 95113
408.278.1700

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East Whisman Precise Plan

Project-Level Transportation Analysis

Prepared for
CITY OF MOUNTAIN VIEW

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TA) conducted for the proposed East Whisman Precise Plan (EWPP), also referred to as the Project. The TA:

- Identifies deficiencies in the surrounding transportation system with the addition of project traffic and recommends transportation improvements or modifications to the project to improve deficient operations, and evaluates consistency with the *Mountain View 2030 General Plan* (updated 2012).
- Estimates vehicle miles traveled (VMT) for use in identifying environmental impacts and as inputs to greenhouse gas and air quality analysis.

Project effects on the surrounding transportation system (roadways, transit service, pedestrian facilities, and bicycle facilities) were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

PROJECT DESCRIPTION

The proposed EWPP includes a combination of land use changes and transportation improvements.

LAND USE

The proposed increase in land use development in the EWPP includes approximately 5,000 housing units, 100,000 s.f. of retail and restaurant space, 2.3 million s.f. of office space, and 200 hotel rooms. The Project also includes 2.2 million square feet (s.f.) of existing research & development and industrial space rebuilt/re-occupied as new office space. The new and re-built office space would include a target vehicle trip cap rate of 1.0 vehicle trip per one-thousand square feet (ksf) during the morning and evening peak hours.

TRANSPORTATION NETWORK

The EWPP also includes new transportation facilities to create smaller blocks and to add new bicycle and pedestrian connections. Five new roadways and roadway connections would be added, identified as Street A, Street B, Street C, Street D, and Street E. Greenways, with separate pedestrian and bicycle facilities, and new multi-use paths would expand the off-street pedestrian and bicycle networks. Sidewalk gaps would be closed, and bike lanes would be upgraded to buffered bike lanes where feasible.

ROADWAY SYSTEM ANALYSIS SCENARIOS

Roadway system deficiencies were evaluated at selected study intersections, freeway ramps, and freeway segments using level of service calculations. The operations of these facilities were evaluated for the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Existing with Project Conditions* - Scenario 1 volumes plus the effects of the EWPP including land use change, transportation system enhancements and TDM program targets.

Scenario 3: *Background Conditions* - Existing volumes plus traffic from approved but not yet constructed developments in the area.

Scenario 4: *Background with Project Conditions* - Scenario 3 volumes plus effects of EWPP.

Scenario 5: *Cumulative Conditions* - Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model.

Scenario 6: *Cumulative with Project Conditions* - Scenario 5 volumes plus effects of EWPP.

TRAFFIC FORECASTS

Traffic volumes were forecasted for Existing with Project, Background (with and without the project), and Cumulative (with and without the project) Conditions. Existing volumes were obtained from traffic counts. Forecasts for Background Conditions were created by adding new vehicle trips from the approved but not yet constructed developments in the City of Mountain View and City of Sunnyvale to the existing volumes. The magnitudes of the land use changes and transportation system improvements in and near the EWPP area under Cumulative Conditions has the potential to change regional travel patterns. To account for these land use/transportation interactions, the City of Mountain View's model was used to develop the traffic forecasts for the surrounding roadway network under Cumulative Conditions.

The vehicle trip generation estimates for EWPP incorporate the following:

- Likelihood of trips staying within the project area (internal trips)
- Likelihood of trips shifting to other modes (walking, bicycling, and transit)

The EWPP trip generation is summarized in **Table ES-1**[1].

[1] Trip generation estimates and vehicle trip rates for each analysis scenario are presented and discussed in detail in the *East Whisman Precise Plan – Project Trip Estimates* (dated May 10, 2019) in **Appendix E**.

Table ES-1: East Whisman Area Wide Trip Generation Estimates

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Conditions							
Existing	50,860	5,569	965	6,534	1,152	5,149	6,301
Existing with Project	99,479	7,578	2,611	10,189	3,149	7,369	10,518
Net New EWPP Trips	***48,619***	***2,009***	***1,646***	***3,655***	***1,997***	***2,220***	***4,217***
Background Conditions							
Background	57,433	6,371	1,054	7,425	1,307	5,881	7,188
Background with Project	104,655	8,151	2,652	10,803	3,233	7,876	11,109
Net New EWPP Trips	***47,222***	***1,780***	***1,598***	***3,378***	***1,926***	***1,995***	***3,921***
Cumulative Conditions							
Cumulative	58,677	6,492	1,078	7,570	1,343	6,007	7,350
Cumulative with Project	105,199	8,226	2,650	10,876	3,248	7,965	11,213
Net New EWPP Trips	***46,522***	***1,734***	***1,572***	***3,306***	***1,905***	***1,958***	***3,863***

Source: Fehr & Peers, 2019.

DEFICIENCIES AND IMPROVEMENTS

The following section summarizes the deficiencies and improvements for each transportation facility type under Existing with Project, Background with Project and Cumulative with Project Conditions.

INTERSECTIONS

Intersection deficiencies and improvements were evaluated. The improvements, described below, are draft recommendations; final improvements will require coordination with other jurisdictions. A bicycle and pedestrian Quality of Service (QOS) evaluation was performed for each improvement to assess the secondary effects of the proposed improvements on bicycle and pedestrian conditions.

Existing with Project Conditions

Table ES-2 shows the peak hour delays and LOSs both with and without improvement for the intersection with a level of service deficiency under Existing with Project Conditions.

Table ES-2: Existing with Project Intersection Improvement Summary

Intersection		Improvement[3]	Peak Hour[1]	Intersection Operations			
				Without Improvement		With Improvement	
				Delay	LOS[2]	Delay	LOS[3]
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT, and EBT lanes	AM PM	52.4 **87.4**	D- **F**	49.4 63.9	D E

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
3. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn

Source: Fehr & Peers, 2019.

Intersection 20: Central Expressway / North Mary Avenue (SCC / CMP) – This intersection operates at LOS E in the PM peak hour under Existing Conditions. The addition of project traffic would exacerbate the operations to an unacceptable LOS F. An additional westbound left-turn lane, westbound through lane, and eastbound through lane would improve intersection operations to an acceptable LOS E. A third westbound left-turn pocket is included in Santa Clara County's Draft Expressway Plan 2040.

Widening this intersection for these vehicle improvements would require removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. The City cannot be certain at this time that these improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Existing with Project Conditions.

Background with Project Conditions

Table ES-3 summarizes the improvements and shows the intersection delays and LOSs both with and without improvements for the intersections with level of service deficiencies under Background with Project Conditions.

Table ES-3: Background with Project Intersection Improvements Summary

	Intersection	Improvements[3]	Peak Hour[1]	Intersection Operations			
				Without Improvements		With Improvements	
				Delay	LOS[2]	Delay	LOS[2]
1	Ellis Street and Manila Drive (MV / NASA)	Signalize Intersection	AM PM	**79.1** **52.1**	**F** **F**	20.6 17.7	C+ B
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	AM PM	38.0 **93.5**	D+ **F**	18.7 23.7	B- C
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT, and EBT lanes	AM PM	54.8 **102.7**	D- **F**	50.8 68.3	D- E
30	North Mathilda Avenue and West Moffett Park Drive (S)	Add WBT lane	AM PM	**57.7** 50.4	**E+** D	33.9 50.4	C- D

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
3. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn
Source: Fehr & Peers, 2019.

Intersection 1: Ellis Street / Manila Drive (Mountain View / NASA): This intersection would meet peak hour signal warrants and would need to be signalized. Each approach would have a left-turn lane with protected left-turn phasing and a shared through/right-turn lane. Signalization and lane improvements will address the deficiency at this intersection.

Intersection 2: US 101 Northbound Ramps / Ellis Street (Mountain View): To improve operations and improve queuing in the westbound and southbound directions, an additional westbound left-turn lane and southbound right-turn lane could be added; which would improve intersection operations to an acceptable level of service. While these intersection improvements will address the intersection level of service deficiency under Background with Project Conditions, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic. A more detailed VISSIM microsimulation analysis was completed to evaluate the closely-spaced intersections (Intersections 1-4) at the Ellis Street Interchange and the interactions between automobiles, buses, light rail transit (LRT) vehicles, pedestrians, and signal systems. A complete set of improvements needed to provide acceptable operations for the US 101/Ellis Street interchange are identified using the results of this analysis.

Intersection 5: Maude Avenue / SR 237 Ramps (Mountain View): The Maude Avenue/SR 237 interchange is configured as a single-point urban interchange (SPUI). The constraints of the SPUI configuration and its limited right-of-way mean there are few options for expanding the interchange's capacity. Redesigning the interchange to a tight diamond configuration could provide greater levels of vehicular capacity. It would also allow for the addition of bicycle facilities through the interchange area, and would offer more options for pedestrian accommodations.

Changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. The interchange is part of the State highway system, which is under the jurisdiction of Caltrans. Therefore, it is concluded that there are no defined and feasible improvements under the City's control for this location.

Intersection 20: Central Expressway / North Mary Avenue (SCC / CMP): Adding a westbound left-turn lane, a westbound through lane, and an eastbound through lane could improve the operations to an acceptable LOS E. While roadway widening would reduce the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Background with Project Conditions.

Intersection 30: North Mathilda Avenue / West Moffett Park Drive (Sunnyvale): A westbound through lane could be added to improve intersection operations to an acceptable level of service. While roadway widening would reduce the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale. Because this improvement would be the responsibility of another jurisdiction, this deficiency would still occur under Background with Project Conditions.

Cumulative with Project Conditions

Under Cumulative with Project Conditions, motor vehicle traffic and congestion would increase and the Project would add a considerable amount of traffic, which would result in level of service deficiencies at several intersections. **Table ES-4** summarizes the improvements and shows the intersection delays and LOSs both with and without the improvements.

Table ES-4: Cumulative with Project Intersection Improvement Summary

	Deficient Intersection[1]	Improvement[3]	Peak Hour[1]	Intersection Operations			
				Without Improvement		With Improvement	
				Delay	LOS[2]	Delay	LOS[2]
1	Ellis Street and Manila Drive (MV /NASA)	Signalize Intersection	AM PM	**>120.0** **>120.0**	**F** **F**	38.2 27.3	D+ C
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	AM PM	31.6 **>120**	C **F**	20.7 30.0	C+ C
4	Fairchild Drive and Ellis Street (MV)	Add SBT lane	AM PM	50.6 **72.7**	D **E**	42.3 27.0	D C
5	Maude Avenue and SR 237 Ramps (MV)	Construct new interchange	AM PM	**88.6** 51.3	**F** D-	- -	- -
7	Maude Avenue and North Mary Avenue (S)	Add dedicated EBR lane	AM PM	48.7 **73.1**	D **E**	46.4 49.3	D D
8	Maude Avenue and North Mathilda Avenue (S / CMP)	No feasible improvement identified	AM PM	**71.7** **116.1**	**E** **F**	- -	- -
9	East Middlefield Road and North Whisman Road (MV)	Add dedicated EBR lane	AM PM	37.5 **89.2**	D+ **F**	36.2 50.0	D D
10	East Middlefield Road and Ellis Street (MV)	Add EBL lane	AM PM	**57.5** 21.5	**E+** C+	27.8 18.3	C B-
16	Central Expressway and SR 85 Southbound Ramp (SC)	Convert SBR to shared SBL/R	AM PM	47.7 **84.6**	D **F**	12.3 45.0	B D
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT and EBT lanes	AM PM	**59.5** **>120.0**	**E+** **F**	53.6 **103.3**	D- **F**
22	West Evelyn Avenue and North Mary Avenue (S)	Add EBL lane	AM PM	**107.7** **66.6**	**F** **E**	51.4 50.7	D- D
27	Moffett Boulevard and West Middlefield Road (MV)	Add dedicated NBR, SBR, and EBR lanes	AM PM	**94.6** **94.5**	**F** **F**	52.0 51.5	D- D-
29	Moffett Boulevard and Central Expressway (SSC / CMP)	Close Castro Street leg	AM PM	**96.2** **>120.0**	**F** **F**	20.0 24.7	B- C
36	North Mathilda Avenue and Indio Avenue (S)	Add dedicated WBR lane	AM PM	**96.0** 28.4	**F** C	37.5 28.3	D+ C
39	South Whisman Road and SR- 237 Westbound Ramps (MV)	Add dedicated SBL and WBR lanes	AM PM	48.7 **113.4**	D **F**	33.3 55.0	C- D-
40	East Evelyn Avenue and South Bernardo Avenue (S)	Add dedicated NBL lane	AM PM	**63.1** **59.4**	**E** **E+**	22.4 25.9	C+ C
46	East Arques Avenue and Fair Oaks Avenue (S)	Add EBL and EBT lanes	AM PM	**>120.0** **>120.0**	**F** **F**	**>120.0** **107.8**	**F** **F**

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
3. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn

Source: Fehr & Peers, 2019.

Intersection 1: Ellis Street / Manila Drive (Mountain View / NASA): This intersection would need to be signalized. Each approach would have a left-turn lane with protected left-turn phasing and a shared through/right-turn lane. The signalization and lane improvements at this intersection would improve the level of service to acceptable conditions.

Intersection 2: US 101 Northbound Ramps / Ellis Street (Mountain View): To improve traffic operations and queuing in the northbound direction a southbound right-turn lane could be added with overlap signal phasing. To improve operations and queuing in the westbound direction a westbound left-turn lane could be added with overlap signal phasing. While these intersection improvements will address the intersection level of service deficiency under Cumulative with Project Conditions, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic.

A more detailed VISSIM microsimulation analysis was completed to evaluate the closely-spaced intersections (Intersections 1-4) at the Ellis Street Interchange and the interactions between automobiles, buses, light rail transit (LRT) vehicles, pedestrians, and signal systems. A complete set of improvements needed to provide acceptable operations for the US 101/Ellis Street interchange are identified using the results of this analysis.

Intersection 4: Fairchild Drive / Ellis Street (Mountain View): Converting the southbound approach to include one additional through lane would improve intersection operations to an acceptable level of service and reduce the intersection level of service deficiency under Cumulative with Project Conditions. While these intersection improvements would improve the operations to acceptable level, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic.

Intersection 5: Maude Avenue / SR 237 Ramps (Mountain View/Caltrans): The Maude Avenue/SR 237 interchange is configured as a single-point urban interchange (SPUI). The constraints of the SPUI configuration and its limited right-of-way mean there are few options for expanding the interchange's capacity. Redesigning the interchange to a tight diamond configuration could provide greater levels of

vehicular capacity. It would also allow for the addition of bicycle facilities through the interchange area, and would offer more options for pedestrian accommodations.

Changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. The interchange is part of the State highway system, which is under the jurisdiction of Caltrans. Therefore, it is concluded that there are no feasible improvements completely under the City's control for this location.

Intersection 7: Maude Avenue / North Mary Avenue (Sunnyvale): To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added with overlap signal phasing. While roadway widening would address the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale.

Intersection 8: Maude Avenue / North Mathilda Avenue (Sunnyvale/ CMP): This intersection is already configured to provide substantial capacity for vehicles, with free right-turn lanes and dedicated single or dual left-turn lanes on all approaches. There are bicycle lanes on Mathilda Avenue, but no bicycle facilities on Maude Avenue. The width of the intersection makes for long pedestrian and bicycle crossing distances. No further physical expansion that would address level of service deficiency is considered feasible, and no improvement is proposed.

Intersection 9: East Middlefield Road / North Whisman Road (Mountain View): To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added with overlap signal phasing. This signalization change and lane addition will address the intersection level of service deficiency under Cumulative with Project Conditions and are considered feasible by the City.

Intersection 10: East Middlefield Road / Ellis Street (Mountain View): To improve operations and improve queuing in the eastbound direction a second eastbound left-turn lane could be added. This lane addition will address the intersection level of service deficiency under Cumulative with Project Conditions.

Intersection 16: Central Expressway / SR 85 Southbound Ramp (Mountain View): Converting the southbound right-lane to a shared left-turn/right-turn lane would improve intersection operations to an acceptable level of service. This improvement will address the intersection level of service deficiency under Cumulative with Project Conditions, and is considered feasible by the City. This improvement would require coordination with Caltrans and Santa Clara County to design and construct.

Intersection 20: Central Expressway / North Mary Avenue (Sunnyvale): Adding a westbound left-turn lane, a westbound through lane, and an eastbound through lane could improve the operations to an acceptable during the morning peak hour; however, operations during the evening peak hour would remain unacceptable. The City cannot be certain at this time that such improvements would be implemented since

this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

Intersection 22: West Evelyn Avenue / North Mary Avenue (Sunnyvale): To improve operations and improve queuing in the eastbound direction an eastbound left-turn lane could be added with overlap signal phasing. While these improvements would address the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

Intersection 27: Moffett Boulevard / West Middlefield Road (Mountain View): To improve operations and improve queuing in the northbound direction a northbound right-turn lane could be added with overlap signal phasing. To improve operations and improve queuing in the southbound direction a southbound right-turn lane could be added with overlap signal phasing. To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added with overlap signal phasing. These signalization changes and lane additions would address the intersection level of service deficiency under Cumulative with Project Conditions and are considered feasible by the City.

Intersection 29: Moffett Boulevard / Central Expressway (SCC / CMP): The *Mountain View Transit Center Master Plan* (2016) identified potential solutions that would eliminate at-grade crossings of the railroad tracks at Castro Street. Alternative 4 is the closure of Castro Street at West Evelyn Avenue, re-routing of traffic to Shoreline Boulevard, and an elevated pedestrian connection. This solution would improve the functionality of the Transit Center and potentially better accommodate traffic growth in the downtown area. However, changing the intersection design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. While Alternative 4 would reduce the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

Intersection 36: North Mathilda Avenue / Indio Avenue (Sunnyvale): To improve operations and improve queuing in the westbound direction during the AM peak hour a westbound right-turn lane could be added with overlap signal phasing. While this proposed improvement addresses the level of service deficiency, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

Intersection 39: South Whisman Road / SR- 237 Westbound Ramps (Mountain View): To improve operations and improve queuing in the southbound direction a dedicated southbound left-turn lane could be added with overlap signal phasing. To improve operations and improve queuing in the westbound direction a westbound right-turn lane could be added with overlap signal phasing. These signalization changes and lane additions will address the intersection the level of service deficiency level under Cumulative with Project Conditions. The proposed improvements are considered feasible by the City and would require coordination with Caltrans and Santa Clara County to design and construct.

Intersection 40: East Evelyn Avenue / South Bernardo Avenue (Sunnyvale): To improve operations and improve queuing in the northbound direction a northbound left-turn lane could be added with overlap signal phasing. This signalization change and lane addition will address the intersection level of service deficiency level under Cumulative with Project Conditions. The City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

Intersection 46: East Arques Avenue / Fair Oaks Avenue (Sunnyvale): Modifying the eastbound approach to include a separate through lane would improve intersection operations, but not to an acceptable level of service. No other feasible improvements have been identified due to right-of-way constraints The City cannot be certain at this time that the improvement would be implemented since this intersection is under the jurisdiction of Sunnyvale. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

FREEWAY SEGMENTS

Freeway deficiencies and the associated improvements were evaluated under Existing with Project and Cumulative with Project Conditions. Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in several freeway segment operating at unacceptable levels of service. The Project would also add traffic greater than 1% of the capacity of segments currently operating at unacceptable levels. Under Existing with Project Conditions, implementation of the proposed project would result in 151 cases where the addition of project traffic results in unacceptable freeway operations (for HOV lanes, normal travel lanes, and in the AM and PM peak hours) These would be considered deficiencies caused by the project.

To improve operations, freeway segments could be widened to meet the current level of service standard. Specifically, the Santa Clara Valley Transportation Authority (VTA) *Valley Transportation Plan 2040* (October 2014) identifies freeway express lanes (VTA VTP 2040 Project #H1, H2, H3, and H5), and freeway auxiliary lane projects to improve freeway operations. However, the complete improvement of freeway deficiencies is considered beyond the scope of an areawide plan, due to the inability a City to: 1) acquire right-of-way

for freeway widening, and 2) fully fund major freeway mainline improvements. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.

The EWPP includes efforts to reduce vehicle trips through the introduction of residential development in a jobs rich area, by implementing pedestrian and bicycle improvements, including improved access to the nearby LRT stations, and requiring Transportation Demand Management (TDM) Programs, and a peak hour office trip rate cap. These precise plan elements are included in the traffic forecasts and would not further address the freeway deficiencies.

A fair share contribution toward freeway improvement costs could be considered as an improvement and a community benefit. However, the operational deficiencies would not be eliminated until the improvements are constructed. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Mountain View could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

PEDESTRIAN FACILITIES

To accommodate future growth in the East Whisman area, the EWPP includes a complete streets network, new pedestrian facilities, and transportation policies to accommodate increased pedestrian demands generated by the anticipated development, including closure of those sidewalk gaps. The proposed project encourages walking by improving pedestrian connectivity with a street grid network and off-street paths to shorten walking distances and improve pedestrian connections to transit stops and to adjacent buildings.

Implementation of the proposed project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new pedestrian facilities and will have a beneficial effect on pedestrian circulation and access. Therefore, no additional improvements would be required.

BICYCLE FACILITIES

To accommodate future growth in the East Whisman area, the EWPP enhances existing bicycle facilities and add new bicycle facilities to create an interconnected bike network. This network will accommodate bicycle demand generated by the anticipated development in the area.

The proposed project encourages bicycling by improving bicycle connectivity with a street grid network and off-street paths to shorten bicycling distances and provide a higher quality bicycle network (with lower

vehicle speeds and volumes where possible). Commuting by bicycle is supported with a street system that enhances bicycle connections within the EWPP area.

Implementation of the proposed project would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new bicycle facilities and will have a beneficial effect on bicycle circulation and access. Therefore, no additional improvements would be required.

TRANSIT SERVICE

Implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the EWPP area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

Potential Deficiency: Increased Transit Demand – Light rail, commuter bus, private shuttle, and fixed-route bus services operate near and within the EWPP area. The addition of passengers from the project will increase demand on both the private and public transit systems. Increasing frequency and/or capacity of the bus service could address this potential deficiency. The effort to increase transit capacity would likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and the VTA.

The City of Mountain View General Plan and the EWPP include policies to encourage an increase in transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the EWPP would be accommodated by existing and planned improvements to the transit system, such as improving access to transit for local residents and employees (e.g., transit stop enhancements, sidewalk widening, etc.), and improving how transit vehicles to move in and around the EWPP area (e.g., new and more frequent bus services, expansion of the VTA and Caltrain systems, provision of transit-focused facilities, etc.). Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability.

While the EWPP would add peak hour transit riders, implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities. The project builds on and is consistent with the City of Mountain View General Plan policies that support multimodal transportation options, and the City of Mountain View TMA charter to reduce congestion and improve connectivity. Therefore, with implementation of the EWPP development, there will be additional transit vehicles provided to accommodate the additional demand, and no additional improvements would be required.

Potential Deficiency: Increased Transit Vehicle Delay at Congested Intersections – Project deficiencies associated with increased transit vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Implementation of the EWPP would not disrupt existing or interfere

with planned transit services or facilities; however, the increase in transit vehicles, local street congestion within and near the EWPP area, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would result in deficiencies on transit vehicle operations, in particular at those intersections without feasible improvement options for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas, but are not likely to fully address this effect.

Potential Deficiency: Increased Transit Vehicle Delay at New Grade Crossing – Light-rail vehicles travel on dedicated rights-of-way (tracks) within the EWPP area. The new Street C, if constructed, would have an at-grade crossing of the light rail tracks between Ellis Street and Logue Avenue. The gate operations at this crossing could increase light rail vehicle delay. A potential improvement option to offset this delay increase would be to not construct Street C and the associated new at-grade crossing. This could have secondary effects by increasing the walking distances for pedestrians and bicyclists by causing them to use existing crossing locations at Fairchild Drive, the Middlefield light rail station, and Middlefield Road.

VEHICLE MILES TRAVELED (VMT)

OVERVIEW

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, is changing the way transportation impacts are identified under the California Environmental Quality Act (CEQA). Specifically, the legislation directed the State of California's Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. Following several years of draft proposals and related public comments, OPR has issued *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. Along with this OPR advisory guidance, the CEQA guidelines were updated in December 2018, such that vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of vehicle miles of travel (VMT) will be required. As of December 2018, the timing of implementation to use VMT for CEQA analysis is July 2020.

This SB 743 VMT assessment is one of the City of Mountain View's first evaluations using VMT. The following steps are necessary to fully implement an SB 743 VMT assessment:

- selecting a VMT calculation tool
- selecting the VMT accounting method(s)
- calculating the baseline and cumulative regional VMT estimates
- setting a VMT threshold(s)

Like the VMT estimates for the greenhouse gas analysis, the City of Mountain View travel model was used to estimate daily VMT. To provide a complete picture of the effects of the EWPP on VMT under Existing with Project Conditions and Cumulative with Project Conditions, this analysis looks at the 1) project-generated VMT per service population and 2) project's effects on VMT. The analysis focuses on the VMT for all trip purposes and vehicle types (no separation of VMT by land use). The VMT thresholds are developed using the Existing Conditions VMT for the City of Mountain View and Santa Clara County.

SB 743 VMT ASSESSMENT

Daily VMT estimates (total VMT and VMT per service population – residents plus employees) were prepared for two purposes:

- Greenhouse Gas (GHG) Analysis
- SB 743 VMT Assessment – New CEQA transportation impacts guidelines
    - Both project generated VMT and project's effect on VMT were assessed

They were prepared for three geographic areas (the EWPP area, City of Mountain View, and Santa Clara County) for the following scenarios:

- Existing Conditions
- Existing with Project Conditions
- Cumulative Conditions
- Cumulative with Project Conditions
- Cumulative with Reduced Office Conditions

SB 743 VMT Impact Thresholds

The thresholds for project generated VMT per service population are 15 percent below the Existing Conditions VMT per service population for the City of Mountain View and Santa Clara County:

- Citywide Project Generated VMT per Service Population Threshold: 30.86 VMT per service population.
- Countywide Project Generated VMT per Service Population Threshold: 22.67 VMT per service population.

The thresholds for project's effects on VMT impact are:

- Citywide Boundary VMT per Service Population Threshold: City of Mountain View Cumulative Conditions boundary VMT per service population of 15.32.

- Countywide Boundary VMT per Service Population Threshold: Santa Clara County Cumulative Conditions boundary VMT per service population of 17.86.

SB 743 VMT Impacts

Project Generated VMT Impacts

Project generated VMT impacts under Existing with Project Conditions are:

- Citywide: The EWPP project generated VMT per service population of 35.93 is greater than the threshold of 30.86. Therefore, the EWPP would have a project generated VMT impact under Existing with Project Conditions.
- Countywide: The EWPP project generated VMT per service population of 35.9 is greater than the threshold of 22.67. Therefore, the EWPP would have a project generated VMT impact under Existing with Project Conditions.

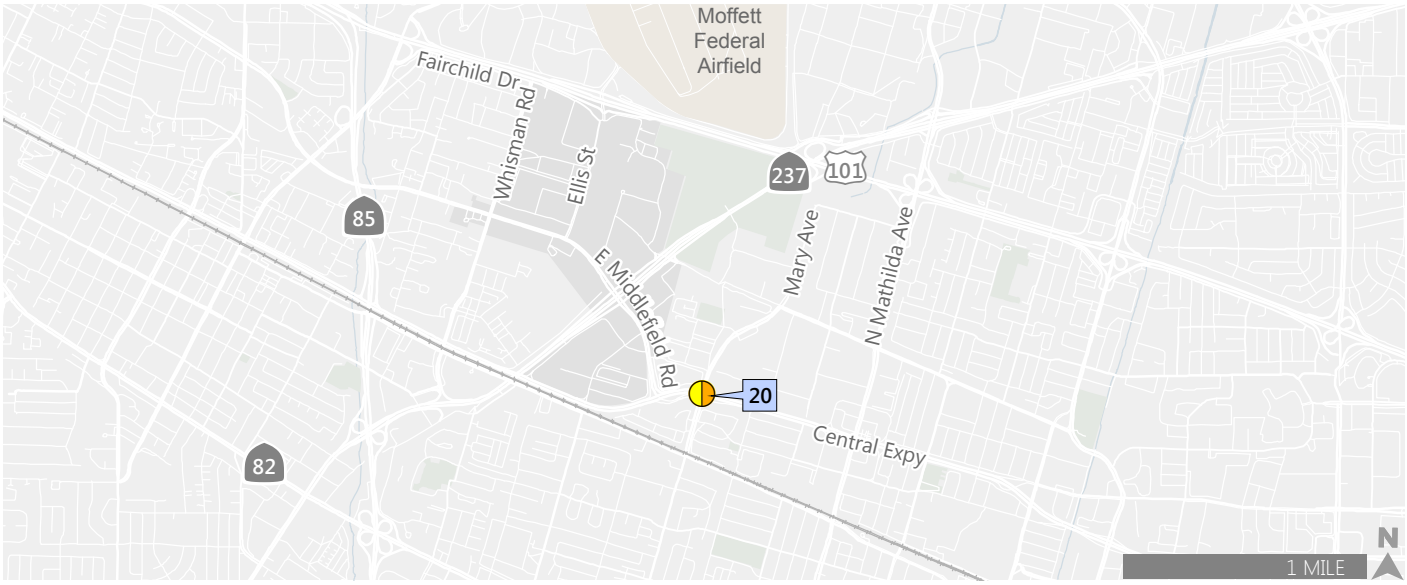
Project generated VMT impacts under Cumulative with Project Conditions are:

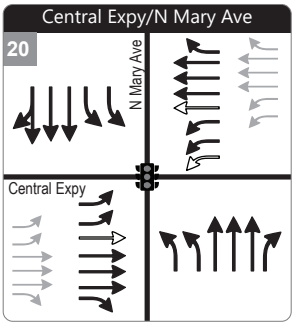
- Citywide: The EWPP project generated VMT per service population of 36.27 is greater than the citywide project generated VMT per service population threshold of 30.86. Therefore, the EWPP would have a project generated VMT impact under Cumulative with Project Conditions.
- Countywide: The EWPP project generated VMT per service population of 36.27 is greater than the citywide project generated VMT per service population threshold of 22.67. Therefore, the EWPP would have a project generated VMT impact under Cumulative with Project Conditions.

Project's Effect on VMT Impacts

Project's effect on VMT impacts under Cumulative with Project Conditions are:

- Citywide: The citywide boundary VMT per service population of 14.15 under Cumulative with Project Conditions is lower than the citywide boundary VMT per service population threshold of 15.32. Therefore, the EWPP would not have an effect on VMT under Cumulative with Project Conditions.
- Countywide: The county boundary VMT per service population of 17.78 under Cumulative with Project Conditions is lower than the countywide boundary VMT per service population threshold of 17.86. Therefore, the EWPP would not have an effect on VMT under Cumulative with Project Conditions.



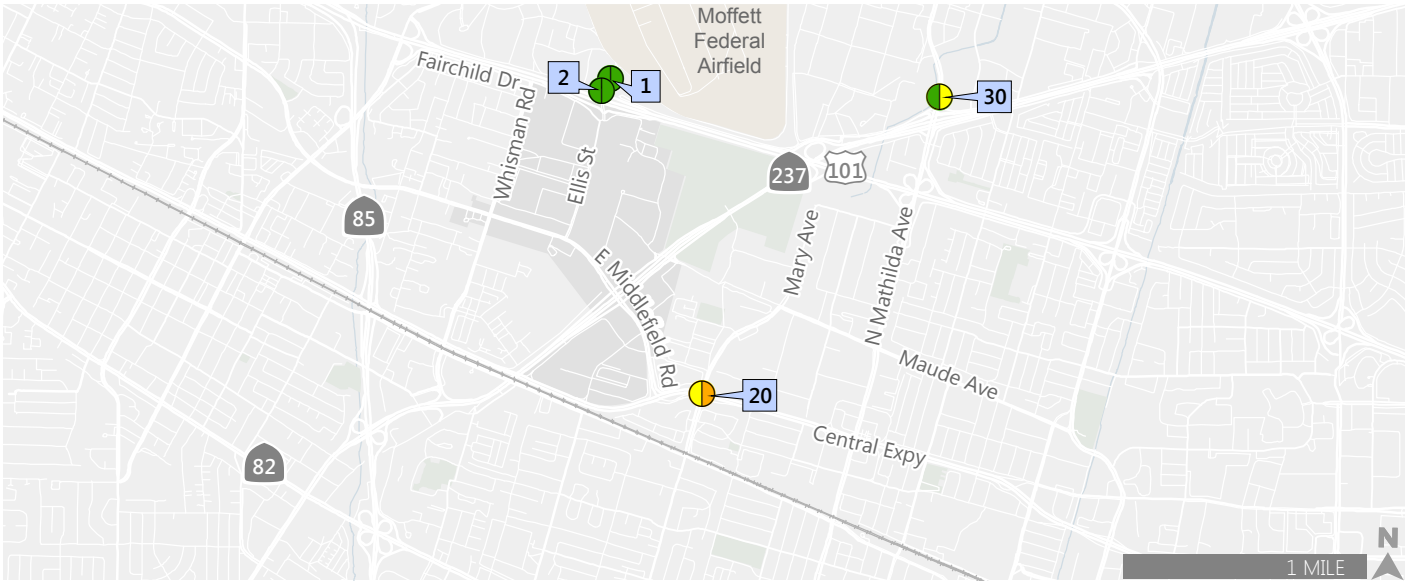


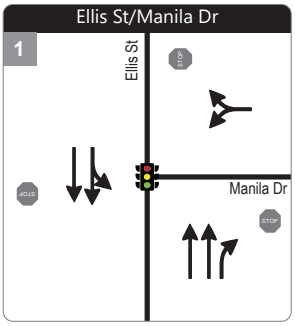
Legend

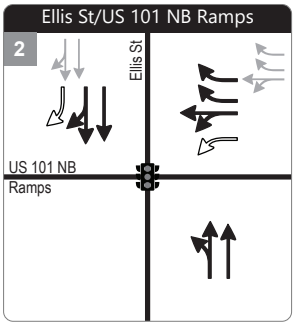
- Project Site
- Level of Service (AM) with Mitigation
- Level of Service (PM) with Mitigation
- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F
- Existing Geometry
- Proposed Geometry
- Existing Approach
- Existing Traffic Signal
- Proposed Traffic Signal

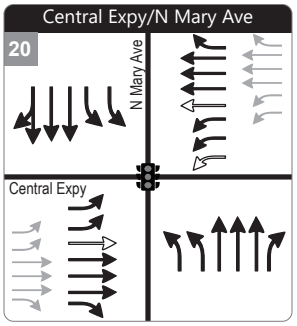
Figure E-1

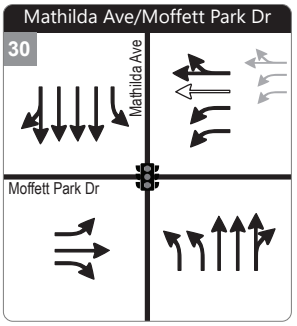
Existing with Project Conditions
Deficient Intersections and Improvement Summary











Legend

- Project Site
- Level of Service (AM) with Mitigation
- Level of Service (PM) with Mitigation
- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F
- Existing Geometry
- Proposed Geometry
- Existing Approach
- Existing Traffic Signal
- Proposed Traffic Signal
- Stop-controlled

Figure E-2

Background with Project Conditions
Deficient Intersections and Improvement Summary

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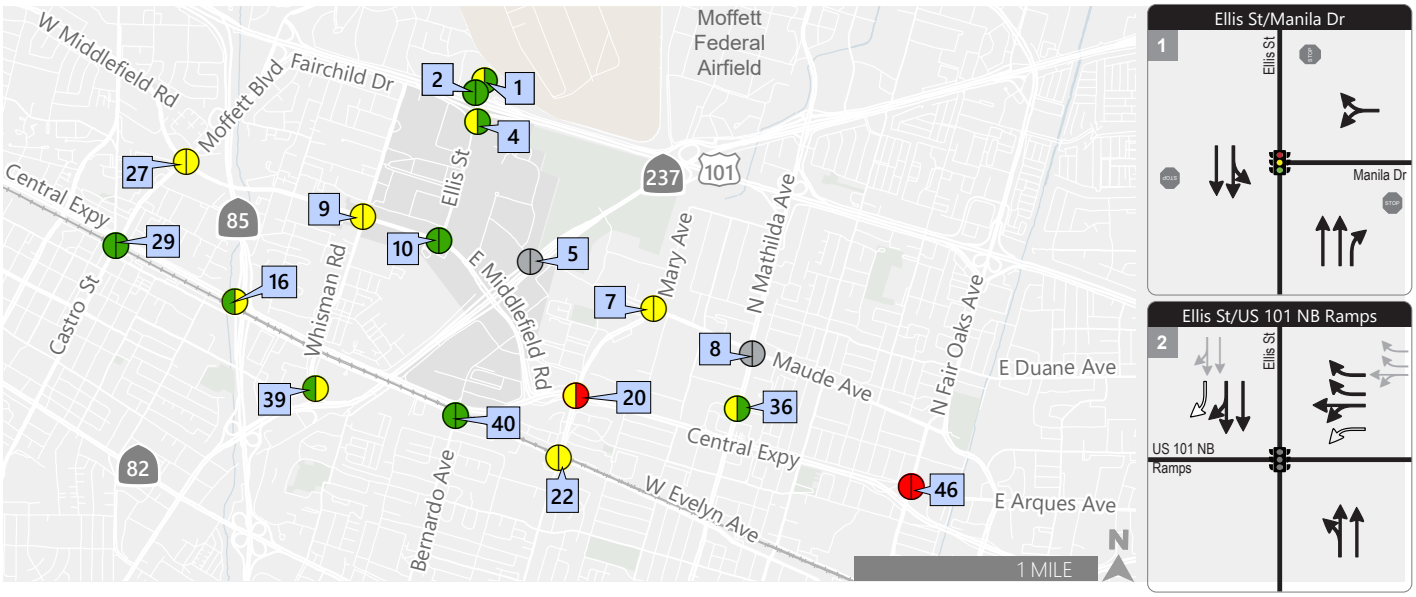
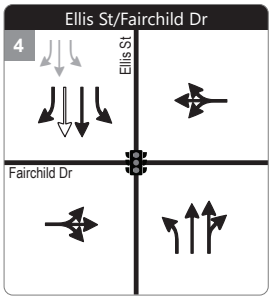
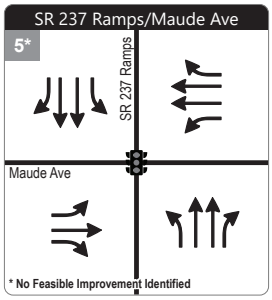
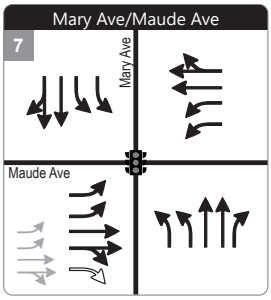
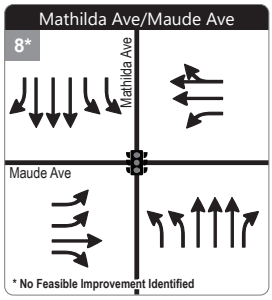
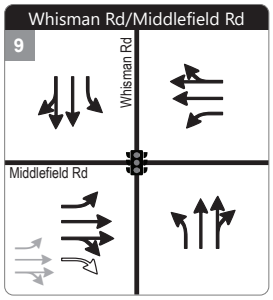


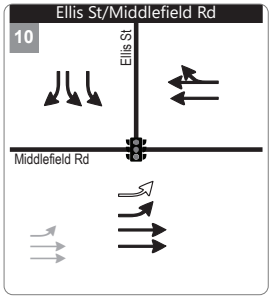


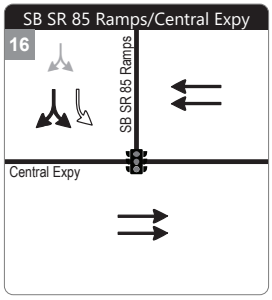


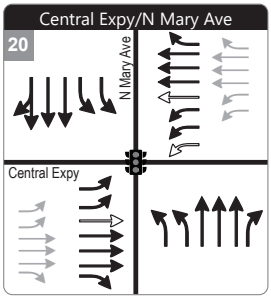


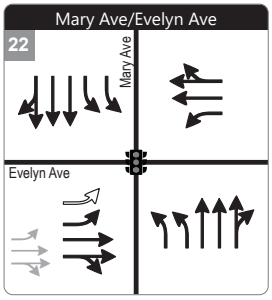


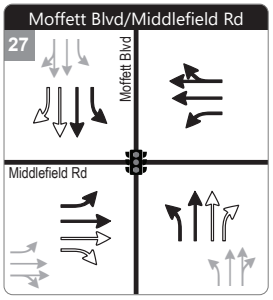


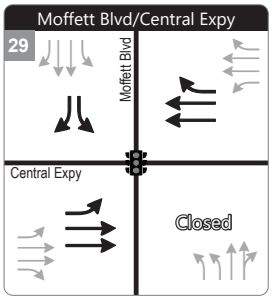


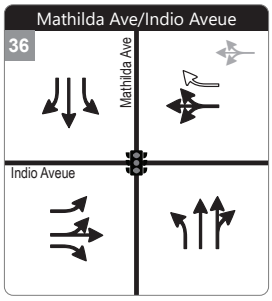


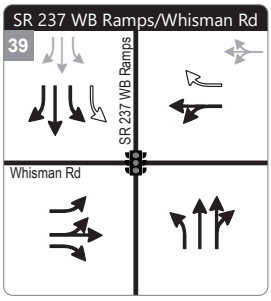


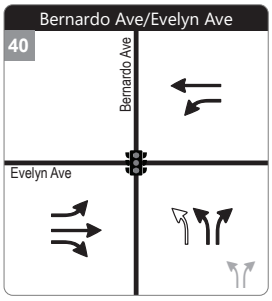


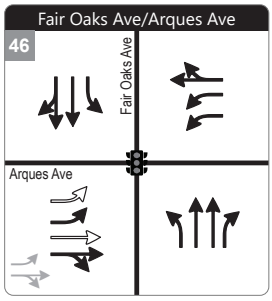












Legend

- Project Site
- Level of Service (AM) with Mitigation
- Level of Service (PM) with Mitigation
- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F
- Existing Geometry
- Proposed Geometry
- Existing Approach
- Existing Traffic Signal
- Proposed Traffic Signal
- Stop-controlled

Figure E-3

Year 2030 Cumulative with Project Conditions Deficient Intersections and Improvement Summary

1. INTRODUCTION

This report presents the results of the transportation analysis (TA) conducted for the proposed East Whisman Precise Plan (EWPP). The East Whisman area is located east of Whisman Road, south of US 101, north of Central Expressway and west of the Mountain View city limits. This project involves repurposing existing research & development and industrial space as office space, and the construction of new housing units, retail and restaurant space, office space, and hotel rooms. This chapter discusses the TA purpose, project description, study area, analysis scenarios, and report organization.

PURPOSE

This analysis accomplishes the following:

- Identifies deficiencies in the surrounding transportation system with the addition of project traffic from the proposed project (EWPP) and recommends transportation improvements or modifications to the project to reduce deficient operations, and evaluates consistency with the *Mountain View 2030 General Plan* (updated 2012).
- Estimates vehicle miles traveled (VMT) for use in identifying environmental impacts and as inputs to greenhouse gas and air quality analysis.

This study addresses the Project's effects on the roadway system and on the nearby bicycle, pedestrian, and transit network. Project effects were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. **Figure 1** shows the location of the Project site and the study intersections.

PROJECT DESCRIPTION

The proposed EWPP includes a combination of land use changes and transportation improvements.

LAND USE

The proposed increase in land use development in the EWPP includes approximately 5,000 housing units, 100,000 s.f. of retail and restaurant space, 2.3 million s.f. of office space, and 200 hotel rooms. The Project also includes 2.2 million square feet (s.f.) of existing research & development and industrial space rebuilt/re-occupied as new office space. The new and re-built office space would include a target vehicle trip cap rate of 1.0 vehicle trip per one-thousand square feet (ksf) during the morning and evening peak hours.

TRANSPORTATION NETWORK

The EWPP also includes new transportation facilities to create smaller blocks and to add new bicycle and pedestrian connections. Five new roadways and roadway connections would be added, identified as Street A, Street B, Street C, Street D, and Street E. Greenways, with separate pedestrian and bicycle facilities, and new multi-use paths would expand the off-street pedestrian and bicycle networks. Sidewalk gaps would be closed, and bike lanes would be upgraded to buffered bike lanes where feasible. The EWPP transportation network is shown on **Figure 2**.

STUDY AREA

INTERSECTIONS

Project effects on the study area roadway facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. A total of 49 intersections were selected as study locations in consultation with City of Mountain View staff and based on VTA's *Transportation Impact Analysis Guidelines* (updated October 2014). The study intersections and their jurisdiction are listed below:

1. Ellis Street and Manila Drive (MV / NASA)
2. Ellis Street and US 101 Northbound Ramps (MV)
3. Ellis Street and US 101 Southbound Ramps (MV)
4. Fairchild Drive and Ellis Street (MV)
5. Maude Avenue and SR 237 Ramps (MV)
6. Maude Avenue and Macara Avenue (S)
7. Maude Avenue and North Mary Avenue (S)
8. West Maude Avenue and North Mathilda Avenue (S / CMP)
9. East Middlefield Road and North Whisman Road (MV)
10. East Middlefield Road and Ellis Street (MV)
11. East Middlefield Road and Logue Avenue (MV)
12. East Middlefield Road and Ferguson Drive (MV)
13. East Middlefield Road and SR 237 Westbound Ramps (MV)
14. East Middlefield Road and SR 237 Eastbound Ramps (MV)
15. East Middlefield Road and Bernardo Avenue (MV)
16. Central Expressway and SR 85 Southbound Ramp (MV)
17. Central Expressway and Whisman Station Drive (SCC / CMP)
18. Central Expressway and Ferguson Drive (SCC / CMP)
19. Central Expressway and North Bernardo Avenue (SCC)
20. Central Expressway and North Mary Avenue (SCC / CMP)

21. El Camino Real and Grant Road-SR 237 (MV / CMP)
22. North Mary Avenue and West Evelyn Avenue (S)
23. North Mary Avenue and West Washington Avenue (S)
24. Moffett Boulevard and US-101 Northbound Ramps (MV)
25. Moffett Boulevard and US-101 Southbound Ramps (MV)
26. Moffett Boulevard and Leong Drive (MV)
27. Moffett Boulevard and West Middlefield Road (MV)
28. Moffett Boulevard and Central Avenue (MV)
29. Moffett Boulevard and Central Expressway (SCC/ CMP)
30. North Mathilda Avenue and West Moffett Park Drive (S)
31. North Mathilda Avenue and SR- 237 Westbound Ramps (S)
32. North Mathilda Avenue and SR- 237 Eastbound Ramps (S)
33. North Mathilda Avenue and Ross Drive (S)
34. North Mathilda Avenue and Ahwanee Avenue (S)
35. North Mathilda Avenue and San Aleso Avenue (S)
36. North Mathilda Avenue and Indio Avenue (S)
37. North Mathilda Avenue and West California Avenue (S)
38. East Middlefield Road and Easy Street (MV)
39. South Whisman Road and SR- 237 Westbound Ramps (MV)
40. East Evelyn Avenue and South Bernardo Avenue (S)
41. West Maude Avenue and North Pastoria Avenue (S)
42. East Maude Avenue and Fair Oaks Avenue (S)
43. East Maude Avenue and North Wolfe Road (S)
44. West Evelyn Avenue and North Mathilda Avenue Southbound Off-Ramp (S)
45. West Evelyn Avenue and North Mathilda Avenue Northbound Off-Ramp (S)
46. East Arques Avenue and Fair Oaks Avenue (S)
47. West Evelyn Avenue and North Mathilda Avenue Southbound On-Ramp (S)
48. North Mathilda Avenue and US-101 Northbound Ramps (S)*
49. North Mathilda Avenue and US-101 Southbound Ramps (S)*

(CMP) VTA Congestion Management Program
(MV) City of Mountain View
(SCC) City of Santa Clara County
(S) City of Sunnyvale
*Future Intersection

FREEWAY SEGMENTS

The study freeway segments were selected in consultation with the City of Mountain View and finalized based on VTA's *Transportation Impact Analysis Guidelines*. This analysis evaluates the operations of the following freeway segments:

- SR 17, between Lark Avenue and Camden Avenue (2 segments)
- SR 85, between Cottle Road and US 101 (18 segments)
- SR 87, between Coleman Street and US 101 (4 segments)
- SR 237, between El Camino Real and I-880 (12 segments)
- US 101, between Tully Road and Millbrae Avenue (37 segments)
- I-280, between Bird Avenue and Alpine Road (13 segments)
- I-880, between 1st Street and Tennyson Road (18 segments)

FREEWAY RAMPS

The freeway interchanges listed below provide direct access to and from the EWPP area and the freeway system. This transportation analysis evaluated the volume-to-capacity ratios and queuing of the metered on-ramps and the signalized off-ramps at these interchanges to determine if additional lanes and storage space is needed.

- US 101 / Ellis Street
- SR 237 / W. Maude Avenue
- SR 237 / E. Middlefield Road

ANALYISIS SCENARIOS

This study evaluated the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Existing with Project Conditions* - Scenario 1 volumes plus the effects of the EWPP including land use change, transportation system enhancements and TDM program targets.

Scenario 3: *Background Conditions* - Existing volumes plus traffic from approved but not yet constructed developments in the area.

Scenario 4: *Background with Project Conditions* - Scenario 3 volumes plus effects of EWPP.

Scenario 5: *Cumulative Conditions* - Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model.

Scenario 6: *Cumulative with Project Conditions* - Scenario 5 volumes plus effects of EWPP.

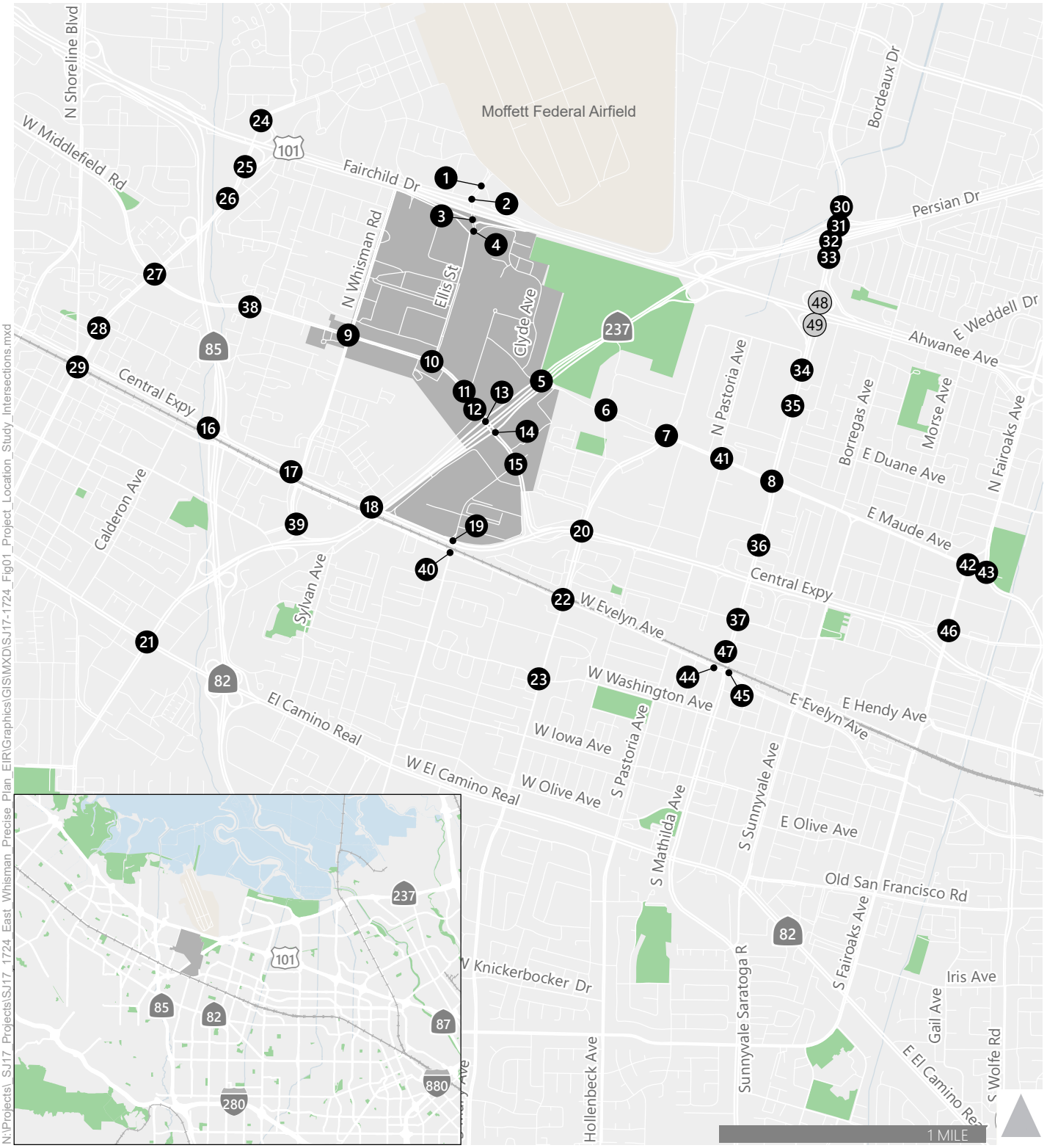
REPORT ORGANIZATION

This report is divided into ten additional chapters as described below:

- **Chapter 2 – Analysis Methods and Thresholds** presents the analysis methods for intersections, freeway segments, freeway ramps, and transit operations. In addition, the level of service thresholds for acceptable operations are presented for each jurisdiction.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection and freeway segment levels of service, transit delay analysis and freeway ramp analysis.
- **Chapter 4 – Project Traffic Estimates and Forecasting Methods** describes the Project vehicle trip generation, distribution and assignment methods. This section also discusses how the future year forecasts were developed.
- **Chapter 5 – Existing with Project Conditions** presents the results of the transportation analysis for Existing with Project Conditions.
- **Chapter 6 – Background Conditions** presents the results of the transportation analysis without and with the Project under Background Conditions.
- **Chapter 7 – Cumulative Conditions** presents the results of the transportation analysis without and with the Project under Cumulative Conditions.
- **Chapter 8 – Transportation Deficiencies and Improvements** evaluates the Project's effects on the transportation system and identifies improvements to address deficiencies caused by the Project. This chapter includes an evaluation of potential secondary effects to bicycle and pedestrian facilities associated with the roadway system improvements.
- **Chapter 9 – US 101 and Ellis Street Interchange Operational Assessment** is a targeted operational analysis of the interchange area, accounting for the compound effect of traffic volumes, intersection queues, and light rail transit (LRT) operations.
- **Chapter 10 – Site Access and Area Circulation** describes access and circulation for all travel modes and identifies the portion of the EWPP area that can access a light rail station via a low stress bicycle or pedestrian network with the proposed pedestrian and bicycle facilities.

- **Chapter 11 – Vehicles Miles Traveled (VMT)** presents estimates of the daily VMT for the Project to be used for the greenhouse gas emissions analysis. This chapter also includes a SB 743 VMT assessment.

- **Chapter 12 – Deficiency and Improvements Sensitivity Analysis** presents an evaluation of alternative approaches to improve deficiencies in the transportation system.



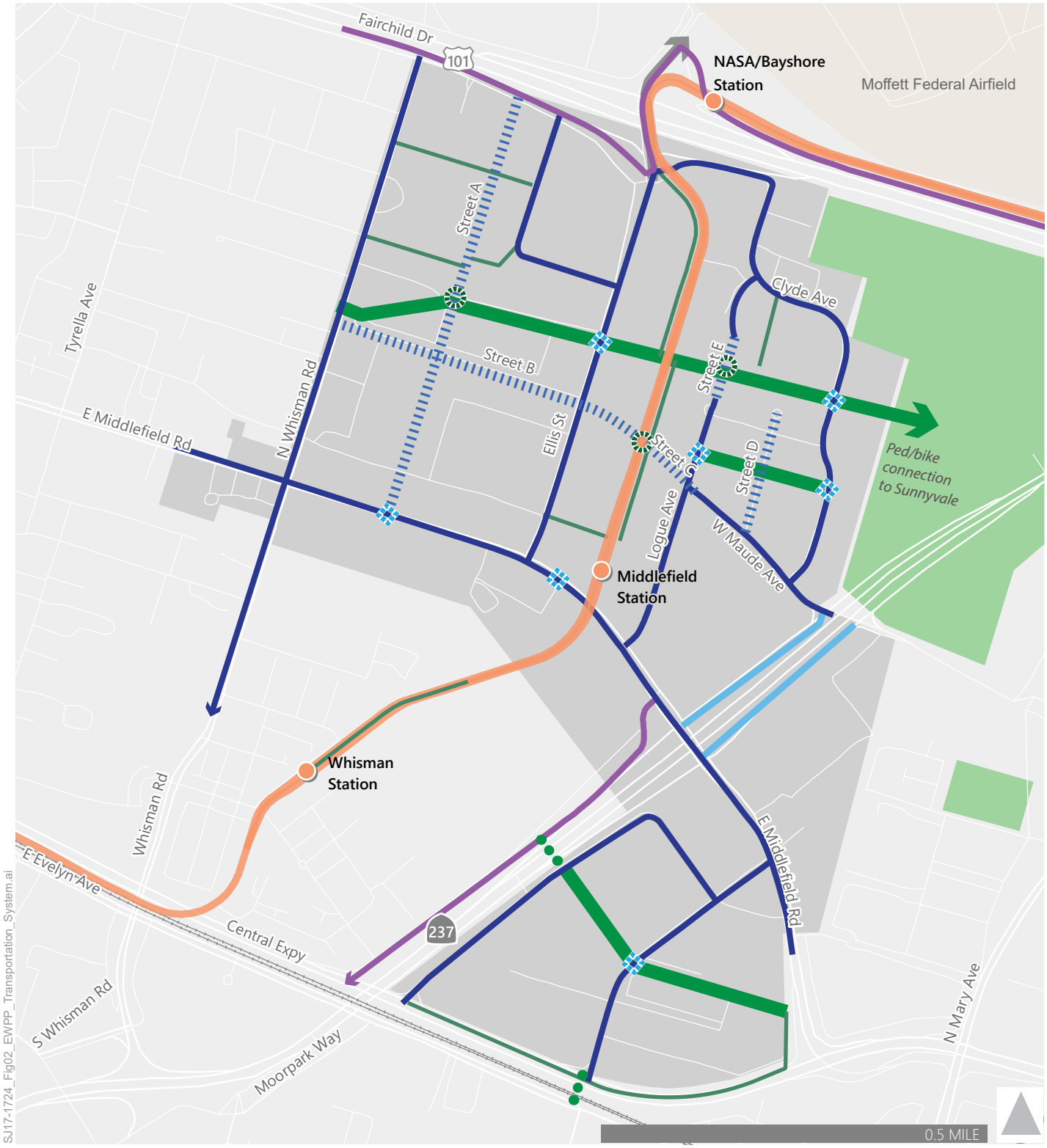
Study Intersections

(#) Future Signalized Intersections

Project Site

Figure 1

Project Location & Study Intersections



New Crossing at SFPUC and/or VTA/CPUC, subject to review/approval

New Mid-block Crossing

New Ped/Bicycle Crossing

New Street

Buffered Bike Lanes

Cycle Track

Bike Lanes

Multi-use Path

Greenway

VTA Station

VTA Light Rail Line

East Whisman Precise Plan

Figure 2

East Whisman Precise Plan
Existing and Proposed Transportation System

2. ANALYSIS METHODS AND THRESHOLDS

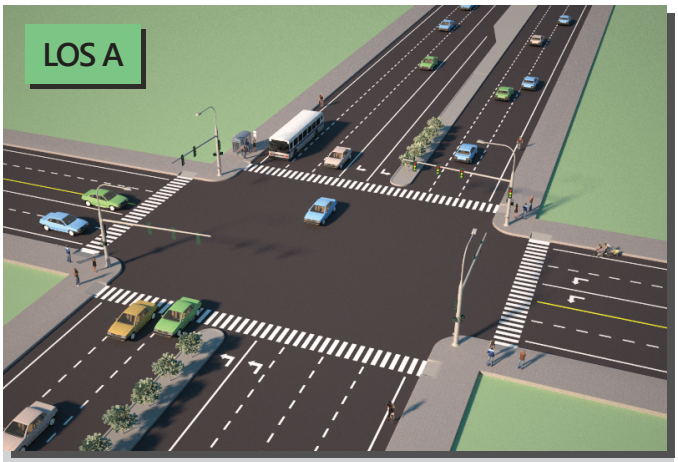
Analysis methods used to evaluate intersections, freeway segments, freeway ramps, and transit operations are described in this chapter. The determination of acceptable operating levels is based on policies, regulations, goals, and guidelines defined by the City of Mountain View and the surrounding jurisdictions of Santa Clara County and City of Sunnyvale. The corresponding thresholds are also presented.

ROADWAY OPERATIONS

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity at an intersection, vehicles may wait through multiple signal cycles before traveling through the intersection; these operations are designated as LOS F. Examples of the various levels of service for a signalized intersection are illustrated in **Figure 3**.

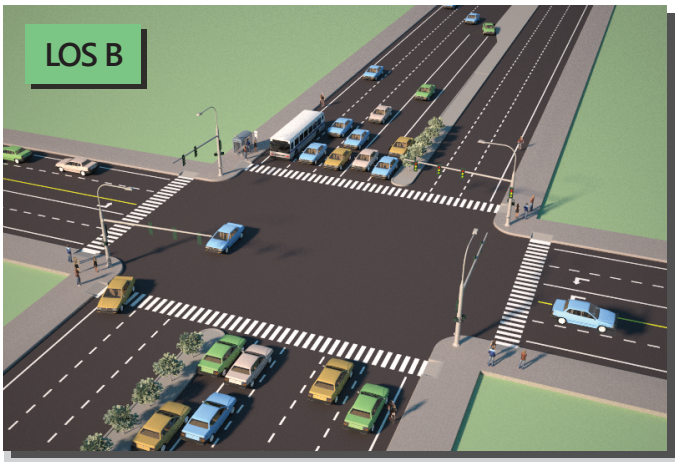
SIGNALIZED INTERSECTIONS

The LOS method for signalized intersections approved by the City of Mountain View and the VTA analyzes intersection operations based on average control vehicular delay, as described in Chapter 16 of the *2000 Highway Capacity Manual* (*HCM*) by the Transportation Research Board, with adjusted saturation flow rates to reflect conditions in Santa Clara County. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 1**.



Intersection Operation: Free Flow

Degree of Delay: Negligible Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays

Intersection Operation: Stable Flow

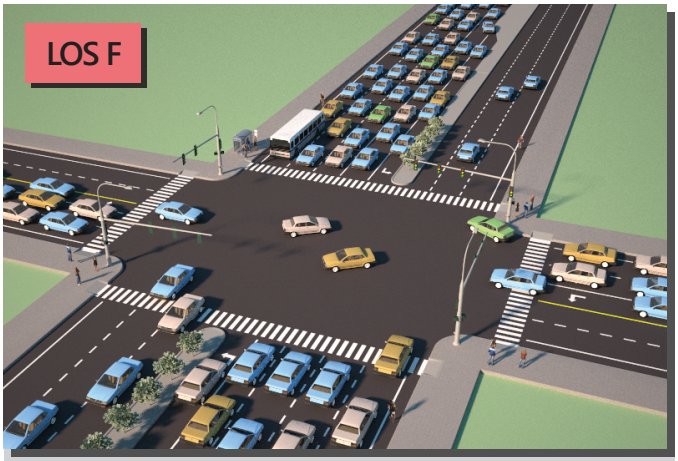
Degree of Delay: Moderate Delays

Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays

Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur



Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur

N:\Projects_SJ17_Projects\SJ17_1724_East_Whisman_Precise_Plan_EIR\Graphics\ADOBE\SJ17-1724_Fig03_Signalized_LOS_Examples.ai

Figure 3

Signalized Intersection Level of Service Examples

Table 1: Signalized Intersection Level of Service Definitions

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.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and / or short cycle lengths.	10.1 to 12.1 12.1 to 18.0 18.0 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.0 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V / C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V / C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

Signalized intersection operations and deficiencies are evaluated based on each jurisdiction's minimum threshold for acceptable operations as shown in **Table 2**.

Table 2: Signalized Intersection LOS Thresholds for Acceptable Operations

Jurisdiction	Intersection LOS Standards	Citation
Santa Clara County	LOS E for all Santa Clara County intersections.	Santa Clara County General Plan, pages F-18 and F-19 (1994)
VTA Congestion Management Program (CMP)	LOS E for all VTA CMP intersections.	Santa Clara County Annual Monitoring and Conformance Report, page 9 (2014)
City of Mountain View	LOS D for all City of Mountain View intersections; LOS E for Downtown Mountain View; LOS E for San Antonio Shopping Center; LOS E for CMP facilities	City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR, page 121 (2011)
City of Sunnyvale	LOS D for all local intersections; LOS E for "regionally significant roadways."	City of Sunnyvale General Plan, consolidated in July 2011*

Notes: * City of Sunnyvale adopted an updated Land Use and Transportation Element in April 2017, which states that LOS standards will be used for CMP facilities. For purposes of these significance standards for local streets in Sunnyvale, we are using the LOS standards that the City adopted in 2011.
The City of Sunnyvale uses a LOS D standard for local street intersections and LOS E standard for "regionally significant roadways" (a designation that includes CMP facilities) such as Caribbean Drive, Mathilda Avenue, Sunnyvale-Saratoga Road, El Camino Real, Central Expressway and Lawrence Expressway, as defined under the *Sunnyvale General Plan* (consolidated in July 2011).

UNSIGNALIZED INTERSECTIONS

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 3** summarizes the relationship between delay and LOS for unsignalized intersections.

The City does not have an adopted LOS policy for unsignalized intersections; however, the City strives to maintain LOS D, which is a LOS standard that has been used in other traffic studies within the City. For two-way stop-controlled intersections, the City determines the need for improvements based on turn movement operations (such as queues overflowing the storage capacity) as well as peak hour traffic signal warrant analyses from the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).[2]

Warrant 3 – Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left-turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

[2] Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the 2014 California *Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions.

Table 3: Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Sources: *Highway Capacity Manual*, Transportation Research Board, 2000.

FREEWAY SEGMENTS

Freeway segments within Santa Clara County were evaluated using the VTA analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestion Management Program ranges of densities for freeway segment levels of service are shown in **Table 4**. The VTA's *Transportation Impact Analysis Guidelines* standard for freeway segments is LOS E.

In San Mateo County, detailed freeway density information is not collected regularly for CMP analysis. Rather, floating car travel-time runs are collected every two years. Segments in San Mateo County were evaluated against the *C/CAG Final San Mateo County Congestion Management Program – 2017* (November 2017). The LOS standard for the C/CAG freeway study segments on US 101 between Embarcadero Road and Whipple Road and between SR 92 and Peninsula Avenue is LOS F. The standard is LOS E for segments between State Route 92 and Whipple Avenue, and between Peninsula Avenue and Millbrae Avenue.

Segments in Alameda County were evaluated according to the *Alameda County Congestion Management Program* – 2017 (December 2017). Although the Alameda County Transportation Commission Congestion Management Program does not have a specified LOS threshold for land use development projects, consistent with other EIRs, the LOS E standard was used for CMP freeway segments in Alameda County.

Table 4: Level of Service Definitions for Freeway Segments in Santa Clara County

Level of Service	Description	Density (passenger cars per mile per lane)
A	Free Flow	≤ 11
B	Reasonably Free Flow	11.1 to 18.0
C	Stable Flow	18.1 to 26.0
D	Unstable Flow	26.1 to 46.0
E	Capacity Flow	46.1 to 58.0
F	Forced Flow	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

The future operations of freeway mainline segments in Santa Clara County are evaluated using volume-to-capacity ratios with the volume-to-capacity ratio greater than 1.0 indicating a situation where vehicle demand exceeds capacity.

FREEWAY RAMPS

The analysis was conducted to assess increases in peak hour ramp queue lengths with the addition of project traffic and their effects on freeway and local street operations. Queuing is not considered an environmental impact per CEQA. Thus, the results are provided for informational purposes for the City of Mountain View. Current ramp-metering plans provided by Caltrans were used to evaluate existing on-ramp queues and were set to match queues observed during field observations. Un-metered on-ramps are evaluated based on the downstream freeway segment: if the segment is over-capacity, the on-ramp is assumed to have a queue exceeding capacity; if the segment is below-capacity, the on-ramp is determined to have a queue that is less than the ramp capacity. Off-ramp queues that terminate at an intersection were evaluated using ramp-terminal intersection queue estimates from the intersection LOS calculations (using TRAFFIX 8.0 software package) and off-ramps with slip ramps onto local roadways were evaluated using a V/C ratio comparison.

TRANSIT ANALYSIS

The VTA's *Transportation Impact Analysis Guidelines* Section 9.2 requires analysis of transit network performance including transit access and facilities, transit vehicle delay, and vehicle capacity. Descriptions of transit access and facilities near the Project site are provided in Chapters 3 and 10.

TRANSIT VEHICLE DELAY

The Guidelines state that a transit vehicle delay analysis include the following components:

- **A qualitative assessment** of additional transit vehicle delay caused by any roadway or intersection geometry changes proposed by a project, taking into account unique considerations of transit vehicles compared to autos (e.g., pulling into and out of stops, longer gaps needed for left-turns). These qualitative considerations may also inform the assessment of transit vehicle delay caused by auto congestion.
- **A quantitative estimate** of additional seconds of transit vehicle delay that will result from automobile congestion caused by a project and any changes to signal operations proposed by that project. This analysis may utilize information produced by the intersection Level of Service (LOS) analysis or other sources, if available.

There is not a well-established national method for quantitatively evaluating transit network performance due to roadway congestion. For the purposes of this study, transit network performance was analyzed during the AM and PM peak hours based on the average transit vehicle delay associated with congestion at signalized intersections along transit routes that pass through the EWPP area (listed later in this section). The change in average transit vehicle delay due to the Project was estimated using the following process:

- The average vehicle delay, by movement, at each study signalized intersection along the bus route was determined from the TRAFFIX 8.0 analysis software output.
- The transit vehicle average delay was determined by summing the movement delay for each signalized intersection along the bus route path within the study area for without and with Project Conditions.
- The results for without Project were compared to the results with Project to assess the change in average transit vehicle delay caused by increases in intersection congestion due to the Project.

This analysis method determines changes in transit delay based on the delay at the intersections evaluated in this TA. Therefore, not every intersection along each transit route is included in the transit delay calculation. In addition, the transit delay analysis does not account for delays associated with bus pull-out time or dwell time for boardings and alightings. Such additional delays are not anticipated to be substantial relative to delays at the major intersections.

This TA addresses the potential for additional delay on the following bus routes, described in more detail in Chapter 3:

- VTA Route 32
- VTA Route 81
- VTA Route 120

- VTA Route 185
- VTA Route 902
- Mountain View Community Shuttle (eastbound and westbound)
- MVgo East Whisman Route
- Caltrain
- Mary Moffett Shuttle

Per the VTA's *Transportation Impact Analysis Guidelines*, if increased transit vehicle delay is found, the lead agency should work with the VTA to identify feasible transit priority measures near the affected facility and include contributions to applicable projects that improve transit speed and reliability.

LIGHT RAIL AND BUS CAPACITY ANALYSIS

A transit capacity analysis was conducted for the nearby light-rail transit line and local bus routes to determine whether transit demand exceeds existing transit capacity. The analysis is based on peak-hour load factors, which are the ratios between passenger ridership (passenger load) and the seated capacity for buses on each route or per train for the segments with the highest ridership during the peak hour. If the passenger load is greater than the seated capacity and the ratio is greater than 1.0, some passengers are assumed to be standing. Some standees are allowable on light-rail transit and some types of bus service. The capacities and peak[3] load factor standards for the various VTA service types, as established in Title VI: System-Wide Service Standards and Policies (OPS PL-0059, dated November 8, 2014), are as follows:

Light Rail:

- Seated Capacity: 65 per car (or a total of 130, assuming each train has two cars)
- Passengers (seated plus standees): 78 per car, 156 per two-car train
- Load Factor Standard: 1.2

Local and Core Bus Routes:

- Seated Capacity: 37 passengers per vehicle
- Passengers (seated plus standees): 44.4 passengers
- Load Factor Standard: 1.2

Express and Limited-Stop Routes:[4]

- Seated Capacity: 39 passengers per vehicle

[3] VTA also provides midday peak load factors. However, these standards were not used for this analysis because midday service operations were not evaluated (VTA, OPS PL-0059, dated November 8, 2014).

[4] Express and limited-stop routes are subject to a reduced load factor standard of 1.0 to determine if additional capacity should be provided (VTA, OPS PL-0059, dated November 8, 2014).

- Load Factor Standard: 1.0

The peak load factor is evaluated during the PM peak hour for bus routes, while the peak load factor for light-rail Route 902 is evaluated at the Middlefield light-rail station by direction during both the AM and PM peak hours.

BICYCLE AND PEDESTRIAN QUALITY OF SERVICE ANALYSIS

The VTA TIA Guidelines Section 9.3 requires analysis of bicycle and pedestrian facilities including the effects of site development and roadway improvements on bicycle/pedestrian infrastructure, circulation, quality of service (QOS), and conformance to existing plans and policies. The Guidelines state that the QOS analysis address the following:

> **A Quality of Service (QOS) analysis** to review how well transportation infrastructure and streetscape features support bicycling and walking. The guidelines state that any project proposing changes to intersection/roadway geometry or signal operations shall include a QOS analysis for bicyclists and pedestrians at the location of the proposed changes. A QOS analysis is also recommended along project frontages under Existing Conditions. Along with QOS analysis, a descriptive analysis of the Project's effect on pedestrian and bicycle conditions is required.

Determining Project Effects

For the purposes of determining Project effects on bicycle and pedestrian facilities, the Project's effects on those physical facilities and its consistency with applicable plans and policies will be qualitatively addressed.

Evaluating the Effect of Improvements

Per the VTA TIA Guidelines, any improvements identified in this TA that would change the roadway geometry or signal operations have been evaluated to determine their effects on the QOS for bicyclists and pedestrians. StreetScore+ developed by Fehr & Peers, was selected to perform this evaluation. StreetScore+ is an Excel-based tool that calculates pedestrian and bicyclist comfort-based indices based on best design practices for active transportation users. An explanation of how the tool operates and the methods that guides the results is provided in **Appendix A**.

The Bicyclist StreetScore+ scoring has a 1-4 scale, correlating with the *Four Types of Cyclists* prepared by Roger Geller, Bicycle Coordinator for Portland Bureau of Transportation:

- StreetScore+ 1 (QOS 1) - The lowest level of traffic stress; would allow children trained in traffic safety to bicycle to school by themselves as well as people interested but concerned about bicycling.

- StreetScore+ 2 (QOS2) - The highest level of acceptable traffic stress for the "interested but concerned" segment of the population.
- StreetScore+ 3 (QOS 3) - This level of traffic stress accommodates a much smaller segment of population - Geller's "enthused and confident" segment - who are excited about and familiar with cycling.
- StreetScore+ 4 (QOS 4) - Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

The Pedestrian StreetScore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- StreetScore+ 1 (QOS 1) - Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors and school-aged children.
- StreetScore+ 2 (QOS 2) - Generally comfortable for many pedestrians, although parents may not feel comfortable with children walking alone and seniors may take more caution.
- StreetScore+ 3 (QOS 3) - Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities are present, but may be uninviting or uncomfortable.
- StreetScore+ 4 (QOS 4) - Streets have limited or no accommodation for pedestrians, or are inhospitable for pedestrians.

3. EXISTING CONDITIONS

This chapter describes the Existing Conditions of the roadway system, pedestrian and bicycle facilities, and transit service near the project site. It also presents existing traffic volumes and operations for the study intersections and freeway segments.

EXISTING STREET SYSTEM

SR 237, US 101, SR 85, I-280, and El Camino Real provide regional access to the project site. The following streets provide local access: Middlefield Road, Maude Avenue, Ellis Street, SR 237 frontage roads, Central Expressway, Bernardo Avenue, Mathilda Avenue Moffett Boulevard, Evelyn Avenue, Fair Oaks Avenue, Whisman Road, Mary Avenue, Fairchild Avenue, Clyde Avenue, Logue Avenue, Ravendale Drive, and Ferguson Drive. Each access facility is described below in more detail.

SR 237 is a primarily east-west freeway located immediately west of the project site with two to three travel lanes in each direction. One travel lane in each direction is designated as a high-occupancy vehicle (HOV) lane between Mathilda Avenue and I-880 eastbound and between I-880 and Fair Oaks Avenue westbound. HOV lanes, also known as diamond or carpool lanes, are limited to use by vehicles occupied by two or more persons Monday through Friday between 5:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM. Motorcycles and clean air vehicles with special permits can also use these lanes. SR 237 merges into Grant Road in Mountain View and extends east to I-880 in Milpitas. Access to the EWPP area from SR 237 is via Middlefield Road, Maude Avenue, and the SR 237 frontage roads.

US 101 is a primarily north-south freeway located north of the project site with four travel lanes in each direction. One travel lane is designated as a high-occupancy vehicle (HOV) lane in the northbound direction between Cochrane Road and Shoreline Boulevard and between Oregon Expressway and Embarcadero Road; and in the southbound direction between Embarcadero Road and Oregon Expressway and between Shoreline Boulevard and Burnett Avenue. Two travel lanes in each direction are designated as HOV lanes between Oregon Expressway and Shoreline Boulevard. US 101 extends north through San Francisco and south through San Jose and Gilroy. Access to the EWPP area from US 101 is via Ellis Street and the SR 237 interchange.

SR 85 is a north-south freeway extending between the US 101 interchange in the City of San Jose to the south and the US 101 interchange in Mountain View to the north. The freeway has two mixed-flow lanes plus one HOV lane per direction along its entirety. The peak commute directions on SR 85 near the project site are northbound during the AM peak period and southbound during the PM peak period. Access to the EWPP area from SR 85 is via its interchanges with SR 237 and Central Expressway.

I-280 is a north-south freeway extending from I-680 in San Jose in the south to King Street in San Francisco in the north. The freeway has three mixed-flow lanes plus one HOV lane per direction near the site. The HOV lane extends from Magdalena Avenue to Meridian Avenue in both directions. Access to the EWPP area from I-280 is via its interchange with SR 85.

El Camino Real (SR 82) is a six-lane, east-west arterial that extends from The Alameda in Santa Clara to Market Street in Daly City. El Camino Real provides access to the EWPP area from Mary Avenue, SR 85, and Bernardo Avenue.

Fairchild Drive is a two-lane, east-west local street that extends from Clyde Avenue to the west where it becomes Leong Drive. Fairchild Drive is the northern edge of the EWPP area. The posted speed limit on Fairchild Drive is 35 miles per hour (mph).

Maude Avenue is a two to four-lane, east-west arterial street that extends from North Wolfe Road in Sunnyvale to the east to Logue Avenue. It provides access to light industrial and commercial developments. The posted speed limit on Maude Avenue near the EWPP area is 35 mph.

Middlefield Road is a four-lane, east-west arterial street that extends from Central Expressway in Mountain View to Jefferson Avenue in Redwood City. Middlefield Road provides access to local residential streets as well as to light industrial and commercial developments. The posted speed limit on Middlefield Road within the EWPP area is 35 mph

Central Expressway is a four- to six-lane, east-west expressway which extends from the City of Santa Clara in the east to San Antonio Road in the west where it becomes Alma Street. In Mountain View, it runs on the north side of the Caltrain tracks with limited connections to the south side of the tracks at Castro Street/Moffett Boulevard, Shoreline Boulevard, and Rengstorff Avenue. The posted speed limit on Central Expressway is 45 mph.

Evelyn Avenue is a two to four-lane, east- west arterial that extends from Castro Street to Reed Avenue. It provides access to the EWPP area via Bernardo Avenue and N. Mary Avenue. The posted speed limit on Evelyn Avenue is 35 mph.

Washington Avenue is a two-lane, east-west collector street that extends from Evelyn Avenue to Sylvan Avenue. It provides access to the EWPP area via Mary Avenue, Bernardo Avenue, and Sylvan Avenue. The posted speed limit on Washington Avenue is 25 mph.

Moffett Boulevard is a four-lane, north-south arterial street that extends from US 101 to Central Expressway to the west where it becomes Castro Street. Moffett Boulevard provides access to SR 85, US 101, and local and residential streets. The posted speed limit on Moffett Boulevard near the site is 40 mph. *Whisman Road* is a four-lane, north-south arterial that extends from Fairchild Drive to SR 237. Whisman Road is the western edge of the EWPP area. The posted speed limit on Whisman Road is 35 mph.

Ellis Street is a four-lane, north-south arterial street that extends from Cody Road to Middlefield Road. It runs directly through the EWPP area and serves as one of the major access points to US 101. The posted speed limit on Ellis Street is 40 mph.

Logue Avenue is a two-lane, north-south local street within the EWPP area that extends north from Middlefield Road and ends in a cul-de-sac. The posted speed limit on Logue Avenue is 25 mph.

Clyde Avenue is a two-lane local street along the northeastern edge of the EWPP area that extends between Fairchild Drive and Maude Avenue. The posted speed limit is 25 mph.

Ravendale Drive is a two-lane, north-south collector that extends from Central Expressway to Bernardo Avenue. Ravendale Drive is located within the EWPP area. The posted speed limit is 25 mph.

Ferguson Drive is a two-lane, north-south local street that extends from Central Expressway north to Middlefield Road, into the EWPP area. The posted speed limit on Ferguson Drive is 25 mph.

Bernardo Avenue is a two-lane arterial which extends north from Homestead Road in the south into the EWPP area. Bernardo Avenue does not cross the Caltrain tracks at Evelyn Avenue/Central Expressway. It provides access to the EWPP area via Central Expressway and Middlefield Road. The posted speed limit on Bernardo Avenue is 30 mph.

Mary Avenue is a six-lane, north-south arterial avenue that extends from W Homestead Road north, where it turns into Almanor Avenue. Mary Avenue provides access to the EWPP area via Central Expressway, Maude Avenue, and Evelyn Avenue. The posted speed limit on Mary Avenue is 40 mph.

Mathilda Avenue is a six-lane, north-south arterial street that extends from SR 82 to the north where it becomes Caribbean Drive. Mathilda Avenue provides access to local residential streets and major employment uses in Moffett Park on the north side of Sunnyvale. It provides access to the site via SR 101 and Maude Avenue. The posted speed limit on Mathilda Avenue near the Project Site is 45 mph.

Fair Oaks Avenue is a four-lane, north- south arterial that extends from SR 237 to El Camino Real. Fair Oaks Avenue provides access to the Project site via Central Expressway, Maude Avenue, Ahwanee Avenue, and US 101. The posted speed limit on Fair Oaks Avenue near the EWPP site is 30 mph.

EXISTING TRUCK ROUTES

The City of Mountain View Municipal Code section 19.60 designates truck routes within the city limits. US 101, SR 85, Central Expressway, El Camino Real, and Evelyn Avenue are designated as truck routes.

EXISTING PEDESTRIAN FACILITIES

The EWPP area is served by many forms of transportation including the Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) system and its centrally located Middlefield Station, Bayshore/NASA station to the north, and Whisman Station to the south. These stations are connected to the surrounding area with a network of sidewalks and on-street bike lanes. Off-street multi-use (pedestrian and bicycle) paths that are separated from roadways have begun to be developed to create a safer, convenient, and more connected walking and biking environment.

All of the roadways in the Plan area have sidewalks on both sides, with a few exceptions. Fairchild Drive only has a sidewalk on the south side (the north side is adjacent to the US 101 freeway) and Ravendale Drive only has a sidewalk on the east side (the west side is adjacent to the SR 237 freeway). There are also a few gaps located on National Avenue, Ellis Street, Logue Avenue, and Maude Avenue. Most sidewalks are 5 feet wide without a landscaping strip separating the sidewalk from the street. Recent development projects (those built since 2014) have included separated sidewalks with 5-foot landscaping strips and 7-foot sidewalks. Wider sidewalks (10-feet wide) are located on Middlefield Road near the LRT station.

Most major intersections on Middlefield Road have crosswalks on all legs. However, crosswalks exist on one or two legs of most intersections on other roadways in the Plan area.

There are two midblock crosswalks on Ellis Street: one approximately 700 feet south of National Avenue and one approximately 500 feet north of Middlefield Road. Clyde Avenue has a mid-block crossing just south of the 90-degree curve near Fairchild Drive, another approximately 200 feet east of Clyde Court, and a third near the San Francisco Public Utilities Commission (SFPUC) right-of-way. Another midblock crossing is located on Logue Avenue at the pedestrian path to the Middlefield LRT station. Three of these crossings are enhanced with curb bulbouts, advanced "sharkteeth" marking, ladder striping, and signage. Both crossings on Ellis Street have pedestrian activated light emitting diode (LED) enhanced flashing pedestrian signs.

The multi-use paths provide pedestrian access through the large blocks in the Plan area. The locations of the paths, crosswalks, and sidewalk gaps are shown on **Figure 4**.

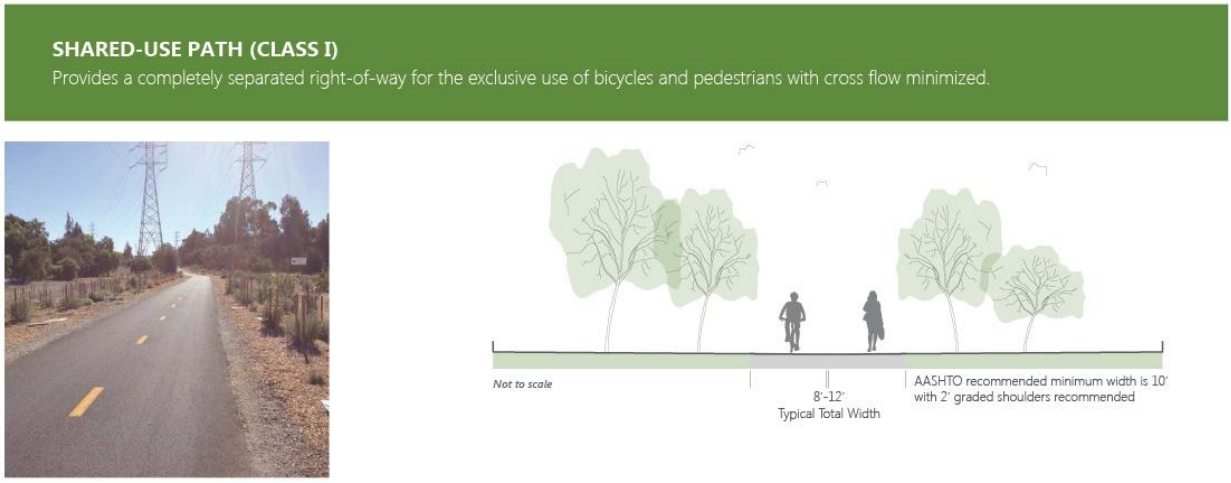
CITY OF MOUNTAIN VIEW PEDESTRIAN MASTER PLAN

The *City of Mountain View Pedestrian Master Plan* (January 2014) summarizes goals for the pedestrian network, existing and proposed facilities, and priority of pedestrian improvements. The Plan was developed in conformance with the *Mountain View 2030 General Plan*, and other City guidance documents.

BICYCLE NETWORK

The four classes of bicycle facilities in Mountain View are described in the *Mountain View Bicycle Transportation Plan Update (MVBTP Update)*. These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

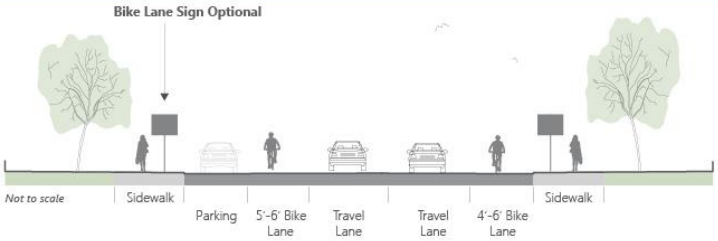
Class I Bikeway (Shared Use Path) Shared-use paths, sometimes referred to as multi-use paths, provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, bike paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Mountain View has many such paths located along creeks and the light rail line. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



Class II Bikeways (On-Street Bike Lanes) Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2007) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists.

Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).

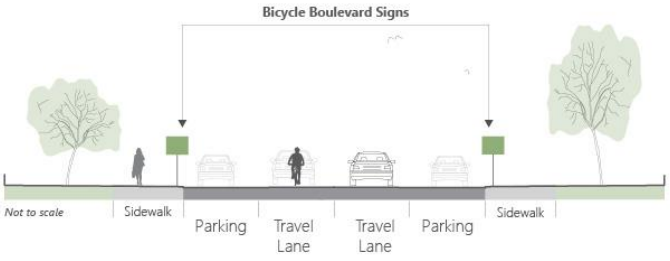
BICYCLE LANES (CLASS II)
Provides a striped lane for one-way bike travel on a street or highway.



Class IIIa Bikeways (Bike Routes) Bike routes maybe identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.

BICYCLE BOULEVARD (CLASS III)
Shared on-street facility with improvements to manage vehicle speed and volume and prioritize bicycle traffic

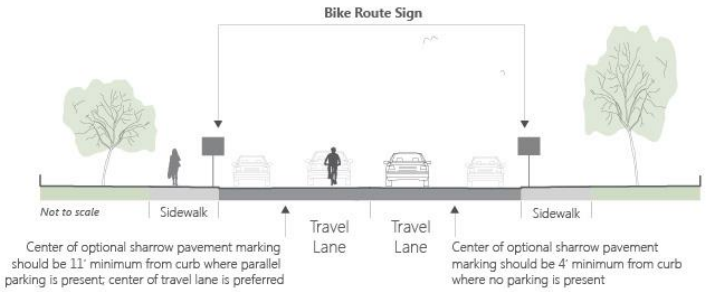
Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included



Class IIIb Bikeways (Bike Boulevards) Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.

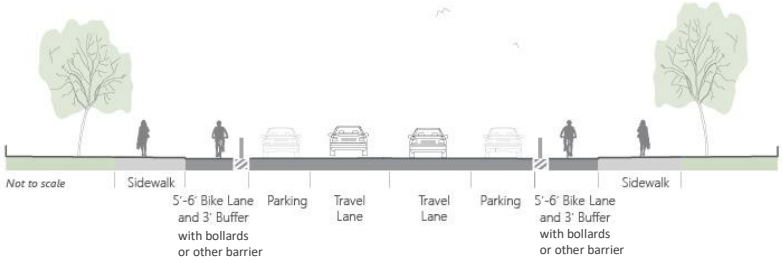
BICYCLE ROUTE WITH SHARROWS (CLASS III)
Provides for shared use with motor vehicle traffic

Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included



Class IV Bikeways (Separated Bikeway) Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were recently adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)
Provides a physically separated bicycle lane for increased comfort and protection of bicyclists. Can be physically separated by a barrier, such as planters or on-street parking, or grade-separation from the roadway.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for the roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

EXISTING BICYCLE FACILITIES

The locations of the existing bicycle facilities are shown on **Figure 5**. They include multi-use paths located throughout the Plan area and along the LRT tracks, bicycle lanes on Whisman Road, Ellis Street, Middlefield Road, Clyde Avenue, Logue Avenue, and Maude Avenue, and a bike route on Fairchild Drive.

Bicycle counts were conducted at two intersections in the Plan area as part of the *MVBTP Update*: Whisman Road at the Hetch-Hetchy Aqueduct trail crossing and the intersection of Ellis Street and Middlefield Road. Approximately 70-100 bicyclists cross at these locations in all directions in the morning and in the evening peak periods.

CITY OF MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN

The *Mountain View Bicycle Transportation Plan Update* (November 2015) summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education, enforcement, and promotion. The Plan was developed in conformance with several other plans including the *2030 Mountain View General Plan*, the *Santa Clara Valley Transportation Authority Countywide Bicycle Plan*, the *Metropolitan Transportation Commission Regional Bicycle Plan*, the *Santa Clara County Trails Master Plan*, and the *Caltrans Streets and Highways Code Section 891.2*. Several of these proposed facilities travel through or near the study area, including (listing location followed by recommended improvement):

- Ellis Street- Fairchild Drive to Manila Drive (Class I Trail/ Shared Use Path Improvement; Class II Bike Lane Improvement)
- Fairchild Drive- North Whisman Road to Ellis Street (Class II Bike Lane Improvement)
- North Whisman Road- Fairchild Drive to East Middlefield Road (Class II Bike Lane Improvement)
- Fairchild Drive- Leong Drive to North Whisman Road (Class III Bike Boulevard Improvement)
- Moffett Boulevard- Central Expressway to Clark Road (Class IV Cycle Track Improvement)
- Old Middlefield Way- Middlefield Road to Permanente Creek Trail (Class IV Cycle Track Improvement)

SANTA CLARA COUNTYWIDE BICYCLE PLAN

The Santa Clara Countywide Bicycle Plan (May 2018) synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the *Valley Transportation Plan (VTP) 2035* (adopted in January 2009). The Countywide Bicycle Plan includes a planned bicycle network of 24 routes of countywide or intercity significance. Several of these proposed facilities travel through or near the study area, including (listing crossing followed by barrier and description):

- US 101 & SR 237 & VTA Light Rail (Mary Avenue, Roadway Extension/Overcrossing)
- SR 85 (Mary Avenue, Potential Bike-Ped Bridge)
- SR 237 (West Channel Trail, Potential Bike-Ped Undercrossing)
- Stevens Creek Boulevard (Carmen Road, Potential Bike-Ped Bridge)
- US 101 (Old Gilroy Street, Potential Bike-Ped Bridge)
- US 101 (Ahwanee Avenue, Potential Bike-Ped Bridge)
- US 101 (West of Shoreline Boulevard, Potential Bike-Ped Bridge)
- Mathilda Avenue (US 101 & SR 237, Mathilda Freeway Interchange Improvements)
- Bernardo Avenue (Caltrain & Central Expressway, Potential Bike-Ped Undercrossing)
- Castro Street/Moffett Boulevard (Caltrain & Central Expressway, Potential Bike-Ped Undercrossing)

Figure 4

Existing Pedestrian Facilities

Figure 5

Existing Bicycle Facilities

EXISTING TRANSIT SERVICE

Bus and light rail service in Mountain View are operated by the VTA. Commuter rail service (Caltrain) is operated from San Francisco to Gilroy by the Peninsula Joint Powers Board. The Mountain View Community Shuttle is operated jointly by the City of Mountain View and Google. **Table 5** summarizes the existing transit services for the EWPP area including average weekday peak load factors for VTA buses, LRT and Caltrain. The bus routes, bus stops, LRT line, LRT station, and Caltrain station are illustrated on **Figure 6**.

Table 5: Existing Transit Services

Route[1]	From	To	Weekdays		Weekends		Weekday Peak Load Factor[3]
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	
VTA Bus Service							
32	San Antonio Shopping Center	Santa Clara Transit Center	5:45 AM – 8:00 PM	30	8:45 AM-6:00 PM Sat. (N/A Sun.)	60 Sat. (N/A Sun.)	0.68
81	Moffett Field/ Ames Center	San Jose State University	6:15 AM-9:00 PM	10	9:15 AM – 6:15 PM	10	0.43
185[6]	Penitencia Creek Transit Center	Palo Alto	4:00 PM-6:15 PM	10	N/A	N/A	N/A
120[5]	Fremont BART	Lockheed Martin Transit Center/ Moffett Park	4:00 PM-7:15 PM	45	N/A	N/A	0.44
200[6]	Tasman & Baypointe	Mountain View Station	11:00 PM – 12:15 PM	5	N/A	N/A	N/A
Light Rail							
902 Northbound	Winchester	Mountain View	5:00 AM-12:45 AM	15	6:00 AM-12:45 AM	30	0.57
902 Southbound	Mountain View	Winchester	4:45 AM-12:00 AM	15	6:15 AM – 12:00 AM	30	0.57
Mountain View Community Shuttle							
Mountain View Community Shuttle	Loop throughout the City of Mountain View		10:00 AM – 6:00 PM	30	10:00 AM – 6:00 PM	60	0.70

Table 5: Existing Transit Services

Route[1]	From	To	Weekdays		Weekends		Weekday Peak Load Factor[3]
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	
MVgo	Mountain View Transit Center	Whisman Road	7:15 AM – 10:35 AM and 3:45 PM – 7:40 PM	15	N/A	N/A	0.50
Caltrain Passenger Rail							
Caltrain	San Francisco	Gilroy	4:30 AM-1:30 AM	20-40	7:30 AM - 1:40 AM	60	0.80[4]
Caltrain Shuttle							
Mary Moffett Shuttle[6]	Mountain View Caltrain Station	Moffett Field/NASA	6:35 AM - 6:50 PM	60	No service	No service	N/A

Notes:
1. Weekday and weekend service as of October 2018.
2. Headways are defined as the time between transit vehicles on the same route (e.g. time between two Route 32 buses stopping at the Middlefield Road and Bernardo Avenue intersection bus stops.
3. Peak load factor for entire route. The peak load factor is the ratio of the average peak number of on-board passengers during the peak hour to supply of seats.
4. Caltrain load factor based on overall system peak boardings. The peak periods identified were 7-8 AM and 5-6 PM. Data obtained from *Caltrain 2017 Annual Passenger Count Key Finding* report.
5. Route 120 provides twice daily northbound and twice daily southbound transit trips along Manila Drive and Ellis Street all other Route 120 trip terminate at the Lockheed Martin Transit Center.
6. Transit load factor data is unavailable for these new transit routes.

Sources: Fehr & Peers, 2019.

- VTA Bus 32
- VTA Bus 81
- VTA Bus 185
- VTA Bus 200
- Caltrain Line
- VTA LRT
- Express Bus Route
- MV Community Shuttle
- MVgo Shuttle
- Caltrain Stations
- Existing VTA Stations
- MVgo Shuttle Stops
- VTA Bus Stops
- MV Community Shuttle Stops
- East Whisman Precise Plan

Figure 6

Existing Transit Service

CALTRAIN

Caltrain provides inter- and intra-county commuter rail service from San Francisco County to the north, through San Mateo County, to Santa Clara County in the south. The Peninsula Corridor Joint Powers Board operates Caltrain 365 days a year, with reduced schedules on weekends and major U.S. holidays. Weekday trains are a mix of Baby Bullet, Limited, and Local trains. Caltrain currently operates 46 northbound and 46 southbound (total of 92) trains per day between San Jose and San Francisco during the week. The Mountain View Caltrain Station is located in downtown Mountain View, approximately 1.0 mile to the west of the Plan area. Light rail and MVgo shuttle routes provide a direct connection between the Caltrain Station and the Plan area. Mountain View Station is the third busiest station in the Caltrain system, with approximately 4,570 boardings per weekday (Caltrain, 2016).

VTA LRT

The Mountain View-Winchester line extends from the downtown Mountain View Transit Center to the Winchester Station near the Campbell/Los Gatos border. The Middlefield Station is in the center of the Plan area with the Bayshore/NASA station to the north and Whisman Station to the south, just outside the Plan area.

VTA BUS

The Plan area is served by five VTA bus routes as shown in **Table 5** and on **Figure 6**. Route 32 operates on Middlefield Road with three bus stops in the Plan area: two in the westbound direction (one near the Middlefield LRT station and the other on the west side of Ellis Street) and one in the eastbound direction on the south side of Middlefield Road across from the LRT station. The headways (time between successive buses) are 30 minutes during weekdays and hourly on Saturdays. It does not operate on Sundays. Route 81 runs on Moffett Boulevard, to the West of the Plan area. The headways are 10 minutes during the weekdays. Route 185 operates on Middlefield Road with three bus stops in the Plan area: Middlefield & Ellis, Middlefield & Whisman (westbound), and Middlefield & Moffett. The headways are 10 minutes during the weekdays. Route 120 provides twice daily northbound and twice daily southbound transit trips along Manila Drive and Ellis Street all other Route 120 trip terminate at the Lockheed Martin Transit Center. The headways are 45 minutes during the weekday. Route 200 operates on SR 237 with the route ending at Mountain View Transit Center. The headways are 5 minutes during the weekday. Ridership data for these stops are summarized in **Table 5**.

SHUTTLE SERVICE

There are two shuttles that operate in the Plan area: the MVgo East Whisman shuttle and the Mountain View Community Shuttle. MVgo, operated by the Mountain View Transportation Management Association (MVTMA), provides free shuttle service to reduce traffic volumes for the benefit of the community. While

targeted for commuters accessing employment areas in East Whisman, it is available for use by all members of the public. The East Whisman shuttle is funded by its member companies, such as Intuit, Samsung Research America, Google, and Symantec. Currently two shuttle vehicles operate on 15-minute headways; a third would be added if ridership increases or if there is demand for midday services. Current daily ridership is approximately 90 am and 90 pm boardings. Limited capacity on Caltrain may be limiting shuttle ridership.

The Mountain View Community Shuttle is a free service connecting residential neighborhoods, civic and recreational centers, shopping and entertainment areas, and medical centers, throughout Mountain View. There is a stop on the western edge of the Plan area on Whisman Road at Middlefield Road. The average weekday ridership in August 2016 was 572 passengers. The total boardings and alightings at the Whisman/Middlefield stop for the month of August was 466 passengers on the gray route and 229 passengers on the red route.

EMPLOYER-BASED SHUTTLES

There are a number of employer-based shuttle services located in Mountain View and adjacent cities. One example is the Google Commute Program, which provides free shuttle service for Google employees living in San Francisco and in certain areas of the East Bay and South Bay. The Google Commute Program serves the project area in two locations, on the Google Quad Campus off of N. Whisman Road, and Fairchild off of Fairchild Drive. The stops serve select AM and PM commuter shuttles and The Quad connector shuttle. Headways are approximately 15 minutes in peak commute hours.

VTA NEXT NETWORK

VTA's Fiscal Year 18-19 Transit Service Plan adopted in May 2017 outlines the redesign of the transit network to increase ridership and to improve cost-effectiveness. The redesigned transit network strives for better balance between the service frequency and coverage in VTA's service area. The redesigned system is called the Next Network. Changes to the routes serving the EWPP area are shown in **Table 6.**

Table 6: Next Network Transit Services

Route[1]	From	To	Weekdays		Weekends	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service						
32 to be 21	Downtown Sunnyvale	Milpitas BART Station	5:30 AM -10:00 PM	30	8:00 AM - 8:00 PM	45
81 to be 51	Moffett Field	Downtown San Jose	6:30 AM - 6:30 PM	10	N/A	N/A
104	Penitencia Creek Transit Center	Palo Alto	4:00 PM - 6:15 PM	45	N/A	N/A
120[4]	Fremont BART	Lockheed Martin Transit Center/ Moffett Park	4:00 PM - 7:15 PM	45	N/A	N/A
Light Rail						
902 Northbound	Mountain View	Winchester	5:00 AM - 12:00 AM	15	6:30 AM - 12:00 AM	30
902 Southbound	Mountain View	Winchester	5:00 AM -12:00 AM	15	6:30 AM - 12:00 AM	30

Notes:
1. Weekday and weekend service as of June 2013.
2. Headways are defined as the time between transit vehicles on the same route (e.g. time between two Route 32 buses stopping at the Middlefield Road and Bernardo Avenue intersection bus stops.
3. Peak load factor for entire route. The peak load factor is the ratio of the average peak number of on-board passengers during the peak hour to supply of seats.
4. Route 120 provides twice daily northbound and twice daily southbound transit trips along Manila Drive and Ellis Street all other Route 120 trip terminate at the Lockheed Martin Transit Center.

Sources: VTA September 2018; Caltrain, September 2018.

EXISTING INTERSECTION OPERATIONS

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during the AM and PM peak hours. The results are presented in **Table 7.** Raw traffic counts for the study intersections are presented in **Appendix B**. **Appendix C** contains the corresponding LOS calculation sheets (for all of the study scenarios).

The results of the LOS calculations indicate that all of the study intersections are operating at levels of service that meet the applicable LOS standards under Existing Conditions except for the following:

Int. 43. East Maude Avenue and North Wolfe Road (PM Peak Hour)

The existing lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 7**.

Table 7: Existing Intersection Levels of Service

Intersection		Count Date	LOS Standard	Control	Peak Hour[1]	Delay[2]	LOS[3]
1	Ellis Street and Manila Drive (MV / NASA)	April 20, 2017	LOS D	AWSC	AM PM	21.1 15.2	C C
2	US 101 Northbound Ramps and Ellis Street (MV)	May 16, 2017	LOS D	Signal	AM PM	16.3 19.9	B B-
3	US 101 Southbound Ramps and Ellis Street (MV)	April 20, 2017	LOS D	Signal	AM PM	18.3 12.1	B- B
4	Fairchild Drive and Ellis Street (MV)	April 20, 2017	LOS D	Signal	AM PM	16.3 16.9	B B
5	Maude Avenue and SR 237 Ramps (MV)	May 16, 2017	LOS D	Signal	AM PM	28.8 36.5	C D+
6	Maude Avenue and Macara Avenue (S)	April 18, 2017	LOS D	Signal	AM PM	13.2 17.3	B B
7	Maude Avenue and North Mary Avenue (S)	May 16, 2017	LOS D	Signal	AM PM	36.5 37.2	D+ D+
8	Maude Avenue and North Mathilda Avenue (CMP)	April 20, 2017	LOS E	Signal	AM PM	39.4 48.2	D D
9	East Middlefield Road and North Whisman Road (MV)	April 18, 2017	LOS D	Signal	AM PM	29.8 31.5	C C
10	East Middlefield Road and Ellis Street (MV)	April 18, 2017	LOS D	Signal	AM PM	15.9 19.0	B B-
11	East Middlefield Road and Logue Avenue (MV)	April 18, 2017	LOS D	Signal	AM PM	13.1 16.7	B B
12	East Middlefield Road and Ferguson Drive (MV)	April 18, 2017	LOS D	Signal	AM PM	8.0 9.0	A A
13	East Middlefield Road and SR 237 Westbound Ramps (MV)	April 18, 2017	LOS D	Signal	AM PM	18.0 15.0	B- B
14	East Middlefield Road and SR 237 Eastbound Ramps (MV)	April 18, 2017	LOS D	Signal	AM PM	22.4 18.6	C+ B-
15	East Middlefield Road and Bernardo Avenue (MV)	April 18, 2017	LOS D	Signal	AM PM	10.1 17.1	B+ B
16	Central Expressway and SR 85 Southbound Ramp (SC)	April 25, 2017	LOS E	Signal	AM PM	7.6 16.0	A B
17	Central Expressway and Whisman Station Drive (CMP)	April 20, 2017	LOS E	Signal	AM PM	11.7 7.8	B+ A
18	Central Expressway and Ferguson Drive (CMP)	April 20, 2017	LOS E	Signal	AM PM	2.3 1.9	A A

Table 7: Existing Intersection Levels of Service

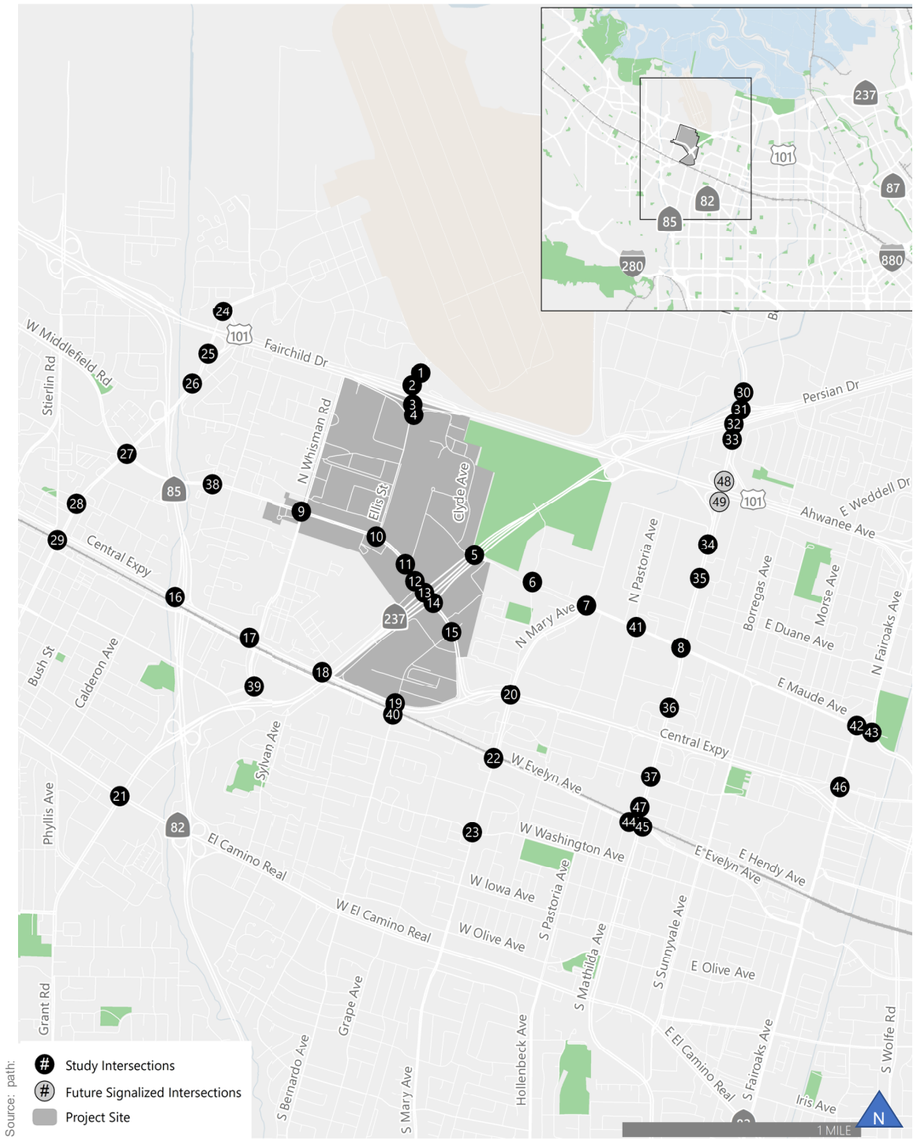
	Intersection	Count Date	LOS Standard	Control	Peak Hour[1]	Delay[2]	LOS[3]
19	Central Expressway and Bernardo Avenue (SC)	April 20, 2017	LOS E	Signal	AM PM	8.1 9.1	A A
20	Central Expressway and North Mary Avenue (CMP)	April 20, 2017	LOS E	Signal	AM PM	49.9 76.9	D E-
21	El Camino Real and Grant Road-SR 237 (CMP)	April 20, 2017	LOS E	Signal	AM PM	62.1 58.3	E E+
22	West Evelyn Avenue and North Mary Avenue (S)	April 18, 2017	LOS D	Signal	AM PM	37.9 42.8	D+ D
23	North Mary Avenue and West Washington Avenue (S)	April 18, 2017	LOS D	Signal	AM PM	18.0 16.3	B- B
24	Moffett Boulevard and US-101 Northbound Ramps (MV)	June 16, 2018	LOS D	Signal	AM PM	16.4 23.8	B C
25	Moffett Boulevard and US-101 Southbound Ramps (MV)	June 16, 2018	LOS D	Signal	AM PM	11.5 14.4	B+ B
26	Moffett Boulevard and Leong Drive (MV)	June 16, 2018	LOS D	Signal	AM PM	12.8 12.1	B B
27	Moffett Boulevard and West Middlefield Road (MV)	June 16, 2018	LOS D	Signal	AM PM	36.0 38.9	D+ D+
28	Moffett Boulevard and Central Avenue (MV)	June 16, 2018	LOS D	Signal	AM PM	13.0 11.1	B B+
29	Moffett Boulevard and Central Expressway (CMP)	June 16, 2018	LOS E	Signal	AM PM	40.6 62.1	D E
30	North Mathilda Avenue and West Moffett Park Drive (S)	June 16, 2018	LOS D	Signal	AM PM	27.5 34.1	C C-
31	North Mathilda Avenue and SR-237 Westbound Ramps (S)	June 16, 2018	LOS E	Signal	AM PM	13.8 18.1	B B-
32	North Mathilda Avenue and SR-237 Eastbound Ramps (S)	June 16, 2018	LOS E	Signal	AM PM	17.5 15.0	B B
33	North Mathilda Avenue and Ross Drive (S)	June 16, 2018	LOS E	Signal	AM PM	24.4 20.6	C C+
34	North Mathilda Avenue and Ahwanee Avenue (S)	June 16, 2018	LOS E	Signal	AM PM	32.2 31.8	C- C
35	North Mathilda Avenue and San Aleso Avenue (S)	June 16, 2018	LOS D	Signal	AM PM	10.9 11.3	B+ B+
36	North Mathilda Avenue and Indio Avenue (S)	June 16, 2018	LOS E	Signal	AM PM	29.5 20.8	C C+
37	North Mathilda Avenue and West California Avenue (S)	June 16, 2018	LOS E	Signal	AM PM	25.1 25.8	C C
38	East Middlefield Road and Easy Street (MV)	June 16, 2018	LOS D	Signal	AM PM	18.4 12.2	B- B

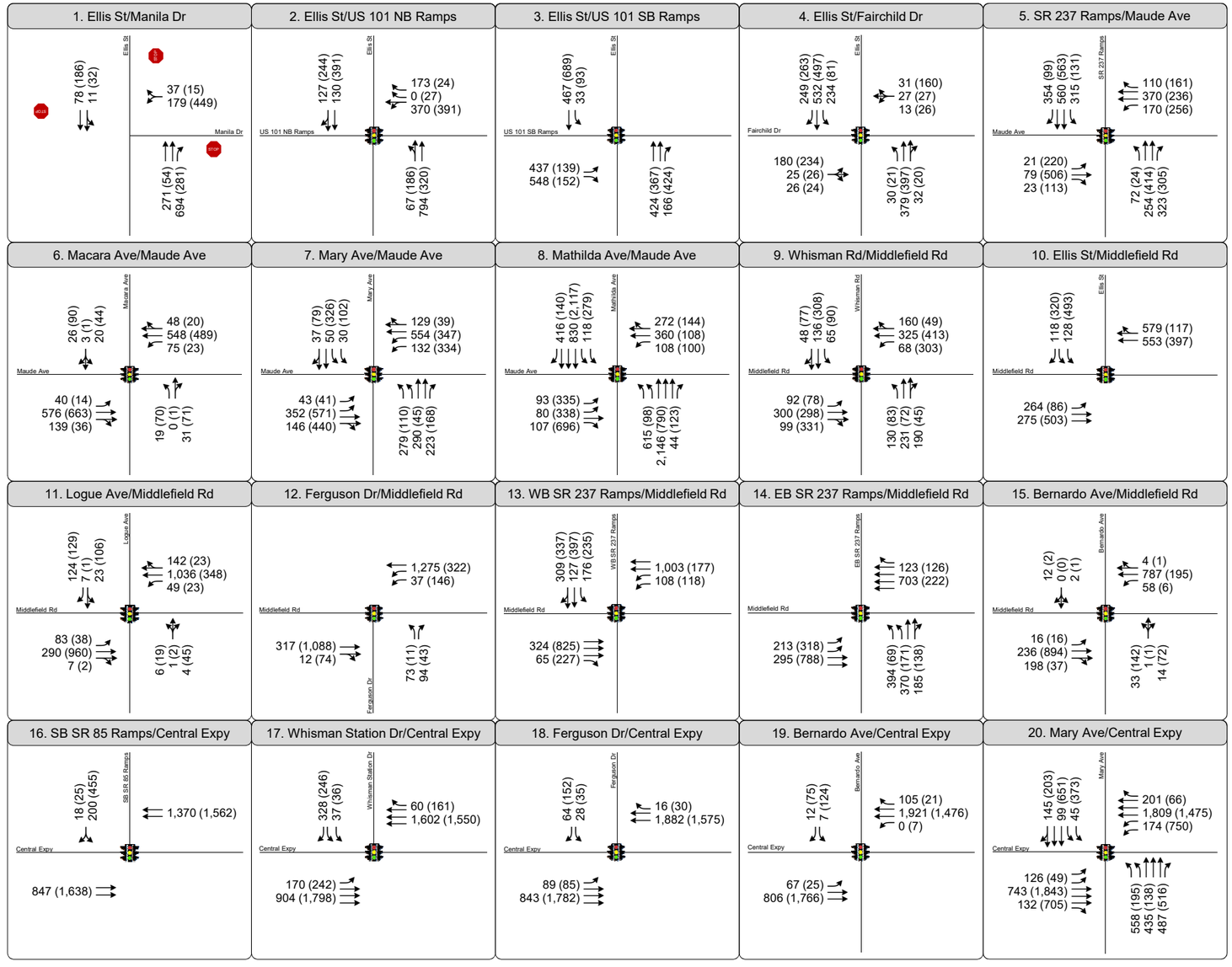
Table 7: Existing Intersection Levels of Service

	Intersection	Count Date	LOS Standard	Control	Peak Hour[1]	Delay[2]	LOS[3]
39	South Whisman Road and SR- 237 Westbound Ramps (MV)	June 16, 2018	LOS D	Signal	AM PM	32.3 32.3	C- C-
40	East Evelyn Avenue and South Bernardo Avenue (S)	June 16, 2018	LOS D	Signal	AM PM	20.6 12.2	C+ B
41	West Maude Avenue and North Pastoria Avenue (S)	June 16, 2018	LOS D	Signal	AM PM	25.3 30.8	C C
42	East Maude Avenue and Fair Oaks Avenue (S)	June 16, 2018	LOS D	Signal	AM PM	25.4 25.7	C C
43	East Maude Avenue and North Wolfe Road (S)	June 16, 2018	LOS D	SSSC	AM PM	29.5 **105.1**	D **F**
44	West Evelyn Avenue and North Mathilda Avenue Southbound Off-Ramp (S)	June 16, 2018	LOS E	Signal	AM PM	8.3 13.1	A B
45	West Evelyn Avenue and North Mathilda Avenue Northbound Off-Ramp (S)	June 16, 2018	LOS D	Signal	AM PM	36.5 11.3	D+ B+
46	East Arques Avenue and Fair Oaks Avenue (S)	June 16, 2018	LOS D	Signal	AM PM	29.1 34.9	C C-
47	West Evelyn Avenue and North Mathilda Avenue Southbound On-Ramp (S)	June 16, 2018	LOS D	Signal	AM PM	2.3 2.9	A A
48	North Mathilda Avenue and US 101 Northbound Ramps (S)	N/A	LOS D	Future[4]	AM PM	N/A N/A	N/A N/A
49	North Mathilda Avenue and US 101 Southbound Ramps (S)	N/A	LOS D	Future[4]	AM PM	N/A N/A	N/A N/A

Notes:
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
4. Operating as free movements under Existing Conditions. These two intersections will be signalized as part of the Mathilda Avenue Improvements at SR 237 and US 101 Project.

Bold text indicates intersection operates at a deficient Level of Service compared to the applicable standard.
MV = Mountain View; S = Sunnyvale; CMP = Congestion Management Program facility; SC = Santa Clara County
Source: Fehr & Peers, 2019.

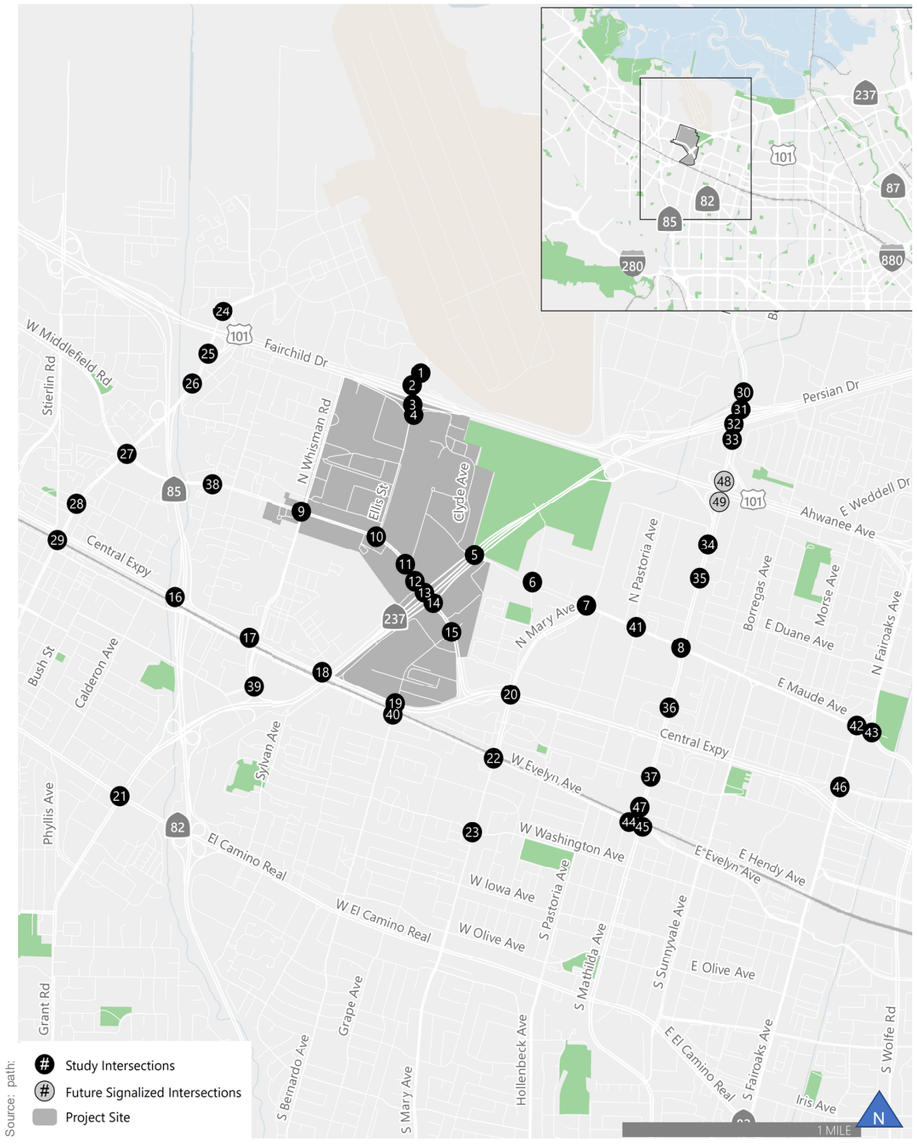




LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 7
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing Conditions



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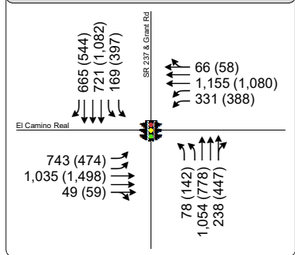
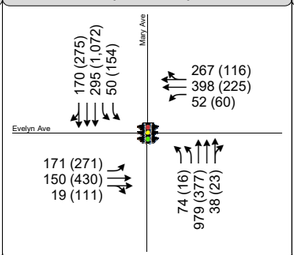
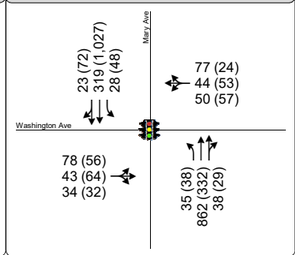


22. Mary Ave/Evelyn Ave



23. Mary Ave/Washington Ave



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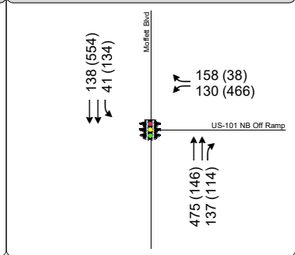
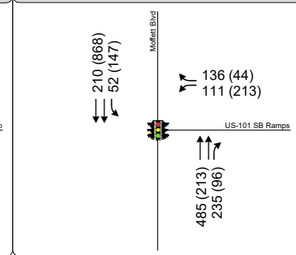
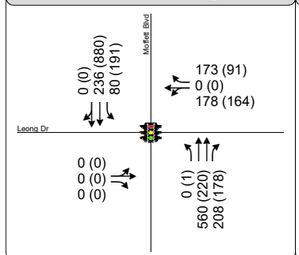


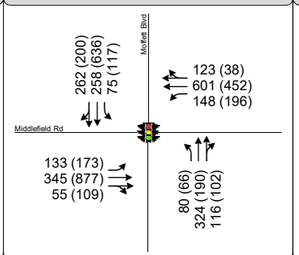
25. Moffett Blvd/ US-101 SB Ramps



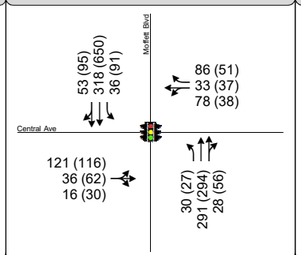
26. Moffett Blvd/Leong Dr



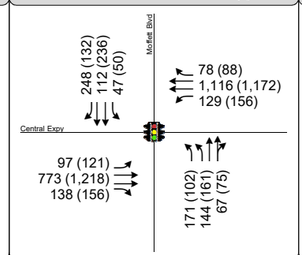
27. Moffett Blvd/Middlefield Rd



28. Moffett Blvd/Central Ave



29. Moffett Blvd/Central Expy



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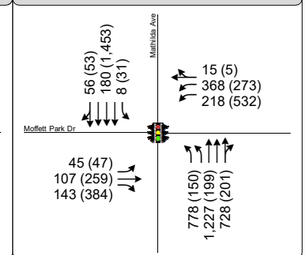
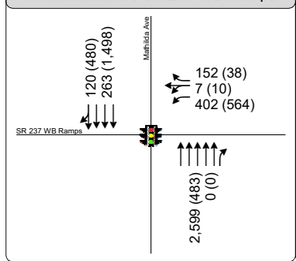
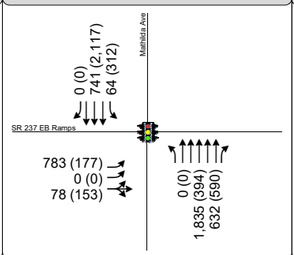


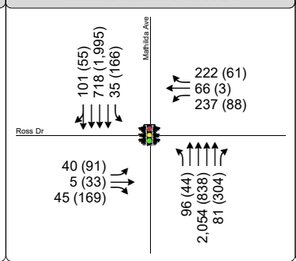
31. Mathilda Ave/SR 237 WB Ramps



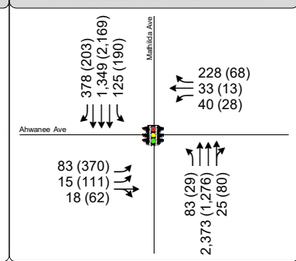
32. Mathilda Ave/SR 237 EB Ramps



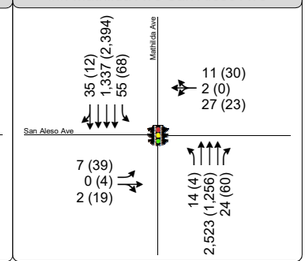
33. Mathilda Ave/Ross Dr



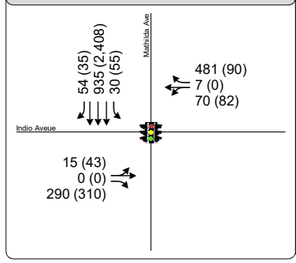
34. Mathilda Ave/Ahwanee Ave



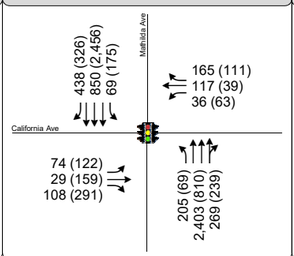
35. Mathilda Ave/San Aleso Ave



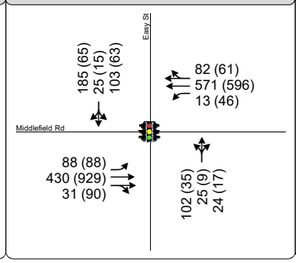
36. Mathilda Ave/Indio Aveue



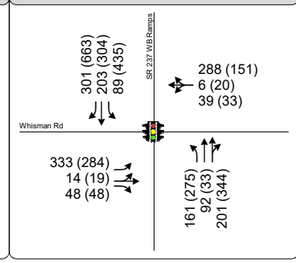
37. Mathilda Ave/California Ave



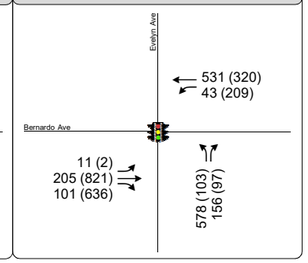
38. Easy St/Middlefield Rd



39. SR 237 WB Ramps/Whisman Rd



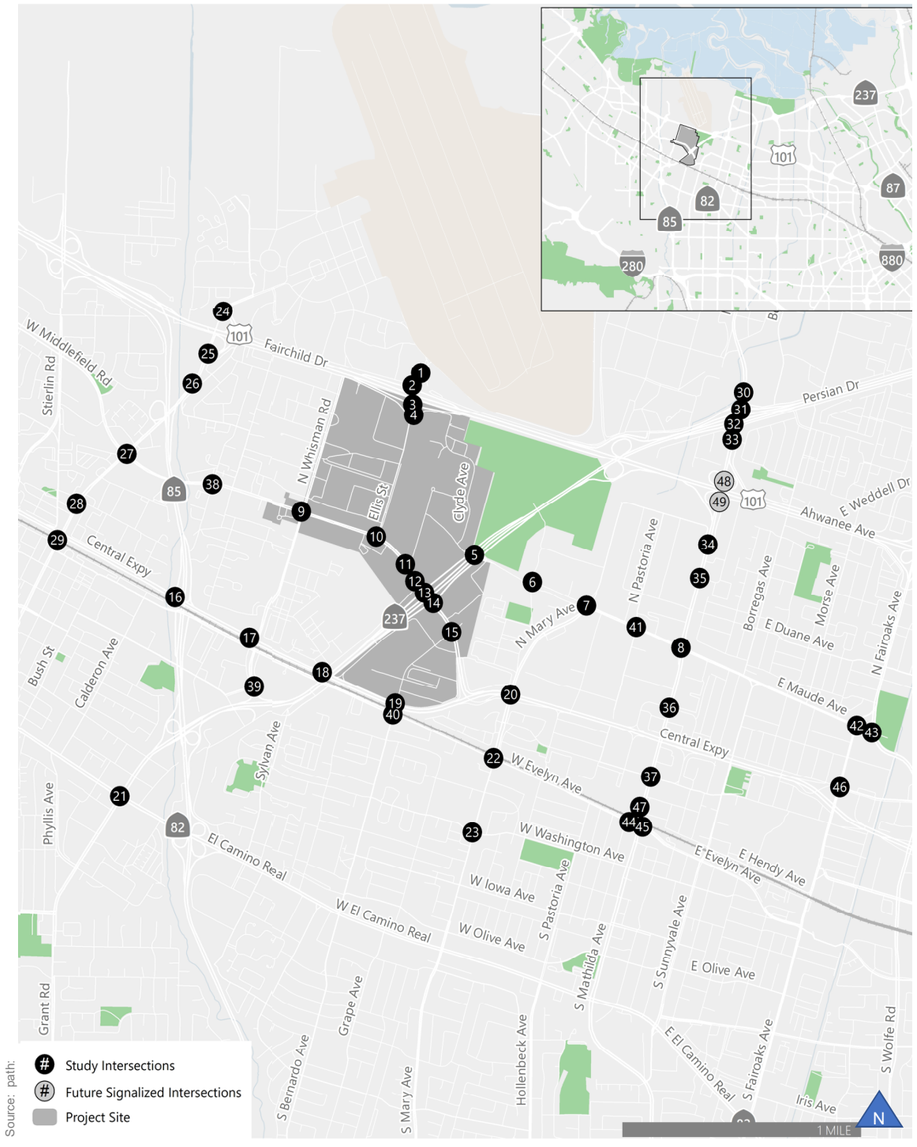
40. Evelyn Ave/Bernardo Ave



LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 7
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing Conditions



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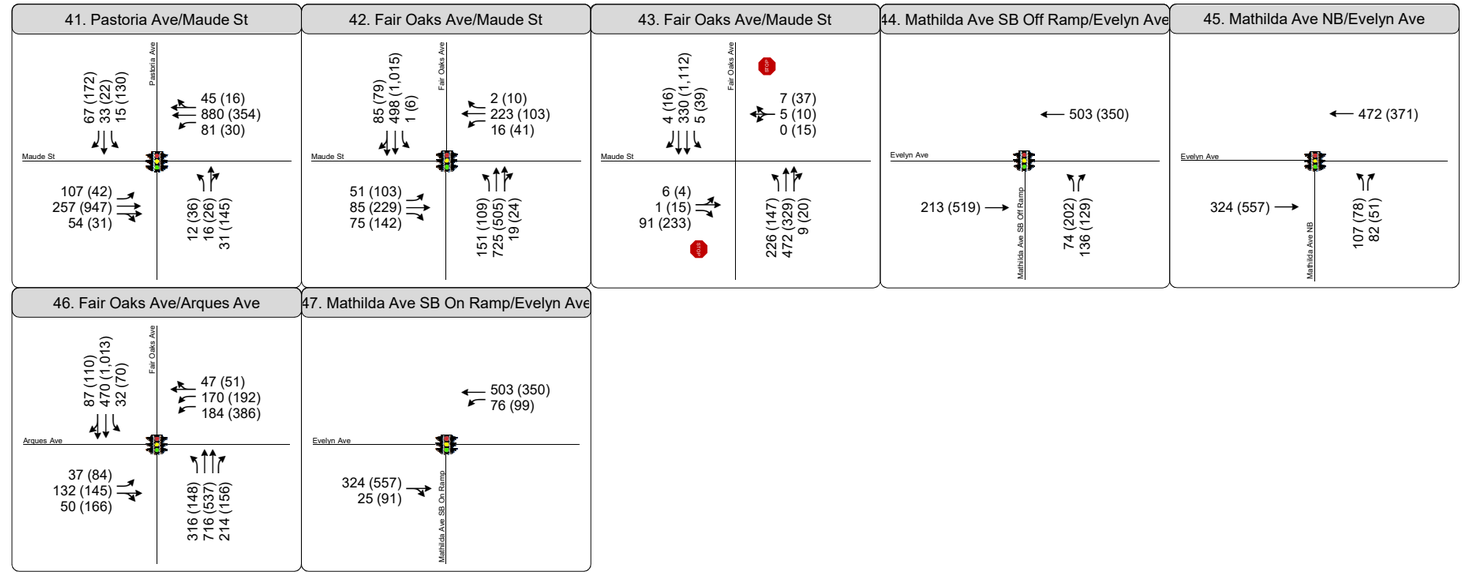


LEGEND

#	Study Intersection	AM (PM)	Peak Hour Traffic Volume
			Lane Configuration
			Stop Sign
			Signalized

Figure 7
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing Conditions

EXISTING FREEWAY SEGMENT OPERATIONS

The results of the freeway LOS analysis for Existing Conditions are shown graphically in **Figure 8** and **Figure 9** for mixed-flow and HOV lanes, respectively. Detailed density and LOS results for all freeway segments are presented in **Appendix D** (for all analysis scenarios). As shown, many segments are currently operating unacceptably. Near the project, during the morning peak hour, northbound US 101 operates unacceptably from Mathilda Avenue to SR 85 for both the carpool and mixed-flow lanes. During the evening peak hour the opposite directions operate unacceptably on US 101: southbound US 101 between SR 237 and Lawrence Expressway for both the carpool and mixed-flow lanes and northbound US 101 between Moffett Boulevard and San Antonio Road for the mixed-flow lanes.

Near the project, during the morning peak hour, northbound SR 85 operates unacceptably from Homestead Road to El Camino Real for both the carpool and mixed-flow lanes. During the evening peak hour the southbound direction operates unacceptably on SR 85 between US 101 and El Camino Real for both the carpool and mixed-flow lanes.

Near the project, during the morning peak hour, westbound SR 237 operates unacceptably from I-880 to Mathilda Avenue while for both the carpool and mixed-flow lanes. During the evening peak hour the opposite directions operate unacceptably on SR 237: eastbound SR 237 between Mathilda Avenue and Lawrence Expressway and westbound SR 237 between Lawrence Expressway and SR 85.

The detailed results for all mixed-flow and HOV lane freeway segment reported in VTA's *2016 Monitoring and Conformance Report* (May 2016), San Mateo County's *C/CAG Final San Mateo County Congestion Management Program – 2017* (November 2017), and Alameda County's *Alameda County Congestion Management Program* – 2017 (December 2017) are presented in **Appendix D.** For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

EXISTING FREEWAY RAMPS

As noted above, the analysis of freeway ramps is conducted for the purposes of understanding operational characteristics. The existing volumes and queue lengths at the ramps are studied and presented in Chapter 5.

FIELD OBSERVATIONS

Field visits were conducted to confirm the operations analysis results and to observe overall transportation system characteristics. In general, observations indicated that most of the study intersections are operating at or near the calculated levels of service.

The AM peak directions of travel on the freeway study segments were northbound on US 101 and SR 85, and eastbound on SR 237. The peak direction of travel reversed during the PM peak hour – southbound on US 101 and SR 85, and westbound on SR 237.

The AM and PM peak directions of travel are more balanced near the SR 237 interchanges at Maude Avenue and Middlefield Road. Signalized study intersections near SR 237 between Maude Avenue and Middlefield Road were operating at or near the calculated levels of service. No substantial queuing was observed and vehicles typically cleared each study intersection within one signal cycle.

VTA light rail transit (LRT) parallels Ellis Street through the study area. The frequency of service is 15 minutes in each direction during peak hours. At the Ellis Street intersections of Fairchild Drive and the US 101 ramps, eastbound and westbound light rail trains have signal pre-emption and usually pass within five (5) minutes of each other. During the AM peak hour, the northbound US 101 off-ramp traffic has queues are created by the LRT crossing that require two cycles to clear the queue. Light rail service has limited effect on nearby intersections.

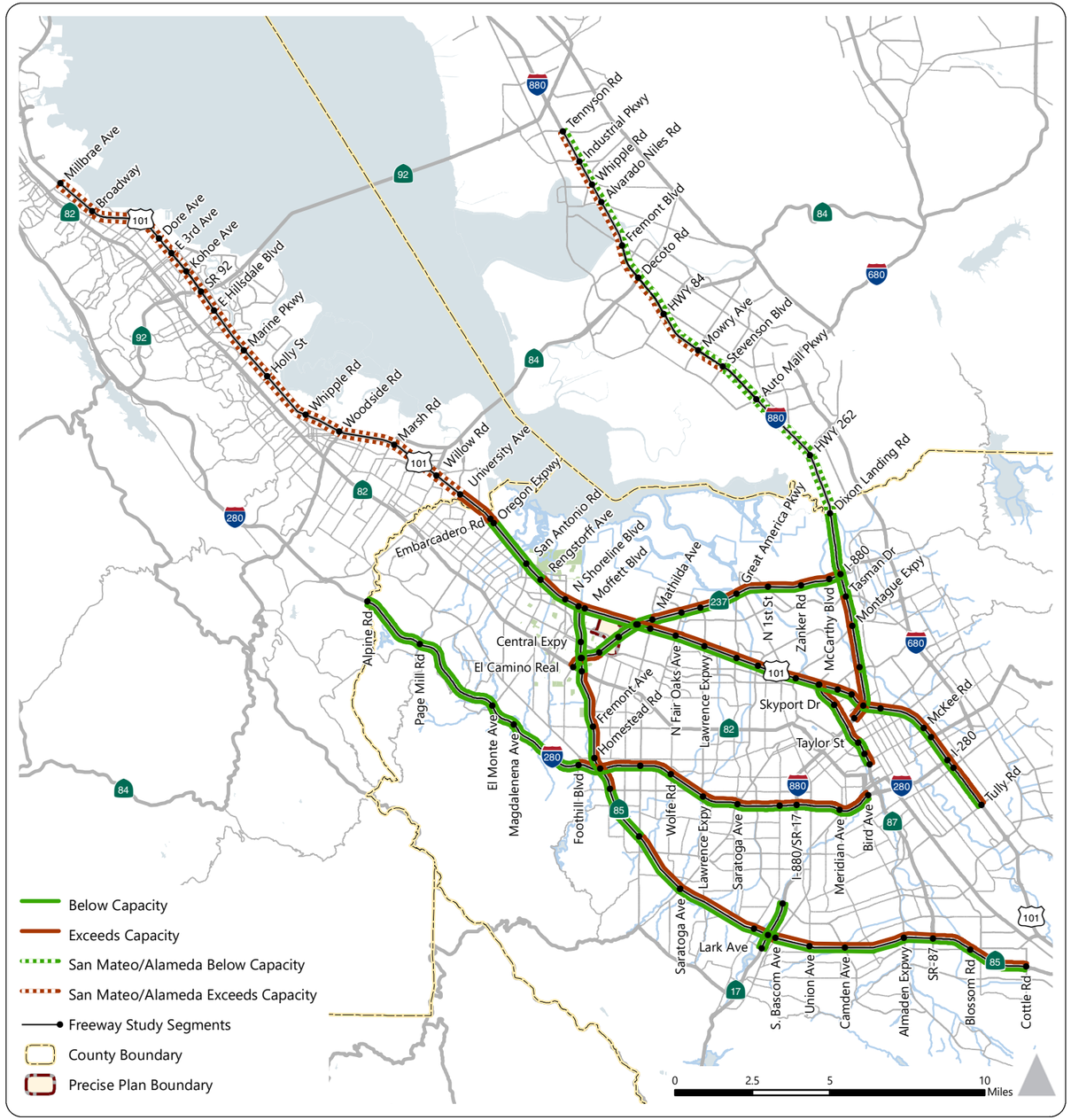
The ramp metering system on the southbound US 101 on-ramp at Ellis Street is active during the PM peak hour and creates a queue. The queue was observed to extend slightly over half the available on-ramp length. Ramp metering at the northbound US 101 Ellis Street on-ramp was inactive during the field observations in both peak hours; therefore, queuing did not occur.

At the US 101 and Ellis Street interchange during the AM peak hour, vehicles on the southbound off-ramp experience high delays and extensive queuing, whereby vehicles typically wait three to four signal cycles before passing through the intersection. During the peak 15-minute interval, the southbound off-ramp queues extend back to the end of the ramp When LRT vehicles are present, queues on the eastbound approach at the Fairchild Drive intersection extend 200-300 feet depending on the duration of the light rail gate-down time. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections between Manila Drive and Fairchild Drive because of the limited vehicle capacity and interaction with light-rail trains through the interchange.

The peak direction of travel at the SR 237 and Mathilda Avenue interchange and the US 101 and Mathilda Avenue interchange is northbound in the AM peak period and southbound in the PM peak period. Vehicles experience high delays and queuing at intersections near the two interchanges. Field conditions are generally worse than the calculated levels of service at these intersections.

Widespread pedestrian and bicyclist activity were observed within the EWPP area with some variation by intersection. The highest levels of observed pedestrian and bicyclist activity occurred along Middlefield Road around the Whisman Road, Ellis Street, and Logue Avenue intersections, likely due to the proximity of the Middlefield Light Rail station; these intersections tended to serve between 10 and 50 bicyclists and between 10 and 40 pedestrians during the peak hours. Bicycle lanes, sidewalks, and crosswalks are provided on Whisman Road, Middlefield Road, and Ellis Street.

AM Peak Hour



PM Peak Hour

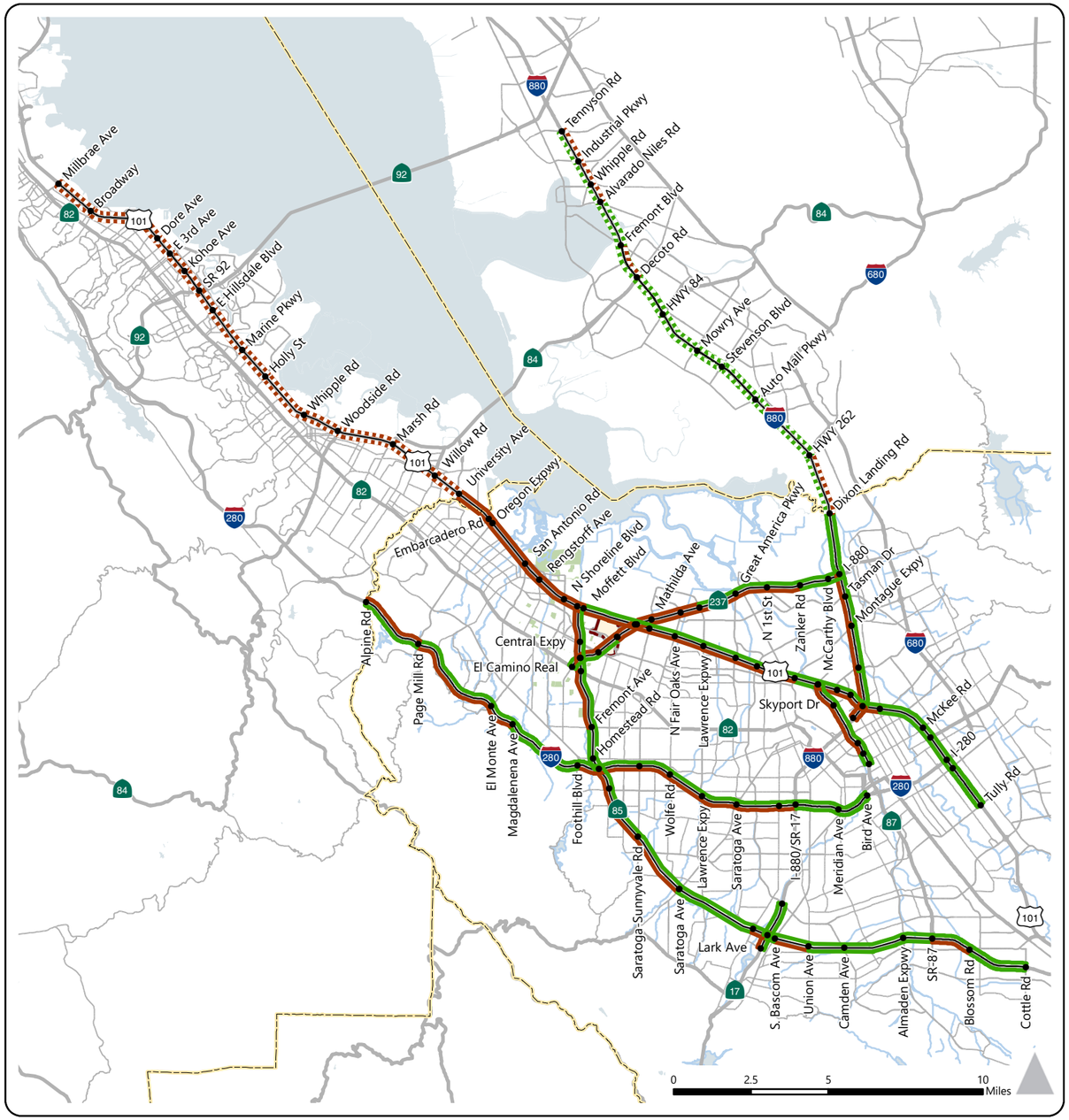
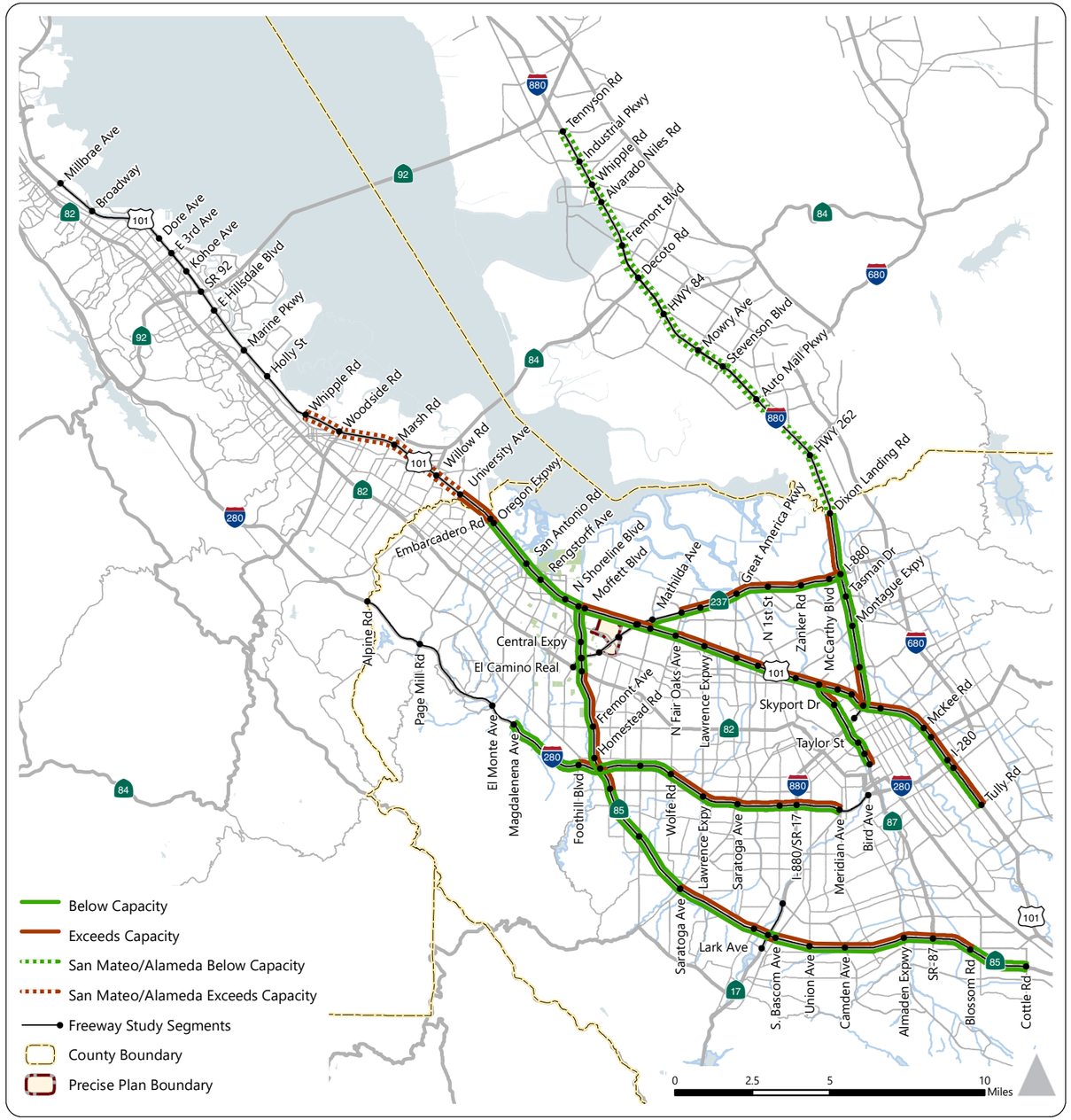


Figure 8

Existing Travel Characteristics Freeway Analysis Summary: Mixed Flow Lanes

AM Peak Hour



PM Peak Hour

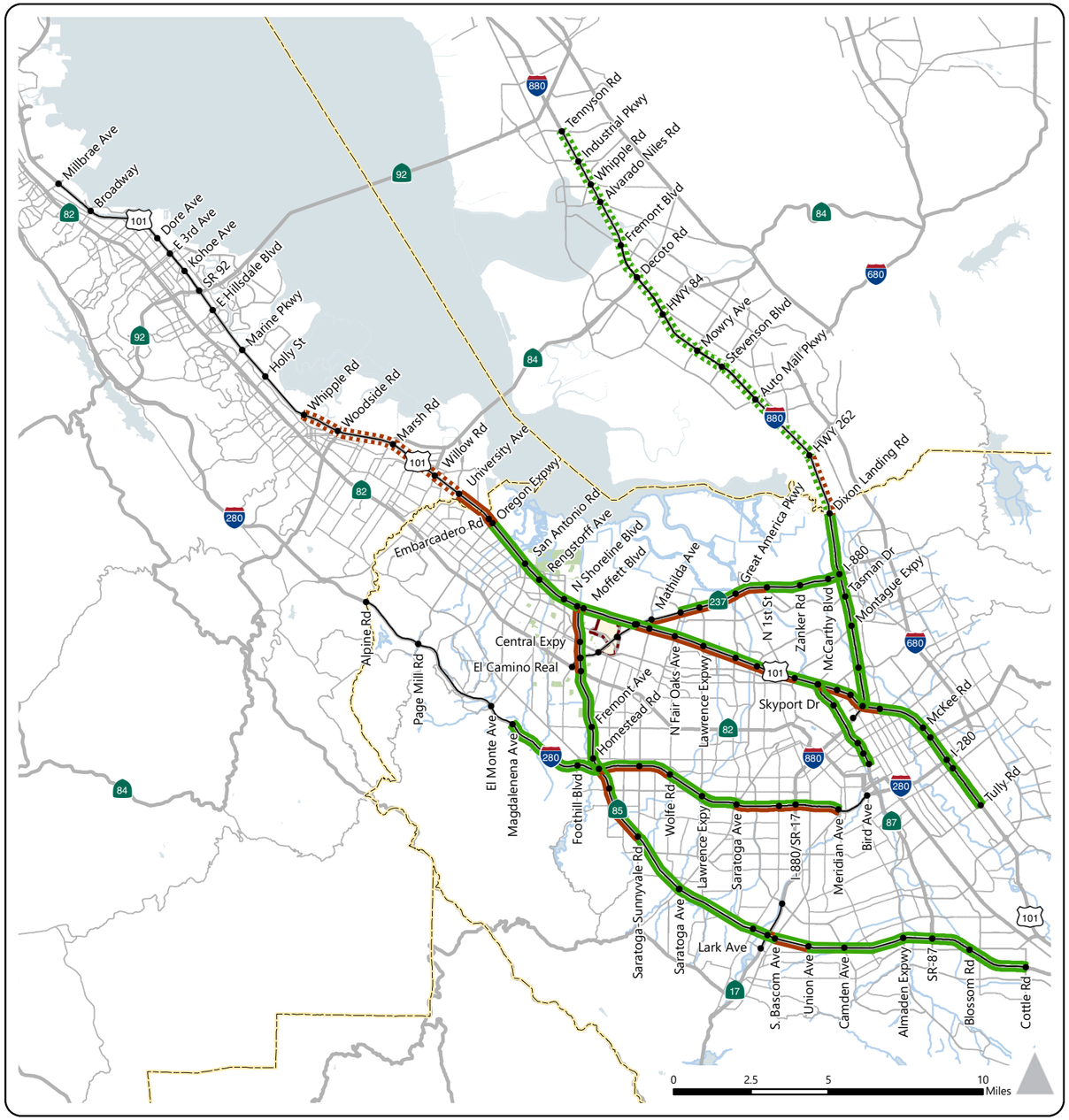


Figure 9

Existing Travel Characteristics Freeway Analysis Summary: HOV Lanes

4. PROJECT TRAFFIC VOLUMES AND FORECASTING METHODS

This chapter discusses the method used to forecast traffic volumes for Existing with Project, Background (with and without the project), and Cumulative (with and without the project) Conditions. The magnitudes of the land use changes in and near the EWPP area, including the addition of residential uses into the EWPP area, has the potential to change regional travel patterns. For example, vehicles destined to other office developments would be attracted to the added office space in EWPP and the added housing would provide nearby residences for some of the existing and new EWPP area employees. These land use interactions will be affected differently among Existing, Background, and Cumulative Conditions because the overall land uses vary among those scenarios. To account for the land use/transportation interactions and to use a consistent method among the scenarios, the City of Mountain View's model was used to develop the traffic forecasts for the surrounding roadway network under Cumulative conditions and to assign EWPP area vehicle trips under Existing with Project and Cumulative with Project Conditions[5].

A method that accounts for the land use mix, nearby transit service, and TDM programs was used to develop vehicle trip generation estimates for the EWPP area land use changes.

EWPP VEHICLE TRIPS

The technical approach to trip generation for this analysis is a little unique. Rather than calculating the net increase in vehicle trips due to the net change in land use like most projects, trip generation estimates are prepared for the entire East Whisman area to capture the effects of adding housing and supporting retail to a jobs rich area, the conversion of existing R&D space to office space, and the increased office density. The land use changes and the office space trip cap would affect several important project transportation characteristics:

- Total vehicle trip generation
- Likelihood of trips staying within the project area (internal trips)
- Likelihood of trips shifting to other modes (walking, bicycling, and transit)
- Trip lengths and vehicle miles traveled (VMT)[6]

[5] Forecasts for Background Conditions were created by adding new vehicle trips from the approved but not yet constructed developments in the City of Mountain View and City of Sunnyvale to the existing volumes from traffic counts.
[6] VMT estimates to be presented in a separate memorandum.

To capture these effects and identify trip reduction targets, the East Whisman area trip generation was estimated using the MainStreet[7] web-based transportation analysis method. Trip generation was used to inform target trip-reduction goals in the Precise Plan.

Trip generation estimates and vehicle trip rates for each analysis scenario are presented and discussed in detail in the *East Whisman Precise Plan – Project Trip Estimates* (dated May 10, 2019) in **Appendix E**.

The EWPP trip generation is summarized in **Table 8**. The net change in project trips for Existing with Project Conditions is 48,619 daily vehicle trips, 3,655 AM peak hour vehicle trips (2,009 inbound and 1,646 outbound), 4,217 PM peak hour vehicle trips (1,997 inbound and 2,220 outbound). The net change in project trips for Background with Project Conditions is 47,222 daily vehicle trips, 3,378 AM peak hour vehicle trips (1,780 inbound and 1598 outbound), and 3,921 PM peak hour vehicle trips (1,926 inbound and 1,995 outbound). Under Cumulative Conditions the land use and transportation network near the EWPP is anticipated to change, which will have an influence on the vehicle trip generation. The net change in project trips for Cumulative with Project Conditions is 46,522 daily vehicle trips, 3,306 AM peak hour vehicle trips (1,734 inbound and 1,572 outbound), and 3,863 PM peak hour vehicle trips (1,905 inbound and 1,958 outbound).

Table 8: East Whisman Area Wide Trip Generation Estimates

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Conditions							
Existing	50,860	5,569	965	6,534	1,152	5,149	6,301
Existing with Project	99,479	7,578	2,611	10,189	3,149	7,369	10,518
Net New EWPP Trips	***48,619***	***2,009***	***1,646***	***3,655***	***1,997***	***2,220***	***4,217***
Background Conditions							
Background	57,433	6,371	1,054	7,425	1,307	5,881	7,188
Background with Project	104,655	8,151	2,652	10,803	3,233	7,876	11,109
Net New EWPP Trips	***47,222***	***1,780***	***1,598***	***3,378***	***1,926***	***1,995***	***3,921***
Cumulative Conditions							
Cumulative	58,677	6,492	1,078	7,570	1,343	6,007	7,350
Cumulative with Project	105,199	8,226	2,650	10,876	3,248	7,965	11,213
Net New EWPP Trips	***46,522***	***1,734***	***1,572***	***3,306***	***1,905***	***1,958***	***3,863***

Source: Fehr & Peers, 2019.

[7] Mixed-use developments (MXDs) and development near transit generate fewer vehicle trips than similarly-sized developments where the land uses are segregated. There has been a lot of research in recent years by the Institute of Transportation Engineers, the Urban Land Institute, the Environmental Protection Agency, the San Diego Association of Governments and others to quantify these reductions. Fehr & Peers has developed the MainStreet web app to conduct an MXD analysis at any location in the United States. MainStreet allows for more accurate estimates of a site's trip generation characteristics than traditional industry standards.

VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

The City of Mountain View Travel Forecasting Model was used to distribute and assign project trips to the roadways in the study area. A description of the model is presented in the Transportation and Circulation section of the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) Environmental Impact Report* (LSA Associates, June 2012). The technical memorandum entitled *Mountain View Travel Demand Model Update* (Fehr & Peers, June 2011) summarizes the results of the sub-area model development and validation, and Year 2030 land use and network assumptions (see Appendix B2 of the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report). The model was updated and revalidated as part of the East Whisman Precise Plan transportation analysis. The updated validation results with the 2017 roadway segment counts are presented in **Appendix F**. The land use inputs were provided by City staff and use the same employee density and average household size assumptions as the previous citywide General Plan analysis. The City is presently updating the citywide land use data, which are different from the land use inputs provided for the travel model revalidation. Some of the analysis metrics, such as vehicle miles traveled (VMT) are presented on a per service population (residents plus employees) basis which moderate the effect of the changing land use totals.

The model's trip generation and assignments were revised upward to match the more-detailed vehicle trip generation estimates in **Table 8**. A select zone analysis was conducted to track EWPP trips on the model's network to and from the study area. The model and its trip assignment process is sensitive to the location of regional destinations and to the ease and convenience of access to the major streets (in this case, Ellis Street, Middlefield Road, and Central Expressway) adjacent to the Project site. New roadway segments within the EWPP area, including Street A, Street B, Street C, Street D, and Street E, are not included in the model network due to the size of the traffic analysis zones (TAZs). These new roadway segments are expected to improve internal circulation, rather than serving as major access points to the project area.

TRAFFIC FORECASTS

Background intersection forecasts were developed by adding approved and under construction traffic to existing counts. Where possible the background trips were assigned consistent with previous transportation impact studies. For Background with Project Conditions, the Existing with Project trip assignments from the Mountain View travel forecasting model were added to the Background intersection forecasts.

The Mountain View travel forecasting model was also used to create traffic forecasts for Cumulative Conditions, with and without the project. Intersection forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP) Report 765[8] for converting raw model results

[8] National Cooperative Highway Research Program (NCHRP). *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design,* Washington, D.C.: National Academy Press, 2014.

into forecasted volumes. This method, known as the difference forecast method, is based on existing counts and the difference between the model's baseline and future volumes. This method normalizes the model projections based on the accuracy of the model validation and the existing roadway conditions. The Background Conditions and Cumulative Conditions volumes were compared for consistency.

5. EXISTING WITH PROJECT CONDITIONS

This chapter presents the effects of the proposed project on the surrounding roadway system under Existing with Project Conditions. Existing with Project Conditions are defined as Existing Conditions plus traffic generated by the EWPP. Intersection and freeway segment deficiencies under this scenario are identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions. This section also includes an evaluation of freeway ramp operations and the results of the transit delay analysis.

EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Level of service calculations were conducted to evaluate study intersection operations under Existing with Project Conditions. The intersection volumes, lane configurations and signal controls are shown in **Figure 10** and results of the LOS analysis are summarized in **Table 9**. The corresponding LOS calculation sheets are included in **Appendix C**.

The results for Existing Conditions are included in **Table 9** for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing with Project Conditions are used to identify the deficiencies caused by the EWPP and are discussed in **Chapter 8**.

The results of the LOS calculations indicate all of the study intersections will operate at levels of service that meet the applicable LOS standard under Existing with Project Conditions except for the following:

Int. 1. Ellis Street and Manila Drive (AM Peak Hour)

Int. 20. Central Expressway and North Mary Avenue (PM Peak Hour)

Int. 43. East Maude Avenue and North Wolfe Road (PM Peak Hour)

Table 9: Existing and Existing with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Existing Conditions[4]		Existing with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
1	Ellis Street and Manila Drive*	Mountain View / NASA	LOS D	AM PM	21.1 15.2	C C	**37.7** 24.4	**E** C	**N/A** N/A	**N/A** N/A

Table 9: Existing and Existing with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Existing Conditions[4]		Existing with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
2	US 101 Northbound Ramps and Ellis Street	Caltrans (MV)	LOS D	AM PM	16.3 19.9	B B-	21.4 33.9	C+ C-	0.232 0.301	7.8 16.8
3	US 101 Southbound Ramps and Ellis Street	Caltrans (MV)	LOS D	AM PM	18.3 12.1	B- B	23.5 15.5	C B	0.192 0.279	7.9 7.6
4	Fairchild Drive and Ellis Street	Mountain View	LOS D	AM PM	16.3 16.9	B B	20.4 19.9	C+ B-	0.233 0.250	6.0 6.7
5	Maude Avenue and SR 237 Ramps	Caltrans (MV)	LOS D	AM PM	28.8 36.5	C D+	37.1 37.6	D+ D+	0.221 0.116	15.2 6.8
6	Maude Avenue and Macara Avenue	Sunnyvale	LOS D	AM PM	13.2 17.3	B B	22.3 24.0	C+ C	0.292 0.210	13.7 9.2
7	Maude Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	36.5 37.2	D+ D+	35.6 39.4	D+ D	0.131 0.165	-1.9 2.1
8	Maude Avenue and North Mathilda Avenue	Sunnyvale	LOS E	AM PM	39.4 48.2	D D	44.0 54.4	D D-	0.110 0.105	23.5 9.8
9	East Middlefield Road and North Whisman Road	Mountain View	LOS D	AM PM	29.8 31.5	C C	31.2 35.7	C D+	0.127 0.129	0.8 3.9
10	East Middlefield Road and Ellis Street	Mountain View	LOS D	AM PM	15.9 19.0	B B-	22.7 18.0	C+ B	0.226 0.126	7.9 0.5
11	East Middlefield Road and Logue Avenue	Mountain View	LOS D	AM PM	13.1 16.7	B B	25.3 30.0	C C	0.268 0.289	14.0 18.7
12	East Middlefield Road and Ferguson Drive	Mountain View	LOS D	AM PM	8.0 9.0	A A	11.0 8.6	B+ A	0.036 0.038	3.8 1.3
13	East Middlefield Road and SR 237 Westbound Ramps	Caltrans (MV)	LOS D	AM PM	18.0 15.0	B- B	19.0 14.9	B- B	0.038 0.054	0.1 0.2
14	East Middlefield Road and SR 237 Eastbound Ramps	Caltrans (MV)	LOS D	AM PM	22.4 18.6	C+ B-	23.8 19.7	C B-	0.114 0.050	1.9 14.0
15	East Middlefield Road and Bernardo Avenue	Mountain View	LOS D	AM PM	10.1 17.1	B+ B	15.7 25.5	B C	0.205 0.212	8.8 9.4
16	Central Expressway and SR 85 Southbound Ramp	Santa Clara County	LOS E	AM PM	7.6 16.0	A B	7.9 17.4	A B	0.009 0.060	0.2 1.8
17	Central Expressway and Whisman Station Drive	Santa Clara County (CMP)	LOS E	AM PM	11.7 7.8	B+ A	12.9 8.9	B A	0.052 0.072	2.0 0.7
18	Central Expressway and Ferguson Drive	Santa Clara County (CMP)	LOS E	AM PM	2.3 1.9	A A	8.5 2.8	A A	0.096 0.013	6.5 0.3

Table 9: Existing and Existing with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Existing Conditions[4]		Existing with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
19	Central Expressway and Bernardo Avenue	Santa Clara County (CMP)	LOS E	AM PM	8.1 9.1	A A	8.7 35.9	A D+	0.012 0.140	0.5 47.2
20	Central Expressway and North Mary Avenue	Santa Clara County (CMP)	LOS E	AM PM	49.9 76.9	D E-	52.4 **87.4**	D- **F**	0.048 **0.061**	3.2 **18.5**
21	El Camino Real and Grant Road-SR 237	Caltrans (CMP)	LOS E	AM PM	62.1 58.3	E E+	65.9 59.9	E E+	0.037 0.028	8.3 2.7
22	West Evelyn Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	37.9 42.8	D+ D	39.3 43.9	D D	0.042 0.065	1.3 1.9
23	West Washington Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	18.0 16.3	B- B	20.3 18.9	C+ B-	0.078 0.087	2.8 3.6
24	Moffett Boulevard and US-101 Northbound Ramps	Mountain View	LOS D	AM PM	16.4 23.8	B C	19.8 24.3	B- C	0.103 0.023	3.7 0.8
25	Moffett Boulevard and US-101 Southbound Ramps	Mountain View	LOS D	AM PM	11.5 14.4	B+ B	11.5 14.6	B+ B	0.039 0.025	0.7 0.2
26	Moffett Boulevard and Leong Drive	Mountain View	LOS D	AM PM	12.8 12.1	B B	13.7 12.3	B B	0.062 0.015	1.5 7.9
27	Moffett Boulevard and West Middlefield Road	Mountain View	LOS D	AM PM	36.0 38.9	D+ D+	37.2 42.2	D+ D	0.090 0.066	1.7 3.5
28	Moffett Boulevard and Central Avenue	Mountain View	LOS D	AM PM	13.0 11.1	B B+	12.6 13.4	B B	0.111 0.106	-0.3 2.8
29	Moffett Boulevard and Central Expressway	Santa Clara County (CMP)	LOS E	AM PM	40.6 62.1	D E	41.9 75.2	D E-	0.052 0.105	1.5 20.5
30	North Mathilda Avenue and West Moffett Park Drive	Sunnyvale	LOS D	AM PM	27.5 34.1	C C-	29.2 36.0	C D+	0.042 0.093	2.1 3.5
31	North Mathilda Avenue and SR- 237 Westbound Ramps	Santa Clara County (CMP)	LOS E	AM PM	13.8 18.1	B B-	19.4 18.8	B- B-	0.063 0.108	2.5 0.6
32	North Mathilda Avenue and SR- 237 Eastbound Ramps	Santa Clara County (CMP)	LOS E	AM PM	17.5 15.0	B B	18.1 17.2	B- B	0.042 0.087	1.4 5.0
33	North Mathilda Avenue and Ross Drive	Sunnyvale	LOS E	AM PM	24.4 20.6	C C+	24.0 21.8	C C+	0.082 0.064	-0.1 1.3
34	North Mathilda Avenue and Ahwanee Avenue	Sunnyvale	LOS E	AM PM	32.2 31.8	C- C	33.0 31.3	C- C	0.081 0.098	0.8 -0.2

Table 9: Existing and Existing with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Existing Conditions[4]		Existing with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
35	North Mathilda Avenue and San Aleso Avenue	Sunnyvale	LOS D	AM PM	10.9 11.3	B+ B+	7.9 7.8	A A	0.098 0.058	0.2 -3.9
36	North Mathilda Avenue and Indio Avenue	Sunnyvale	LOS E	AM PM	29.5 20.8	C C+	35.3 22.5	D+ C+	0.075 0.036	7.5 0.9
37	North Mathilda Avenue and West California Avenue	Sunnyvale	LOS E	AM PM	25.1 25.8	C C	28.0 30.0	C C	0.043 0.065	3.1 5.3
38	East Middlefield Road and Easy Street	Mountain View	LOS D	AM PM	18.4 12.2	B- B	19.0 13.9	B- B	0.085 0.102	0.8 1.9
39	South Whisman Road and SR- 237 Westbound Ramps	Mountain View	LOS D	AM PM	32.3 32.3	C- C-	34.0 40.2	C- D	0.106 0.159	2.8 14.1
40	East Evelyn Avenue and South Bernardo Avenue	Sunnyvale	LOS D	AM PM	20.6 12.2	C+ B	20.4 14.0	C+ B	0.012 0.094	-1.0 3.0
41	West Maude Avenue and North Pastoria Avenue	Sunnyvale	LOS D	AM PM	25.3 30.8	C C	26.1 30.8	C C	0.140 0.159	-0.5 0.4
42	East Maude Avenue and Fair Oaks Avenue	Sunnyvale	LOS D	AM PM	25.4 25.7	C C	28.8 30.0	C C	0.195 0.124	9.0 6.5
43	East Maude Avenue and North Wolfe Road*	Sunnyvale	LOS D	AM PM	29.5 **105.1**	D **F**	**46.5** **>120.0**	**E** **F**	**N/A** **N/A**	**N/A** **N/A**
44	West Evelyn Avenue and North Mathilda Avenue Southbound Off-Ramp	Sunnyvale	LOS E	AM PM	8.3 13.1	A B	8.6 13.4	A B	0.020 0.062	0.6 0.1
45	West Evelyn Avenue and North Mathilda Avenue Northbound Off-Ramp	Sunnyvale	LOS D	AM PM	36.5 11.3	D+ B+	15.1 13.2	B B	-0.200 0.059	-18.9 2.8
46	East Arques Avenue and Fair Oaks Avenue	Sunnyvale	LOS D	AM PM	29.1 34.9	C C-	31.9 43.0	C D	0.155 0.121	4.3 11.7
47	West Evelyn Avenue and North Mathilda Avenue Southbound On-Ramp	Sunnyvale	LOS D	AM PM	2.3 2.9	A A	2.5 3.0	A A	0.003 0.063	5.1 0.1
48	North Mathilda Avenue and US 101 Northbound Ramps	Sunnyvale	LOS D	AM PM	Future Signalized Intersection					
49	North Mathilda Avenue and US 101 Southbound Ramps	Sunnyvale	LOS D	AM PM	Future Signalized Intersection					

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency when the addition of Project traffic degrades the operations from acceptable level of service to unacceptable level of service; or when the addition of Project traffic further exacerbates unacceptable operations.
*Indicates unsignalized intersection.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
7. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
8. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, 2019.

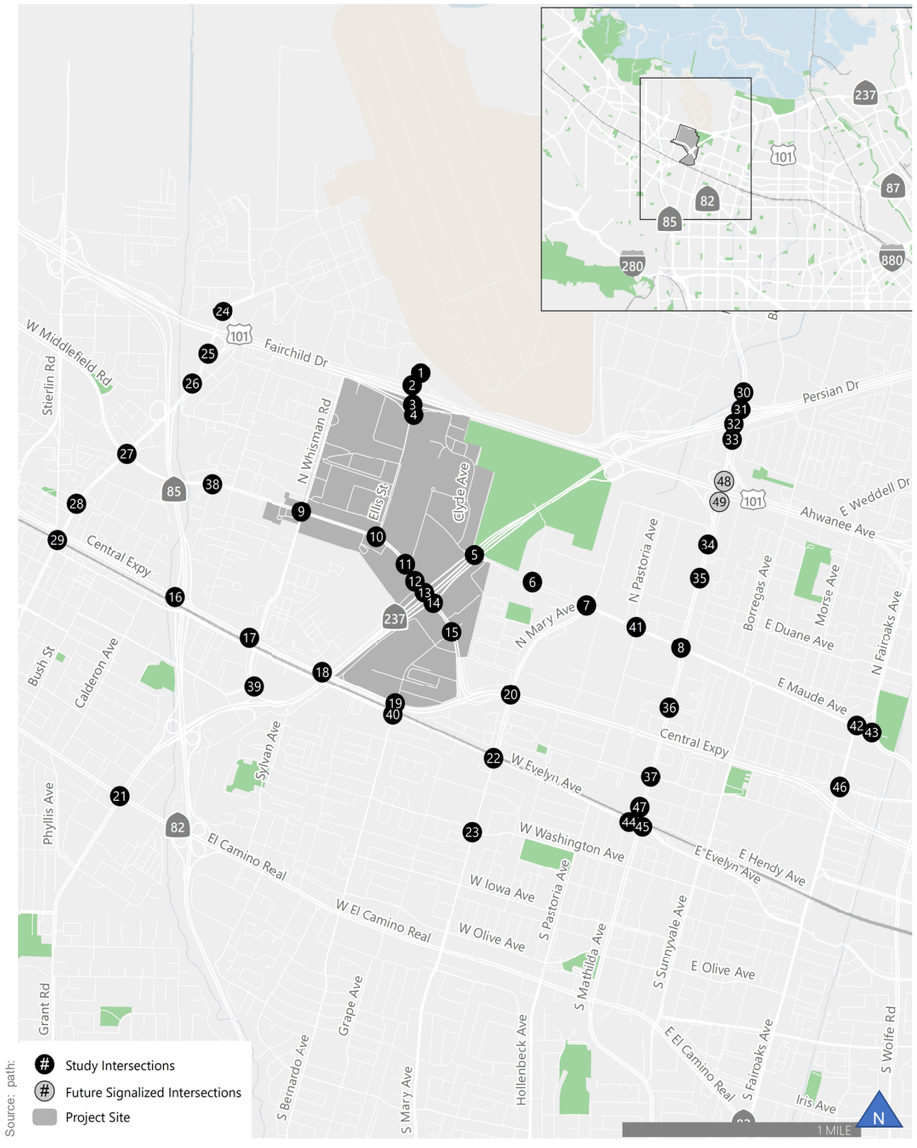
SIGNAL WARRANT ANALYSIS

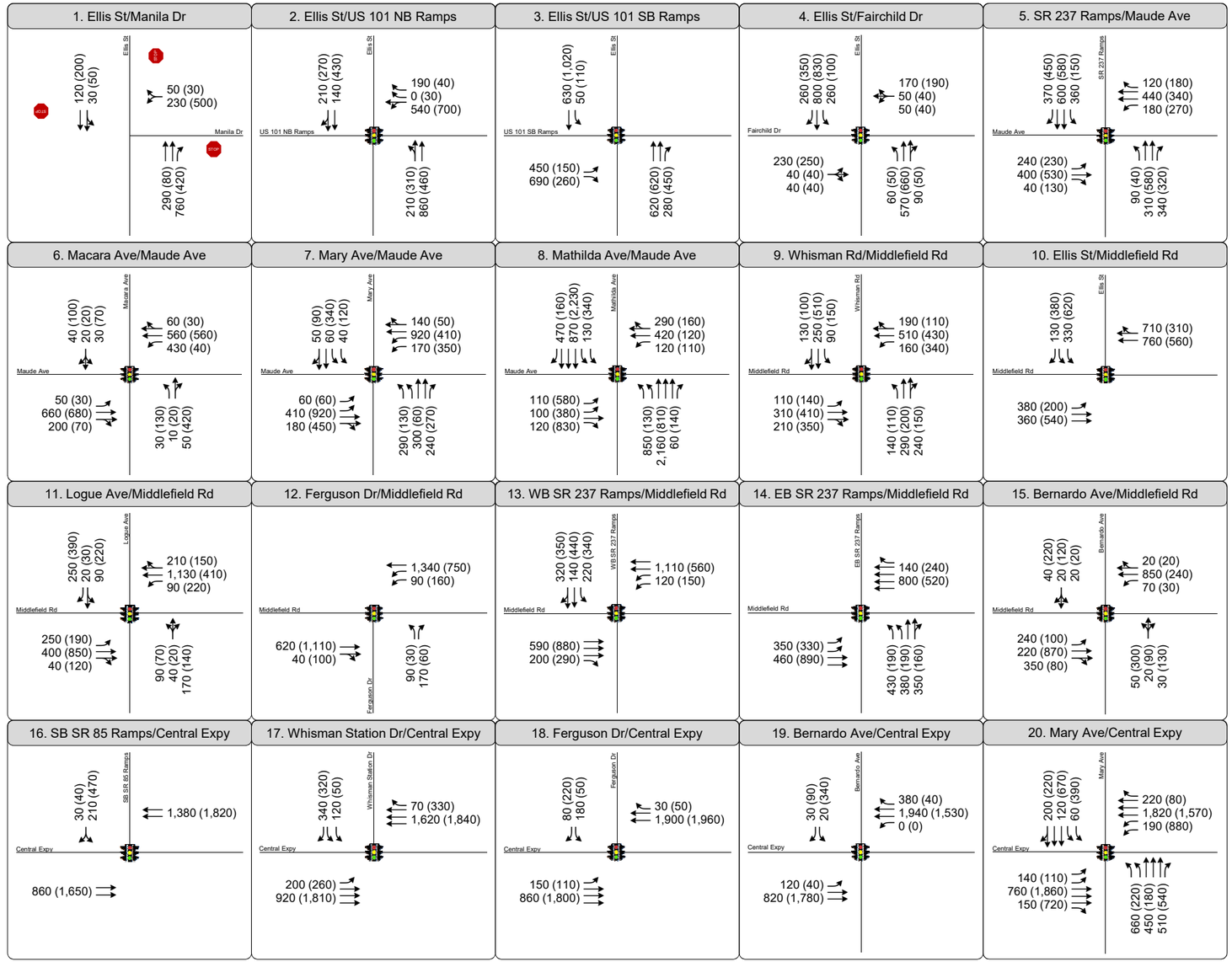
For the purpose of this TA, the peak hour warrant was examined for unsignalized intersections operating at LOS F. As shown in **Table 9**, the intersection at East Maude Avenue and North Wolfe Road would operate at LOS F under Existing with Project Conditions during the PM peak hour. The results of the peak-hour warrant analysis in **Appendix G** indicates that this intersection does not meet the peak hour warrant.

EXISTING WITH PROJECT FREEWAY ANALYSIS

Freeway segments of SR 85, SR 237, I-880, US 101, I-280, SR 17, and SR 87 were analyzed during the AM and PM peak hours to evaluate the effects of added EWPP traffic (see **Appendix F**). Results of the analysis identifying the segments that exceed the appropriate freeway standard are presented in **Table D-1** of **Appendix D**.

The results of the freeway LOS analysis for Existing with Project Conditions are shown graphically in **Figure 11** and **12** for mixed-flow and HOV lanes, respectively. Freeway segment deficiencies and improvements are addressed in **Chapter 8**.

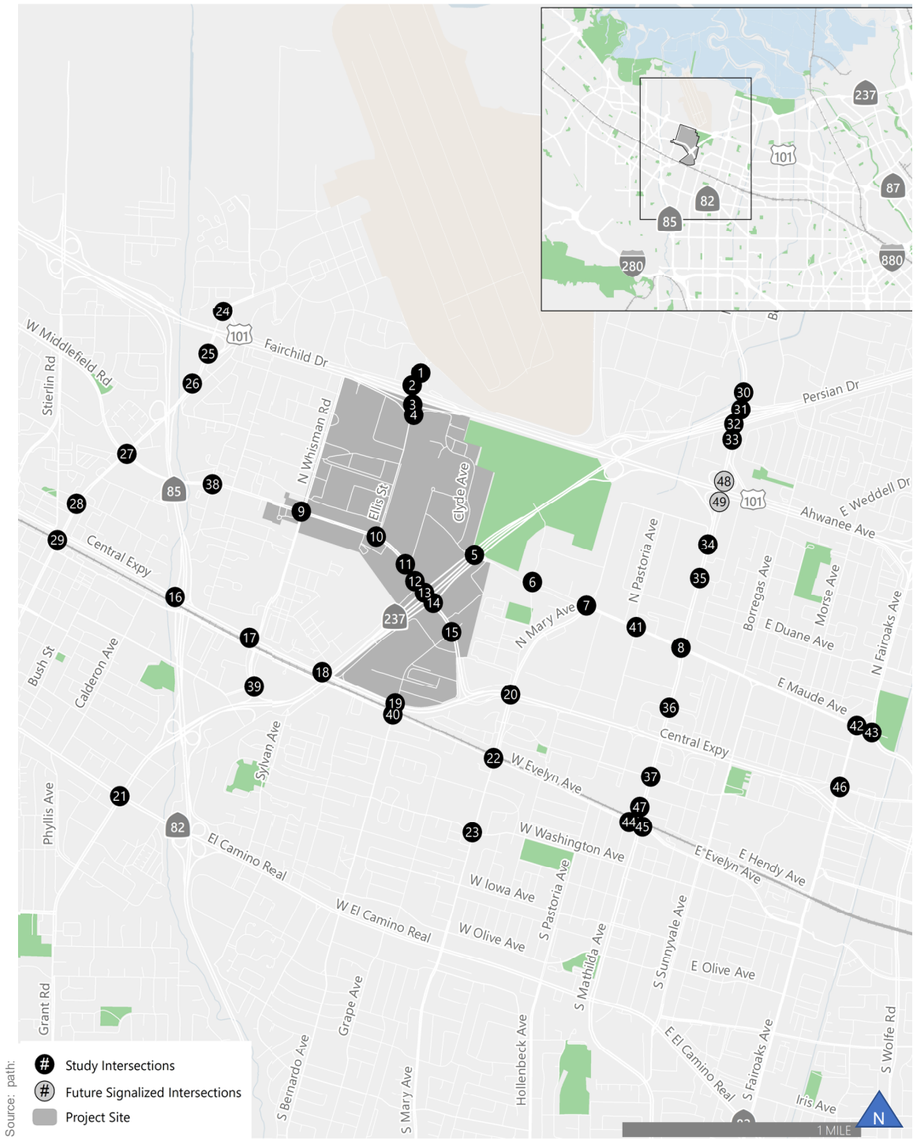


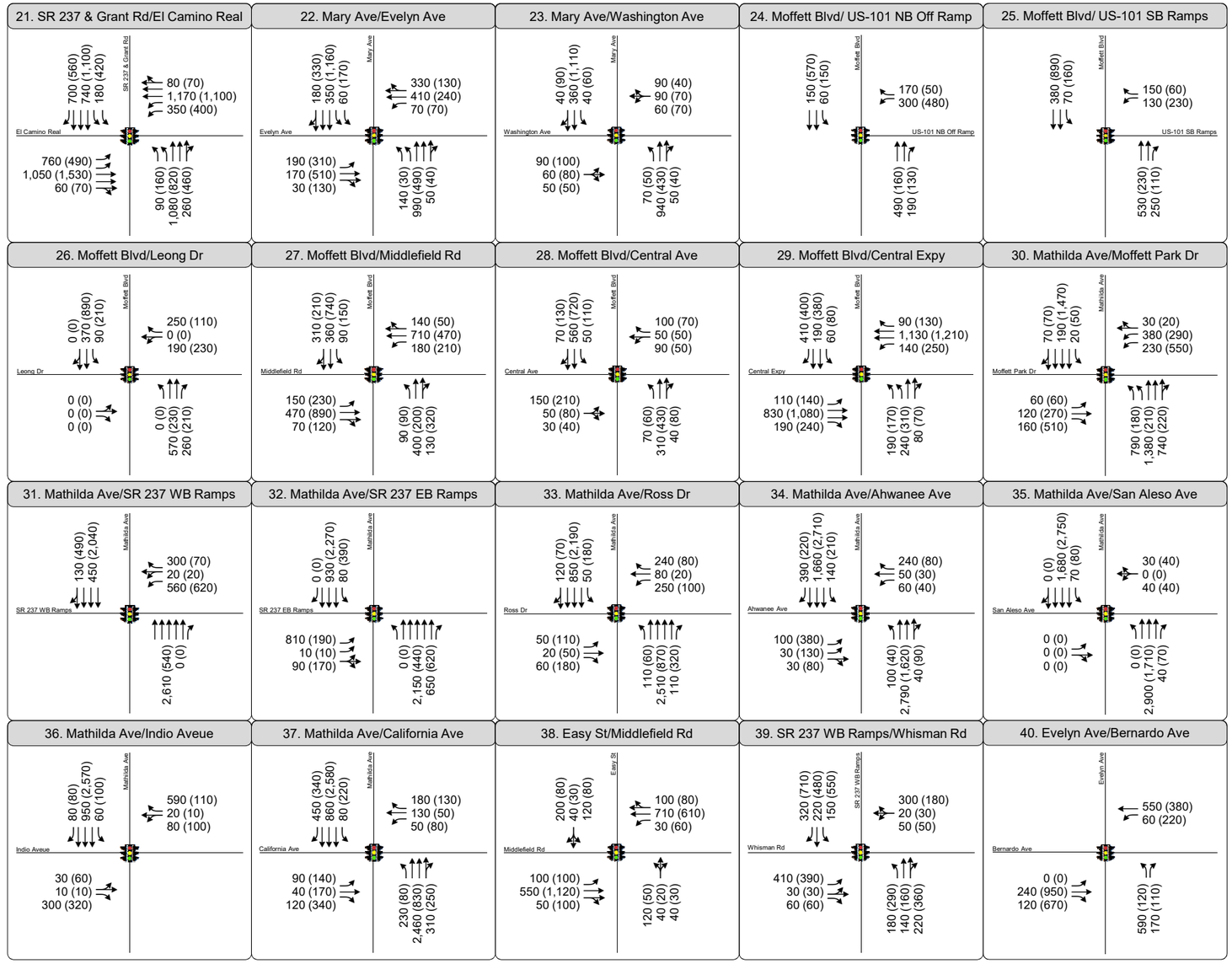


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 10
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing with Project Conditions

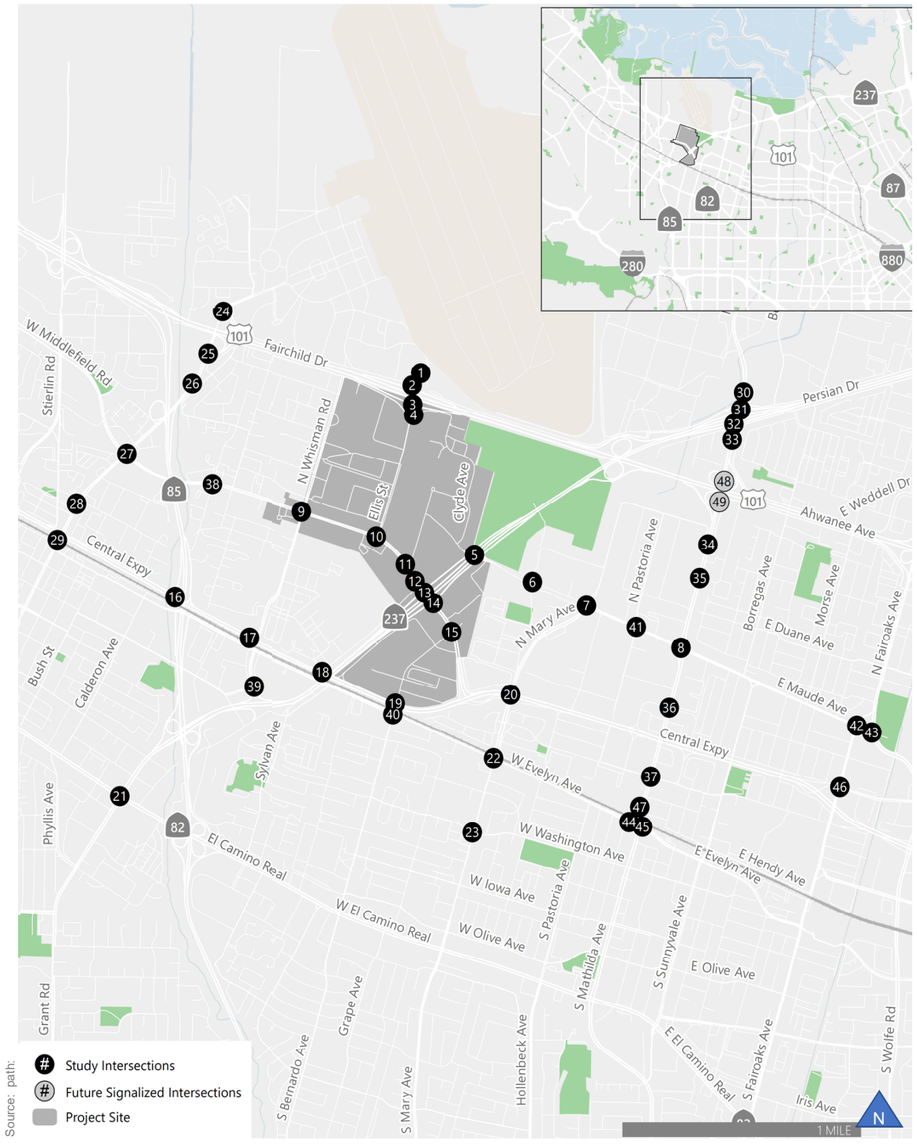


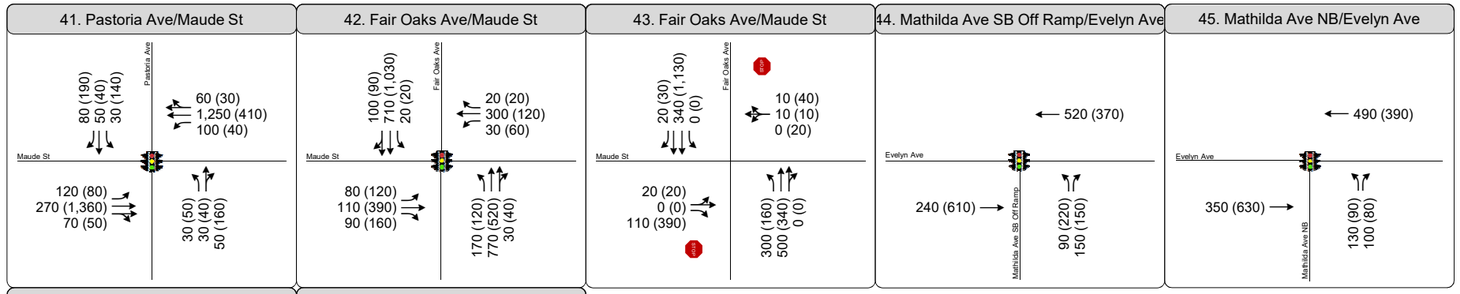


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 10
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing with Project Conditions



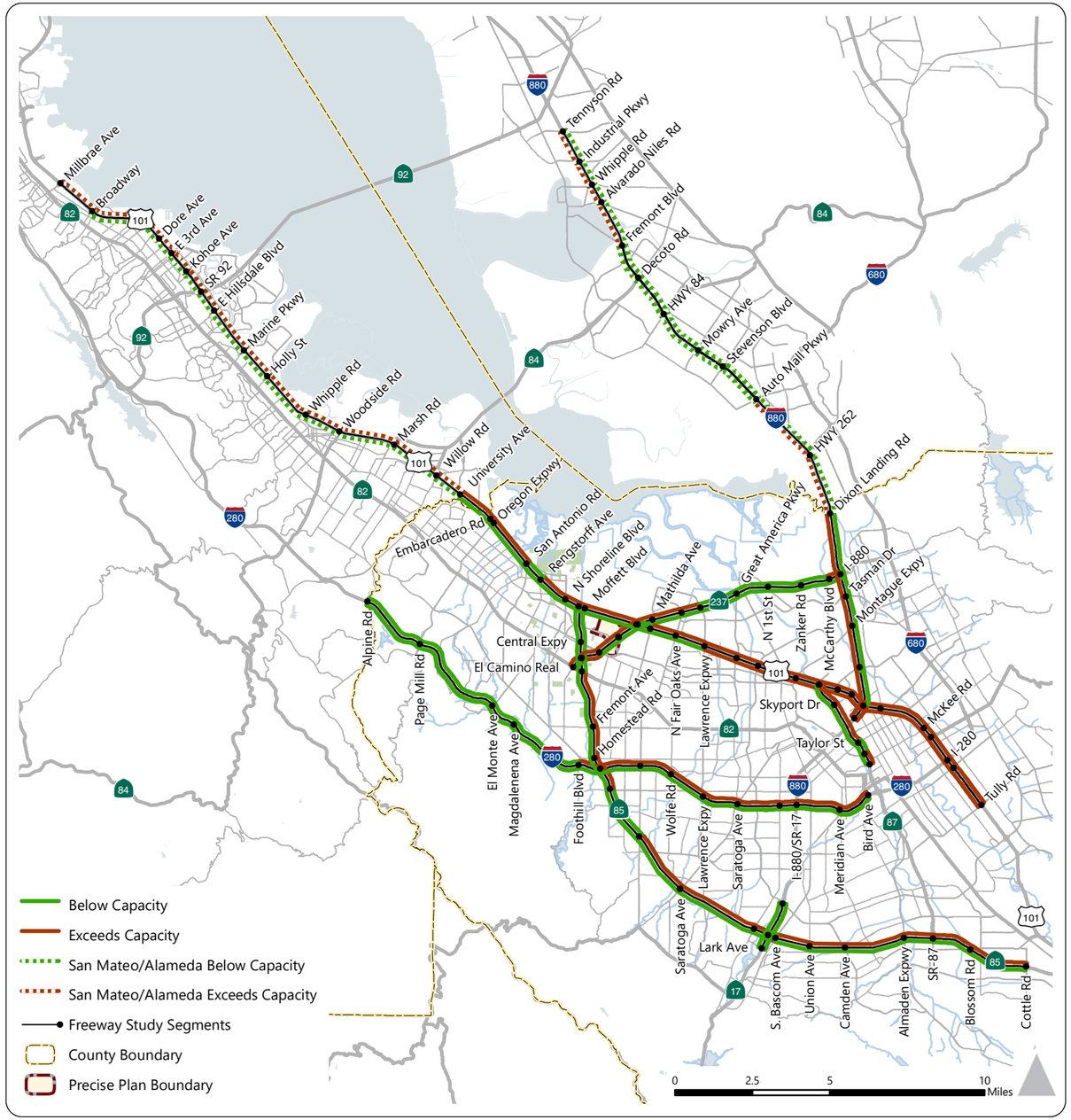


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 10
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing with Project Conditions

AM Peak Hour



PM Peak Hour

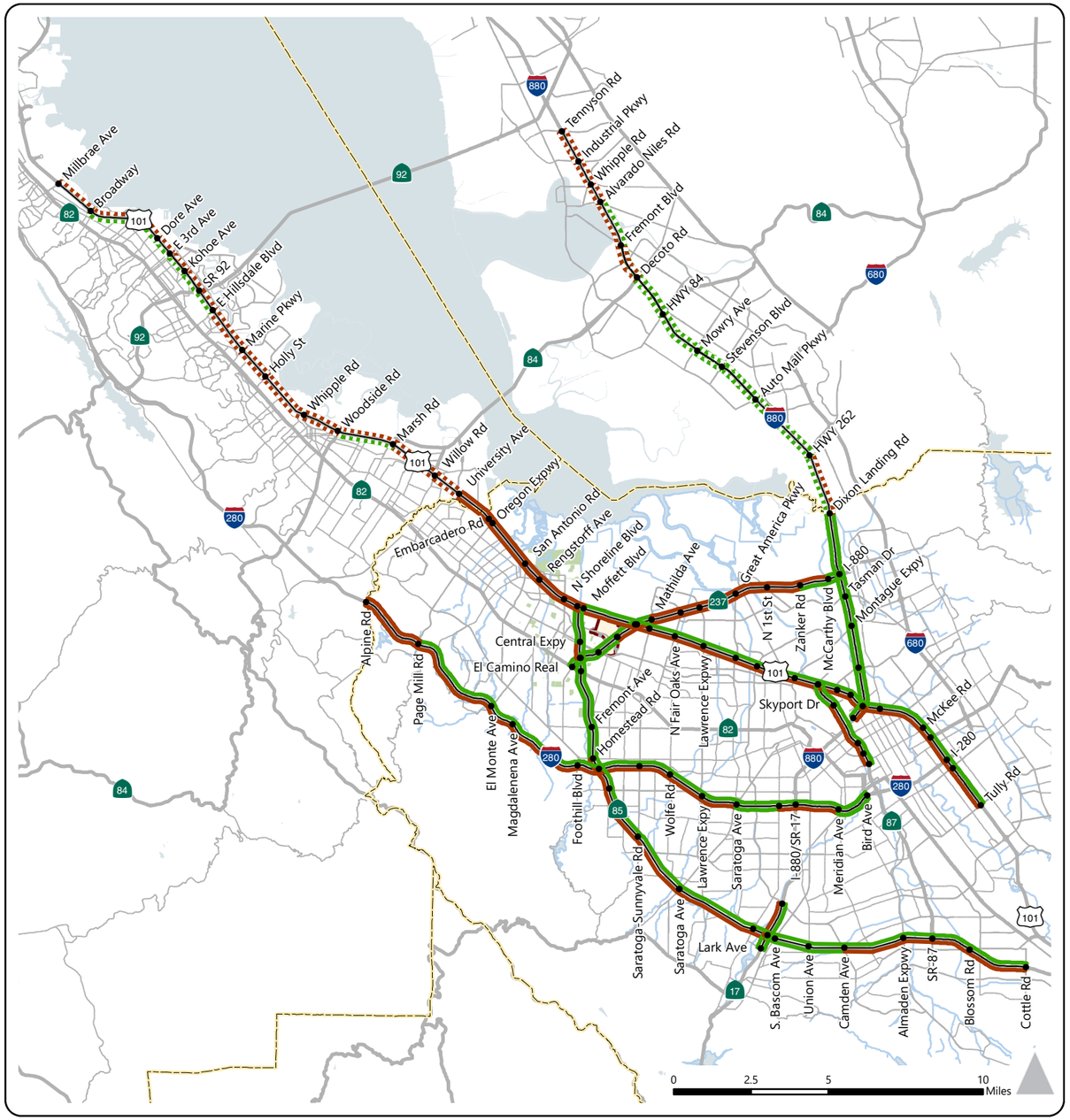


Figure 11

Existing with Project Freeway Analysis Summary: Mixed Flow Lanes

AM Peak Hour

PM Peak Hour

Below Capacity
Exceeds Capacity
San Mateo/Alameda Below Capacity
San Mateo/Alameda Exceeds Capacity
Freeway Study Segments
County Boundary
Precise Plan Boundary

0 2.5 5 10 Miles

Figure 12

Existing with Project Freeway Analysis Summary: HOV Lanes

N:\Projects_SJ17_Projects\SJ17_1724_East_Whisman_Precise_Plan_EIR\Graphics\GIS\MXD\SJ17-1724_Fig14_freeway_segments_LOS_EP_HOV.mxd

EXISTING WITH PROJECT FREEWAY RAMP ANALYSIS

The freeway ramp analysis was conducted to assess changes in peak hour ramp queue lengths with the addition of Project traffic and its effects on freeway and local street operations. Ramp queuing is not considered an environmental impact, but rather an operational consideration that is managed over time by Caltrans and local jurisdictions. Thus, these results are provided for informational purposes only.

On-Ramp Analysis Results

Three out of four on-ramps analyzed are currently unmetered. (The US 101 Northbound on-ramp at Ellis Street has metering equipment installed, but not operational. The metering at this on-ramp is planned to be activated in the next few years.) The US 101 Southbound on-ramp at Ellis Street is currently metered during the evening peak hour, thus a queuing analysis was performed for it. Volumes for the non-metered on-ramps near the Project site are shown in **Table 10**. Volumes from the metered on-ramp are shown in **Table 11.**

The existing minimum and maximum on-ramp metering rate for the mixed-flow lane on the US 101 southbound on-ramp from Ellis Street are 240 vehicles per hour per lane (pcphpl) and 900 pcphpl, respectively. The rate varies depending on the freeway operations and the freeway ramp demand. Based on existing queuing conditions and peak period volumes, the average ramp metering rate was estimated to be 450 pcphpl. With the existing ramp metering rate, the estimated queue length would exceed the available storage capacity of the mixed-flow ramp lane under the Existing with Project Conditions. As a result, the ramp queue could spill back onto local streets. Under these situations ramp meters are typically programed to increase the meeting rate to reduce the queue spill back. As shown in **Table 11**, if the on-ramp operates at the maximum rate of 900 pcphpl, it would accommodate the on-ramp volumes with would not result in queuing on the ramp.

Table 10: Existing and Existing with Project Freeway Non-Metered On-Ramp Volumes

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Existing Conditions Volume	Existing with Project Conditions Volume
US 101 Northbound On-Ramp				
Ellis Street (diagonal)	1,250	AM PM	194 457	420 610
SR 237 Eastbound On-Ramp				
Maude Avenue (diagonal)	1,400	AM PM	385 795	670 990
SR 237 Westbound On-Ramp				
Middlefield Road (diagonal)	1,210	AM PM	300 742	460 880

Notes:
1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.
2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 3:00 PM to 7:00 PM.

Source: Fehr & Peers, 2019.

Table 11: Existing and Existing with Project Freeway Metered On-Ramp Queuing Evaluation

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Existing Conditions		Existing with Project Conditions	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
US 101 Southbound On-Ramps (Existing Metering Rate)						
Ellis Street (diagonal)	1,100 730	AM PM	199 517	0 180	330 560	0 **810**
US 101 Southbound On-Ramps (Maximum Metering Rate at 900 pcphpl)						
Ellis Street (diagonal)	1,100 730	AM PM	199 517	0 0	330 560	0 0

Notes:
1. For un-metered on-ramps, vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from the gore point to gore point or where any queue spillback has the potential to block other movements. For metered on-ramps, vehicle storage capacity is defined as the distance between the ramp meter and where any queue spillback has the potential to block other movements at the ramp terminal intersection.
2. AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM. This on-ramp is only metered during the PM peak period. The HOV lane is metered at 900 vehicles per hour, and the SOV lane is metered at a varying rate between a minimum of 240 vehicles per hour and a maximum of 900 vehicles per hour.

Bold indicates queue lengths longer than the available storage space.

Source: Fehr & Peers, 2019.

Off-Ramp Analysis Results

This section summarizes the queues calculated using the Poisson distribution method at the off-ramps with signalized terminal intersections. **Table 12** compares the queue lengths of the signalized turning movements that serve trips travelling toward the Project with the available storage. Data is used for either left-turning or right-turning movements/storage lengths, depending on which turning movement serves the Project site. Queue lengths were calculated using an average vehicle length of 25 feet. Existing Condition queue lengths were verified with field observations conducted during the AM and PM peak hours.

As shown in **Table 12**, three of the four off-ramps studied are expected to experience queues that exceed the available storage length, as follows:

- US-101 / Ellis Street northbound diagonal off-ramp – with Project, left-turn queue exceeds pocket storage during the PM peak period.
- SR 237 / Maude Avenue westbound off-ramp – without project, left-turn queue exceeds pocket storage during the AM and PM peak periods; with project, left-turn queue exceeds pocket storage during the AM and PM peak periods and right-turn queue exceeds pocket storage in the PM peak period.
- SR 237 / E. Middlefield Road eastbound off-ramp – without project, left-turn queue exceeds pocket storage during the AM peak period; with project, both left-turn and right-turn queues exceed pocket storage during the AM and PM peak periods.

While these queues are anticipated to exceed the available turn pocket storage, they would still be contained within the total ramp storage, and thus would not spillback onto the freeway mainline.

Table 12: Existing and Existing with Project Freeway Off-Ramp Queuing Evaluation

Off-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Existing Conditions		Existing with Project Conditions	
			Ramp Volume[3]	Queue (ft) [4]	Ramp Volume[3]	Queue (ft) [4]
US 101 Northbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	370/173 418/24	200/50 450/0	540/190 730/40	350/50 **1,050**/0
US 101 Southbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	437/548 139/152	175/250 100/100	450/609 150/260	200/425 100/200
SR 237 Westbound Off-Ramps						
Maude Avenue	300 / 240	AM PM	875/354 694/99	**425/**225 **400/**50	960/370 730/450	**525/**225 **425/300**
SR 237 Eastbound Off-Ramps						
E. Middlefield Road	215 / 150	AM PM	764/185 240/138	**225/**125 125/100	810/350 380/160	**325/200** 200/125

Notes: **Bold** text indicates conditions where the queue exceeds the turn pocket capacity.

1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements (not necessarily the freeway/ramp gore point).
   Storage Capacity for a Controlled Ramp - ##/## = left-turn and (or) through pocket / right-turn pocket
2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 4:00 PM to 7:00 PM.
3. Ramp volume by turning movement - ##/## = left-turn and (or) through movement / right-turn movement
4. The queue indicated represents the 95th Percentile Queue for signalized movements and the Average Queue for stop-controlled movements - ##/## = left-turn and (or) through queue / right-turn queue

Source: Fehr & Peers, 2019.

EXISTING WITH PROJECT TRANSIT CAPACITY ANALYSIS

Transit ridership is expected to increase with the resident and employment growth from the proposed project. A transit capacity analysis was performed for Caltrain, light-rail transit line and local bus routes serving the EWPP area to determine whether the increased weekday transit demand would exceed transit capacity under Existing with Project Conditions. This analysis was conducted using available average weekday peak load factors which are based on the peak ridership along each route. (Transit ridership data is not available for individual segments along the routes. Therefore, the analysis considers all segments within the County, not just those within East Whisman). The peak ridership is compared to the bus or light rail capacity to achieve the peak load factors which are compared to the load factor standards.

Assuming the public transit service levels and the destinations accessible by transit (e.g., portion of jobs and other land use destinations) are similar between Existing Conditions and Existing with Project Conditions, the public transit mode share is likely to not change substantially. Therefore, the share of EWPP travel on public

transit was estimated to remain the same between Existing Conditions and Existing with Project Conditions[9] and EWPP transit riders are estimated to use each route in a similar proportions as Existing Conditions. Thus, the existing peak load factors would increase by the percentage increase in the Santa Clara County service population from Existing Conditions (2,733,420 residents and employees) to Existing with Project Conditions (2,752,920 residents and employees). This increase of 19,500 residents and employees represents a 0.7 percent increase.

Table 13 summarizes the transit load factors for Existing and Existing with Project Conditions at the peak ridership locations along each of the routes that serve the EWPP area. All VTA bus and rail transit routes meet the standards established by their respective operating agencies. Also, the Mountain View Community Shuttle, MVGo, and Caltrain are expected to meet their respective standards.

It is possible that EWPP transit ridership could increase at a greater rate for one or several routes. With most transit routes projected to have peak load factors of half the standards, very large changes in the EWPP transit ridership could be accommodated without exceeding the available transit capacity.

Table 13: Existing with Project Transit Capacity Analysis

Route	From	To	Load Factor Standard	Weekday Peak Load Factor	
				Existing Conditions	Existing with Project Conditions
VTA Bus Service					
32	San Antonio Shopping Center	Santa Clara Transit Center	1.2	0.68	0.68
81	Moffett Field/ Ames Center	San Jose State University	1.2	0.43	0.43
185	Penitencia Creek Transit Center	Palo Alto	1.0	N/A	N/A
120	Fremont BART	Lockheed Martin Transit Center/ Moffett Park	1.0	0.44	0.44
200	Tasman & Baypointe	Mountain View Station	1.2	N/A	N/A
Light Rail					
902 Northbound	Winchester	Mountain View	1.2	0.57	0.57
902 Southbound	Mountain View	Winchester	1.2	0.57	0.57

[9] Transit mode share increases would occur but most of the transit mode share would be accommodated by commuter buses provided by employers.

Table 13: Existing with Project Transit Capacity Analysis

Route	From	To	Load Factor Standard	Weekday Peak Load Factor	
				Existing Conditions	Existing with Project Conditions
Mountain View Community Shuttle					
Mountain View Community Shuttle	Loop throughout the City of Mountain View	Mountain View Community Shuttle	1.2	0.70	0.70
MVgo	Mountain View Transit Center	MVgo	1.2	0.50	0.50
Caltrain Passenger Rail					
Caltrain	San Francisco	Gilroy	1.2	0.80	0.81
Caltrain Shuttle					
Mary Moffett Shuttle	Mountain View Caltrain Station	Moffett Field/NASA	1.2	N/A	N/A

Notes: **Bold** indicates transit demand exceeding capacity. N/A indicates transit peak load factor data is not available.
Sources: Fehr & Peers, 2019.

EXISTING WITH PROJECT TRANSIT DELAY ANALYSIS

The Project will add traffic along major transit corridors in the Cities of Mountain View and Sunnyvale, which could affect operations of VTA bus and community shuttle routes. The bus routes evaluated along with the methods for estimating this delay are described in **Chapter 3**. The additional delay to transit service in the area due to implementation of the Project is shown in **Table 14. Appendix H** contains the calculation summary for each transit route.

Based on the delay assessment, the Project will add more than five seconds of delay to each of the transit routes assessed during at least one of the analysis peak hours. The extent of the routes studied was chosen based on the extent of the existing transit route shown in **Figure 6**. The route experiencing the largest increase in delay is the VTA Route 32 in the eastbound direction during the PM peak hour; 46 seconds of additional delay is anticipated on that route.

Table 14: Existing with Project Transit Route Delay

Route	From	To	Direction	Peak Hour	Additional Route Average Delay with Project (seconds)[1]
32	San Antonio Shopping Center	Santa Clara Transit Center	Eastbound	AM PM	**6** **46**
			Westbound	AM PM	**38** **26**
81	Moffett Field/ Ames Center	San Jose State University	Northbound	AM PM	**10** 4
			Southbound	AM PM	**10** **7**
120	Fremont BART	Lockheed Martin Transit Center/ Moffett Park	Eastbound	AM PM	3 3
			Westbound	AM PM	**6** **22**
185	Penitencia Creek Transit Center	Palo Alto	Northbound	AM PM	**19** **10**
			Southbound	AM PM	**8** **19**
200	Tasman & Baypointe	Mountain View Station	Northbound	AM	**12**
			Southbound	PM	**16**
Mountain View Community Shuttle	Loop throughout the City of Mountain View		Westbound	AM	0
			Westbound	PM	**15**
MVgo	East Whisman Route		Northbound	AM	**10**
			Southbound	PM	**18**

Note:
1. The Project was not considered to have a measurable change in overall transit delay if the increase in travel time was less than five seconds. **Bold** text indicates routes with delay greater than 5 seconds.

Source: Fehr & Peers, 2019.

6. BACKGROUND CONDITIONS

This chapter presents the transportation analysis under Background and Background with Project Conditions. Traffic volumes for Background Conditions include traffic generated by development projects that are either under construction, or approved but not yet constructed, within the cities of Mountain View and Sunnyvale. Information about the development projects in Mountain View was obtained from the City of Mountain View's *Planning Division Update memo* (dated July 1, 2018). Information about the development projects in Sunnyvale was obtained from the City of Sunnyvale's *TIA Land Use Data* spreadsheet (dated June 15, 2018). Based on that information, the following development projects have been included under Background Conditions:

City of Mountain View:

1. 801 West El Camino Real (164 apartments and 10,800 square feet of commercial space)
2. 86 West El Camino Real (4,800-square foot preschool)
3. 582 Hope Street (96,500 square feet mixed use with 8,000 square feet retail and 88,500 square feet office, 12 residential units, 3,400 square feet church office.
4. 369 North Whisman Road (180,773 square feet of office space)
5. 580-620 Clyde Avenue (178,477 square feet of office space)
6. 231-235 Hope Street (9 condominium units)
7. 582 Hope Street (8,000 square feet of retail, 88,500 square feet of office, 12 residential units, and 3,400 square feet of church office space)
8. 881 Castro Street (8,500 square feet of commercial space and 18 condominium units)
9. 1001 North Shoreline Boulevard (111,443 square feet of office space)
10. 1075 Terra Bella Avenue (19,285 square feet of office space)
11. 750 Moffett Boulevard (255-room hotel and 200,000 square feet of office space)
12. 870 Leong Drive (78-room hotel)
13. 660 Tyrella Avenue (37-unit row house development)
14. 277 Fairchild Drive (22-unit row house development)
15. 450 North Whisman Drive (37-unit row house development)
16. 186 East Middlefield Road (8 condominium units)
17. 100 & 420-430 Ferguson Drive (198-unit row house development)
18. 500 Ferguson Drive (394 apartments and 3,000 square feet of commercial space)
19. 779 East Evelyn Avenue (116 apartment units)
20. 840 East El Camino Real (38 new hotel rooms)
21. NASA Bayview (approximately 1.1 million square feet of office/R&D space)

City of Sunnyvale:

1. 1120 Innovation Way (180 hotel rooms and 4,500 square feet of restaurant space)
2. 1235 Bordeaux Drive (350 hotel rooms)
3. 767 North Mathilda Avenue (236-room hotel and removal of 20,700 square feet of restaurant space)
4. 696 North Mathilda Avenue (4,387 square feet of restaurant space)
5. 1081 Innovation Way (2,430,000 square feet of net new office and R&D space)
6. 1152 Bordeaux Drive (1,779,554square feet of net new office and R&D space)
7. 1194 North Mathilda Avenue (248,259 square feet of net new office and R&D space)
8. 1260 North Mathilda Avenue (153,321 square feet of general industrial and 60,862 square feet of office space)
9. 215 Moffett Park Drive (248,460 square feet of office and R&D space and 5,000 square feet of restaurant space)
10. 221 North Mathilda Avenue (145,500 square feet of office space)
11. 265 Sobrante Way (120,740 square feet of office and R&D space)
12. 280 Santa Ana Court (777,100 square feet of industrial and R&D space)
13. 445 North Mary Avenue (171,734 square feet of office space)
14. 589 West Java Drive (339,000 square feet of office space)
15. 610 North Mary Avenue (1,471,400 square feet of office space and 40,000 square feet of amenity buildings)
16. 615 North Mathilda Avenue (316,168 square feet of office space and 13,724 square feet of amenity buildings)
17. 623 Pastoria Avenue (56,817 square feet of office space)
18. 684 West Maude Avenue (620,000 square feet of office space and R&D space)
19. 216 Moffett Park Drive (5,00 square feet of restaurant space)
20. 520 Almanor Avenue (207,200 square feet of office, 4,000 square feet of retail, and removal of 45,600 square feet of industrial space)
21. 675 Almanor Avenue (154,716 square feet of office space and R&D space)
22. 460 Persian Drive (65 affordable housing units and an on-site manager's residence, and removal of 24,014 square feet of commercial space)
23. 520-550 East Weddell (465 apartment units)
24. 625 East Taylor Avenue (20 townhomes)
25. 701-729 East Evelyn Avenue (204 townhomes)
26. 711 East Evelyn Avenue (11 townhomes)
27. 755 East Evelyn Avenue (42 townhomes)
28. 915 De Guigne Drive (450 townhomes)

There are no planned transportation improvements within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as under Existing Conditions.

BACKGROUND INTERSECTION ANALYSIS

Level of service calculations were conducted to evaluate intersection operations under Background Conditions and Background with Project Conditions. The intersection volumes, lane configurations and signal controls for Background Conditions and Background with Project Conditions are shown in **Figure 13** and **Figure 14**, respectively. Results of the LOS analysis are summarized in **Table 15**. The corresponding LOS calculation sheets are included in **Appendix C**.

The results of the LOS calculations indicate that all of the study intersections will operate at levels of service that meet the applicable LOS standard under Background with Project Conditions except for the following:

Int. 1. Ellis Street and Manila Drive (AM and PM Peak Hour)

Int. 2. US 101 Northbound Ramps and Ellis Street (PM Peak Hour)

Int. 20. Central Expressway and North Mary Avenue (PM Peak Hour)

Int. 30. North Mathilda Avenue and West Moffett Park Drive (AM Peak Hour)

Int. 43. East Maude Avenue and North Wolfe Road (AM and PM Peak Hour)

Improvements to address these deficiencies are presented in Chapter 8.

Table 15: Background and Background with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Background Conditions		Background with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
1	Ellis Street and Manila Drive*	Mountain View / NASA	LOS D	AM PM	48.9 30.9	E D	**79.1** **52.1**	**F** **F**	**N/A** **N/A**	**N/A** **N/A**
2	US 101 Northbound Ramps and Ellis Street	Caltrans (MV)	LOS D	AM PM	19.7 27.5	B- C	38.0 **93.5**	D+ **F**	0.233 **0.308**	37.7 **81.7**
3	US 101 Southbound Ramps and Ellis Street	Caltrans (MV)	LOS D	AM PM	27.0 17.0	C B	51.4 28.4	D- C	0.192 0.229	46.4 14.1
4	Fairchild Drive and Ellis Street	Mountain View	LOS D	AM PM	17.8 23.9	B C	24.8 53.5	C D-	0.233 0.250	14.0 60.5
5	Maude Avenue and SR 237 Ramps	Caltrans (MV)	LOS D	AM PM	30.4 38.5	C D+	45.7 40.4	D D	0.221 0.128	28.5 9.2
6	Maude Avenue and Macara Avenue	Sunnyvale	LOS D	AM PM	12.4 16.8	B B	22.2 24.3	C+ C	0.291 0.209	14.9 9.3
7	Maude Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	37.1 39.3	D+ D	37.1 43.9	D+ D	0.128 0.180	-0.3 7.5
8	Maude Avenue and North Mathilda Avenue	Sunnyvale	LOS E	AM PM	50.4 54.6	D D-	63.5 71.0	E E	0.143 0.105	54.4 27.6

Table 15: Background and Background with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Background Conditions		Background with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
9	East Middlefield Road and North Whisman Road	Mountain View	LOS D	AM PM	30.1 34.7	C C-	32.4 41.1	C- D	0.113 0.157	1.9 8.8
10	East Middlefield Road and Ellis Street	Mountain View	LOS D	AM PM	22.0 21.1	C+ C+	51.8 21.4	D- C+	0.236 0.111	44.6 2.3
11	East Middlefield Road and Logue Avenue	Mountain View	LOS D	AM PM	13.5 14.9	B B	28.3 30.8	C C	0.251 0.291	17.2 20.8
12	East Middlefield Road and Ferguson Drive	Mountain View	LOS D	AM PM	9.6 10.5	A B+	11.6 10.2	B+ B+	0.037 0.039	3.5 1.4
13	East Middlefield Road and SR 237 Westbound Ramps	Caltrans (MV)	LOS D	AM PM	18.0 15.6	B B	18.4 15.8	B- B	0.038 0.072	0.4 1.7
14	East Middlefield Road and SR 237 Eastbound Ramps	Caltrans (MV)	LOS D	AM PM	22.7 18.6	C B-	24.3 19.8	C B-	0.117 0.041	2.0 0.3
15	East Middlefield Road and Bernardo Avenue	Mountain View	LOS D	AM PM	11.1 17.3	B+ B	16.7 26.2	B C	0.204 0.209	8.7 10.3
16	Central Expressway and SR 85 Southbound Ramp	Santa Clara County	LOS E	AM PM	7.6 17.1	A B	7.9 18.4	A B-	0.009 0.082	0.2 3.0
17	Central Expressway and Whisman Station Drive	Santa Clara County (CMP)	LOS E	AM PM	12.2 8.3	B A	13.2 9.5	B A	0.052 0.072	1.4 0.9
18	Central Expressway and Ferguson Drive	Santa Clara County (CMP)	LOS E	AM PM	4.2 2.3	A A	9.4 3.8	A A	0.096 0.013	7.6 0.3
19	Central Expressway and Bernardo Avenue	Santa Clara County (CMP)	LOS E	AM PM	8.2 9.5	A A	9.0 34.6	A C-	0.012 0.140	0.4 45.7
20	Central Expressway and North Mary Avenue	Santa Clara County (CMP)	LOS E	AM PM	52.0 90.4	D- F	54.8 **102.7**	D- **F**	0.048 **0.061**	3.8 **22.2**
21	El Camino Real and Grant Road-SR 237	Caltrans (CMP)	LOS E	AM PM	67.5 59.6	E E+	71.9 61.8	E E	0.037 0.028	9.9 3.6
22	West Evelyn Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	38.5 43.0	D+ D	40.0 44.3	D D	0.043 0.066	1.5 2.1
23	West Washington Avenue and North Mary Avenue	Sunnyvale	LOS D	AM PM	17.4 15.7	B B	19.6 18.5	B- B-	0.075 0.085	2.9 3.7
24	Moffett Boulevard and US-101 Northbound Ramps	Mountain View	LOS D	AM PM	16.7 24.2	B C	20.0 24.3	B- C	0.145 0.023	4.2 0.7
25	Moffett Boulevard and US-101 Southbound Ramps	Mountain View	LOS D	AM PM	16.1 16.9	B B	15.8 17.0	B B	0.035 0.030	0.4 0.2

Table 15: Background and Background with Project Intersection Levels of Service

ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Background Conditions		Background with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
26	Moffett Boulevard and Leong Drive	Mountain View	LOS D	AM PM	16.0 15.2	B B	16.4 13.8	B B	0.058 0.069	1.1 5.8
27	Moffett Boulevard and West Middlefield Road	Mountain View	LOS D	AM PM	36.2 39.1	D+ D	37.6 42.5	D+ D	0.093 0.065	1.8 3.6
28	Moffett Boulevard and Central Avenue	Mountain View	LOS D	AM PM	13.0 10.9	B B+	12.6 13.3	B B	0.108 0.105	-0.3 2.8
29	Moffett Boulevard and Central Expressway	Santa Clara County (CMP)	LOS E	AM PM	42.1 72.3	D E	43.5 76.0	D E-	0.051 0.144	1.5 6.0
30	North Mathilda Avenue and West Moffett Park Drive	Sunnyvale	LOS D	AM PM	43.2 37.6	D D+	**57.7** 50.4	**E+** D	**0.048** 0.094	**13.3** 17.4
31	North Mathilda Avenue and SR- 237 Westbound Ramps	Santa Clara County (CMP)	LOS E	AM PM	22.7 18.3	C+ B-	29.7 20.8	C C+	0.095 0.110	7.8 2.7
32	North Mathilda Avenue and SR- 237 Eastbound Ramps	Santa Clara County (CMP)	LOS E	AM PM	19.3 31.5	B- C	20.5 42.2	C+ D	0.041 0.087	2.5 31.1
33	North Mathilda Avenue and Ross Drive	Sunnyvale	LOS E	AM PM	23.9 21.6	C C+	24.4 24.0	C C	0.082 0.064	0.9 2.9
34	North Mathilda Avenue and Ahwanee Avenue	Sunnyvale	LOS E	AM PM	36.9 38.4	D+ D+	40.3 40.7	D D	0.039 0.116	2.2 4.0
35	North Mathilda Avenue and San Aleso Avenue	Sunnyvale	LOS D	AM PM	11.4 11.9	B+ B+	8.8 7.6	A A	0.097 0.058	0.2 -5.1
36	North Mathilda Avenue and Indio Avenue	Sunnyvale	LOS E	AM PM	39.4 23.0	D C+	54.0 25.0	D- C	0.075 0.036	22.0 1.3
37	North Mathilda Avenue and West California Avenue	Sunnyvale	LOS E	AM PM	40.7 30.3	D C	44.9 33.8	D C-	0.041 0.048	4.9 3.7
38	East Middlefield Road and Easy Street	Mountain View	LOS D	AM PM	18.1 12.0	B- B+	18.6 13.7	B- B	0.084 0.100	0.8 1.9
39	South Whisman Road and SR- 237 Westbound Ramps	Mountain View	LOS D	AM PM	32.6 32.1	C- C-	34.4 40.1	C- D	0.105 0.159	2.8 14.0
40	East Evelyn Avenue and South Bernardo Avenue	Sunnyvale	LOS D	AM PM	20.7 13.8	C+ B	20.5 15.9	C+ B	0.012 0.091	-1.0 3.3
41	West Maude Avenue and North Pastoria Avenue	Sunnyvale	LOS D	AM PM	28.8 36.9	C D+	31.5 40.5	C D	0.148 0.156	2.9 5.2

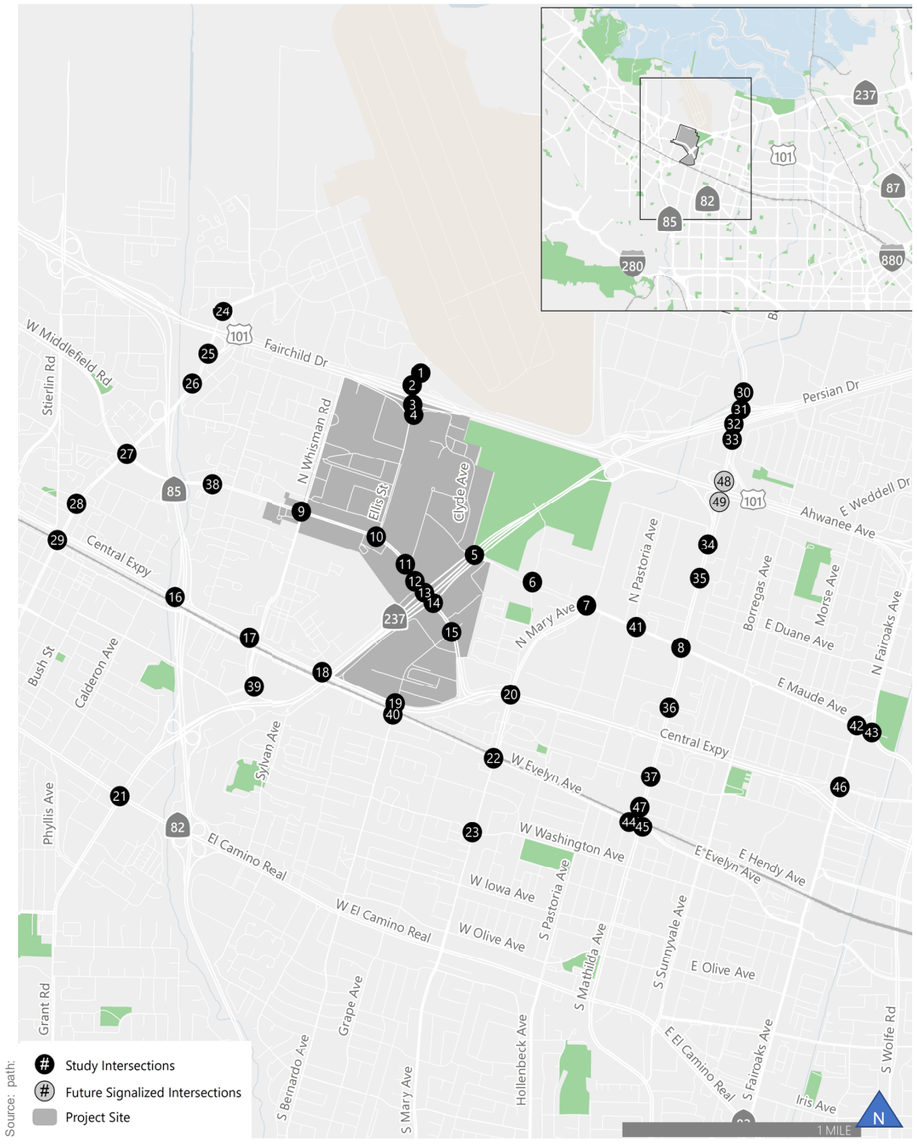
Table 15: Background and Background with Project Intersection Levels of Service

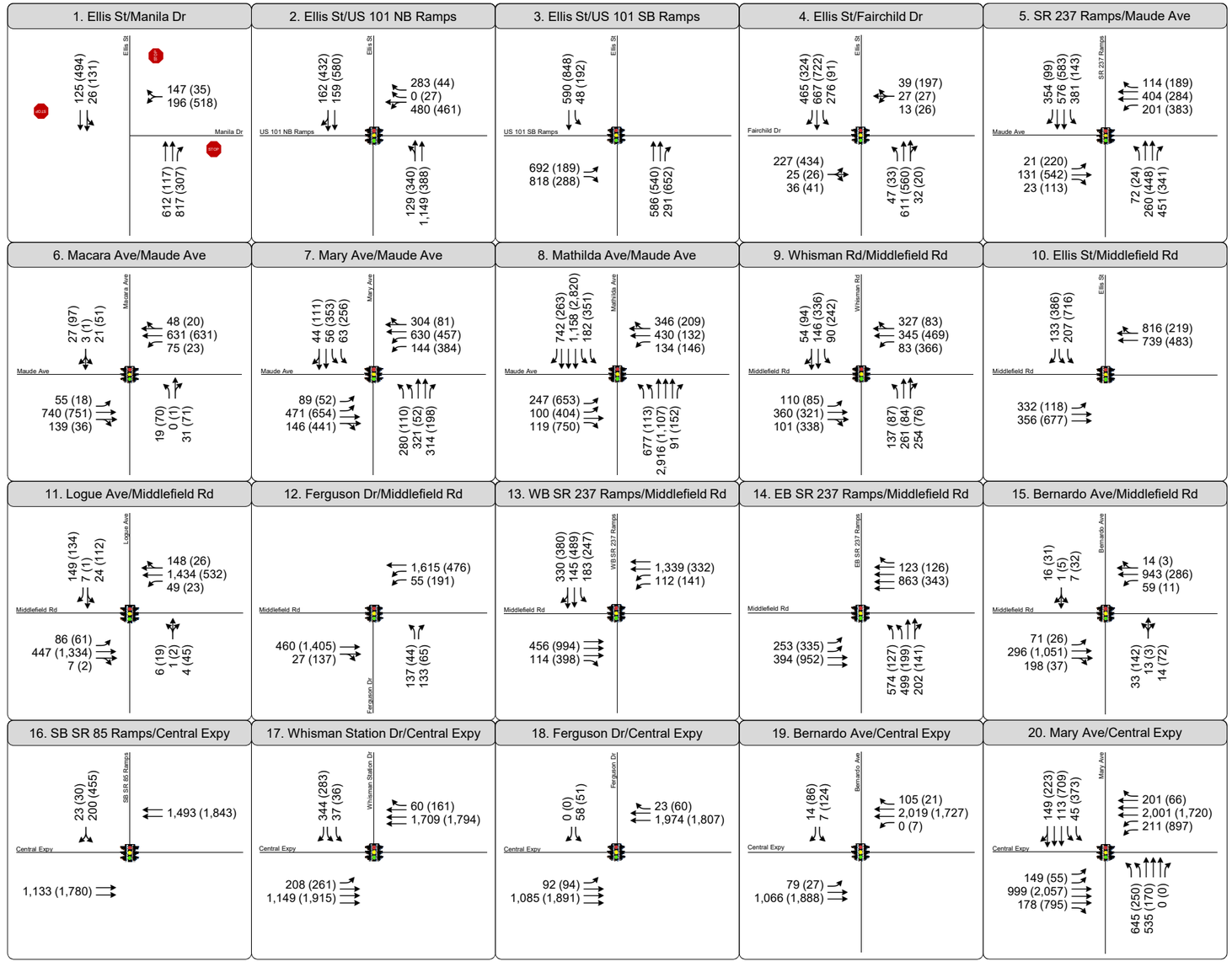
ID	Intersection	Jurisdiction / CMP[1]	LOS Thres-hold[2]	Peak Hour[3]	Background Conditions		Background with Project Conditions			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
42	East Maude Avenue and Fair Oaks Avenue	Sunnyvale	LOS D	AM PM	30.5 29.8	C C	34.4 34.6	C- C-	0.175 0.124	8.6 7.6
43	East Maude Avenue and North Wolfe Road*	Sunnyvale	LOS D	AM PM	**60.6** **>120.0**	**F** **F**	**>120.0** **>120.0**	**F** **F**	**N/A** **N/A**	**N/A** **N/A**
44	West Evelyn Avenue and North Mathilda Avenue Southbound Off-Ramp	Sunnyvale	LOS E	AM PM	8.3 13.5	A B	8.7 13.8	A B	0.020 0.062	0.6 0.1
45	West Evelyn Avenue and North Mathilda Avenue Northbound Off-Ramp	Sunnyvale	LOS D	AM PM	35.6 11.2	D+ B+	14.8 12.9	B B	-0.173 0.059	-18.7 2.8
46	East Arques Avenue and Fair Oaks Avenue	Sunnyvale	LOS D	AM PM	28.5 35.0	C C-	30.9 43.4	C D	0.120 0.117	1.4 12.3
47	West Evelyn Avenue and North Mathilda Avenue Southbound On-Ramp	Sunnyvale	LOS D	AM PM	2.2 2.8	A A	2.5 3.0	A A	0.009 0.064	0.0 0.1
48	North Mathilda Avenue and US 101 Northbound Ramps	Sunnyvale	LOS D	AM PM	Future Signalized Intersection					
49	North Mathilda Avenue and US 101 Southbound Ramps	Sunnyvale	LOS D	AM PM	Future Signalized Intersection					

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency when the addition of Project traffic degrades the operations from acceptable level of service to unacceptable level of service; or when the addition of Project traffic further exacerbates unacceptable operations.
*Indicates unsignalized intersection.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Background presents the delay and LOS for intersections using existing intersection geometry and Background traffic volumes.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
7. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
8. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, 2019.

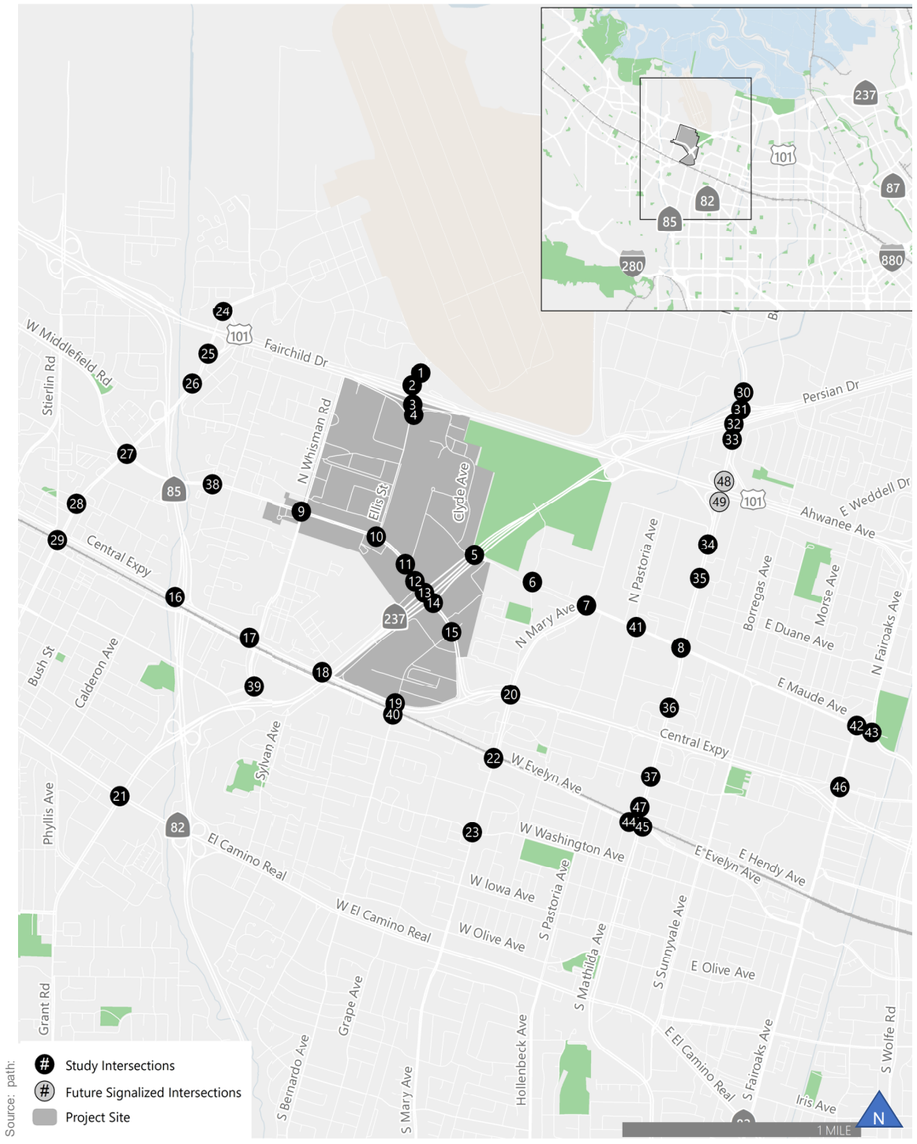




LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 13
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background Conditions



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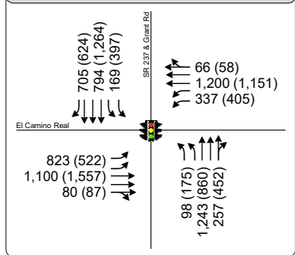
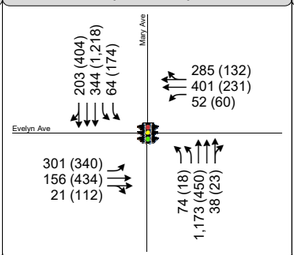
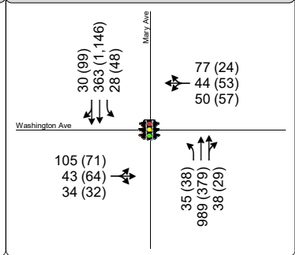


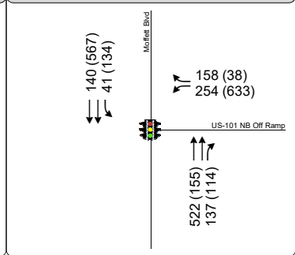
22. Mary Ave/Evelyn Ave



23. Mary Ave/Washington Ave



24. Moffett Blvd/ US-101 NB Off Ramp



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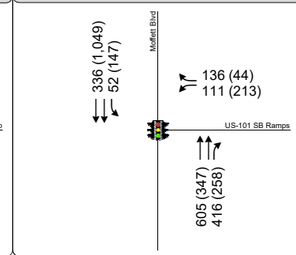

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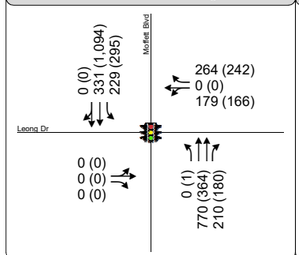
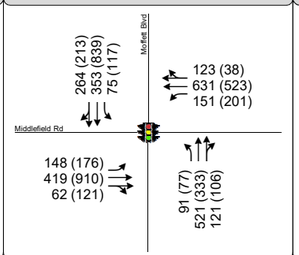
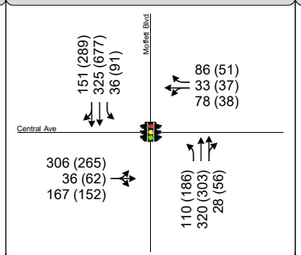


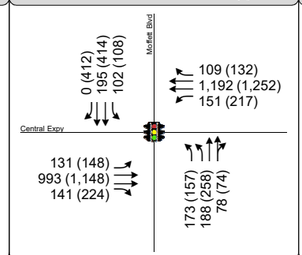
27. Moffett Blvd/Middlefield Rd



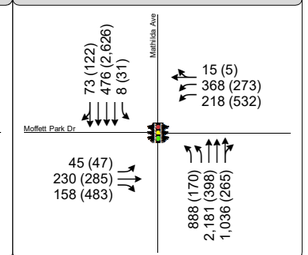
28. Moffett Blvd/Central Ave



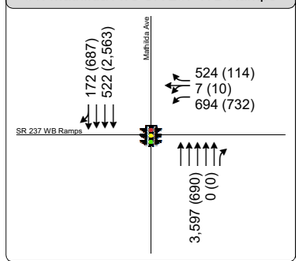
29. Moffett Blvd/Central Expy



30. Mathilda Ave/Moffett Park Dr



31. Mathilda Ave/SR 237 WB Ramps



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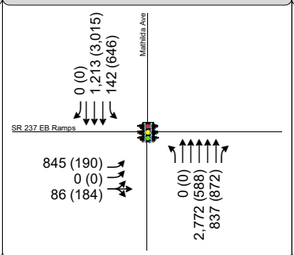

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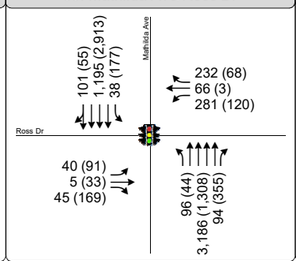
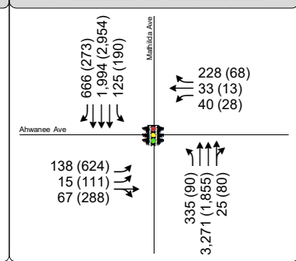


34. Mathilda Ave/Ahwanee Ave



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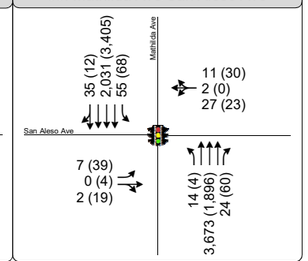
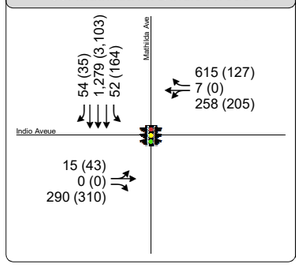
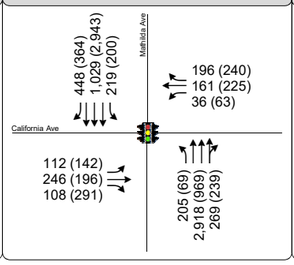


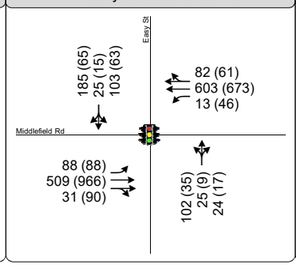
36. Mathilda Ave/Indio Aveue



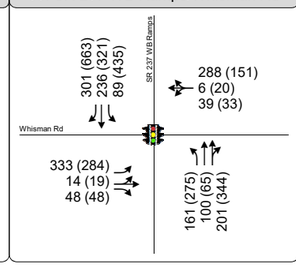
37. Mathilda Ave/California Ave



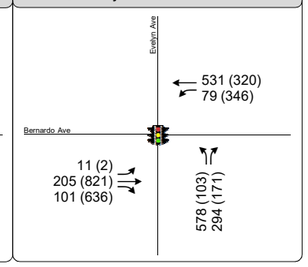
38. Easy St/Middlefield Rd



39. SR 237 WB Ramps/Whisman Rd



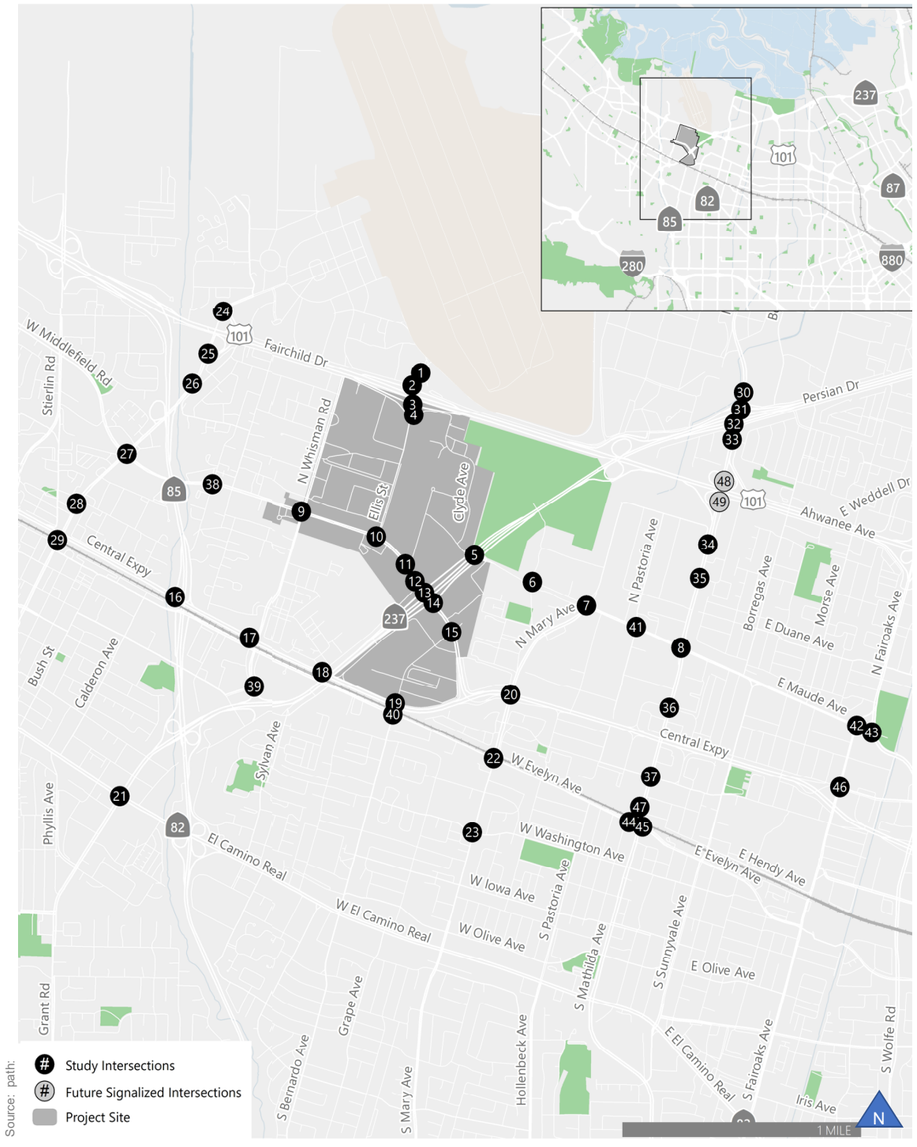
40. Evelyn Ave/Bernardo Ave



LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 13
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background Conditions



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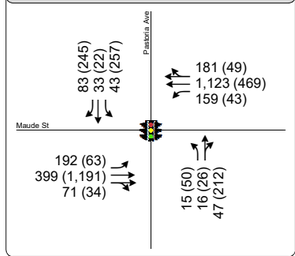
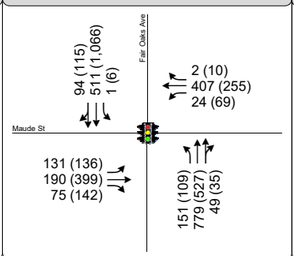
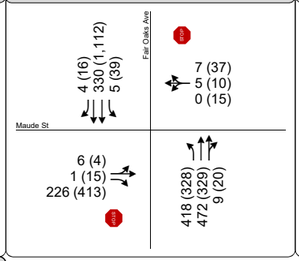


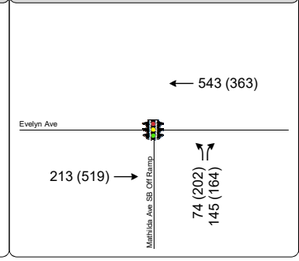
42. Fair Oaks Ave/Maude St



43. Fair Oaks Ave/Maude St



44. Mathilda Ave SB Off Ramp/Evelyn Ave



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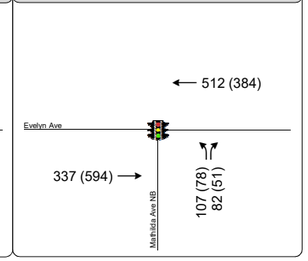

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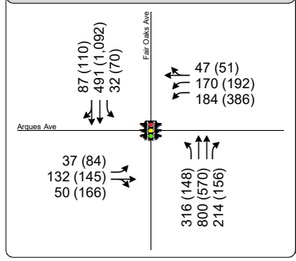
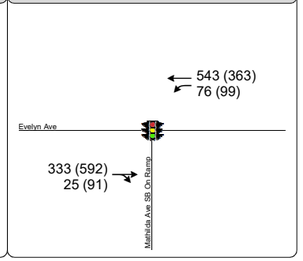


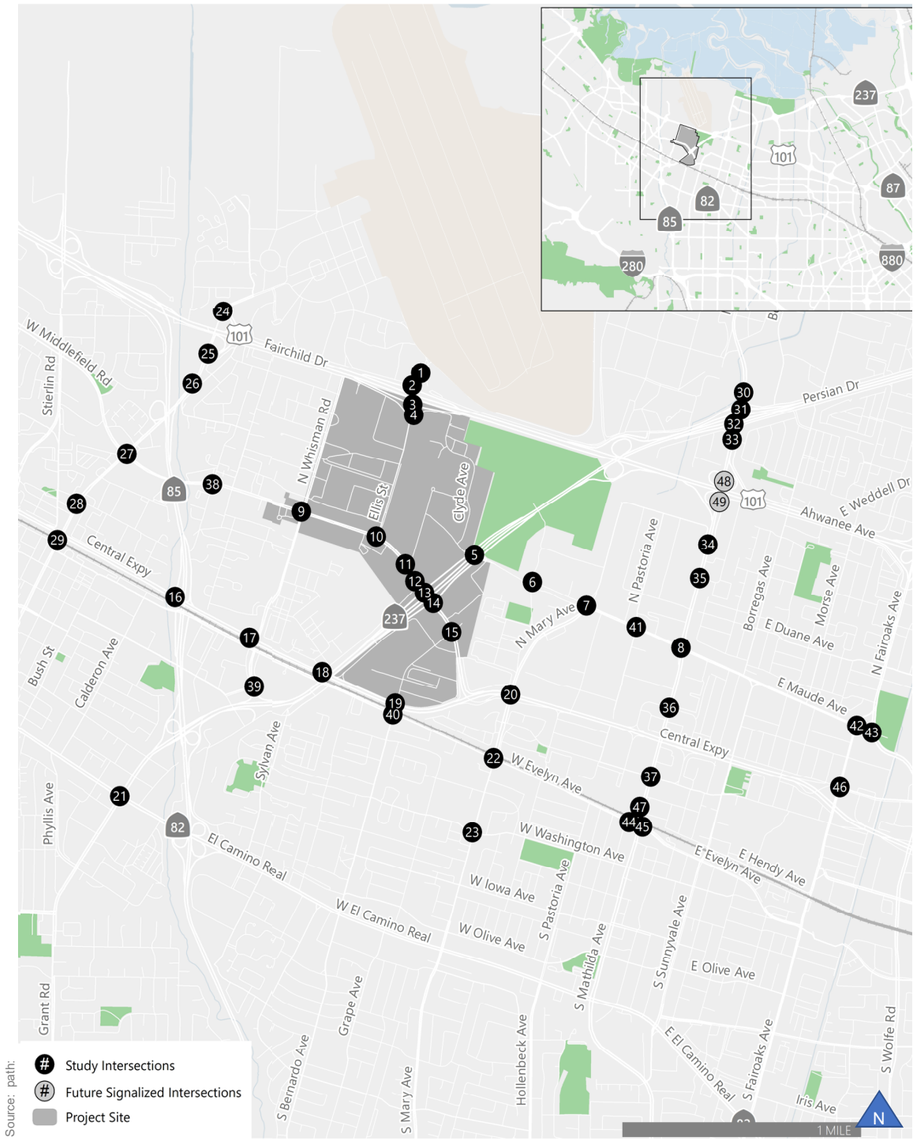
47. Mathilda Ave SB On Ramp/Evelyn Ave

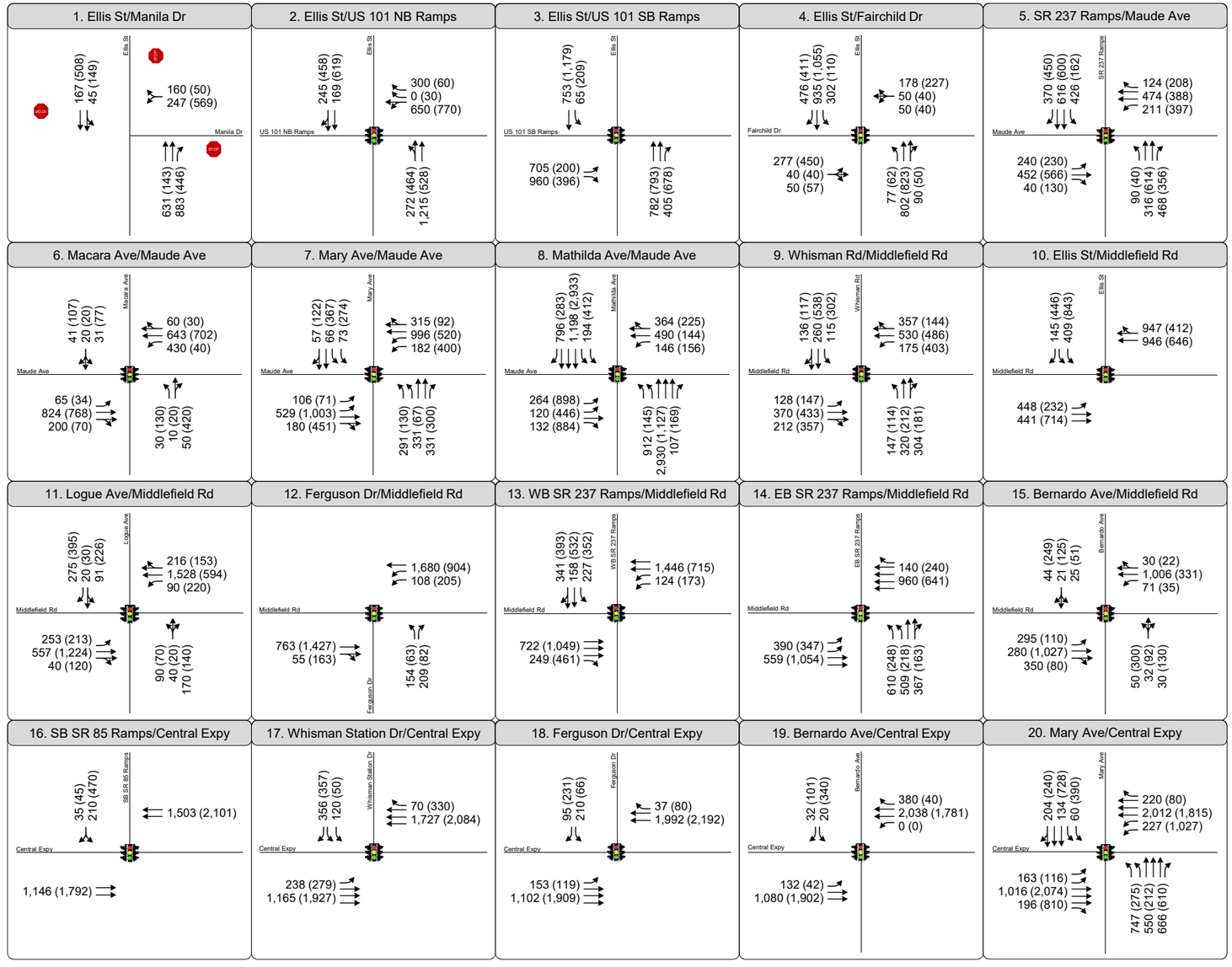


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 13
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background Conditions

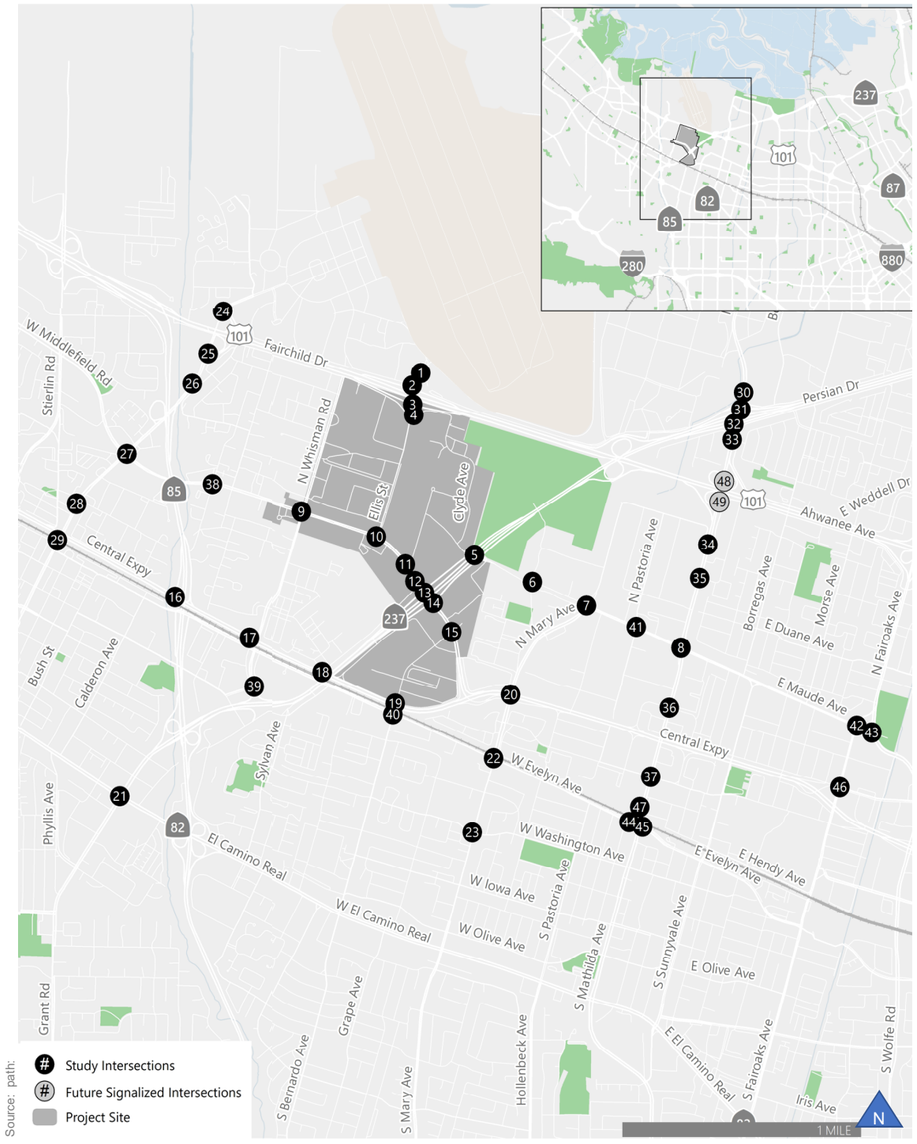


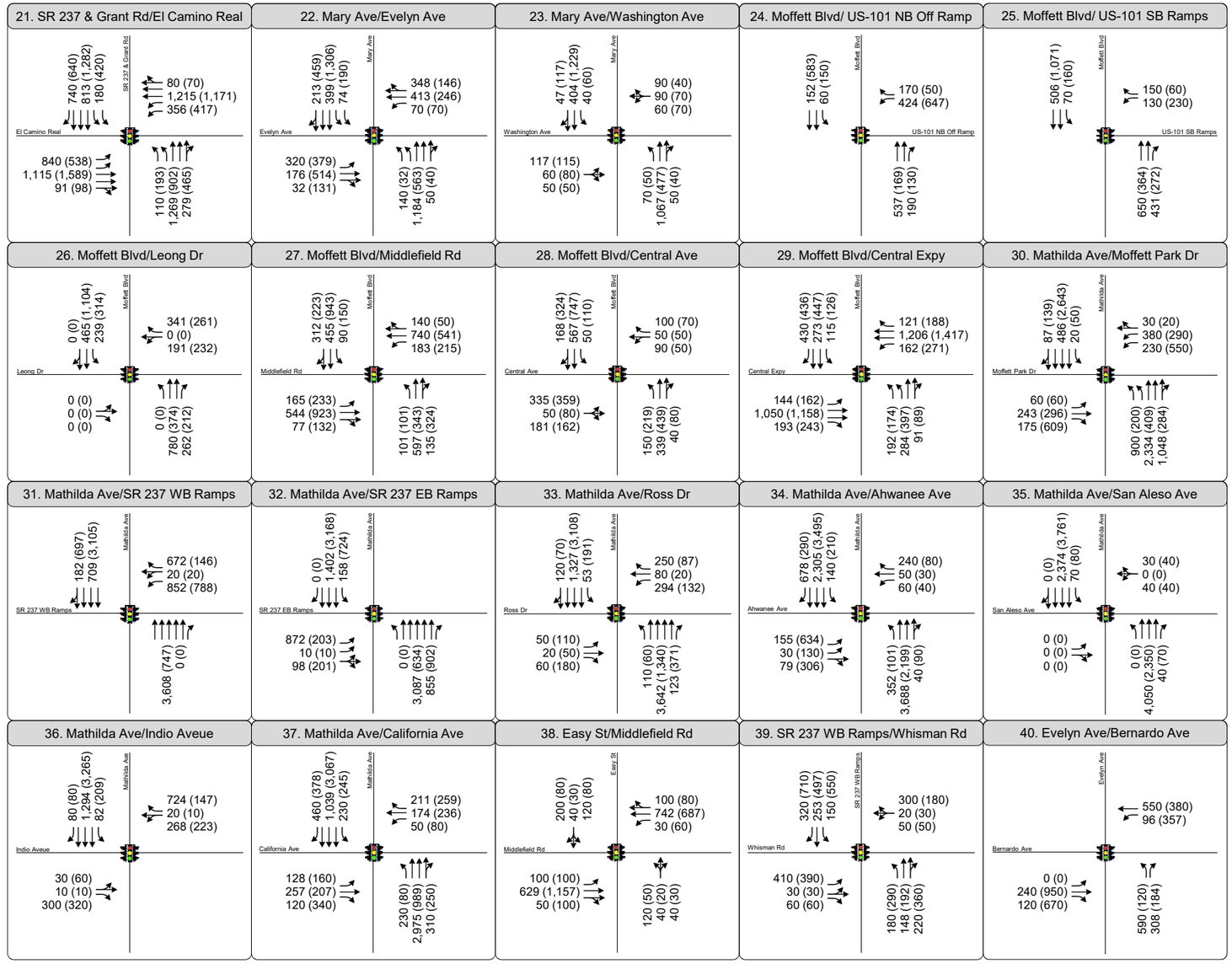


LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 14
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background with Project Conditions

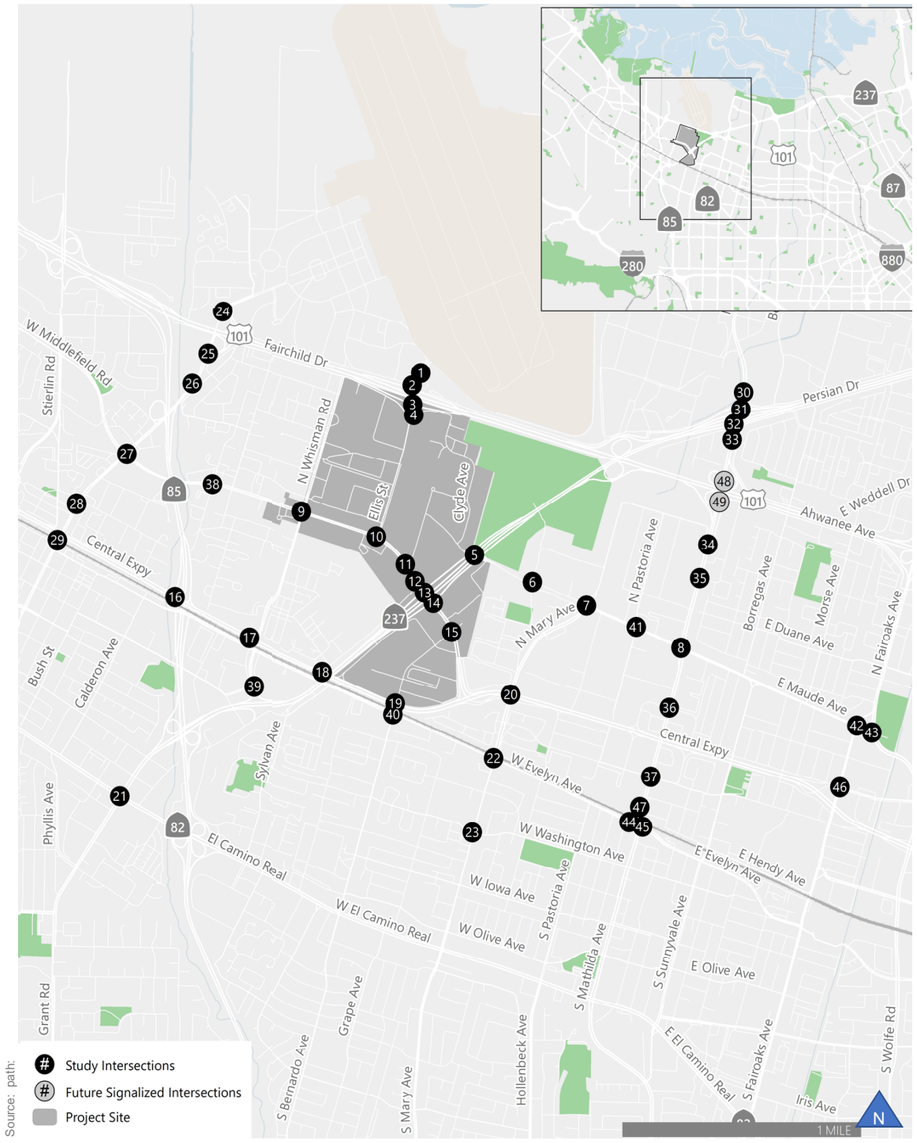


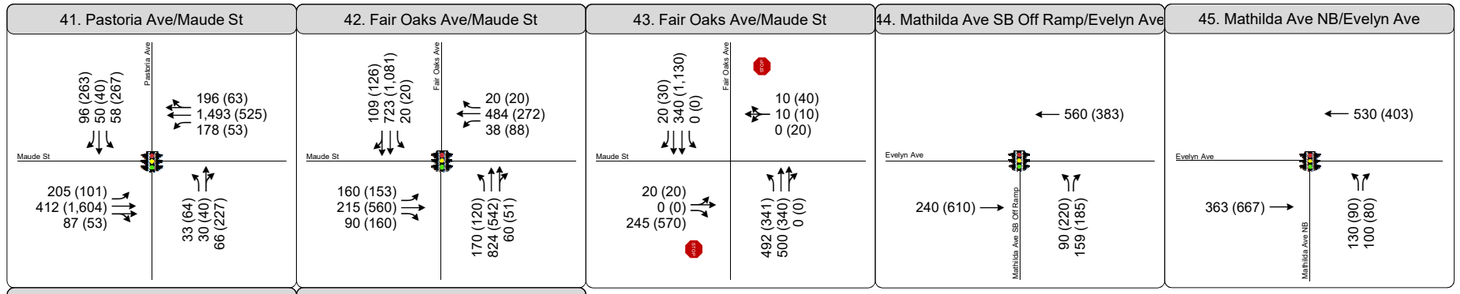


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 14
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background with Project Conditions





LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 14
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Background with Project Conditions

SIGNAL WARRANT ANALYSIS

The peak hour warrant was examined for unsignalized intersections operating at LOS F under Background with Project Condition, Int.1 and Int. 43 as shown in **Table 15.** The results presented in **Appendix G** indicate that the intersection at East Maude Avenue and North Wolfe Road (Int. 43) does not meet the warrant and intersection at Ellis Street and Manila Drive (Int. 1) does.

BACKGROUND WITH PROJECT FREEWAY RAMP ANALYSIS

The freeway ramp analysis was conducted to assess changes in peak hour ramp queue lengths with the addition of Project traffic under Background Conditions and its effects of freeway and local street operations.

On-Ramp Analysis Results

Volumes from three non-metered on-ramps near the Project site are shown in **Table 16.** Volumes from the one metered on-ramp near the Project site is shown in **Table 17.** With the existing ramp metering rate for the US 101 southbound on-ramp from Ellis Street, the estimated queue length would exceed the available storage capacity of the mixed-flow ramp lane under both Background Conditions and Background with Project Conditions. As shown in **Table 17**, if the on-ramp operates at the maximum rate of 900 pcphpl, it would accommodate the on-ramp volumes and would not result in any queuing on the ramp.

Table 16: Background and Background with Project Freeway Non-Metered On-Ramp Volumes

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Background Conditions Volume	Background with Project Conditions Volume
US 101 Northbound On-Ramps				
Ellis Street (diagonal)	1,250	AM PM	286 792	512 945
SR 237 Eastbound On-Ramps				
Maude Avenue (diagonal)	1,400	AM PM	395 857	680 1,052
SR 237 Westbound On-Ramps				
Middlefield Road (diagonal)	1,210	AM PM	366 1,025	526 1,163

Notes:
1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.
2. AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM.

Source: Fehr & Peers, 2019.

Table 17: Background and background with Project Freeway Metered On-Ramp Queuing Evaluation

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Background Conditions		Background with Project Conditions	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
US 101 Southbound On-Ramps (Existing Metering Rate)						
Ellis Street (diagonal)	1,100 730	AM PM	339 844	0 **#**	470 887	0 **#**
US 101 Southbound On-Ramps (Maximum Metering Rate at 900 pcphpl)						
Ellis Street (diagonal)	1,100 730	AM PM	339 844	0 0	470 887	0 0

Notes:
1. For un-metered on-ramps, vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements. For metered on-ramps, vehicle storage capacity is defined as the distance between the ramp meter and where any queue spillback has the potential to block other movements at the ramp terminal intersection.
2. AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM. This on-ramp is only metered during the PM peak period. The HOV lane is metered at 900 vehicles per hour, and the SOV lane is metered at a varying rate between a minimum of 240 vehicles per hour and a maximum of 900 vehicles per hour.
3. **Bold** indicates queue lengths longer than the available storage space.
4. # indicates queue length longer than 5,000 feet.

Source: Fehr & Peers, 2019.

Off-Ramp Analysis Results

Table 18 compares the queue lengths of the signalized turning movements that serve trips travelling toward the Project with the available storage. Queue lengths were calculated using an average vehicle length of 25 feet.

As shown in **Table 19**, all of the off-ramps studied are expected to experience queues that exceed the available storage length, as follows:

- US-101 / Ellis Street northbound diagonal off-ramp – With the Project, left-turn queue exceeds pocket storage during the AM peak period. With and without the Project, left-turn queue exceeds pocket storage during the PM peak period.
- US-101 / Ellis Street southbound diagonal off-ramp – With the Project, right-turn queue exceeds pocket storage during the AM peak period.
- SR 237 / Maude Avenue westbound off-ramp – without project, left-turn queue exceeds pocket storage during the AM and PM peak periods; with project, left-turn queue exceeds pocket storage during the AM and PM peak periods and right-turn queue exceeds pocket storage in the PM peak period.

- SR 237 / E. Middlefield Road eastbound off-ramp – Under without Project, left-turn and right-turn queues exceed pocket storage during the AM peak period; with Project, both left-turn and right-turn queues exceed pocket storage during the AM peak period and right-turn queue during the PM peak period.

While these turn queues are anticipated to exceed the available turn pocket storage, the queue would still be contained within the total ramp storage, and thus would not spillback into the freeway mainline.

Table 18: Background and Background with Project Freeway Off-Ramp Queuing Evaluation

Off-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Background Conditions		Background with Project Conditions	
			Ramp Volume[3]	Queue (ft) [4]	Ramp Volume[3]	Queue (ft) [4]
US 101 Northbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	480/283 488/44	325/75 **700**/0	650/300 800/60	625/75 **1,900**/0
US 101 Southbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	680/817 185/285	350/525 100/200	693/959 196/393	375/950 100/375
SR 237 Westbound Off-Ramps						
Maude Avenue	300 / 240	AM PM	957/354 726/99	**425**/225 **400**/50	1,042/370 762/450	**675/**200 **450/300**
SR 237 Eastbound Off-Ramps						
E. Middlefield Road	215 / 150	AM PM	1,071/202 319/141	**350/175** 175/125	1,117/367 459/163	**425/250** **225**/125

Notes: **Bold** text indicates conditions where the queue exceeds the turn pocket capacity.

1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements (not necessarily the freeway/ramp gore point).

Storage Capacity for a Controlled Ramp - ##/## = left-turn and (or) through pocket / right-turn pocket

2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 4:00 PM to 7:00 PM.
3. Ramp volume by turning movement - ##/## = left-turn and (or) through movement / right-turn movement
4. The queue indicated represents the 95th Percentile Queue for signalized movements and the Average Queue for stop-controlled movements - ##/## = left-turn and (or) through queue / right-turn queue

Source: Fehr & Peers, 2019.

BACKGROUND TRANSIT DELAY ANALYSIS

The additional delay to transit service in the area due to implementation of the Project under Background Conditions is shown in **Table 19**. **Appendix H** contains the calculation summary for each transit route.

The Project is anticipated to add between 2 and 58 seconds of delay to the studied transit routes. The route experiencing the largest increase in delay is the VTA Route 32 in the westbound direction during the AM peak hour.

Table 19: Background with Project Transit Route Delay

Route		Direction	Peak Hour	Additional Route Average Delay (seconds)[1]
32	San Antonio Shopping Center to Santa Clara Transit Center	Eastbound	AM PM	2 **48**
		Westbound	AM PM	**58** **32**
81	Moffett Field/ Ames Center to San Jose State University	Northbound	AM PM	**8** **8**
		Southbound	AM PM	**10** 2
120	Fremont BART to Lockheed Martin Transit Center/ Moffett Park	Eastbound	AM PM	**6** **16**
		Westbound	AM PM	**16** **154**
185	Penitencia Creek Transit Center to Palo Alto	Northbound	AM PM	**37** **16**
		Southbound	AM PM	**14** **74**
200	Tasman & Baypointe to Mountain View Station	Northbound	AM	**8**
		Southbound	PM	**19**
Mountain View Community Shuttle	Loop throughout the City of Mountain View	Eastbound	AM	2
		Westbound	PM	**16**
MVgo	East Whisman Route	Northbound	AM	**8**
		Southbound	PM	**24**

Note:
1. The Project was not considered to have a measurable change in overall transit delay if the increase in travel time was less than five seconds. **Bold** text indicates routes with delay greater than 5 seconds.

Source: Fehr & Peers, 2019.

7. CUMULATIVE CONDITIONS

This chapter presents the results of the level of service calculations under Cumulative Conditions and Cumulative with Project Conditions. Cumulative traffic volumes are based on forecasts from the citywide traffic model, including the projected land uses and transportation network changes.

TRANSPORTATION NETWORK

The cumulative conditions roadway network was developed based on planned and funded improvements identified in the financially-constrained roadway improvement project list from the Valley Transportation Plan (VTP) 2040 published by the VTA (October 2014), and the City's 2030 General Plan Circulation Chapter. The regional roadway improvements within Mountain View are summarized below (with VTP 2040 project numbers in parentheses).

- SR 237 HOV/Express Lanes: Mathilda Avenue to SR 85 (H5)*
- SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane including braided SR 237 eastbound off-ramp between SR 85 and Dana Street (H21)*
- SR 237 Westbound On-Ramp at Middlefield Road (H32)*
- SR 237/Mathilda Avenue and US 101/Mathilda Avenue Interchange Improvements (H33)*
- US 101 Southbound Improvements from San Antonio Road to Charleston/Rengstorff Avenue (H42)*
- SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue (H47)*
- Southbound US 101 Auxiliary lanes between Ellis Street and SR 237 (H49)*
- * Denotes Congestion Management Program (CMP) facility.

LAND USE

Future land use data is instrumental in estimating daily and peak hour trip generation and future traffic demand. Fehr & Peers reviewed and refined Year 2030 land use estimates based on input from City of Mountain View and VTA land use projections.[10] Land use data provided by City of Mountain View includes land use allocation for the East Whisman area under each of the six analysis scenarios. Cumulative Conditions also include 153,000 square feet of office and 70 residential units from the San Antonio Road Transfer of Development Rights. For all other areas outside Mountain View, Fehr & Peers used future year land use data from the VTA model which incorporates Association of Bay Area Governments (ABAG) 2007 Projections.

[10] *East Whisman Precise Plan Growth Allocation*, City of Mountain View and Raimi & Associates, August 10, 2018.

CUMULATIVE INTERSECTION LEVEL OF SERVICE ANALYSIS

Level of service calculations were conducted to evaluate intersection operations under Cumulative Conditions. The results are summarized in **Table 20**. Per Chapter 8, the project contribution is presented to determine if the EWPP project traffic is cumulatively considerable. Intersection volumes, lane configurations and signal controls for Cumulative Conditions and Cumulative with Project Conditions are shown in **Figure 19** and **Figure 20**, respectively. The corresponding LOS calculation sheets are included in **Appendix C**.

The results of the LOS calculations indicate all of the study intersections will operate at levels of service that meet the applicable LOS standard under Cumulative with Project Conditions except for the following:

Int. 1. Ellis Street and Manila Drive (AM and PM Peak Hour)
Int. 2. US 101 Northbound Ramps and Ellis Street (PM Peak Hour)
Int. 4. Fairchild Drive and Ellis Street (PM Peak Hour)
Int. 5. Maude Avenue and SR 237 Ramps (AM Peak Hour)
Int. 7. Maude Avenue and North Mary Avenue (PM Peak Hour)
Int. 8. Maude Avenue and North Mathilda Avenue (AM and PM Peak Hour)
Int. 9. East Middlefield Road and North Whisman Road (PM Peak Hour)
Int. 10. East Middlefield Road and Ellis Street (AM Peak Hour)
Int. 16. Central Expressway and SR 85 Southbound Ramp (PM Peak Hour)
Int. 20. Central Expressway and North Mary Avenue (AM and PM Peak Hour)
Int. 21. El Camino Real and Grant Road-SR 237 (AM and PM Peak Hour)
Int. 22. West Evelyn Avenue and North Mary Avenue (AM and PM Peak Hour)
Int. 27. Moffett Boulevard and West Middlefield Road (AM and PM Peak Hour)
Int. 29. Moffett Boulevard and Central Expressway (AM and PM Peak Hour)
Int. 30. North Mathilda Avenue and West Moffett Park Drive (AM and PM Peak Hour)
Int. 34. North Mathilda Avenue and Ahwanee Avenue (AM Peak Hour)
Int. 36. North Mathilda Avenue and West Moffett Park Drive (AM Peak Hour)
Int. 39. South Whisman Road and SR- 237 Westbound Ramps (PM Peak Hour)
Int. 40. East Evelyn Avenue and South Bernardo Avenue (AM and PM Peak Hour)
Int. 43. East Maude Avenue and North Wolfe Road (AM and PM Peak Hour)
Int. 46. East Arques Avenue and Fair Oaks Avenue (AM and PM Peak Hour)
Int. 49. North Mathilda Avenue and US 101 Southbound Ramps (PM Peak Hour)

Improvements to address these deficiencies are presented in Chapter 8.

Table 20: Cumulative Intersection Levels of Service

	Intersection	Peak Hour[2]	Existing Conditions		Cumulative Conditions		Cumulative with Project Conditions				
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
1	Ellis Street and Manila Drive	AM	21.1	C	**>120.0**	**F**	**>120.0**	**F**	**0.841**	**N/A**	**N/A**
		PM	15.2	C	**>120.0**	**F**	**>120.0**	**F**	**1.059**	**N/A**	**N/A**
2	US 101 Northbound Ramps and Ellis Street	AM	16.3	B	28.7	C	31.6	C	0.395	26.4	15.9%
		PM	19.9	B-	**59.8**	**E+**	**>120.0**	**F**	**0.737**	**170.2**	**14.9%**
3	US 101 Southbound Ramps and Ellis Street	AM	18.3	B-	43.9	D	36.3	D+	0.309	32.3	25.0%
		PM	12.1	B	27.2	C	40.6	D	0.549	51.1	23.9%
4	Fairchild Drive and Ellis Street	AM	16.3	B	43.4	D	50.6	D	0.512	49.9	34.2%
		PM	16.9	B	42.9	D	**72.7**	**E**	**0.663**	**114.5**	**31.2%**
5	Maude Avenue and SR 237 Ramps	AM	28.8	C	46.1	D	**72.2**	**E**	**0.113**	**39.2**	**18.3%**
		PM	36.5	D+	44.7	D	43.5	D	-0.018	-2.6	16.8%
6	Maude Avenue and Macara Avenue	AM	13.2	B	15.1	B	24.4	C	0.471	17.3	22.4%
		PM	17.3	B	24.4	C	27.8	C	0.399	14.2	23.0%
7	Maude Avenue and North Mary Avenue	AM	36.5	D+	**58.1**	**E+**	48.7	D	0.468	19.6	13.8%
		PM	37.2	D+	47.4	D	**73.1**	**E**	**0.478**	**52.2**	**13.5%**
8	Maude Avenue and North Mathilda Avenue	AM	39.4	D	**73.5**	**E**	**71.7**	**E**	**0.386**	**74.9**	**6.8%**
		PM	48.2	D	**88.9**	**F**	**116.1**	**F**	**0.429**	**110.5**	**6.0%**
9	East Middlefield Road and North Whisman Road	AM	29.8	C	38.5	D+	37.5	D+	0.398	12.5	35.5%
		PM	31.5	C	**68.6**	**E**	**89.2**	**F**	**0.544**	**80.1**	**38.7%**
10	East Middlefield Road and Ellis Street	AM	15.9	B	33.9	C-	**57.5**	**E+**	**0.462**	**53.5**	**26.2%**
		PM	19.0	B-	18.5	B-	21.5	C+	0.275	7.2	33.5%
11	East Middlefield Road and Logue Avenue	AM	13.1	B	24.6	C	28.6	C	0.363	19.1	27.4%
		PM	16.7	B	26.8	C	31.7	C	0.393	20.9	38.1%
12	East Middlefield Road and Ferguson Drive	AM	8.0	A	45.7	D	43.4	D	0.431	38.2	17.9%
		PM	9.0	A	34.4	C-	31.5	C	0.330	24.6	26.9%
13	East Middlefield Road and SR 237 Westbound Ramps	AM	18.0	B-	0.5	A	0.5	A	-0.004	-15.4	16.6%
		PM	15.0	B	0.4	A	0.4	A	-0.143	-15.1	25.1%
14	East Middlefield Road and SR 237 Eastbound Ramps	AM	22.4	C+	24.8	C	26.1	C	0.275	5.0	16.4%
		PM	18.6	B-	19.0	B-	21.9	C+	0.059	13.4	28.6%
15	East Middlefield Road and Bernardo Avenue	AM	10.1	B+	11.2	B+	13.3	B	0.245	5.2	31.6%
		PM	17.1	B	27.0	C	28.0	C	0.259	12.2	47.6%
16	Central Expressway and SR 85 Southbound Ramp	AM	7.6	A	53.5	D-	47.7	D	0.414	62.2	5.7%
		PM	16.0	B	**74.5**	**E**	**84.6**	**F**	**0.472**	**104.2**	**4.5%**

Table 20: Cumulative Intersection Levels of Service

	Intersection	Peak Hour[2]	Existing Conditions		Cumulative Conditions		Cumulative with Project Conditions				
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
17	Central Expressway and Whisman Station Drive	AM PM	11.7 7.8	B+ A	40.6 28.0	D C	46.7 46.3	D D	0.295 0.473	74.1 53.9	6.2% 6.9%
18	Central Expressway and Ferguson Drive	AM PM	2.3 1.9	A A	20.2 10.4	C+ B+	41.2 17.1	D B	0.789 0.587	64.8 28.8	6.5% 9.2%
19	Central Expressway and Bernardo Avenue	AM PM	8.1 9.1	A A	7.5 13.3	A B	7.4 64.3	A E	0.260 0.210	1.7 107.0	10.7% 10.0%
20	Central Expressway and North Mary Avenue	AM PM	49.9 76.9	D E-	**73.4** **>120.0**	**E** **F**	**59.5** **>120.0**	**E+** **F**	0.179 **0.410**	12.4 **200.7**	10.0% **10.5%**
21	El Camino Real and Grant Road-SR 237	AM PM	62.1 58.3	E E+	**82.5** **>120.0**	**F** **F**	**92.6** **>120.0**	**F** **F**	**0.158** **0.519**	**34.5** **173.8**	**1.0%** **0.5%**
22	West Evelyn Avenue and North Mary Avenue	AM PM	37.9 42.8	D+ D	**99.8** **57.0**	**F** **E+**	**107.7** **66.6**	**F** **E**	**0.606** **0.505**	**94.3** **53.5**	**5.2%** **5.9%**
23	West Washington Avenue and North Mary Avenue	AM PM	18.0 16.3	B- B	29.0 24.9	C C	30.1 25.5	C C	0.377 0.325	15.5 11.9	4.6% 4.9%
24	Moffett Boulevard and US-101 Northbound Ramps	AM PM	16.4 23.8	B C	16.6 35.7	B D+	24.5 39.4	C D	0.487 0.516	10.6 32.6	2.8% 3.1%
25	Moffett Boulevard and US-101 Southbound Ramps	AM PM	11.5 14.4	B+ B	15.3 13.3	B B	14.9 12.1	B B	0.441 0.367	5.3 -7.7	4.4% 5.2%
26	Moffett Boulevard and Leong Drive	AM PM	12.8 12.1	B B	13.3 16.1	B B	15.3 14.3	B B	0.104 -0.052	3.3 -9.6	9.0% 9.3%
27	Moffett Boulevard and West Middlefield Road	AM PM	36.0 38.9	D+ D+	**72.7** **>120.0**	**E** **F**	**94.6** **94.5**	**F** **F**	**0.616** **0.422**	**88.7** **78.4**	**9.7%** **10.1%**
28	Moffett Boulevard and Central Avenue	AM PM	13.0 11.1	B B+	22.2 24.7	C+ C	22.4 22.9	C+ C+	0.557 0.507	9.2 14.2	11.6% 10.2%
29	Moffett Boulevard and Central Expressway	AM PM	40.6 62.1	D E	**91.1** **>120.0**	**F** **F**	**96.2** **>120.0**	**F** **F**	**0.550** **0.674**	**77.1** **172.2**	**6.6%** **7.0%**
30	North Mathilda Avenue and West Moffett Park Drive	AM PM	27.5 34.1	C C-	45.7 **73.1**	D **E**	**61.6** **83.6**	**E** **F**	**0.264** **0.436**	**49.5** **77.0**	**1.4%** **1.1%**
31	North Mathilda Avenue and SR- 237 Westbound Ramps	AM PM	13.8 18.1	B B-	0.6 1.4	A A	0.6 1.5	A A	-0.081 0.264	-10.7 -18.0	3.1% 2.1%

Table 20: Cumulative Intersection Levels of Service

	Intersection	Peak Hour[2]	Existing Conditions		Cumulative Conditions		Cumulative with Project Conditions				
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
32	North Mathilda Avenue and SR- 237 Eastbound Ramps	AM PM	17.5 15.0	B B	31.2 27.3	C C	28.9 26.3	C C	-0.005 0.105	7.0 17.4	2.9% 1.9%
33	North Mathilda Avenue and Ross Drive	AM PM	24.4 20.6	C C+	36.1 35.9	D+ D+	32.6 30.4	C- C	0.198 0.229	9.0 10.3	3.1% 1.9%
34	North Mathilda Avenue and Ahwanee Avenue	AM PM	32.2 31.8	C- C	49.9 37.6	D D+	65.8 39.0	E D+	0.494 0.317	59.3 13.2	3.6% 2.3%
35	North Mathilda Avenue and San Aleso Avenue	AM PM	10.9 11.3	B+ B+	8.3 9.6	A A	9.0 11.2	A B+	0.219 0.217	2.9 0.8	3.9% 2.6%
36	North Mathilda Avenue and Indio Avenue	AM PM	29.5 20.8	C C+	**88.4** 26.1	**F** C	**96.0** 28.4	**F** C	**0.433** 0.194	**100.6** 2.3	**5.4%** 4.1%
37	North Mathilda Avenue and West California Avenue	AM PM	25.1 25.8	C C	51.2 66.5	D- E	43.9 70.9	D E	0.304 0.397	23.9 65.5	3.9% 4.1%
38	East Middlefield Road and Easy Street	AM PM	18.4 12.2	B- B	19.5 20.5	B- C+	20.1 15.5	C+ B	0.192 0.225	2.4 4.3	14.1% 14.5%
39	South Whisman Road and SR- 237 Westbound Ramps	AM PM	32.3 32.3	C- C-	**63.0** **95.0**	**E** **F**	48.7 **113.4**	D **F**	0.448 **0.45**	33.3 **97.5**	14.9% **12.2%**
40	East Evelyn Avenue and South Bernardo Avenue	AM PM	20.6 12.2	C+ B	**65.2** 41.3	**E** D	**63.1** **59.4**	**E** **E+**	**0.437** **0.414**	**76.8** **72.7**	**2.4%** **2.7%**
41	West Maude Avenue and North Pastoria Avenue	AM PM	25.3 30.8	C C	33.5 35.8	C- D+	35.2 34.6	D+ C-	0.368 0.288	17.1 3.5	14.6% 11.6%
42	East Maude Avenue and Fair Oaks Avenue	AM PM	25.4 25.7	C C	30.4 37.8	C D+	42.6 37.5	D D+	0.492 0.310	28.1 14.2	2.8% 2.8%
43	East Maude Avenue and North Wolfe Road	AM PM	29.5 **105.1**	D **F**	**>120.0** **>120.0**	**F** **F**	**>120.0** **>120.0**	**F** **F**	**N/A** **N/A**	**N/A** **N/A**	**3.1%** **1.4%**
44	West Evelyn Avenue and North Mathilda Avenue Southbound Off-Ramp	AM PM	8.3 13.1	A B	11.7 19	B+ B-	9.7 19.6	A B-	0.083 0.206	3.0 6.7	6.1% 7.6%

Table 20: Cumulative Intersection Levels of Service

	Intersection	Peak Hour[2]	Existing Conditions		Cumulative Conditions		Cumulative with Project Conditions				
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C	Δ in Crit. Delay	Project Contribution (%)
45	West Evelyn Avenue and North Mathilda Avenue Northbound Off-Ramp	AM PM	36.5 11.3	D+ B+	18.7 18.6	B- B-	18.9 13.8	B- B	-0.150 0.176	-13.2 6.5	4.9% 7.5%
46	East Arques Avenue and Fair Oaks Avenue	AM PM	29.1 34.9	C C-	**>120.0** **>120.0**	**F** **F**	**>120.0** **>120.0**	**F** **F**	**1.010** **0.667**	**261.4** **208.2**	**2.3%** **2.7%**
47	West Evelyn Avenue and North Mathilda Avenue Southbound On-Ramp	AM PM	2.3 2.9	A A	2.3 4.8	A A	2.6 4.6	A A	0.117 0.179	4.4 2.5	6.4% 8.8%
48	North Mathilda Avenue and US 101 Northbound Ramps	AM PM	Un-signalized Intersection		45.2 51.2	D D-	53.7 51.4	D- D-	N/A N/A	N/A N/A	3.3% 1.9%
49	North Mathilda Avenue and US 101 Southbound Ramps	AM PM	Un-signalized Intersection		27.8 **69.4**	C **E**	28.1 **89.1**	C **F**	N/A **N/A**	N/A **N/A**	1.5% **0.6%**

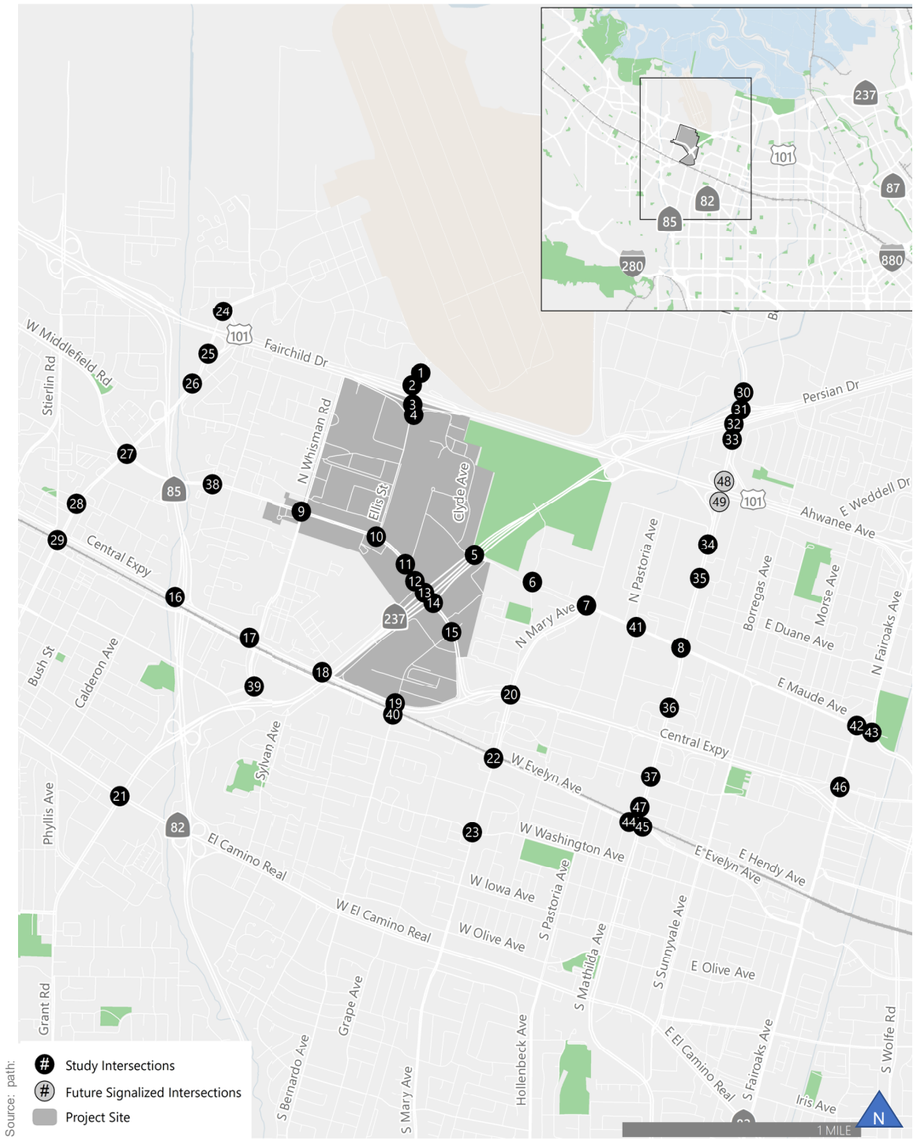
Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency when the addition of Project traffic degrades the operations from acceptable level of service to unacceptable level of service; or when the addition of Project traffic further exacerbates unacceptable operations.
*Indicates unsignalized intersection.

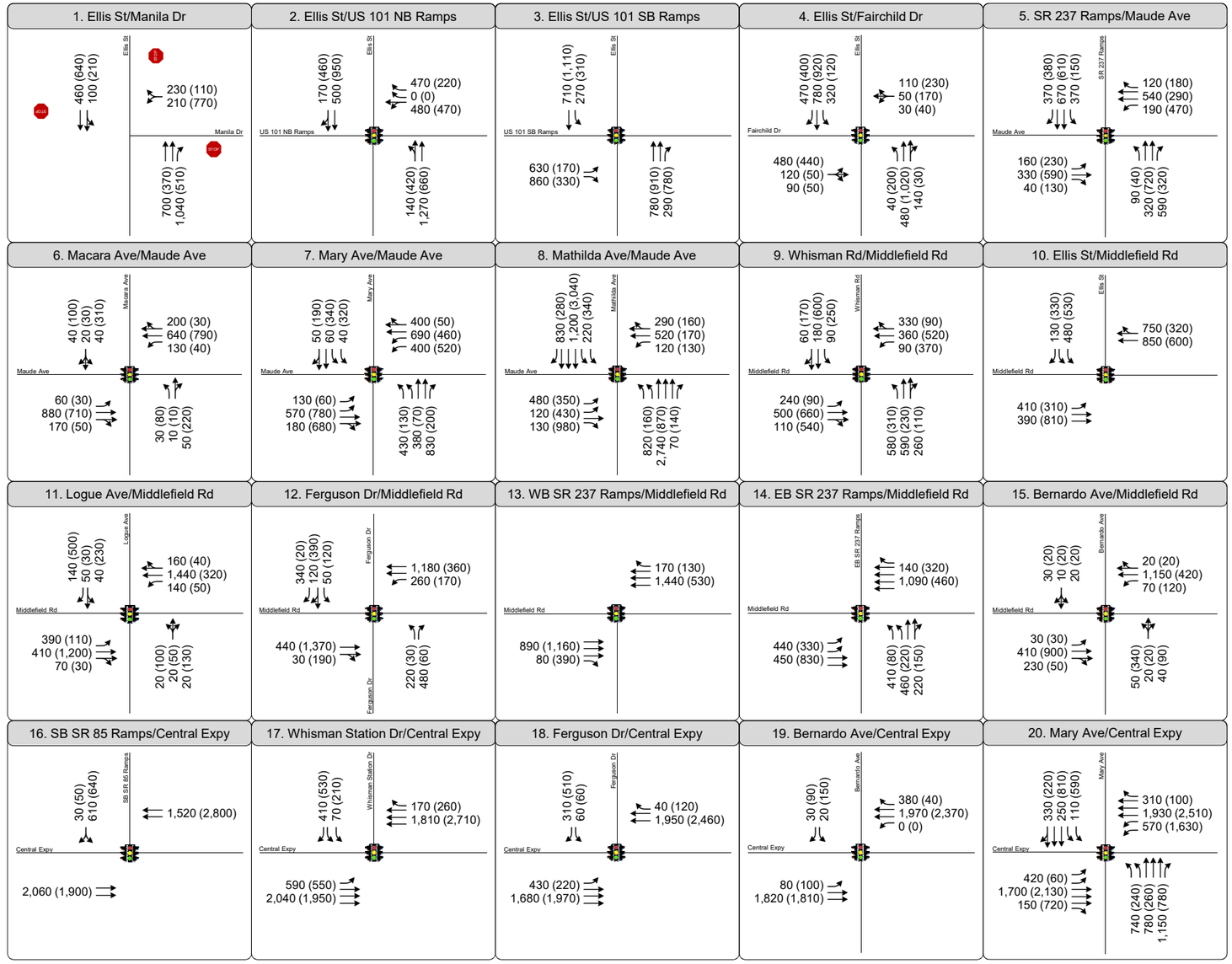
1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections. (SC CMP) – CMP intersection in Santa Clara County
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
7. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
8. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, 2019.

SIGNAL WARRANT ANALYSIS

The peak hour warrant was examined for both unsignalized intersections (#1 and #43) as they would operate at LOS F under Cumulative with Project Conditions. The results in **Appendix G** indicate the intersection at East Maude Avenue and North Wolfe Road (Int. 43) would not meet the warrant and the intersection at Ellis Street and Manila Drive (Int. 1) would meet the warrant.

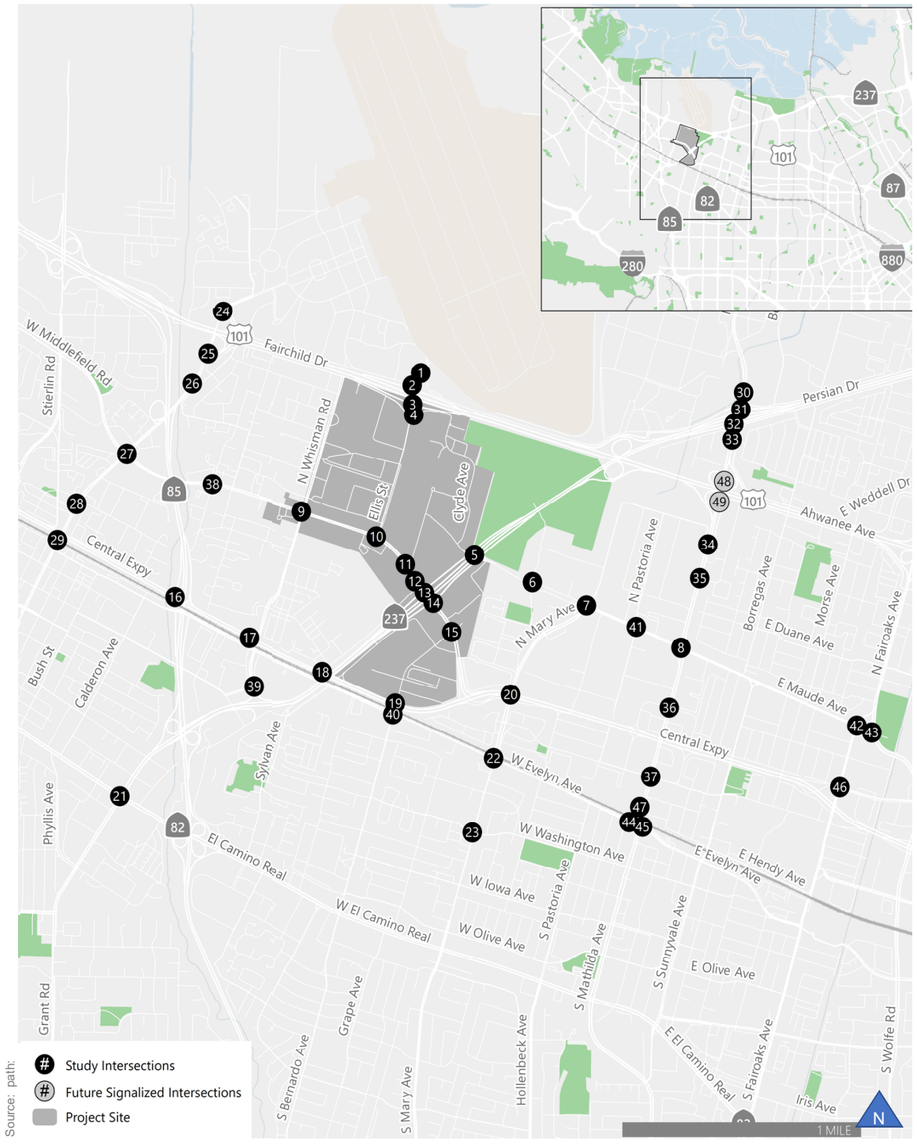




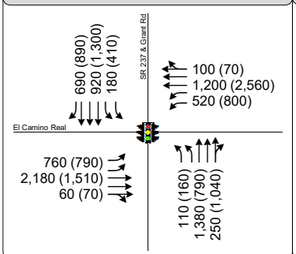
LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

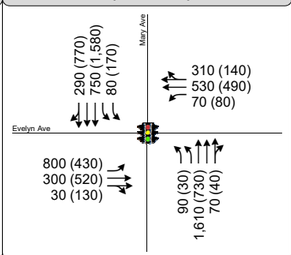
Figure 15
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative Conditions



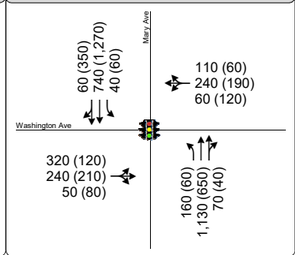
21. SR 237 & Grant Rd/El Camino Real



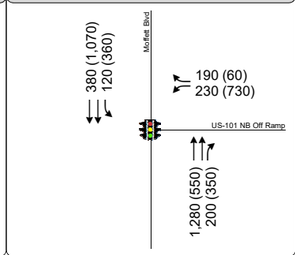
22. Mary Ave/Evelyn Ave



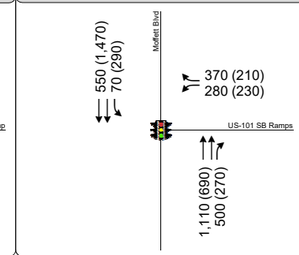
23. Mary Ave/Washington Ave



24. Moffett Blvd/ US-101 NB Off Ramp



25. Moffett Blvd/ US-101 SB Ramps



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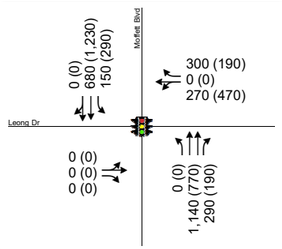
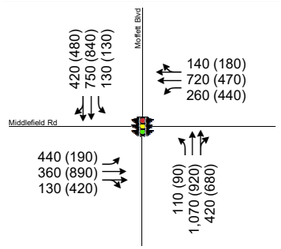


27. Moffett Blvd/Middlefield Rd



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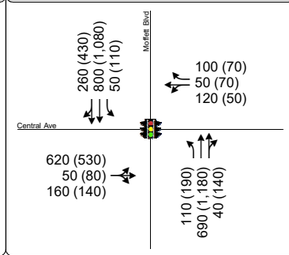
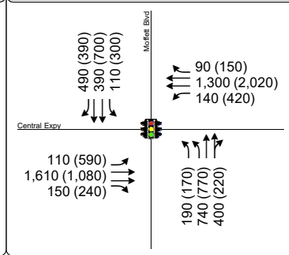


29. Moffett Blvd/Central Expy



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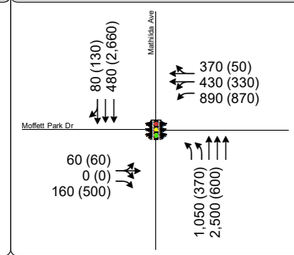
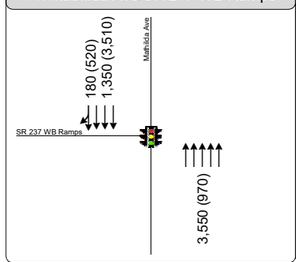
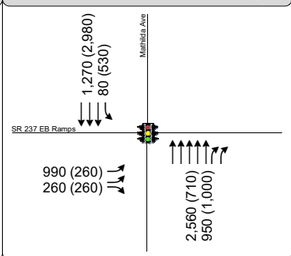


31. Mathilda Ave/SR 237 WB Ramps



32. Mathilda Ave/SR 237 EB Ramps



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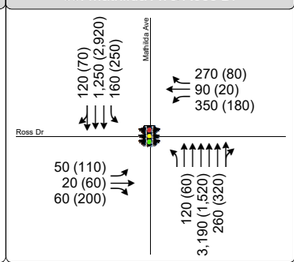

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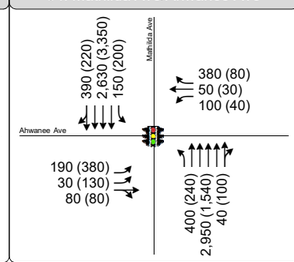

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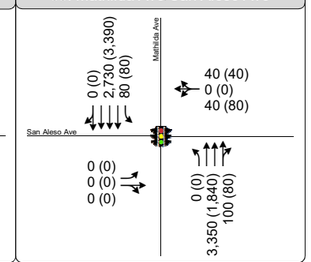

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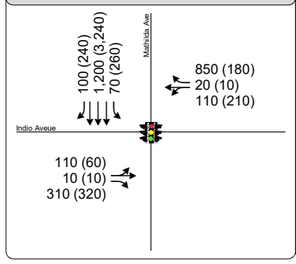

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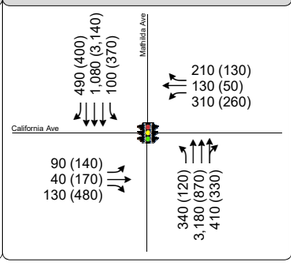
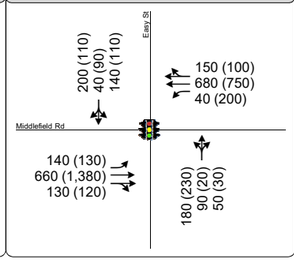
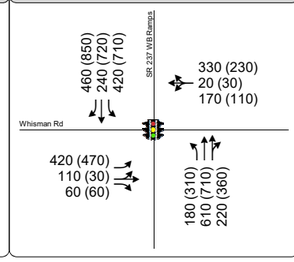


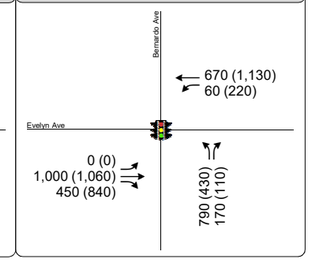
38. Easy St/Middlefield Rd



39. SR 237 WB Ramps/Whisman Rd



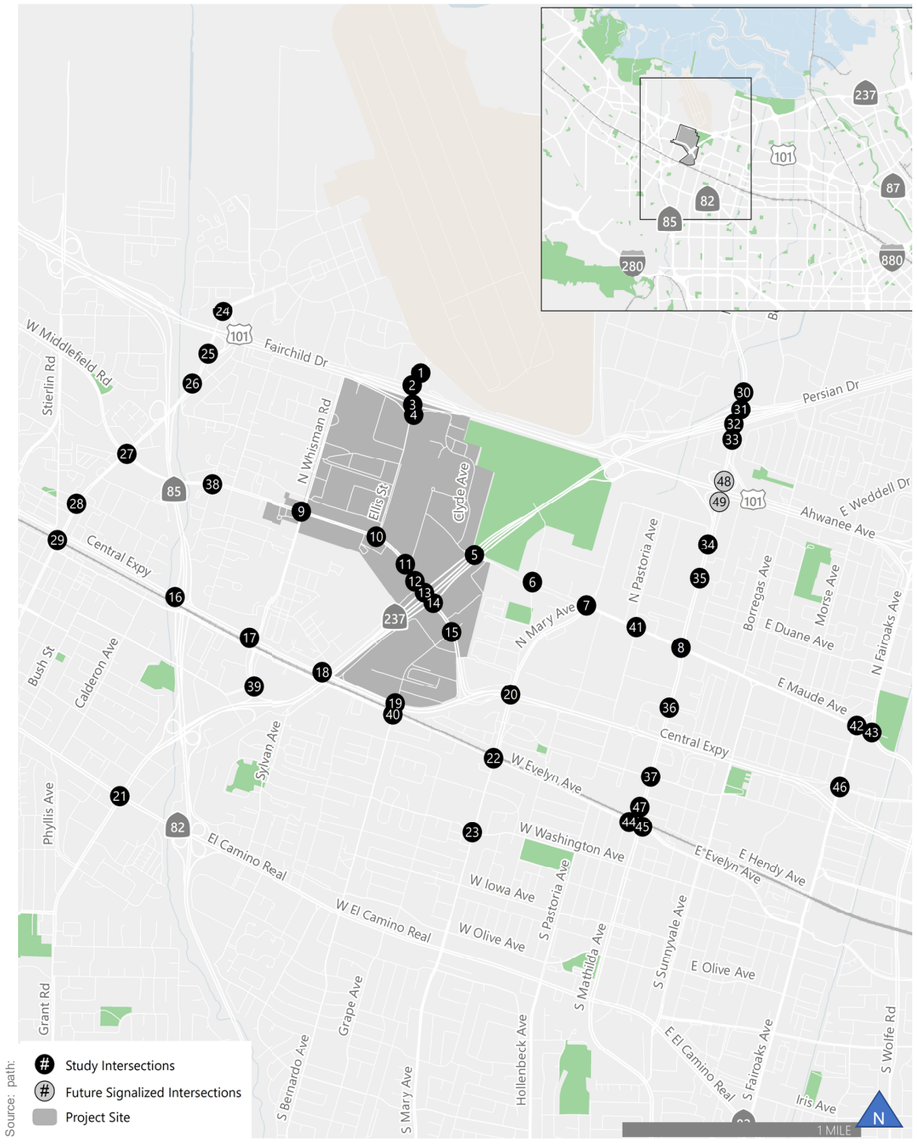
40. Bernardo Ave/Evelyn Ave



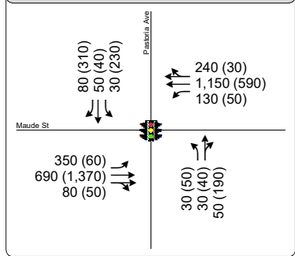
LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

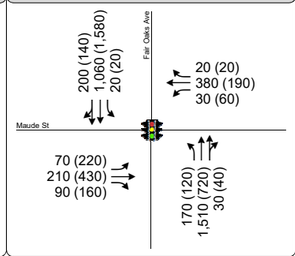
Figure 15
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative Conditions



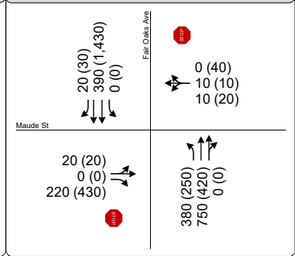
41. Pastoria Ave/Maude St



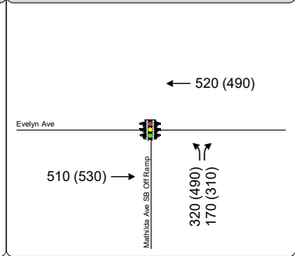
42. Fair Oaks Ave/Maude St



43. Fair Oaks Ave/Maude St



44. Mathilda Ave SB Off Ramp/Evelyn Ave



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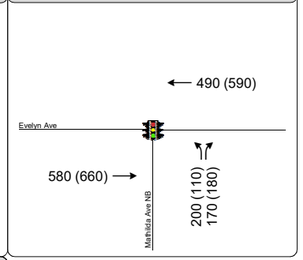

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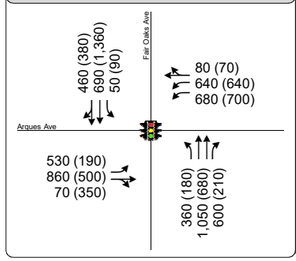
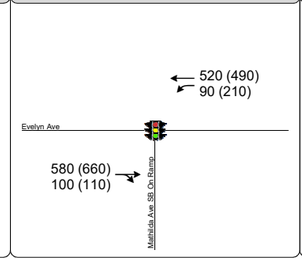
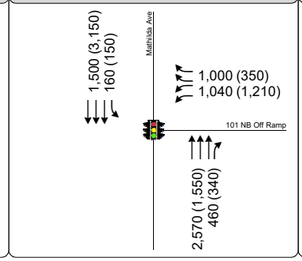


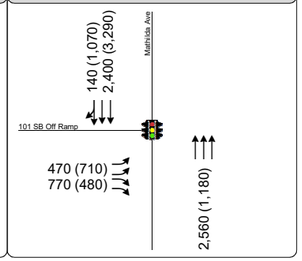
47. Mathilda Ave SB On Ramp/Evelyn Ave



48. Mathilda Ave/101 NB Off Ramp



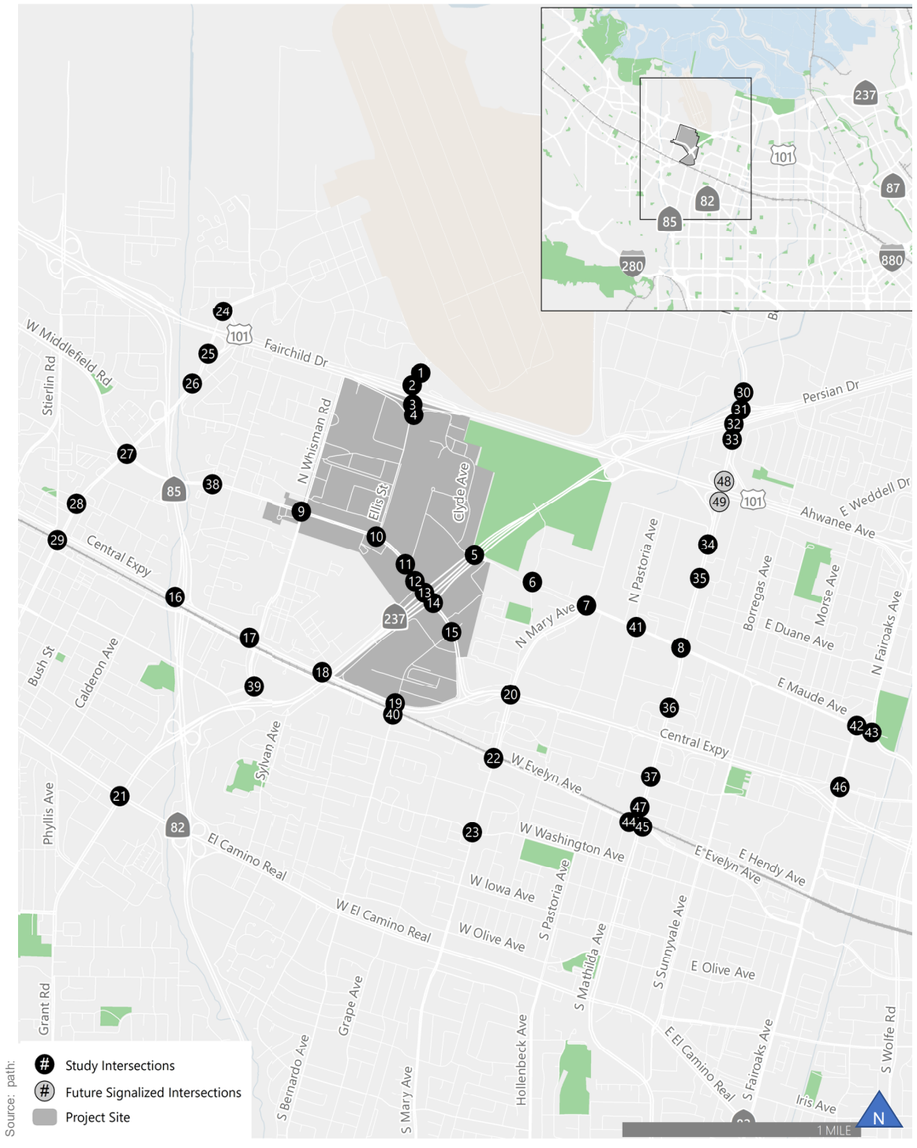
49. Mathilda Ave/101 SB Off Ramp



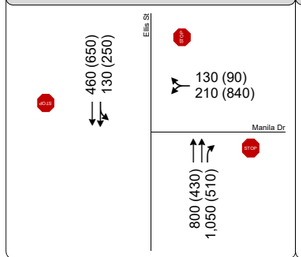
LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

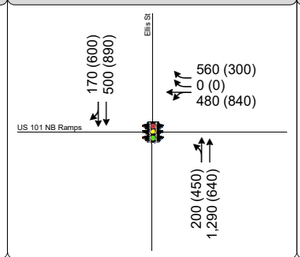
Figure 15
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative Conditions



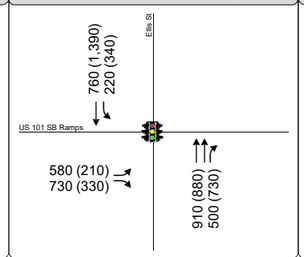
1. Ellis St/Manila Dr



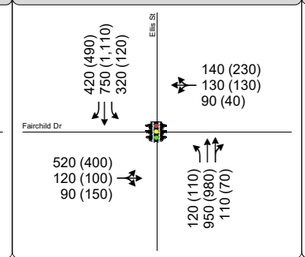
2. Ellis St/US 101 NB Ramps



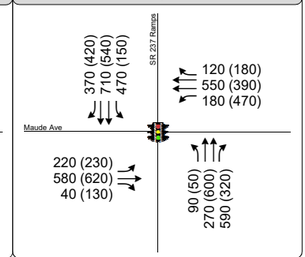
3. Ellis St/US 101 SB Ramps



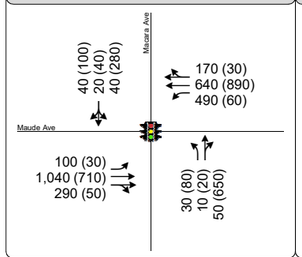
4. Ellis St/Fairchild Dr



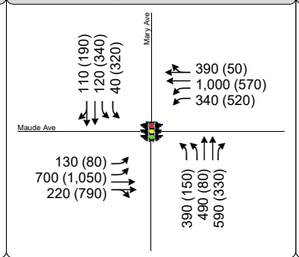
5. SR 237 Ramps/Maude Ave



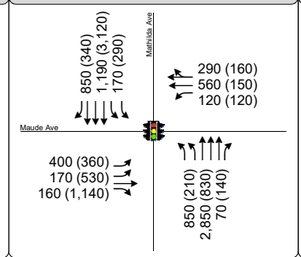
6. Macara Ave/Maude Ave



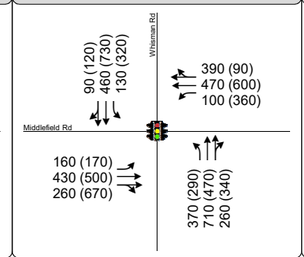
7. Mary Ave/Maude Ave



8. Mathilda Ave/Maude Ave



9. Whisman Rd/Middlefield Rd



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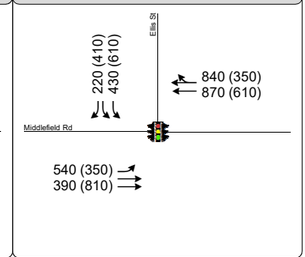
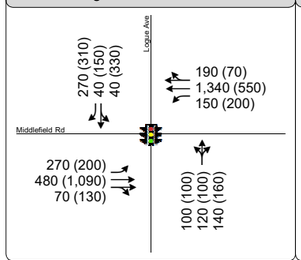
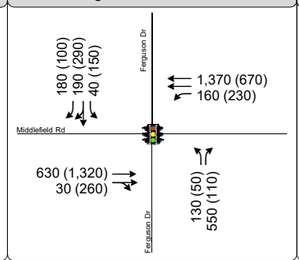


11. Logue Ave/Middlefield Rd



12. Ferguson Dr/Middlefield Rd



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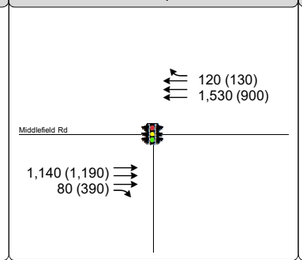
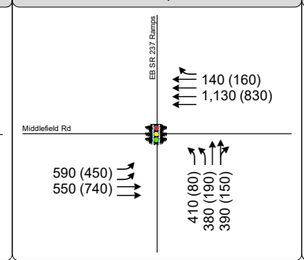


14. EB SR 237 Ramps/Middlefield Rd



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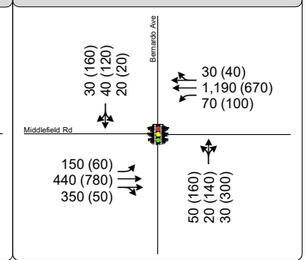
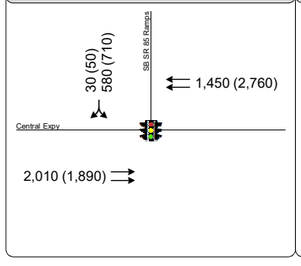
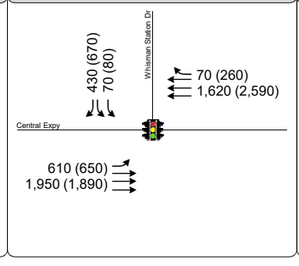


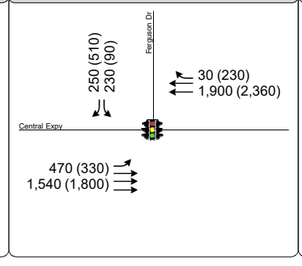
16. SB SR 85 Ramps/Central Expy



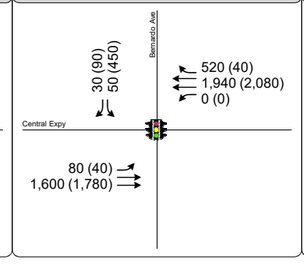
17. Whisman Station Dr/Central Expy



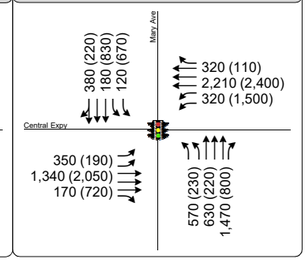
18. Ferguson Dr/Central Expy



19. Bernardo Ave/Central Expy



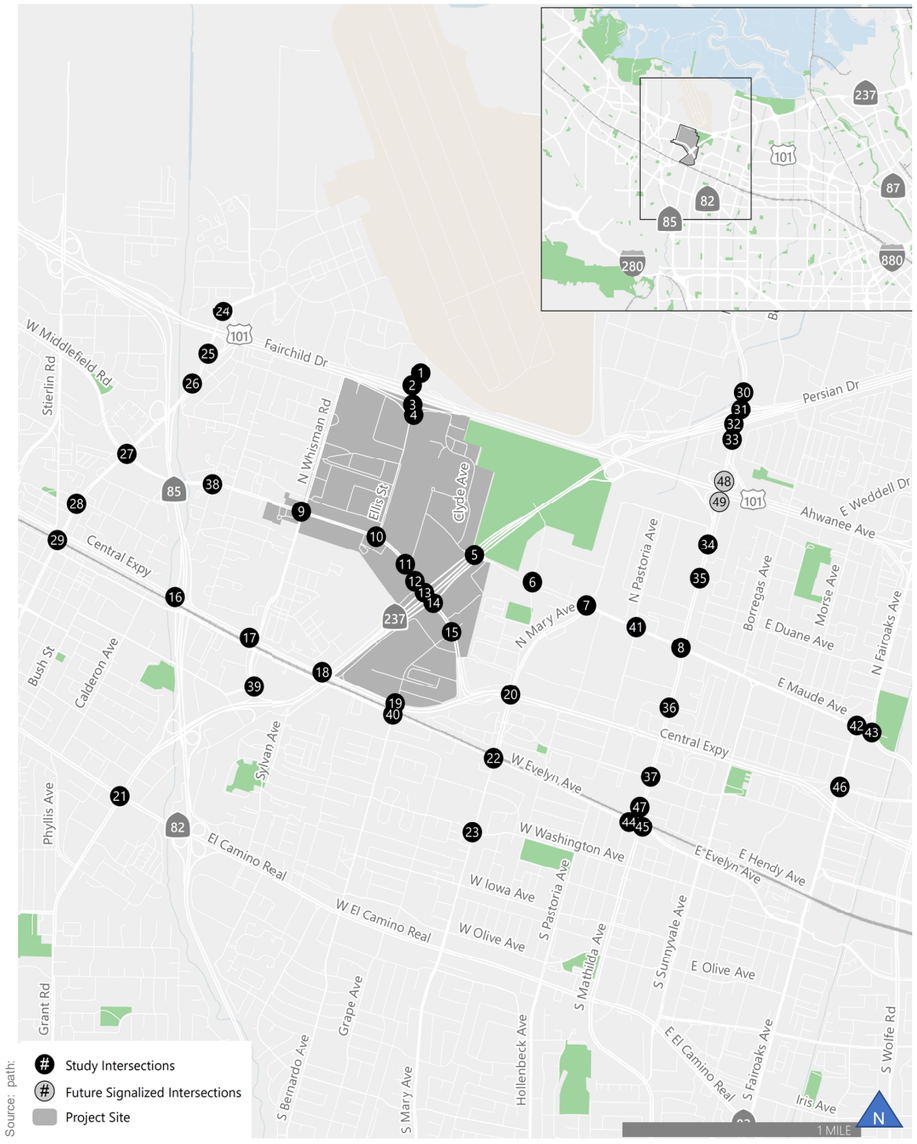
20. Mary Ave/Central Expy



LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 16
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative With Project Conditions



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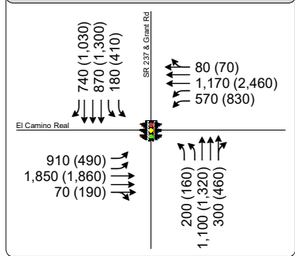
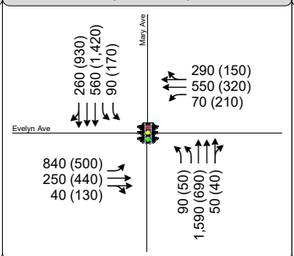
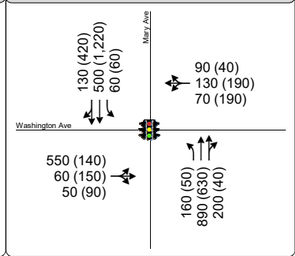
21. SR 237 & Grant Rd/El Camino Real



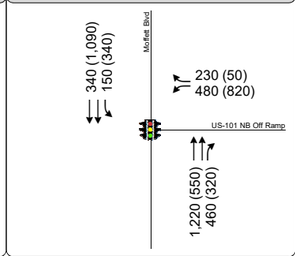
22. Mary Ave/Evelyn Ave



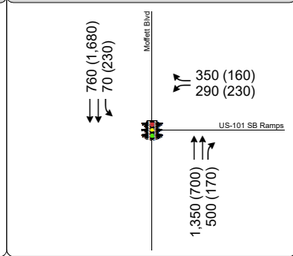
23. Mary Ave/Washington Ave



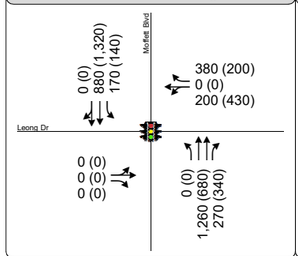
24. Moffett Blvd/ US-101 NB Off Ramp



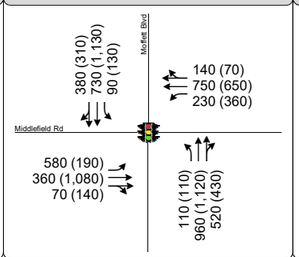
25. Moffett Blvd/ US-101 SB Ramps



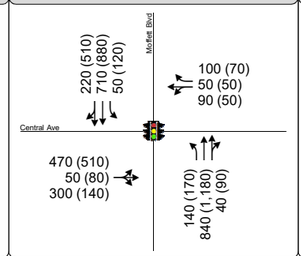
26. Moffett Blvd/Leong Dr



27. Moffett Blvd/Middlefield Rd



28. Moffett Blvd/Central Ave



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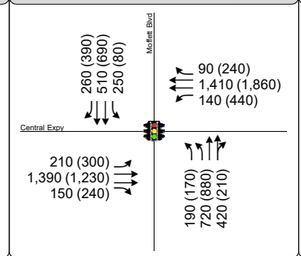
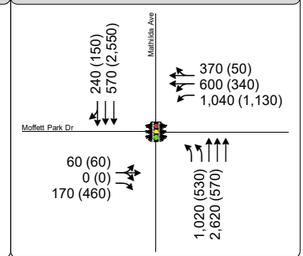
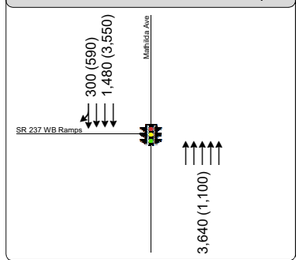


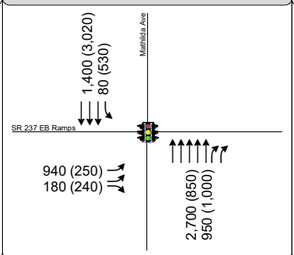
30. Mathilda Ave/Moffett Park Dr



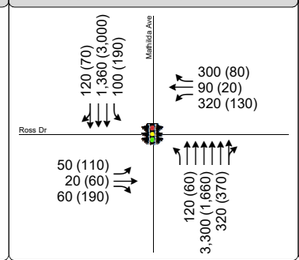
31. Mathilda Ave/SR 237 WB Ramps



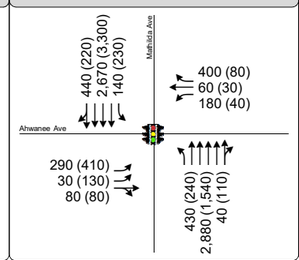
32. Mathilda Ave/SR 237 EB Ramps



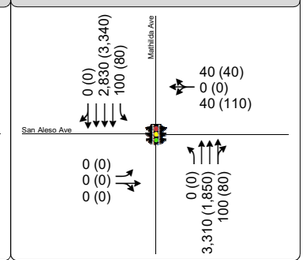
33. Mathilda Ave/Ross Dr



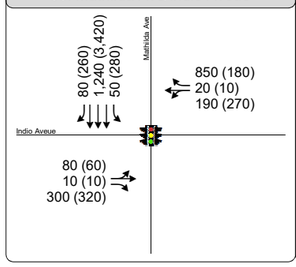
34. Mathilda Ave/Ahwanee Ave



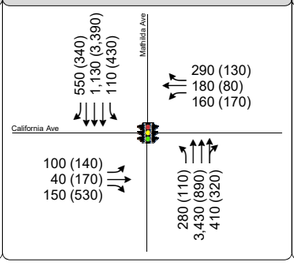
35. Mathilda Ave/San Aleso Ave



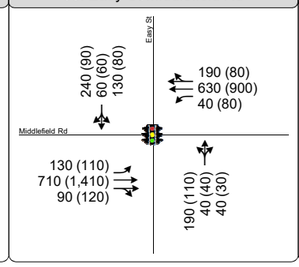
36. Mathilda Ave/Indio Aveue



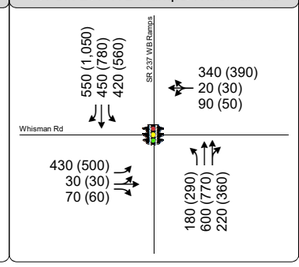
37. Mathilda Ave/California Ave



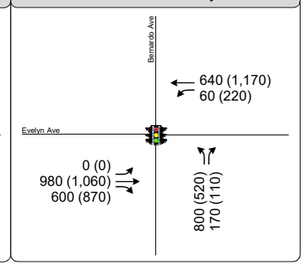
38. Easy St/Middlefield Rd



39. SR 237 WB Ramps/Whisman Rd



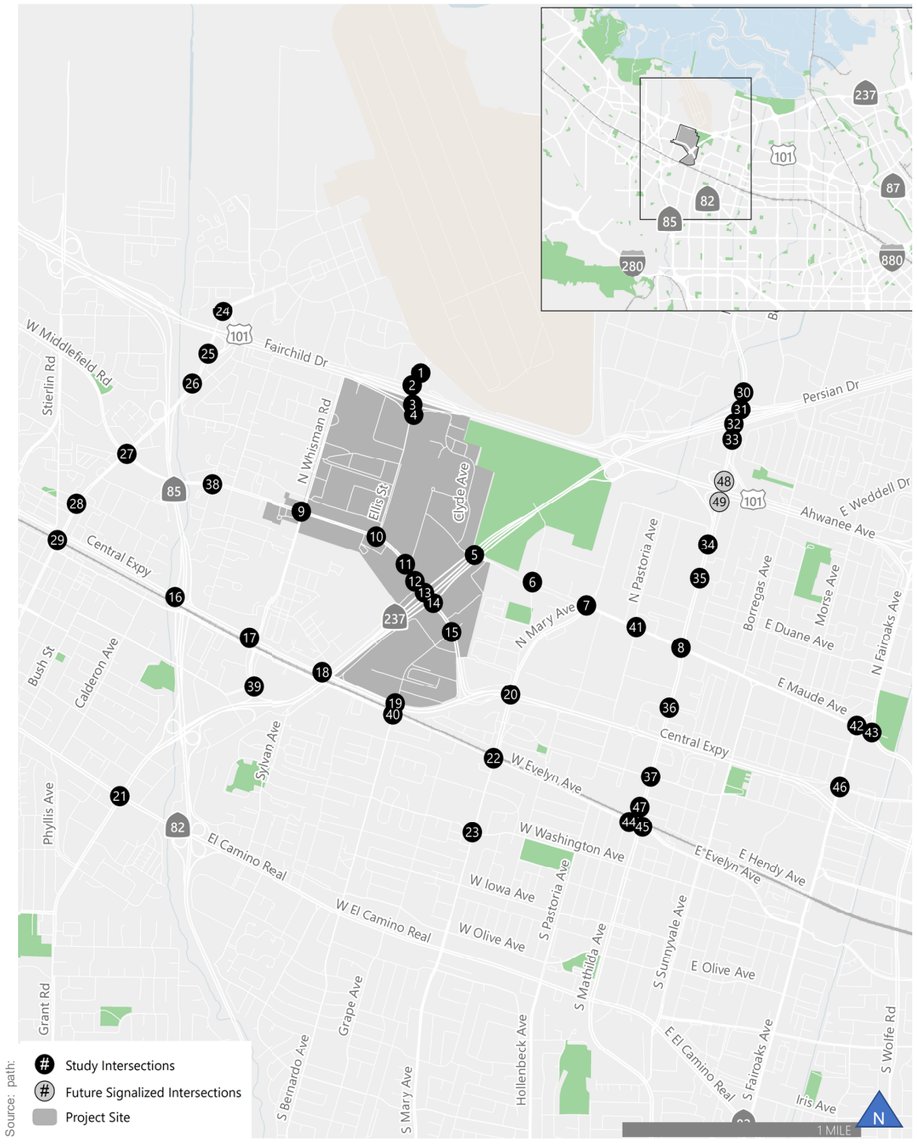
40. Bernardo Ave/Evelyn Ave

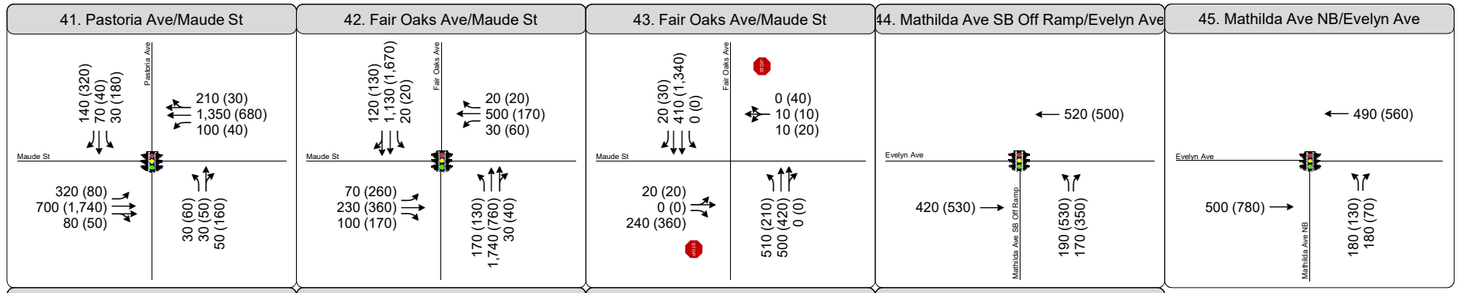


LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 16
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative With Project Conditions





LEGEND

#	Study Intersection	AM (PM)	Peak Hour Traffic Volume
			Lane Configuration
			Stop Sign
			Signalized

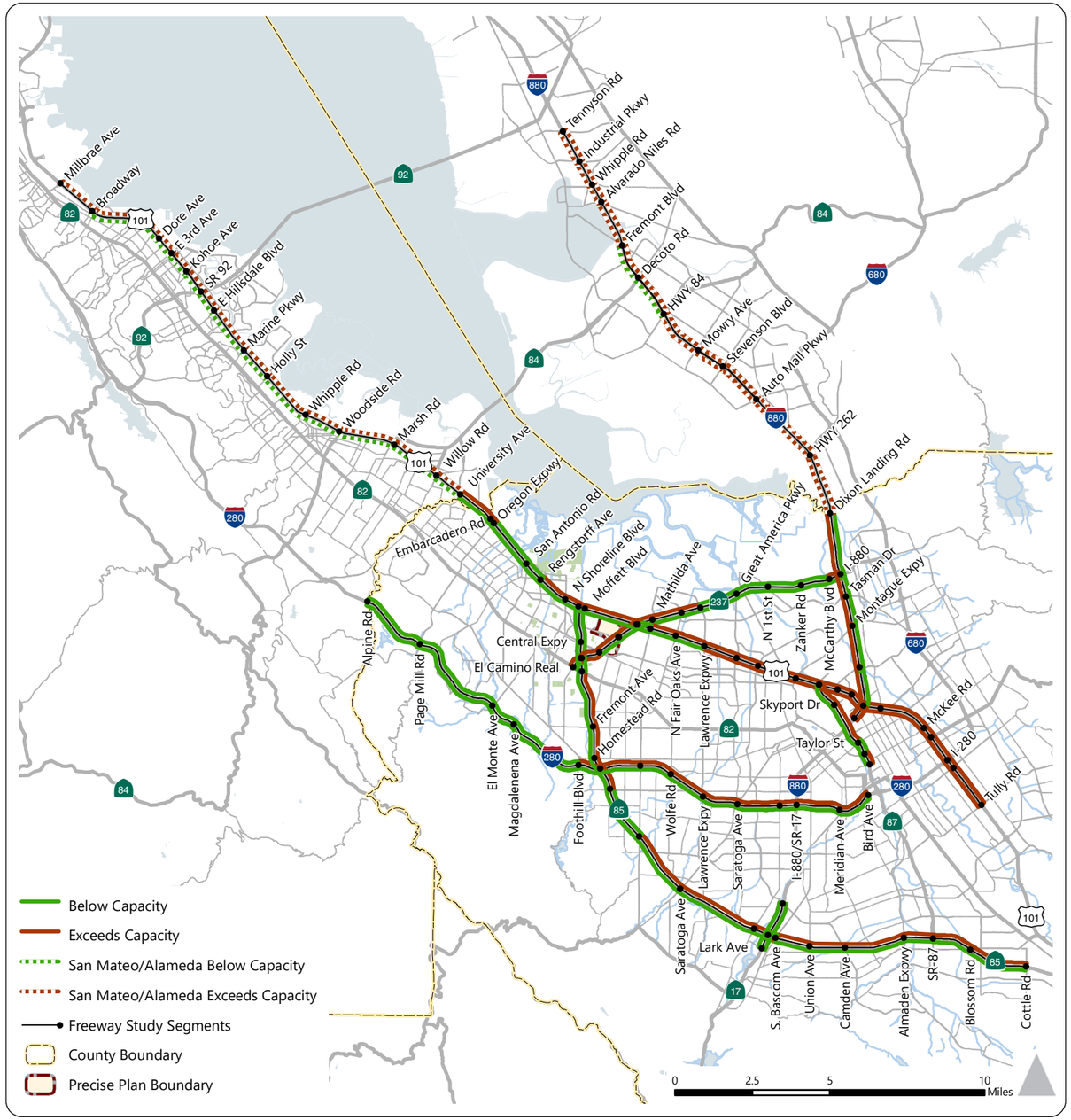
Figure 16
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative With Project Conditions

CUMULATIVE FREEWAY SEGMENT ANALYSIS

Freeway segments of SR 85, SR 237, I-880, US 101, I-280, SR 17, and SR 87 were analyzed under Cumulative and Cumulative with Project Conditions (see **Appendix D**). Results identifying the segments that exceed the appropriate freeway standard are presented in **Table D-2** and **Table D-3** of **Appendix D**.

The results for Cumulative Conditions are shown graphically in **Figure 17** and **18** for mixed-flow and HOV lanes, respectively. The results for Cumulative with Project Conditions are shown graphically in **Figure 19** and **20** for mixed-flow and HOV lanes, respectively. Freeway segment deficiencies and improvements are addressed in **Chapter 8**.

AM Peak Hour



PM Peak Hour

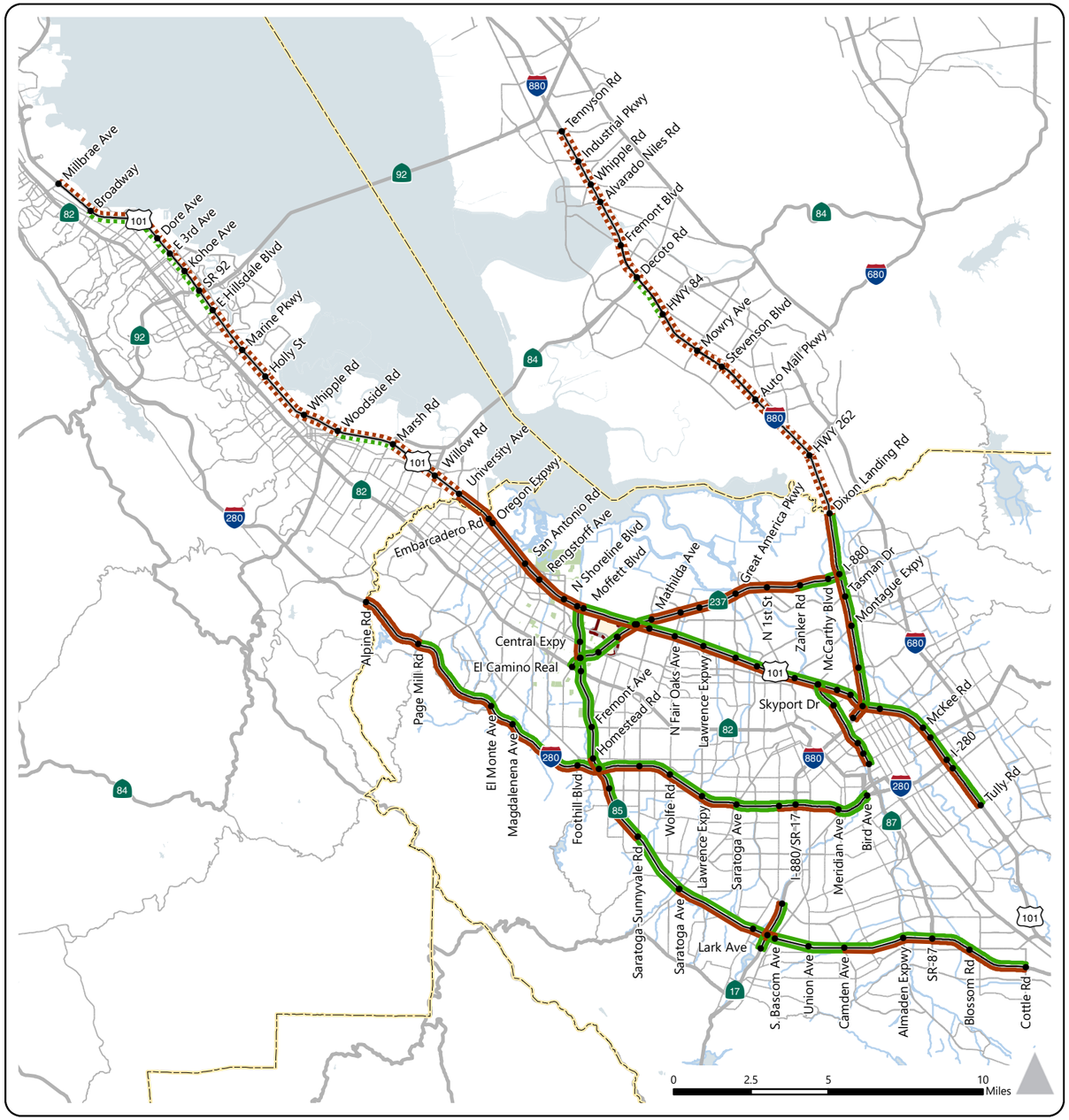


Figure 17

Year 2030 Cumulative No Project Freeway Analysis Summary: Mixed Flow Lanes

AM Peak Hour

PM Peak Hour

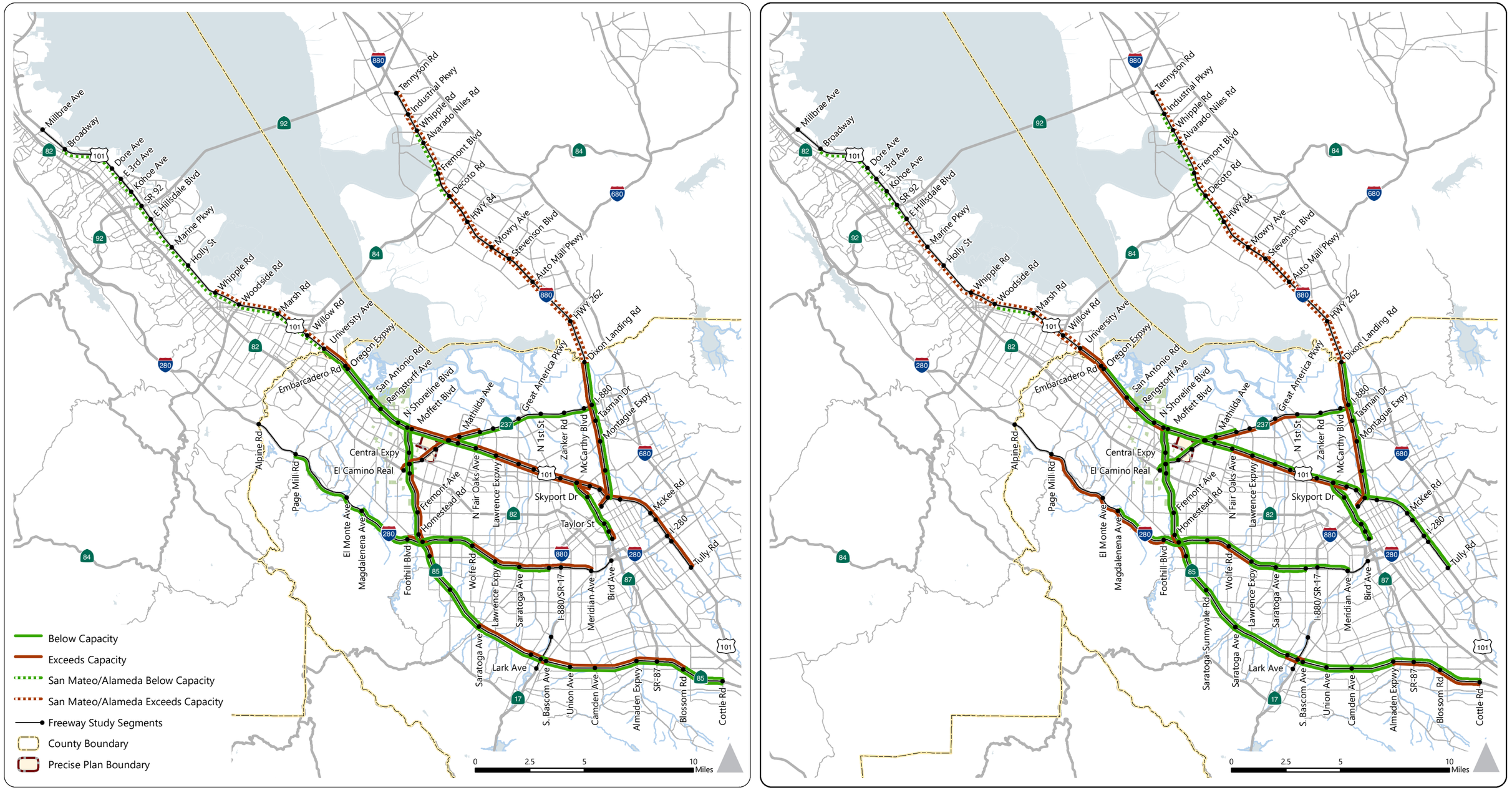


Figure 18

Year 2030 Cumulative No Project Freeway Analysis Summary: HOV Lanes

N:\Projects_SJ17_Projects\SJ17_1724_East_Whisman_Precise_Plan_EIR\Graphics\GIS\MXD\SJ17-1724_Fig16_freeway_segments_LOS_2030_CNP_HOV.mxd

AM Peak Hour

PM Peak Hour

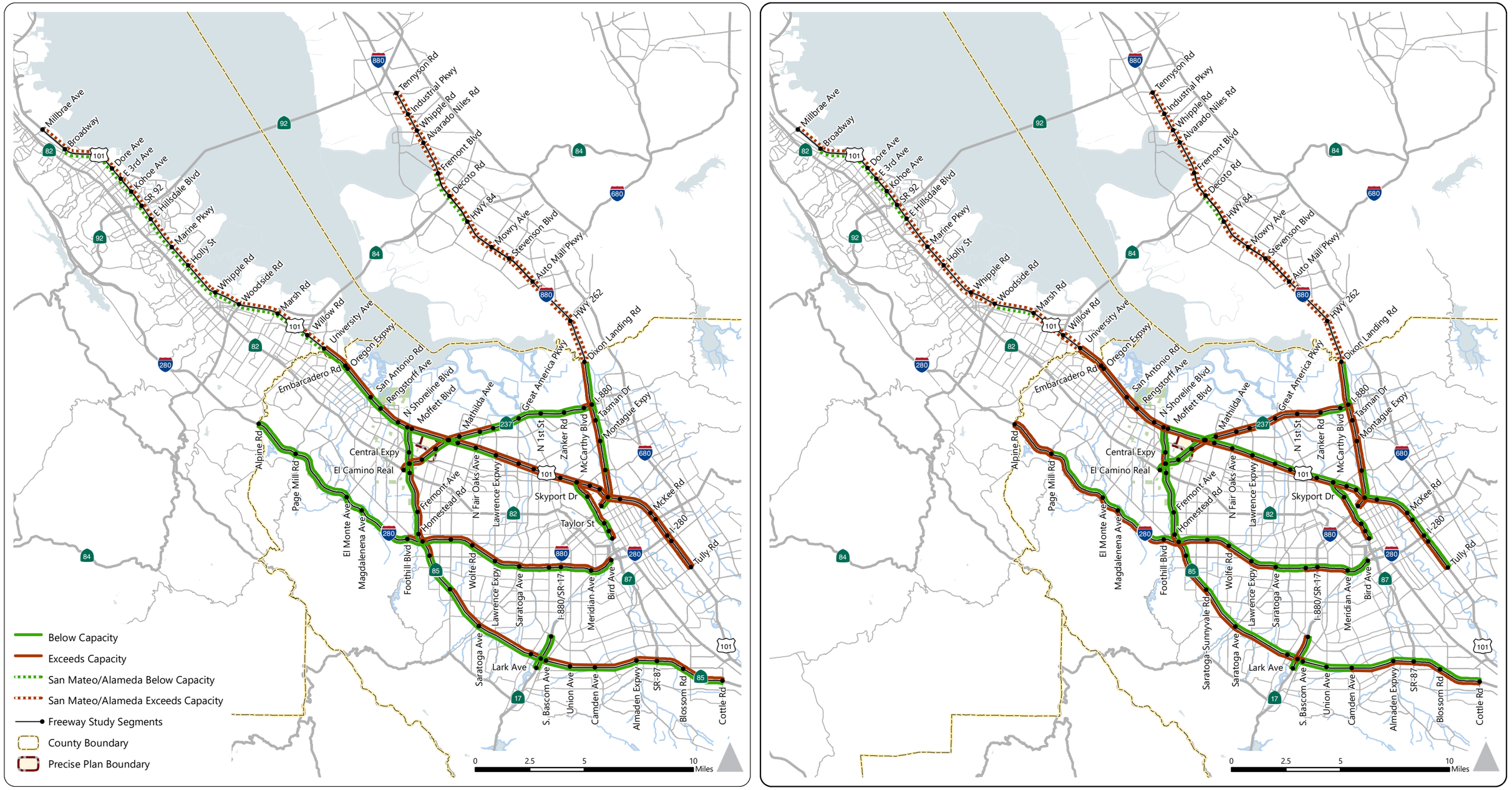


Figure 19

Year 2030 Cumulative with Project Freeway Analysis
Summary: Mixed Flow Lanes

AM Peak Hour

PM Peak Hour

Below Capacity
Exceeds Capacity
San Mateo/Alameda Below Capacity
San Mateo/Alameda Exceeds Capacity
Freeway Study Segments
County Boundary
Precise Plan Boundary

0 2.5 5 10 Miles

Figure 20

Year 2030 Cumulative with Project Freeway Analysis
Summary: HOV Lanes

CUMULATIVE FREEWAY RAMP ANALYSIS

The freeway ramp analysis was conducted to assess changes in peak hour ramp queue lengths with the addition of Project traffic under Cumulative Conditions and its effects of freeway and local street operations.

On-Ramp Analysis Results

Cumulative volumes for three non-metered on-ramps are shown in **Table 21** and Volumes for the metered on-ramp near the Project site are shown in **Table 21.** With the existing ramp metering rate, the estimated queue length for the southbound US 101 on-ramp from Ellis Street mixed-flow lane would exceed the available storage capacity under both Cumulative Conditions and Cumulative with Project Conditions during the PM peak hour. However, if the on-ramp operates at the maximum rate of 900 pcphpl, the queue would be significantly reduced. The estimated queue length for Cumulative Conditions would still exceed the available storage space. An additional mixed-flow lane on the on-ramp could prevent the on-ramp traffic from spilling back onto local streets. Under Cumulative with Project Conditions, the on-ramp volume would be slightly lower than the Cumulative Conditions due to redistribution of traffic in the area, and the queue length would remain within the available storage space when operating at the maximum ramp metering rate of 900 pcphpl.

Table 21: Cumulative and Cumulative with Project Freeway Non-Metered On-Ramp Volumes

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Cumulative Conditions Volume	Cumulative with Project Conditions Volume
US 101 Northbound On-Ramps				
Ellis Street (diagonal)	1,250	AM PM	310 880	370 940
SR 237 Eastbound On-Ramps				
Maude Avenue (diagonal)	1,400	AM PM	600 1,130	610 1,010
SR 237 Westbound On-Ramps				
Middlefield Road (diagonal)	1,210	AM PM	80 390	80 390

Notes:
1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.
2. AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM.

Source: Fehr & Peers, 2019.

Table 22: Cumulative and Cumulative with Project Freeway Metered On-Ramp Queuing Evaluation

On-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Cumulative Conditions		Cumulative with Project Conditions	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
US 101 Southbound On-Ramps (Existing Metering Rate)						
Ellis Street (diagonal)	1,100 730	AM PM	560 1,090	- **#**	720 1,070	- **#**
US 101 Southbound On-Ramps (Maximum Metering Rate at 900 pcphpl)						
Ellis Street (diagonal)	1,100 730	AM PM	560 1,090	- **1,020**	720 1,070	- 630

Notes:
1. For un-metered on-ramps, vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements. For metered on-ramps, vehicle storage capacity is defined as the distance between the ramp meter and where any queue spillback has the potential to block other movements at the ramp terminal intersection.
2. AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM. This on-ramp is only metered during the PM peak period. The HOV lane is metered at 900 vehicles per hour, and the SOV lane is metered at a varying rate between a minimum of 240 vehicles per hour and a maximum of 900 vehicles per hour.
3. **Bold** indicates queue lengths longer than the available storage space.
4. # indicates queue length longer than 5,000 feet.

Source: Fehr & Peers, 2019.

Off-Ramp Analysis Results

Table 23 compares the queue lengths of the signalized turning movements that serve trips travelling toward the Project with the available storage. Queue lengths were calculated using an average vehicle length of 25 feet.

As shown in **Table 23**, three of the four off-ramps studied are expected to experience queues that exceed the available storage length under Cumulative with Project Conditions, as follows:

- US-101 / Ellis Street northbound diagonal off-ramp – With the Project, left-turn queue exceeds pocket storage during the PM peak period.
- SR 237 / Maude Avenue westbound off-ramp – without project, left-turn queue exceeds pocket storage during the AM and PM peak periods; with project, left-turn queue exceeds pocket storage during the AM and PM peak periods and right-turn queue exceeds pocket storage in the PM peak period.
- SR-237 / Maude Avenue eastbound diagonal off-ramp – With the Project, both the left-turn and right-turn queues exceed pocket storage during the AM peak period.

While these turn queues are anticipated to exceed the available turn pocket storage, the queue would still be contained within the total ramp storage, and thus would not spillback into the freeway mainline.

Table 23: Cumulative and Cumulative with Project Freeway Off-Ramp Queuing Evaluation

Off-Ramp	Storage Capacity (ft)[1]	Peak Period[2]	Cumulative Conditions		Cumulative with Project Conditions	
			Ramp Volume[3]	Queue (ft) [4]	Ramp Volume[3]	Queue (ft) [4]
US 101 Northbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	480/470 840/220	400/150 525/50	480/560 840/300	425/175 **1,275**/75
US 101 Southbound Off-Ramps						
Ellis Street	1,320 / 610	AM PM	630/860 170/330	325/700 100/300	580/300 520/730	325/575 150/375
SR 237 Westbound Off-Ramps						
Maude Avenue	300 / 240	AM PM	1,040/370 760/380	**650/**225 **500**/225	1,180/370 690/420	**850/**200 **450/300**
SR 237 Eastbound Off-Ramps						
E. Middlefield Road	215 / 150	AM PM	870/390 300/150	**325/200** 150/125	790/390 270/150	**350/275** 150/125

Notes: **Bold** text indicates conditions where the queue exceeds the turn pocket capacity.

1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements (not necessarily the freeway/ramp gore point).

Storage Capacity for a Controlled Ramp - ##/## = left-turn and (or) through pocket / right-turn pocket

2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 4:00 PM to 7:00 PM.
3. Ramp volume by turning movement - ##/## = left-turn and (or) through movement / right-turn movement
4. The queue indicated represents the 95th Percentile Queue for signalized movements and the Average Queue for stop-controlled movements - ##/## = left-turn and (or) through queue / right-turn queue

Source: Fehr & Peers, 2019.

CUMULATIVE TRANSIT DELAY ANALYSIS

Traffic volumes in the area will change considerably between Cumulative and Cumulative with Project Conditions which will cause both increases and decreases in transit delay due to implementation of the Project as shown in **Table 24. Appendix H** contains the calculation summary for each transit route. The routes experiencing the largest increases in delay are the southbound MVgo shuttle and westbound VTA Route 120 during the PM peak hour with increases of three minutes of additional delay on each route.

Table 24: Cumulative with Project Transit Route Delay

Route		Direction	Peak Hour	Additional Route Average Delay Cumulative with Project (seconds)[1]
32	San Antonio Shopping Center to Santa Clara Transit Center	Eastbound	AM PM	-23 -106
		Westbound	AM PM	**54** **19**
81	Moffett Field/ Ames Center to San Jose State University	Northbound	AM PM	**56** -13
		Southbound	AM PM	**93** 4
120	Fremont BART to Lockheed Martin Transit Center/ Moffett Park	Eastbound	AM PM	**14** -84
		Westbound	AM PM	**35** **193**
185	Penitencia Creek Transit Center to Palo Alto	Northbound	AM PM	**32** 4
		Southbound	AM PM	**7** **32**
200	Tasman & Baypointe to Mountain View Station	Northbound	AM	**19**
		Southbound	PM	**5**
Mountain View Community Shuttle	Loop throughout the City of Mountain View	Eastbound	AM	-9
		Westbound	PM	**56**
MVgo	East Whisman Route	Northbound	AM	-2
		Southbound	PM	**197**

Note:
1. The Project was not considered to have a measurable change in overall transit delay if the increase in travel time was less than five seconds. In some cases the travel time under Project Conditions improved slightly (due to changes in signal timing, critical movement changes, etc.). **Bold** text indicates routes with delay greater than 5 seconds.

Source: Fehr & Peers, 2019.

8. TRANSPORTATION DEFICIENCIES AND IMPROVEMENTS

This chapter discusses potential Project effects on the study intersections, study freeway segments, and pedestrian, bicycle, and transit facilities. First, the deficiency criteria are described. Next, the deficiencies and improvements are presented for each transportation facility type (intersections, freeway segments, etc.).

DEFICIENCY CRITERIA

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the Cities of Mountain View, Sunnyvale, and Santa Clara County. Deficiencies were evaluated by comparing the results of the analysis under Existing with Project Conditions to Existing Conditions, and Background with Project Conditions to the results under Background Conditions. The results for Existing Conditions are included to identify cumulative deficiencies; intersection operations under Cumulative with Project conditions are compared to Existing Conditions. The EWPP project traffic is considered to have a cumulatively deficiency if the EWPP project volume is more than two percent of the total volume at the cumulatively unacceptable intersection. For freeways, the EWPP project traffic is considered to cause a cumulatively considerable deficiency if the EWPP project volume is more than one percent of the total volume at the cumulatively deficient intersection.

The detailed deficiency criteria presented below focuses on elements pertaining to roadway system operations and its effects on users, including drivers, pedestrians, bicyclists and transit passengers and the effect of the project on pedestrian and bicycle facilities and on transit facilities and service; for other elements such as air traffic patterns, hazards due to design features, or emergency access, please refer to the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) Environmental Impact Report* (LSA Associates, June 2012).

CITYWIDE MULTIMODAL IMPROVEMENT PLAN AND DEFICIENCY PLAN

As a part of implementing the General Plan, City of Mountain View staff developed a multimodal improvement plan/area-wide deficiency plan to address below-standard intersections within Mountain View and other transportation infrastructure. The following *Mountain View 2030 General Plan* Mobility Element policies provided the overarching policy framework to establish the multimodal plan:

- Policy MOB 1.1: Multimodal planning. Adopt and maintain master plans and street design standards to optimize mobility for all transportation modes.
- Policy MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

The resulting plan also serves as a deficiency plan[11] for congestion management program (CMP)-designated intersections within Mountain View projected to operate at an unacceptable level of service with the 2030 General Plan land use assumptions.

The City's Multi-modal Improvement Plan (MIP) was adopted by the City and approved by the VTA, the Congestion Management Agency, in 2018. The purpose of the plan is to address deficiencies in the regional roadway network by building multi-modal improvements and adopting plans and policies to improve area mobility without specifically addressing LOS at those deficient CMP facilities. The MIP includes a comprehensive list of actions that the City will complete within a set time-line monitored by VTA. The MIP also includes a monitoring and reporting process, and a process for addressing deficiencies in neighboring jurisdictions.

The MIP addresses deficiencies due to growth without the EWPP. Based on this additional growth, new CMP deficiencies have been identified. Specifically, the MIP does not address the CMP intersection of Maude Avenue and N. Mathilda Avenue in Sunnyvale projected to operate at a deficient level with the EWPP. The City has several options to address added deficiencies: (1) work with the VTA to update the MIP, (2) prepare a supplement to the MIP, or (3) require EWPP development projects to comply with the City of Sunnyvale MIP to address the intersection.

SIGNALIZED INTERSECTIONS

City of Mountain View

Interim Level of Service Policy

The *City of Mountain View 2030 General Plan* (July 2012) includes policies to develop and adopt multimodal transportation performance measures for projects in the City of Mountain View.

> POLICY MOB 8.1: Multimodal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.
>
> POLICY MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

[11] The Santa Clara Valley Transportation Authority (VTA) oversees the Santa Clara County Congestion Management Program (CMP). Preparation of a deficiency plan is required by cities for CMP facilities that operate at unacceptable levels based on the CMP's standard. The purpose of a deficiency plan is to improve system-wide traffic flow and air quality. According to the Santa Clara Valley Transportation Authority Congestion Management Program, Deficiency Plan Requirements (September 2010), deficiency plans "allow local jurisdictions to adopt innovative and comprehensive transportation strategies for improving system wide [operations] rather than adhering to strict traffic level of service standards that may contradict other community goals."

The *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report* established the following interim level of service policy standards:

> **Interim level of service (LOS) standards.** Until adoption of the mobility plans described in Action MOB 1.1.1 [and adoption of alternative impact thresholds in Action MOB 8.1.2], maintain the Citywide vehicle LOS standards from the 1992 General Plan, which include a target peak hour LOS policy of LOS D for all intersections and roadway segments, with the following exceptions in high-demand areas:
>
> - Use LOS E for intersections and street segments within the Downtown Core and San Antonio areas where vitality, activity and multimodal transportation use are primary goals; and
> - Use LOS E for intersections and street segments on CMP designated roadways in Mountain View (e.g., El Camino Real, Central Expressway and San Antonio Road).

This transportation analysis follows the interim LOS standards.

Deficiencies at signalized City of Mountain View intersections are found to occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level to an unacceptable level; or
- Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increases the V/C ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of Sunnyvale

The City of Sunnyvale uses a LOS D standard for local street intersections and LOS E standard for "regionally significant roadways" (a designation that includes CMP facilities) such as Caribbean Drive, Mathilda Avenue, Sunnyvale-Saratoga Road, El Camino Real, Central Expressway and Lawrence Expressway, as defined under the *Sunnyvale General Plan* (consolidated in July 2011). Deficiencies at signalized local City of Sunnyvale intersections are defined to occur when the addition of Project traffic causes one of the following:

- Intersection (except those on designated regionally significant roads) operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F); or
- Operations for regionally significant designated intersections to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F);
- Exacerbates unacceptable operations by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increases the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Santa Clara County and Congestion Management Program

The LOS standard for Santa Clara County expressway and Congestion Management Program (CMP) intersections is LOS E. Deficiencies at these intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to deteriorate from an acceptable level to an unacceptable level; or
- Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increases the V/C ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

UNSIGNALIZED INTERSECTIONS

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying the type of intersection control (i.e., installing an all-way stop or a traffic signal). Traffic volumes, delay, and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

Based on previous studies, deficiencies are said to occur when the addition of project traffic causes the average intersection delay for an all-way stop-controlled intersection, or the worst movement/approach for a side-street stop-controlled intersection, to degrade to LOS F and the intersection satisfies the peak hour traffic signal warrant from the *California Manual of Uniform Traffic Control Devices* (MUTCD) (2014).[12]

FREEWAYS

Deficiencies on CMP freeway segments in Santa Clara County are determined to occur when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the Existing Conditions to an unacceptable level (LOS F); or
- An increase in traffic of more than one percent of the capacity on a segment that operates at LOS F.

[12] The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

Deficiencies on CMP freeway segments in San Mateo County or Alameda County are determined to occur when:

- The addition of project traffic causes the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP); or
- The project increases traffic demand on a freeway segment violating its LOS standard by an amount equal to one percent or more of the segment capacity.

Under Cumulative Conditions, deficiencies on CMP freeway segments in Santa Clara, San Mateo, and Alameda County are determined to occur when the addition of project traffic causes a freeway segment volume-to- capacity (V/C) ratio to exceed one (1.0) and the proposed project increases traffic demand on the freeway segment by an amount equal to one percent or more of the segment capacity.

VEHICLE MILES TRAVELED IMPACT CRITERIA

Please see the VMT Chapter for an SB 743 VMT assessment.

PEDESTRIANS AND BICYCLES

The *Mountain View 2030 General Plan* (July 2012) describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, deficiencies to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, City of Sunnyvale, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

TRANSIT

Deficiency to transit service would occur if the project or any part of the project:

- Creates demand for public transit services above the capacity which is provided or planned; or
- Disrupts existing transit services or facilities13; or
- Conflicts with an existing or planned transit facility; or

[13] This includes disruptions caused by proposed project driveways on transit streets and impacts to transit stops/shelters; or impacts to transit operations from traffic improvements proposed or resulting from a project.

- Conflicts with transit policies adopted by the City of Mountain View, City of Sunnyvale, Santa Clara County, VTA, or California Department of Transportation (Caltrans) for their respective facilities in the study area.

DEFFICIENCIES AND IMPROVEMENTS

The following section summarizes the deficiencies and improvements for each transportation facility type under Existing with Project, Background with Project and Cumulative with Project Conditions.

INTERSECTIONS

Intersection deficiencies and improvements were evaluated under Existing with Project, Background with Project, and Cumulative with Project Conditions. The improvements are draft recommendations to address deficiencies. The final improvements will require coordination with other jurisdictions to address the practical steps of implementing physical improvements. The improved intersection LOS calculations are presented in **Appendix I**.

Where feasible physical capacity improvements or operational improvements are possible, they have been identified and are described below, along with the post-improvement level of service. A bicycle and pedestrian Quality of Service (QOS) evaluation was also performed for each improvement location, to assess the effects of the proposed improvements on bicycle and pedestrian conditions, using the methods described in **Chapter 2**. These effects are also described as a part of the improvement discussion. The Bicycle and Pedestrian QOS results are presented in **Appendix J**.

For each scenario, the evaluation is organized as follows:

- Intersections with deficiencies and proposed improvements, are presented, ordered by intersection number.
- Where possible, feasible physical and/or operational improvement have been identified and are presented.

Existing with Project Conditions

Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in a deficiency at the following intersection.

Int. 20. Central Expressway and North Mary Avenue (CMP): The addition of project traffic would degrade intersection operations from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Table 25 shows the peak hour delays and LOSs both with and without improvement. The corresponding LOS calculation sheets are included in **Appendix I**. The improvement is described below.

Table 25: Existing with Project Intersection Improvement Summary

Intersection		Improvement[3]	Peak Hour[1]	Intersection Operations			
				Without Improvement		With Improvement	
				Delay	LOS[2]	Delay	LOS[3]
20	Central Expressway and North Mary Avenue (SSC/ CMP)	Add WBL, WBT, and EBT lanes	AM PM	52.4 **87.4**	D- **F**	49.4 63.9	D E

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
3. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn
Source: Fehr & Peers, 2019.

Intersection 20: Central Expressway / North Mary Avenue (SCC / CMP) – This intersection serves as the east gateway access point to the East Whisman area, and currently operates at LOS E in the PM peak hour under Existing Conditions. The addition of project traffic would exacerbate the operations at this intersection to an unacceptable LOS F. To improve operations and improve queuing in the eastbound and westbound direction, an additional westbound left-turn pocket, westbound through lane, and eastbound through lane could be added; which would improve intersection operations to an acceptable level of service. A third westbound left-turn pocket is included in Santa Clara County's Draft Expressway Plan 2040.

Widening this intersection for these vehicle movements would require removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. While roadway widening would address the deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Existing with Project Conditions.

A bicycle and pedestrian QOS analysis was conducted to assess the secondary effect of the improvements on bicyclists and pedestrians. The improvements would worsen the poor bicycle QOS; the bicycle StreetScore+ result would remain at QOS 3.3. The pedestrian QOS is 4, a poor level, both without and with the improvements. A score of 4 denotes a facility that is uncomfortable for most pedestrians, due to high travel speeds and wide crossings at intersections. The improvements would increase the distance for

pedestrians crossing Central Expressway and could shrink or eliminate the existing median that pedestrians can use for refuge. Detailed calculations can be found in **Appendix J**.

Background with Project Conditions

Under Background with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in deficiencies at the following intersections:

Int. 1. Ellis Street and Manila Drive (Mountain View / NASA): The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the AM and PM peak hours.

Int. 2. US 101 Northbound Ramps and Ellis Street (Mountain View/Caltrans): The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 20. Central Expressway and North Mary Avenue (CMP): The addition of project traffic would exacerbate the unacceptable LOS F operations by increasing the critical delay by 28 seconds during the PM peak hour.

Int. 30. North Mathilda Avenue and West Moffett Park Drive (Sunnyvale): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the AM peak hour.

Table 26 summarizes the improvements and shows the intersection delays and LOSs both with and without improvements under Background with Project Conditions. The corresponding LOS calculation sheets are included in **Appendix I**. **Table 27** describes the quality of service results for bicycle and pedestrian facilities without and with improvements under Background Conditions. Improvements are described below.

Table 26: Background with Project Intersection Improvements Summary

Intersection		Improvements[3]	Peak Hour[1]	Intersection Operations			
				Without Improvements		With Improvements	
				Delay	LOS[2]	Delay	LOS[2]
1	Ellis Street and Manila Drive (MV / NASA)	Signalize Intersection	AM PM	**79.1** **52.1**	**F** **F**	20.6 17.7	C+ B
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	AM PM	38.0 **93.5**	D+ **F**	18.7 23.7	B- C
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT, and EBT lanes	AM PM	54.8 **102.7**	D- **F**	50.8 68.3	D- E

Table 26: Background with Project Intersection Improvements Summary

Intersection		Improvements[3]	Peak Hour[1]	Intersection Operations			
				Without Improvements		With Improvements	
				Delay	LOS[2]	Delay	LOS[2]
30	North Mathilda Avenue and West Moffett Park Drive (S)	Add WBT lane	AM PM	**57.7** 50.4	**E+** D	33.9 50.4	C- D

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
2. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn
Source: Fehr & Peers, 2019.

Intersection 1: Ellis Street / Manila Drive (Mountain View / NASA): This intersection would meet peak hour signal warrants and would need to be signalized. Each approach would have a left-turn lane with protected left-turn phasing and a shared through-right turn lane. This signalization and intersection improvements will address the deficiency at this intersection.

StreetScore+ result for bicyclists would remain at QOS 4. The pedestrian QOS score is at 4 without the improvement. If the intersection was signalized, the pedestrian QOS score would improve to 3.

Intersection 2: US 101 Northbound Ramps / Ellis Street (Mountain View): To improve operations and improve queuing in the westbound and southbound directions, an additional westbound left-turn lane and southbound right-turn lane could be added; which would improve intersection operations to an acceptable level of service. While these intersection improvements will address the intersection level of service deficiency under Background with Project Conditions, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic.

A more detailed VISSIM microsimulation analysis was completed to evaluate the closely-spaced intersections (Intersections 1-4) at the Ellis Street Interchange and the interactions between automobiles, buses, light rail transit (LRT) vehicles, pedestrians, and signal systems. The results and associated improvement are presented in **Chapter 9**.

The improvement would not change or worsen the poor bicycle or pedestrian QOS; the bicycle and pedestrian StreetScore+ results would remain at QOS 4.

Intersection 20: Central Expressway / North Mary Avenue (SCC / CMP): Adding a westbound left-turn lane, a westbound through lane, and an eastbound through lane could improve the operations to an acceptable LOS E. While roadway widening would reduce the level of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Background with Project Conditions.

The bicycle QOS score is at 3.3 without the improvement. With the proposed improvements, the bicycle QOS worsens to 4. The pedestrian QOS score is also at 4, both without and with the improvements. The improvements would add a westbound left, a westbound through lane, and an eastbound through lane which would increase the distance for pedestrians crossing Central Expressway and could shrink or eliminate the existing median that pedestrians can use for refuge.

Intersection 30: North Mathilda Avenue / West Moffett Park Drive (Sunnyvale): To improve operations and improve queuing in the westbound and southbound directions, a westbound through lane could be added; which would improve intersection operations to an acceptable level of service. While roadway widening would reduce levels of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified. Because this improvement would be the responsibility of another jurisdiction, this deficiency would still occur under Existing with Project Conditions.

The improvements would not change or worsen the bicycle QOS; it would remain at QOS 4. The pedestrian QOS score would not change or worsen, and remain at a 4, both without and with the improvements. Adding a westbound through lane would increase the distance for pedestrians crossing Mathilda Avenue.

Secondary Effect Analysis for Transportation Improvements

As discussed above intersection improvements vary in size and type, include reconfiguring intersection approaches, adding lanes, and making interchange improvements. Secondary effects associated with widening intersections for vehicle movements would include the need for additional right of way, removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table 27: Background with Project Intersection Secondary Effect Analysis

Deficient Intersection		Improvement	Secondary Effect Summary			
			Without Improvement		With Improvement	
			Bicycle[1]	Pedestrian[2]	Bicycle[1]	Pedestrian[2]
1	Ellis Street and Manila Drive (MV / NASA)	Signalize Intersection	4	4	4	3
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	4	4	4	4
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT, and EBT lanes	3.3	4	4	4
30	North Mathilda Avenue and West Moffett Park Drive (S)	Add WBT lane	4	4	4	4

Notes:
1. Average bicycle StreetScore+ Quality of Service of all intersection legs. See **Appendix J** for calculations.
2. Average pedestrian StreetScore+ Quality of Service of all intersection legs. See **Appendix J** for calculations.

Source: Fehr & Peers, 2019.

Cumulative with Project Conditions

Under Cumulative with Project Conditions, motor vehicle traffic and congestion would increase and the Project would add a considerable amount of traffic, which would result in deficiencies at the following intersections:

Int. 1. Ellis Street and Manila Drive (Mountain View / NASA): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to LOS F during the AM and PM peak hours.

Int 2. Ellis Street and US 101 Northbound Ramps (Mountain View/Caltrans): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int 4. Ellis Street and Fairchild Drive (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS B to LOS unacceptable E during the PM peak hour.

Int 5. Maude Avenue and SR 237 Ramps (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to unacceptable LOS F during the AM peak hour.

Int 7. Maude Avenue and North Mary Avenue (Sunnyvale): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS D to unacceptable LOS E during the PM peak hour.

Int 8. Maude Avenue and North Mathilda Avenue (CMP): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS D to unacceptable LOS E during the AM peak hour, and from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int 9. East Middlefield Road and North Whisman Road (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int 10. East Middlefield Road and Ellis Street (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS B to unacceptable LOS E during the AM peak hour.

Int 16. Central Expressway and SR 85 Southbound Ramp (Santa Clara County): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int 20. Central Expressway and North Mary Avenue (CMP): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int 22. West Evelyn Avenue and North Mary Avenue (Sunnyvale): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS D to unacceptable LOS F during the AM peak hour, and from acceptable LOS D to unacceptable LOS E during the PM peak hour.

Int 27. Moffett Boulevard and West Middlefield Road (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS D to unacceptable LOS F during the AM and PM peak hours.

Int 29. Moffett Boulevard and Central Expressway (CMP): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS D to unacceptable LOS F during the AM peak hour, and from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int 36. North Mathilda Avenue and Indio Avenue (Sunnyvale): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to unacceptable LOS F during the AM peak hour.

Int 39. South Whisman Road and SR-237 Westbound Ramps (Mountain View): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int 40. South Whisman Road and SR-237 Westbound Ramps (Sunnyvale): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to

unacceptable LOS E during the AM peak hour, and from acceptable LOS B to unacceptable LOS E during the PM peak hour.

Int 46. East Arques Avenue and Fair Oaks Avenue (Sunnyvale): The addition of cumulative traffic would cause the intersection to degrade from acceptable LOS C to unacceptable LOS F during the AM and PM peak hours.

Table 28 summarizes the improvements and shows the intersection delays and LOSs both with and without the improvements under Cumulative with Project Conditions. The corresponding LOS calculation sheets are included in **Appendix I**. **Table 29** describes the quality of service results for bicycle and pedestrian facilities without and with improvements under Cumulative Conditions. Improvements are described below.

Table 28: Cumulative with Project Intersection Improvement Summary

Deficient Intersection[1]		Improvement[3]	Peak Hour[1]	Intersection Operations			
				Without Improvement		With Improvement	
				Delay	LOS[2]	Delay	LOS[2]
1	Ellis Street and Manila Drive (MV / NASA)	Signalize Intersection	AM PM	**>120.0** **>120.0**	**F** **F**	38.2 27.3	D+ C
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	AM PM	31.6 **>120**	C **F**	20.7 30.0	C+ C
4	Fairchild Drive and Ellis Street (MV)	Add SBT lane	AM PM	50.6 **72.7**	D **E**	42.3 27.0	D C
5	Maude Avenue and SR 237 Ramps (MV)	Construct new interchange	AM PM	**72.2** 43.5	**E** D-	- -	- -
7	Maude Avenue and North Mary Avenue (S)	Add dedicated EBR lane	AM PM	48.7 **73.1**	D **E**	46.4 49.3	D D
8	Maude Avenue and North Mathilda Avenue (S / CMP)	No feasible improvement identified	AM PM	**71.7** **116.1**	**E** **F**	- -	- -
9	East Middlefield Road and North Whisman Road (MV)	Add dedicated EBR lane	AM PM	37.5 **89.2**	D+ **F**	36.2 50.0	D D
10	East Middlefield Road and Ellis Street (MV)	Add EBL lane	AM PM	**57.5** 21.5	**E+** C+	27.8 18.3	C B-
16	Central Expressway and SR 85 Southbound Ramp (SC)	Convert SBR to shared SBL/R	AM PM	47.7 **84.6**	D **F**	12.3 45.0	B D
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT and EBT lanes	AM PM	**59.5** **>120.0**	**E+** **F**	53.6 **103.3**	D- **F**
22	West Evelyn Avenue and North Mary Avenue (S)	Add EBL lane	AM PM	**107.7** **66.6**	**F** **E**	51.4 50.7	D- D
27	Moffett Boulevard and West Middlefield Road (MV)	Add dedicated NBR, SBR, and EBR lanes	AM PM	**94.6** **94.5**	**F** **F**	52.1 51.6	D- D-

Table 28: Cumulative with Project Intersection Improvement Summary

Deficient Intersection[1]		Improvement[3]	Peak Hour[1]	Intersection Operations			
				Without Improvement		With Improvement	
				Delay	LOS[2]	Delay	LOS[2]
29	Moffett Boulevard and Central Expressway (SSC / CMP)	Close Castro Street leg	AM PM	**96.2** **>120.0**	**F** **F**	20.0 24.7	B- C
36	North Mathilda Avenue and Indio Avenue (S)	Add dedicated WBR lane	AM PM	**96.0** 28.4	**F** C	37.5 28.3	D+ C
39	South Whisman Road and SR- 237 Westbound Ramps (MV)	Add dedicated SBL and WBR lanes	AM PM	48.7 **113.4**	D **F**	33.3 47.6	C- D
40	East Evelyn Avenue and South Bernardo Avenue (S)	Add dedicated NBL lane	AM PM	**63.1** **59.4**	**E** **E+**	22.4 25.9	C+ C
46	East Arques Avenue and Fair Oaks Avenue (S)	Add EBL and EBT lanes	AM PM	**>120.0** **>120.0**	**F** **F**	**>120.0** **107.8**	**F** **F**

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. AM = morning peak hour, PM = evening peak hour.
2. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual. Field conditions are generally worse than the calculated levels of service at the Ellis Street intersections (#1 - #4) and the Mathilda Avenue intersections (#30- #33) because of the limited intersection space at the interchange areas and/or interaction with light-rail trains.
3. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; T = Through, L = Left-turn, R = Right-turn
Source: Fehr & Peers, 2019.

Intersection 1: Ellis Street / Manila Drive (Mountain View / NASA): This intersection would need to be signalized. Each approach would have a left-turn lane with protected left-turn phasing and a shared through-right turn lane. The signalization and the improvements at this intersection would improve the level of service to acceptable conditions.

The bicycle QOS would remain at 4 with these improvements. The pedestrian QOS score is at 4, without the improvements. If the intersection was signalized, the pedestrian QOS score would improve to a 3 as the signals would include pedestrian signals and phasings to accommodate pedestrian crossings.

Intersection 2: US 101 Northbound Ramps / Ellis Street (Mountain View): To improve traffic operations and queuing in the northbound direction a southbound right-turn lane could be added with overlap signal phasing. To improve operations and queuing in the westbound direction a westbound left-turn lane could be added with overlap signal phasing. While these intersection improvements will address the intersection level of service deficiency under Cumulative with Project Conditions, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under

the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic. The improvements would not affect the poor bicycle or pedestrian QOS; they would remain at QOS 4.

Intersection 4: Fairchild Drive / Ellis Street (Mountain View): Converting the southbound approach to include one additional through lane would improve intersection operations to an acceptable level of service and reduce the intersection level of service deficiency under Cumulative with Project Conditions. While these intersection improvements would improve the operations to acceptable level, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic. The improvements would not worsen bicycle or pedestrian QOS; the bicycle QOS would remain at 3.5. The pedestrian QOS score would remain at a 3.25.

Intersection 5: Maude Avenue / SR 237 Ramps (Mountain View/Caltrans): The Maude Avenue/SR 237 interchange is configured as a single-point urban interchange (SPUI). Designated bicycle facilities are planned through the interchange area in the future; however, pedestrian sidewalks are only provided on the southern side of the Maude Avenue with four signal controlled crossing locations through the SPUI intersection geometry.

The current interchange configuration and its right-of-way constraints allow only a few options for expanding the capacity of the interchange. Consideration might be given to redesigning the interchange to a tight diamond configuration, which could provide improved vehicle operations while reducing the signal controlled crossing distance for bicycles and pedestrians from 185 feet to 115 feet. Furthermore, a tight diamond configuration would also allow for the addition of bicycle facilities through the interchange area, and would offer more options for pedestrian accommodation.

However, changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. The interchange is part of the State highway system, which is under the jurisdiction of Caltrans. Therefore, it is concluded that there are no defined and feasible improvements identified for this location, and a bicycle and pedestrian QOS analysis has not been conducted for the "with improvements" condition.

Intersection 7: Maude Avenue / North Mary Avenue (Sunnyvale): To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added with overlap signal phasing. While roadway widening would address levels of service deficiency at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified.

The improvements would not worsen pedestrian QOS; it would remain at QOS 4. The bicycle QOS score is at a 2.75 without the improvements. With the proposed improvements, the bicycle QOS score worsens to a 3. The addition of an eastbound right-turn lane would increase discomfort for cyclists.

Intersection 8: Maude Avenue / North Mathilda Avenue (Sunnyvale/ CMP): This intersection is already configured to provide substantial capacity for vehicles, with free right-turn lanes and dedicated single or dual left-turn lanes on all approaches. There are bicycle lanes on Mathilda Avenue, but no bicycle facilities on Maude Avenue. The width of the intersection makes for long pedestrian and bicycle crossing distances. No further physical expansion that would address level of service deficiency is considered feasible at this location, and no improvement is proposed. Because there is no defined and feasible improvement identified for this location, a bicycle and pedestrian QOS analysis has not been conducted for the "with improvement" condition.

Intersection 9: East Middlefield Road / North Whisman Road (Mountain View): To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added with overlap signal phasing. These signalization and intersection improvements will address the intersection level of service deficiency under Cumulative with Project Conditions and are considered feasible by the City.

The improvement would worsen bicycle and pedestrian QOS. The bicycle QOS score is 3 without the improvement; with the improvement the QOS score worsens to 3.25. The pedestrian QOS score is 2 without the improvement; with the improvement, the pedestrian QOS score worsens to 2.25. The addition of an eastbound right-turn lane would increase the distance for both bicyclists and pedestrians crossing North Whisman, Road.

Intersection 10: East Middlefield Road / Ellis Street (Mountain View): To improve operations and improve queuing in the eastbound direction a second eastbound left-turn lane could be added. This intersection improvements will address the intersection level of service deficiency under Cumulative with Project Conditions.

The improvement would not change bicycle and pedestrian QOS. The pedestrian QOS would remain a 3 and the bicycle QOS would remain at 2.

Intersection 16: Central Expressway / SR 85 Southbound Ramp (Mountain View): Converting the southbound right-lane to a shared left/right-turn lane would improve intersection operations to an acceptable level of service. This intersection improvement will address the intersection level of service deficiency under Cumulative with Project Conditions and is considered feasible by the City. This improvement would require coordination and approval by Caltrans and Santa Clara County to design and construct.

The improvement would not worsen bicycle or pedestrian QOS; both would remain at QOS 4. A QOS score for both pedestrians and cyclists means the intersection has limited if any access for many modes and is

inhospitable and uncomfortable. If the westbound approach was converted to include one additional lane, the distance for pedestrians crossing would increase.

Intersection 20: Central Expressway / North Mary Avenue (Sunnyvale): Adding a westbound left-turn lane, a westbound through lane, and an eastbound through lane could improve the operations to an acceptable during the morning peak hour; however, the evening peak hour would remain unacceptable. The City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The bicycle QOS score is 3.3 without the improvements. With the proposed improvements, the bicycle QOS worsens to 4. The pedestrian QOS score is also 4, both without and with the improvements. As noted above, a score of 4 denotes a facility that is uncomfortable for most pedestrians, due to high travel speeds and wide crossings at intersections. The improvements would increase the distance for pedestrians crossing Central Expressway and could shrink or eliminate the existing median that pedestrians can use for refuge.

Intersection 22: West Evelyn Avenue / North Mary Avenue (Sunnyvale): To improve operations and improve queuing in the eastbound direction an eastbound left-turn lane could be added with overlap signal phasing.

While adding an eastbound left turn lane would address level of service deficiencies at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The improvement would not worsen pedestrian QOS; it would remain at QOS 4. The bicycle QOS score is 3 without the improvement. The added eastbound left turn lane would worsen the bicycle QOS to 3.25.

Intersection 27: Moffett Boulevard / West Middlefield Road (Mountain View): To improve operations and improve queuing in the northbound direction a northbound right-turn lane could be added with overlap signal phasing. To improve operations and improve queuing in the southbound direction a southbound right-turn lane could be added with overlap signal phasing. To improve operations and improve queuing in the eastbound direction an eastbound right-turn lane could be added. These signalization and intersection improvements would address the intersection level of service deficiency under Cumulative with Project Conditions and are considered feasible by the City.

The improvements would worsen bicycle and pedestrian QOS. The bicycle QOS would increase from 3 to 3.5. The pedestrian QOS score is 2.5 without the improvements. With improvements, the pedestrian QOS

score worsens to a 3.5. These added lanes would cause both pedestrian and cyclist crossing to become more difficult.

Intersection 29: Moffett Boulevard / Central Expressway (SCC / CMP): The *Mountain View Transit Center Master Plan* (2016) identified potential solutions that would eliminate at-grade crossings at Castro Street and the railroad tracks. Alternative 4 was to close Castro Street at West Evelyn Avenue and re-route traffic to Shoreline Boulevard. It would provide an elevated pedestrian connection. This solution would improve the functionality of the Transit Center and potentially better accommodate traffic growth in the downtown area. However, changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. While Alternative 4 would reduce levels of service deficiencies at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Santa Clara County and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The improvements would improve the bicycle and pedestrian QOS. The pedestrian QOS would improve from a 3.5 to a 3.3. The bicycle QOS results would improve from 2.75 to 2. Closing the Castro Street leg would increase the comfort of cyclists and pedestrians.

Intersection 36: North Mathilda Avenue / Indio Avenue (Sunnyvale): To improve operations and improve queuing in the westbound direction during the AM peak hour a westbound right-turn lane could be added with overlap signal phasing.

While the proposed improvement addresses level of service deficiencies at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The modification would worsen bicycle and pedestrian QOS. The bicycle QOS would increase from 2.5 to 2.75. The pedestrian QOS score is at a 3 without the improvement. With improvement, the pedestrian QOS score worsens to 3.25. Adding a dedicated westbound turn lane would lengthen the pedestrian and cyclist crossing distance. Shortening the crossing times and adding medians in the northbound, eastbound and westbound directions would improve the pedestrian QOS score.

Intersection 39: South Whisman Road / SR- 237 Westbound Ramps (Mountain View): To improve operations and improve queuing in the southbound direction a dedicated southbound left-turn lane could be added. To improve operations and improve queuing in the westbound direction a westbound right-turn lane could be added with overlap signal phasing. These signalization and intersection improvements will address the intersection level of service deficiency level under Cumulative with Project Conditions. The

proposed improvement is considered feasible by the City. This improvement would require coordination with Caltrans to design and construct.

The improvement would worsen bicycle and pedestrian QOS. The bicycle QOS would worsen from 3 to 3.25. The pedestrian QOS score is at a 3.5 without the improvement. With improvement, the pedestrian QOS worsens to 3.75. Adding a southbound left-turn lane and a westbound right-turn lane means that both pedestrian and cyclist crossings would become more difficult. Increasing the crossing times and adding medians in the northbound, eastbound and westbound directions would lower the pedestrian QOS score.

Intersection 40: East Evelyn Avenue / South Bernardo Avenue (Sunnyvale): To improve operations and improve queuing in the northbound direction a northbound left-turn lane could be added with overlap signal phasing. These signalization and intersection improvements will address the intersection level of service deficiency level under Cumulative with Project Conditions.

While the proposed improvement addresses level of service deficiencies at this intersection, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The improvement would not worsen bicycle QOS; it would remain at 2.65. The pedestrian QOS score is at a 3.67 without the improvement. With improvement, the pedestrian QOS score worsens to 4. Increasing the crossing times would lower the pedestrian QOS score.

Intersection 46: East Arques Avenue / Fair Oaks Avenue (Sunnyvale): Modifying the eastbound approach to include a separate through lane would improve intersection operations, but not to an acceptable level of service. While the proposed modification improves the level of service, the City cannot be certain at this time that such improvements would be implemented since this intersection is under the jurisdiction of Sunnyvale and no other feasible improvements have been identified due to right-of-way constraints. Because this improvement is the responsibility of another jurisdiction, this deficiency would still occur under Cumulative with Project Conditions.

The improvement would not worsen bicycle QOS; it would remain at 1.75. This QOS score means that most cyclists can ride comfortably through this intersection. The pedestrian QOS score is 3.25 without the improvement. With improvement, the pedestrian QOS score worsens to a 3.5. Increasing the crossing times would lower the pedestrian QOS score.

Secondary Effect Analysis for Transportation Improvements

As discussed above intersection improvements vary in size and type, include reconfiguring intersection approaches, adding lanes, and making interchange improvements. Secondary effects associated with

widening intersections for vehicle movements would include the need for additional right of way, removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table 29: Cumulative with Project Intersection Secondary Effect Summary

Deficient Intersection		Improvement	Secondary Effect Summary			
			Without Improvement		With Improvement	
			Bicycle[1]	Pedestrian[2]	Bicycle[1]	Pedestrian[2]
1	Ellis Street and Manila Drive (MV / NASA)	Signalize Intersection	4	4	4	3
2	US 101 Northbound Ramps and Ellis Street (MV)	Add WBL and SBR lanes	4	4	4	4
4	Fairchild Drive and Ellis Street (MV)	Add SBT lane	3.5	3.25	3.5	3.25
5	Maude Avenue and SR 237 Ramps (MV)	Construct new interchange	3.5	3.8	-	-
7	Maude Avenue and North Mary Avenue (S)	Add dedicated EBR lane	2.75	4	3	4
8	Maude Avenue and North Mathilda Avenue (S / CMP)	No feasible improvement identified	4	4	-	-
9	East Middlefield Road and North Whisman Road (MV)	Add dedicated EBR lane	3	2	3.25	2.25
10	East Middlefield Road and Ellis Street (MV)	Add EBL lane	2	3	2	3
16	Central Expressway and SR 85 Southbound Ramp (MV)	Add WBT lane	4	4	4	4
20	Central Expressway and North Mary Avenue (SSC / CMP)	Add WBL, WBT and EBT lanes	3.3	4	4	4
22	West Evelyn Avenue and North Mary Avenue (S)	Add EBL lane	3	4	3.25	4
27	Moffett Boulevard and West Middlefield Road (MV)	Add dedicated NBR, SBR, and EBR lanes	3	2.5	3.5	3.5
29	Moffett Boulevard and Central Expressway (SSC / CMP)	Close Castro Street leg	2.75	3.5	2	3.3
36	North Mathilda Avenue and Indio Avenue (S)	Add dedicated WBR lane	2.5	3	2.75	3.25
39	South Whisman Road and SR- 237 Westbound Ramps (MV)	Add dedicated SBL and WBR lanes	3	3.5	3.25	3.75

Table 29: Cumulative with Project Intersection Secondary Effect Summary

Deficient Intersection		Improvement	Secondary Effect Summary			
			Without Improvement		With Improvement	
			Bicycle[1]	Pedestrian[2]	Bicycle[1]	Pedestrian[2]
40	East Evelyn Avenue and South Bernardo Avenue (S)	Add dedicated NBL lane	2.65	3.67	2.65	4
46	East Arques Avenue and Fair Oaks Avenue (S)	Add EBL and EBT lanes	1.75	3.25	1.75	3.5

Notes:
1. Average bicycle StreetScore+ Quality of Service of all intersection legs. See **Appendix J** for calculations.
2. Average pedestrian StreetScore+ Quality of Service of all intersection legs. See **Appendix J** for calculations.

Source: Fehr & Peers, 2019.

FREEWAY SEGMENTS

Freeway deficiencies and the associated improvements were evaluated under Existing with Project and Cumulative with Project Conditions.

Existing with Project Conditions

Existing with Project Conditions freeway segment analysis results are presented in **Table D-1** of **Appendix D**.The Project would also add traffic greater than 1% of the capacity of segments currently operating at unacceptable levels. Under Existing with Project Conditions, implementation of the proposed project would result in 151 cases where the addition of project traffic results in unacceptable freeway operations (for HOV lanes, normal travel lanes, and in the AM and PM peak hours) These would be considered deficiencies caused by the project.

To improve operations, these freeway segments could be widened to meet the current level of service standard. Specifically, the Santa Clara Valley Transportation Authority (VTA) *Valley Transportation Plan 2040* (October 2014) identifies freeway express lanes (VTA VTP 2040 Project #H1, H2, H3, and H5), and freeway auxiliary lane projects to improve freeway operations.

However, the complete improvement of freeway deficiencies is considered beyond the scope of an areawide plan, due to the inability a City to: 1) acquire right-of-way for freeway widening, and 2) fully fund major freeway mainline improvements. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.

To manage deficient freeway operations, potential TDM measures that reduce peak period vehicle trips are described in the VTA *Deficiency Plan Action List* (See **Appendix K**). The EWPP includes efforts to reduce

vehicle trips through the introduction of residential development in a jobs rich area, by implementing pedestrian and bicycle improvements, including improved access to the nearby LRT stations, and requiring Transportation Demand Management (TDM) Programs, and a peak hour office trip rate cap. While these precise plan elements may incrementally reduce peak period freeway traffic, they would not completely address the operational deficiencies.

A fair share contribution toward freeway improvement costs could be considered as an improvement and a community benefit. However, operational deficiencies would not be eliminated until the improvements are constructed. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Mountain View could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

Cumulative with Project Conditions

Cumulative with Project Conditions freeway analysis results are presented in **Table D-3** of **Appendix D**. Under Cumulative with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in several freeway segments operating at unacceptable levels of service. The Project would also add traffic greater than 1% of the capacity of segments currently operating at unacceptable levels. Please see the discussion above of freeway deficiencies and improvements.

PEDESTRIAN FACILITIES

To accommodate future growth in the East Whisman area, the EWPP includes a complete streets network, new pedestrian facilities, and transportation policies to accommodate increased pedestrian demands generated by the anticipated development.

Where sidewalk gaps exist, the proposed EWPP would close those sidewalk gaps. The proposed project encourages walking by improving pedestrian connectivity with a street grid network and off-street paths to shorten walking distances and improve pedestrian connections to transit stops and to adjacent buildings.

Implementation of the proposed project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new pedestrian facilities and will have a beneficial effect on pedestrian circulation and access. Therefore, no additional improvements would be required.

BICYCLE FACILITIES

To accommodate future growth in the East Whisman area, the EWPP enhances existing bicycle facilities and add new bicycle facilities to create an interconnected bike network. This network will accommodate bicycle demand generated by the anticipated development in the area.

The proposed project encourages bicycling by improving bicycle connectivity with a street grid network and off-street paths to shorten bicycling distances and provide a higher quality bicycle network (with lower vehicle speeds and volumes where possible). Commuting by bicycle is supported with a street system that enhances bicycle connections within the EWPP area.

Implementation of the proposed project would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new bicycle facilities and will have a beneficial effect on bicycle circulation and access. Therefore, no additional improvements would be required.

TRANSIT SERVICE

Implementation of the EWPP development may result in an increased demand for transit facilities and services. This project would cause a deficiency to transit facilities and services based on the criteria described earlier in this chapter.

Under Project Conditions (Existing, Background and Cumulative Conditions), implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the EWPP area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

Potential Deficiency: Increased Transit Demand – Light rail, commuter bus, private shuttle, and fixed-route bus services operate near and within the EWPP area. The addition of passengers from the project will increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could address the deficiency. This effort to increase transit capacity would likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and the VTA. The stated purpose of the City of Mountain View TMA is to address concerns of the TMA members and the community to reduce congestion and improve connectivity by the following means (Article 2 section 1.2 of the draft Mountain View TMA):

- Reduce single-occupant vehicle traffic, address traffic congestion (particularly during peak hours), and reduce greenhouse gas emissions within the City of Mountain View, for the benefit of the Mountain View resident and business community alike;
- Develop transportation system and demand management strategies;

- Provide shuttle service that is open to the public;
- Operate shuttle routes to assist Members in satisfying Transportation Demand Management (TDM) goals established in the Members' separate agreements with the City of Mountain View, with the precise shuttle routes to be agreed to by the Corporation and Members under a separate contractual relationship;
- Implement programs to enhance service connectivity with Caltrain and VTA / Light Rail services;
- Connect workplaces to downtown Mountain View and key retail sites;
- Shift travel modes to mass transit and other non-automotive modes of transportation in Mountain View;
- Secure funding from private employers, landowners, city, regional, state and federal agencies;
- Coordinate non-automotive transportation modes, including bike share and incentive-based transportation alternatives;
- Coordinate the monitoring and reporting of data on TDM measures by Members; and
- Expand transit network.

The City of Mountain View General Plan and the EWPP include policies to encourage an increase in transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the EWPP would be accommodated by existing and planned improvements to the transit system, such as improving access to transit for local residents and employees (e.g., transit stop enhancements, sidewalk widening, etc.), and improving how transit vehicles to move in and around the EWPP area (e.g., new and more frequent bus services, expansion of the VTA and Caltrain systems, provision of transit-focused facilities, etc.). Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability.

While the EWPP would add peak hour transit riders, implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities. The project builds on and is consistent at a policy level with the City of Mountain View General Plan policies that support multimodal transportation options, and the City of Mountain View TMA charter to reduce congestion and improve connectivity. Therefore, with implementation of the EWPP development, there will be additional transit vehicles provided to accommodate the additional demand, and no additional improvements would be required.

Potential Deficiency: Increased Transit Vehicle Delay at Congested Intersections – Project deficiencies associated with increased vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Public agencies such as the VTA will make service changes over time based on ridership performance standards and land use density targets. Increased or modified public transit service is approved by a publicly appointed decision body (like the VTA board). Transit vehicle preemption, signal coordination, and other improvements such as a dedicated bus lane would help reduce the

magnitude of peak hour congestion on transit operations. Implementation of the EWPP would not disrupt existing or interfere with planned transit services or facilities; however, the increase in transit vehicles, local street congestion within and near the EWPP area, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would result in deficiencies on transit vehicle operations, in particular at those intersections without feasible improvement options for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas, but are not likely to fully address this effect.

Potential Deficiency: Increased Transit Vehicle Delay at New Grade Crossing – Light-rail vehicles travel on dedicated rights-of-way (tracks) within the EWPP area. The new Street C, if constructed, would have an at-grade crossing of the light rail tracks between Ellis Street and Logue Avenue. The gate operations at this crossing could increase light rail vehicle delay. A potential improvement option would be to not construct Street C and the associated new at grade crossing of the light-rail tracks. This could have secondary effects by increasing the walking distances for pedestrians and bicyclists by causing them to use existing crossing locations at Fairchild Drive, the Middlefield light rail station, and Middlefield Road. Another option is the construction of a grade separated bicycle and pedestrian crossing of the light rail tracks, this configuration would require long approach ramps to meet accessibility requirements.

9. US 101 AND ELLIS STREET INTERCHANGE OPERATIONAL ASSESSMENT

The interchange at US 101/Ellis Street is one of the key regional access points to the EWPP area. In addition to providing vehicle access, it serves pedestrian and bicycle travel between the EWPP area and the Bayshore/NASA light rail station and has at-grade light rail tracks running through it. The interactions of these various travel modes, the closely-spaced intersections, and the high level of vehicle traffic causes congested operations and long vehicle queues during peak periods.

The intersection operations analyses presented in the previous chapters are not multi-modal analyses and do not account for vehicle queues affecting the operations of adjacent intersections. Therefore, they cannot be used to fully address the range of improvements needed to provide acceptable operations. Therefore, the City of Mountain View requested a detailed multimodal transportation operations analysis to evaluate the effects of increasing the land development potential in the EWPP area and to identify potential intersection improvements.

The VISSIM micro-simulation software package was used to evaluate the US 101/Ellis Street interchange area including the intersections on Ellis Street between Fairchild Drive and Manila Avenue. VISSIM uses micro-simulation to evaluate complicated multimodal transportation corridors that involve closely-spaced intersections and the interactions between automobiles, buses, light rail transit (LRT) vehicles, pedestrians, and signal systems. This evaluation was conducted using traffic volumes for Existing with Project Conditions, Background with Project Conditions, and Cumulative with Project Conditions described in previous chapters to include the effects of traffic generated by land use changes in the EWPP area, NASA Ames, and Moffett Park in Sunnyvale. The technical results are provided in **Appendix L**.

This chapter discusses potential intersection improvements, including those identified in Chapter 8 plus others, that would be needed to provide overall acceptable traffic operations within the interchange area. Additional design considerations would be needed to fully accommodate pedestrian and bicycle activity.

ELLIS STREET CORRIDOR

The Ellis Street corridor between Manila Drive and Fairchild Drive includes three closely-spaced, signalized intersections and one all-way stop-controlled intersection. These intersections convey traffic to and from the NASA Ames Research Center to the north, Moffett Park area to the east, northbound and southbound US 101, and to the Whisman Area to the south. VTA light rail operates on tracks to the east of Ellis Street, which cross the US 101 northbound off-ramp and southbound on-ramp at grade. The light rail operates on 15-minute headways in each direction, resulting in eight light rail trains passing through the area during each peak hour. A freight rail track crosses Ellis Street through its intersection with the US 101 northbound ramps. There is no current service on this track but it has not been decommissioned. A sidewalk is located

on the west side of Ellis Street with pedestrian signals and crosswalks to accommodate pedestrians crossing the west leg of Fairchild Drive and the US 101 southbound off-ramp. (There are no crosswalks or pedestrian signals to accommodate pedestrians crossing the US 101 northbound on-ramps.) There are two crosswalks across Ellis Street in the interchange area; on the north side of Manilla Drive and on the south side of Fairchild Drive. There are no bicycle facilities through the interchange area.

MODEL CALIBRATION AND VALIDATION

The VISSIM model was calibrated to Existing Conditions using the vehicular/pedestrian/bicycle traffic volumes, intersection signal timings provided by Caltrans and City staff, and light rail service levels. The Existing Conditions models (AM and PM peak hours) were calibrated and validated to replicate the vehicle volumes, queuing, signal operations, and light rail operations that were observed in the field.

The Ellis Street/US101 Southbound Ramps and Ellis Street/US101 Northbound Ramps intersections currently operate with coordinated signals. Both intersections provide full transit signal preemption to the light rail vehicles. Since the light rail runs on 15-minute headways in each direction, the traffic signals run on preemption mode four to eight times during the AM and PM peak hours (depending on whether the

northbound and southbound trains cross these intersections simultaneously or independently). During both morning and evening peak hours, vehicles were observed to occupy most of the available storage length between intersections.

Table 30 shows the existing intersection delay and LOS at the four intersections in the interchange area using the calibrated VISSIM models. Note that these LOS results will differ from those presented in Chapter 3 due to the different analytical method (VISSIM micro-simulation model versus Traffix). These level of service results are similar to observations conducted at the Ellis Street interchange and described in the field observations section of Chapter 3. Commuter shuttle queues at the NASA Ames gate on Ellis Street north of Manila Drive were observed from 9:00 to 10:00 AM. However, since this queuing occurs outside the typical morning peak hour it is not included in this simulation analysis.

Table 30: Existing Intersection Level of Service in Ellis Interchange Area

Intersection		Intersection Control	Peak Hour[1]	Existing Conditions	
				Delay[2]	LOS[3]
1	Ellis Street and Manila Drive	AWSC	AM PM	9.9 14.7	A B
2	Ellis Street and US 101 Northbound Ramps	Signal	AM PM	40.5 39.4	D D
3	Ellis Street and US 101 Southbound Ramp	Signal	**AM** PM	**68.4** 23.6	**E** C
4	Ellis Street and Fairchild Drive	Signal	AM PM	17.6 39.8	B D

Notes:
AWSC = All-way stop control.
Bold text indicates intersection operates at LOS E or F.
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections.
3. LOS = Level of Service. LOS calculations conducted using the VISSIM micro-simulation software package, which applies the method described in the *2010 Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

PROJECT CONDITIONS

Once the VISSIM models were calibrated and validated to Existing Conditions, the traffic volumes from the Existing with Project Conditions, Background with Project Conditions, and Cumulative with Project Conditions scenarios were input and the models were re-run. **Table 31** summarizes the intersection delay and LOS results for these project scenarios. All of the intersections are predicted to operate at LOS E or F during at least one of the peak hours under Cumulative with Project Conditions. Because of the increase in traffic volumes, the adverse effect of LRT crossings and the signal preemption associated with them is more

pronounced, and queues extending to adjacent intersections and degrading their operations is projected to occur.

During the AM peak hour under all three Project Conditions, the combination of the southbound queue at Fairchild Drive and the northbound queue at the US 101 northbound ramps intersection extending to the US 101 southbound ramps intersection cause extensive queuing and vehicles delays on the southbound off-ramp. The VISSIM simulation shows that both northbound and southbound 101 off-ramp queues frequently extend back to the end of the ramps which can negatively affect traffic operations at the freeway off-ramp diverge sections. The northbound queue along Ellis Street also spills back through the Fairchild Drive intersection, thus blocking the eastbound traffic on Fairchild Drive from turning left onto northbound Ellis Street.

During the PM peak hour under all Project Conditions, vehicles on the US 101 southbound on-ramp occupy the available storage space and spill back onto Ellis Street blocking the Fairchild Drive intersection. Traffic on westbound Manila Drive is blocked from turning left onto southbound onto Ellis Street, and therefore queues back to the Bayshore/NASA LRT station. The model also indicates that the queue on the northbound 101 off-ramp often extends back to the end of ramp, due to the limited operational capacity of the westbound left-turn at the end of the ramp.

Table 31: Projected Intersection Operations in Ellis Interchange Area

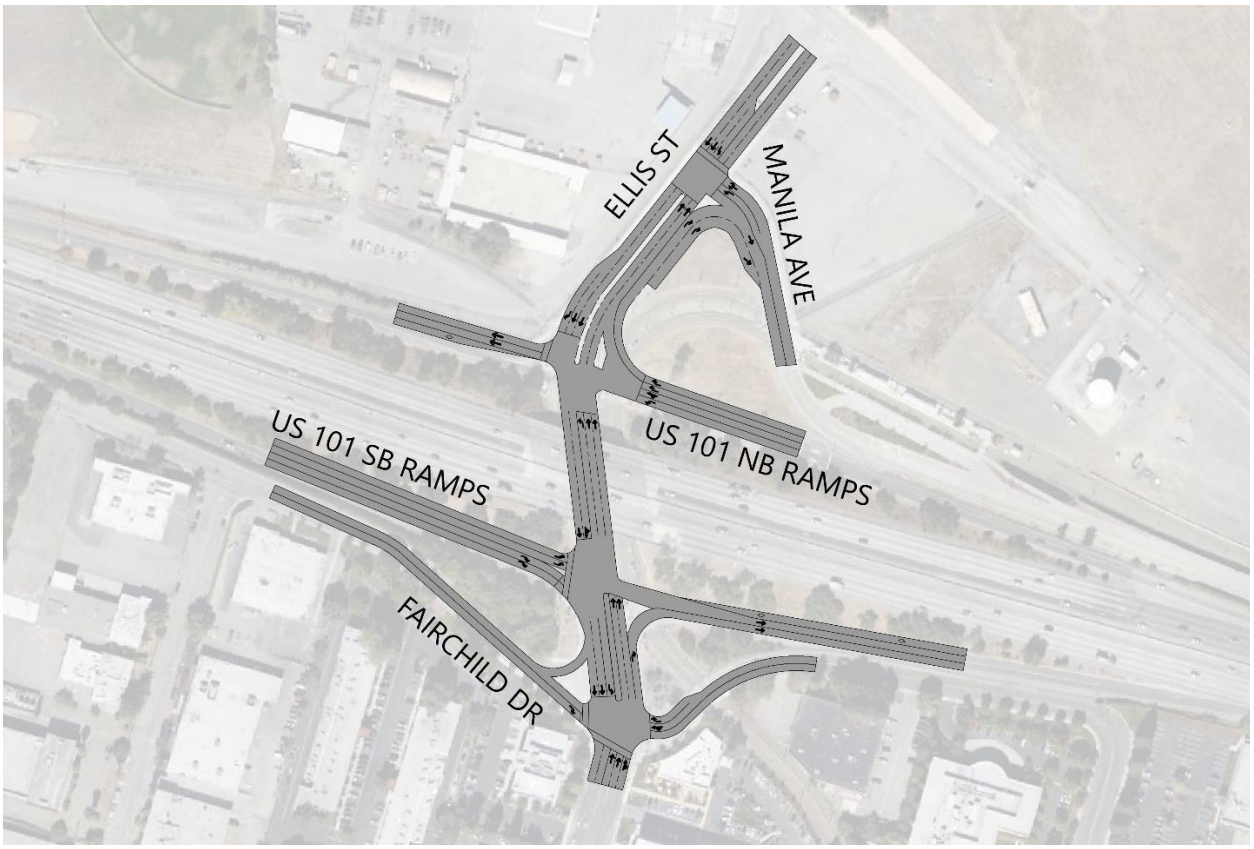
	Intersection	Intersection Control	Peak Hour[1]	Existing with Project Conditions		Background with Project Conditions		Cumulative with Project Conditions	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Ellis Street and Manila Drive	AWSC	AM PM	15.4 23.6	C C	22.0 45.6	C D	**42.7** **56.5**	**E** **F**
2	Ellis Street and US 101 Northbound Ramps	Signal	AM PM	**77.5** **88.2**	**E** **F**	**84.0** **110.3**	**F** **F**	**81.4** **103.6**	**F** **F**
3	Ellis Street and US 101 Southbound Ramp	Signal	AM PM	**83.0** 31.9	**F** C	**84.5** **92.8**	**F** **F**	**92.4** **69.3**	**F** **E**
4	Ellis Street and Fairchild Drive	Signal	AM PM	**143.6** **80.5**	**F** **F**	**153.6** **156.0**	**F** **F**	**159.9** **150.2**	**F** **F**

Notes:
AWSC = All-way stop control.
Bold text indicates intersection operates at LOS E or F.
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections.
3. LOS = Level of Service. LOS calculations conducted using the VISSIM micro-simulation software package, which applies the method described in the *2010 Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

POTENTIAL INTERCHANGE MODIFICATIONS

The VISSIM model was used to test different strategies and to determine which modifications would improve traffic operations through the interchange area. The geometric changes were tested for Existing with Project Conditions, Background with Project Conditions, and Cumulative with Project Conditions to achieve LOS D or better operations at all of the intersections, and to alleviate queuing that adversely affects adjacent intersections. The changes needed to accommodate traffic forecasts for Cumulative with Project Conditions are illustrated below and discussed in the following sections. Bicycle and pedestrian improvements are discussed later in this chapter.



These modifications may require changes to traffic signal equipment, lighting, and other utilities. The changes include improvements discussed in Chapter 8 (noted with an asterisk). Unless noted specifically, the geometric change would be needed under all three scenarios. **Table 32** summarizes the modifications under each scenario[14].

[14] The freight rail tracks are not currently being used and could be removed if they are decommissioned. No modifications would be needed through Background with Project Conditions if they need to remain available for service. They would need to be redesigned or relocated under Cumulative with Project Conditions.

- *Manila Drive / Ellis Street (Intersection #1*)
    - Add a second westbound left-turn lane with a 100-foot storage pocket.
    - Replace the all-way stop control with a traffic signal; note that this intersection is very closely spaced with other intersections immediately to the north and south, and the intersection to the north (Ellis Street/Macon Road) was not a part of this micro-simulation; a detailed signal warrant analysis should be conducted, along with an evaluation of how signalizing this intersection could affect the operations at Ellis Street/Macon Road.
- *US 101 Northbound Ramps / Ellis Street (Intersection #2)*
    - Add a second westbound left-turn lane with a 250-foot storage pocket, and add a southbound right-turn lane with a 100-foot storage pocket.*
- *US 101 Southbound Ramps / Ellis Street (Intersection #3)*
    - Add a second left-turn lane and a second right-turn lane, each with 650 feet of storage, on the eastbound leg (i.e., the off-ramp from southbound US 101) and apply an overlap phase.
    - Convert the southbound left-turn lane into a shared left-through lane to produce one southbound through lane and one left-through lane, and change signal to split phasing.
    - Add a second mixed-flow lane to the on-ramp to US 101 southbound to provide additional storage for the ramp meter. *Only needed under Background with Project Conditions and Cumulative with Project Conditions*.
- *Fairchild Drive / Ellis Street (Intersection #4)*
    - Construct two southbound through lanes with associated signal timing modifications, to accommodate the dual right-turn lanes on the off-ramp from southbound US 101.*
    - Modify the eastbound Fairchild Drive approach so that it only allows right-turns onto Ellis Street; note that this would cause vehicles that currently turn left from Fairchild onto Ellis Street to be re-routed and may have secondary effects on locations such as Fairchild Drive at Whisman Road or National Avenue at Ellis Street.
    - Modify the westbound Fairchild Drive approach to a shared left-through and a 100-foot right-turn lane.
    - Convert the northbound left-turn lane to a northbound through lane; note that this modification would cause vehicles that currently turn left from northbound Ellis Street onto westbound Fairchild Drive to be re-routed and may have secondary effects. *Only needed under Background with Project Conditions and Cumulative with Project Conditions*.
- *Light Rail Grade Separation and Local Circulation Improvements*

- Separate the light rail tracks from the interchange and add a third northbound through lane from the southbound ramps intersection to the northbound ramps intersection. Relocating the light rail tracks from the interchange would completely remove the preemption operations and allow the signals to continuously operate in coordination which is more efficient. In addition, relocating the light rail tracks would free up space for an extra travel lane in the northbound direction, which would provide additional storage space and capacity for northbound traffic. *Only needed under Cumulative with Project Conditions*.

*denotes improvements identified as improvements in Chapter 8

Table 32: Proposed Modifications at Ellis interchange Area

Intersection	Modification	Modification Needed?		
		Existing with Project Conditions	Background with Project Conditions	Cumulative with Project Conditions
1. Manila Drive / Ellis Street	Add a westbound left-turn lane	✓	✓	✓
	Signalize intersection	✓	✓	✓
2. US 101 NB Ramps / Ellis Street	Add a second westbound left-turn lane	✓	✓	✓
	Add a southbound right-turn lane	✓	✓	✓
3. US 101 SB Ramps / Ellis Street	Add a second eastbound left-turn lane	✓	✓	✓
	Add a second eastbound right-turn lane	✓	✓	✓
	Convert the southbound left-turn lane into a shared left-through lane	✓	✓	✓
	Add a second mixed-flow lane to the on-ramp to US 101 southbound	--	✓	✓
4. Fairchild Drive / Ellis Street	Construct two southbound through lanes	✓	✓	✓
	Modify the eastbound Fairchild Drive approach to only allow right-turns onto Ellis Street	✓	✓	✓
	Modify the westbound approach to a shared left-through and a 100-foot right-turn lane	✓	✓	✓
	Convert the northbound left-turn lane to a northbound through lane	--	✓	✓
Interchange Area	Separate the light rail tracks from the interchange	--	--	✓
	Add a third northbound through lane from the southbound ramps intersection to the northbound ramps intersection	--	--	✓

Note: this table summarizes modifications to improve vehicular operations to acceptable level of service standards. Other bicycle, pedestrian, or transit improvements are not evaluated as part of this analysis.
Source: Fehr & Peers, 2019.

Intersection operations with Modifications

Table 33, Table 34 and **Table 35** show the intersection delays and LOSs with the application of these modifications under Existing with Project, Background with Project Conditions and Cumulative with Project Conditions, respectively. These modifications would result in reduced delays by providing additional storage space for queued vehicles thus reducing the adverse effects of queuing on upstream intersections.

Some of the modifications could have adverse effects on pedestrians or bicyclists passing through the interchange area. For example, widening the southbound off-ramp from two lanes to four lanes (as described for Intersection #3 above) would substantially increase the pedestrian crossing distance at the crosswalk along the west side of Ellis Street. If this interchange area is modified, these and other issues would need to be investigated further through a comprehensive engineering and environmental study that would evaluate a range of configuration alternatives to address the multimodal needs along this complex corridor.

Table 33: Existing with Project Conditions Intersection Level of Service in Ellis Interchange Area with Potential Modifications

	Intersection	Intersection Control	Peak Hour[1]	Existing with Project Conditions		Existing with Project Conditions with Potential Modifications	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Ellis Street and Manila Drive	AWSC / Signal	AM PM	15.4 23.6	C C	11.4 24.7	B C
2	Ellis Street and US 101 Northbound Ramps	Signal	AM PM	**77.5** **88.2**	**E** **F**	33.4 53.5	C D
3	Ellis Street and US 101 Southbound Ramp	Signal	AM PM	**83.0** 31.9	**F** C	27.1 25.2	C C
4	Ellis Street and Fairchild Drive	Signal	AM PM	**143.6** **80.5**	**F** **F**	24.6 22.5	C C

Notes:
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections.
3. LOS = Level of Service. LOS calculations conducted using the VISSIM micro-simulation software package, which applies the method described in the *2010 Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

Table 34: Background with Project Conditions Intersection Levels of Service in Ellis Interchange Area with Potential Modifications

	Intersection	Intersection Control	Peak Hour[1]	Background with Project Conditions		Background with Project Conditions with Potential Modifications	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Ellis Street and Manila Drive	AWSC / Signal	AM PM	22.0 45.6	C D	10.7 24.7	B C
2	Ellis Street and US 101 Northbound Ramps	Signal	AM PM	**84.0** **110.3**	**F** **F**	37.5 53.5	D D
3	Ellis Street and US 101 Southbound Ramp	Signal	AM PM	**84.5** **92.8**	**F** **F**	38.9 25.2	D C
4	Ellis Street and Fairchild Drive	Signal	AM PM	**153.6** **156.0**	**F** **F**	25.4 22.5	C C

Notes:
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections.
3. LOS = Level of Service. LOS calculations conducted using the VISSIM micro-simulation software package, which applies the method described in the *2010 Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

Table 35: Cumulative with Project Conditions Intersection Levels of Service in Ellis Interchange Area with Potential Modifications

	Intersection	Intersection Control	Peak Hour[1]	Cumulative with Project		Cumulative with Project with Potential Modifications	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Ellis Street and Manila Drive	AWSC / Signal	AM PM	**42.7** **56.5**	**E** **F**	11.2 32.9	B C
2	Ellis Street and US 101 Northbound Ramps	Signal	AM PM	**81.4** **103.6**	**F** **F**	33.1 34.6	C C
3	Ellis Street and US 101 Southbound Ramp	Signal	AM PM	**92.4** **69.3**	**F** **E**	27.9 25.1	C C
4	Ellis Street and Fairchild Drive	Signal	AM PM	**159.9** **150.2**	**F** **F**	26.3 52.0	C D

Notes:
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections.
3. LOS = Level of Service. LOS calculations conducted using the VISSIM micro-simulation software package, which applies the method described in the *2010 Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

INTERCHANGE PEDESTRAIN AND BICYCLE IMPROVEMENT PROJECT

The City of Mountain View is in the process of designing and implementing bicycle and pedestrian improvements at this interchange, including:

- Adding a class II bike lane on both sides of Ellis Street from Fairchild Drive to Manila Drive
- Widening the existing sidewalk and adding a separate 11-foot buffered sidewalk under the US 101 overpass
- Adding a crosswalk at the US 101 northbound on-ramp
- Improving crosswalk visibility with continental striping
- Reducing the crossing distance at Fairchild Drive intersection
- In a future phase, adding a crosswalk across Ellis Street north of the US 101 off-ramp and constructing a new sidewalk adjacent to the light rail tracks extending to Manila Drive, and adding a crosswalk on Manila Drive to the west of Ellis Street

While these improvements are not specifically discussed as part of the proposed traffic operational improvements above, they would be incorporated to improve connectivity for bicyclists and pedestrians.

FEASIBILITY OF OPERATIONAL IMPROVEMENTS

To improve vehicular operations to LOS D or better conditions under the Cumulative with Project Conditions, major infrastructure improvements, including relocating the light rail tracks, decommissioning or relocating/redesigning the freight tracks, and widening the undercrossing, would be needed. With the left-turn prohibitions at the Ellis Street and Fairchild Drive intersection, access to the parcel west of Ellis Street and south of Fairchild Drive would also be limited.

An alternate approach to these geometric changes would be to reconstruct the interchange with the following improvements:

- Convert the diagonal on-ramp to southbound US 101 to a loop on-ramp
- Convert the diagonal off-ramp from northbound US 101 to a loop off-ramp
- Realign the northbound diagonal on-ramp and southbound diagonal off-ramp to provide more storage space (approximately 800 feet as compared to the existing 300 feet) between the two intersections
- Provide HOV direct access for both the on- and off-ramps
- Grade separate the light rail tracks from the existing undercrossing to allow more efficient signal operations for vehicular traffic and provide additional space for bicyclists and pedestrians
- Decommission or redesign and relocate the freight rail track

This interchange reconfiguration could provide better vehicle storage space on the ramps as well as on Ellis Street, which would allow for more efficient signal operations and improve safety conditions. The addition of HOV access lanes would prioritize transit and carpool vehicles to provide more person throughput and promote use of public transit services. However, this interchange configuration would likely have significant right-of-way impacts and other constraints.

While the proposed physical modifications or the interchange rebuild would significantly improve vehicular operations by providing more space for vehicles and removing the light rail preemption operations, the City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic. Additionally, relocating light rail tracks and the freight tracks would require coordination with VTA, Caltrans, California Public Utility Commission (CPUC) and others which would significantly lengthen the improvement approval process. Therefore, the City decided to continue focusing on improving pedestrian and bicycle facilities to enhance connectivity between Fairchild Drive and Manila Drive.

10. SITE ACCESS AND AREA CIRCULATION

This chapter qualitatively evaluates site access and internal circulation for vehicles, pedestrians, bicycles, and transit vehicles based on the plan's transportation system presented on **Figure 2**.

East Whisman is an active area with interlinked circulation networks including light rail, shuttle and bus transit, complete streets, greenways and multi-use paths, and regional highways. These circulation networks provide easy access to other areas in Mountain View and Sunnyvale, while maintaining and facilitating comfortable travel within East Whisman.

SITE ACCESS

The following routes are operated as public streets and maintained by the City. Typologies for public streets are based on their function, character, and context.

- ***Avenues*** include East Middlefield Road, North Whisman Road, and Ellis Street. Avenues have mixed residential and commercial frontages and are wider than other streets, including a generous landscaped median and dedicated left turn lanes. The balance all modes, with dedicated bicycle facilities, high quality transit stops and generous sidewalks. Avenues connect regional routes to other street types.
- ***Local Streets*** primarily serve local traffic to adjacent uses. Low travel speeds, wide sidewalks and dedicated bicycle facilities help encourage travel by non-vehicle modes.

  Existing Local Streets are Fairchild Drive, National Avenue, Clyde Avenue, Clyde Court, Logue Avenue, Maude Avenue, Bernardo Avenue, Ferguson Drive, and Ravendale Drive.

  New Local Streets are proposed in the Precise Plan area. These streets will provide vehicular access to the adjacent land uses and include sidewalks and buffered or protected bike lanes on both sides of the street. They include:

  - *Street A*, a north/south street from Fairchild Drive to East Middlefield Road between North Whisman Road and Ellis Street
  - *Street B*, an east/west street connecting Ellis Street to North Whisman Road
  - *Street C*, an east/west connection from Logue Avenue to Ellis Street[15]
  - *Street E*, a new north-south street connection between Clyde and Logue Avenues, which will continue the function and design of Clyde and Logue Avenues.
- ***Residential Streets*** are low-volume streets where bicyclists share lanes with vehicles. While residential is not a required use, the street should reflect a quiet residential environment.

[15] Street C may be constructed as a grade-separated multi-use path.

Pedestrians are high-priority modes on residential streets. The new north-south cul-de-sac street that extends north from Maude Avenue (Street D) is a residential street.

INTERNAL CIRCULATION

The following streets and network types provide access throughout the East Whisman area, but do not function as public streets. Though many may be publicly accessible, maintenance and operations are conducted by the property owner. These routes are based on the Publicly Accessible Complete Street Network and block standards. Others may be built based on the site designs of specific projects, but not required in any particular location. They will be constructed opportunistically as new development occurs.

- ***Service Streets*** are slower, narrower streets that serve a variety of purposes –access to parking garages, addresses for residential units, commercial loading spaces, loading/delivery for offices or R&D uses, and more. These streets include sidewalks, and bicycles may share the travel lane with slow-moving vehicles.
- ***Greenways* and Multi-Use Paths** are dedicated pedestrian and bicycle facilities with no vehicular access, except for potential fire access use.
- ***Paseos*** are narrower facilities with no vehicular access, except for potential fire access, and are either dedicated pedestrian facilities or facilities where pedestrians and bicyclist co-mingle. Paseos are provided between buildings and other areas to increase pedestrian access and connectivity.

EWPP NEW STREETS

Today the EWPP streets serve local EWPP traffic and regional traffic from neighboring jurisdictions. The new streets (Street A, B, C, D, and E) within the EWPP area enhance active mode (walking and bicycling) connections, improve access to transit stops and stations, enhance vehicle circulation and provide driveway access for adjacent parcels. The intersection analysis presented earlier does not include traffic volume reroutings due to these new street connections as they will not divert substantial amounts of traffic from nearby intersections operating at deficient levels to allow them to operate at acceptable levels.

Street A and B will break up the super block created by Fairchild Drive, Ellis Street, Middlefield Road, and Whisman Road, improving its connectivity and providing opportunities for passenger loading zones off of these major roadways. Street D primarily provides access to the adjacent parcels.

Two of the streets would require regulatory approval beyond the City of Mountain View's control:

- Street C between Ellis Street and Logue Avenue (requires VTA/California Public Utility Commission review and approval)
- Street E between Clyde Court and Logue Avenue (requires San Francisco Public Utilities Commission review and approval)

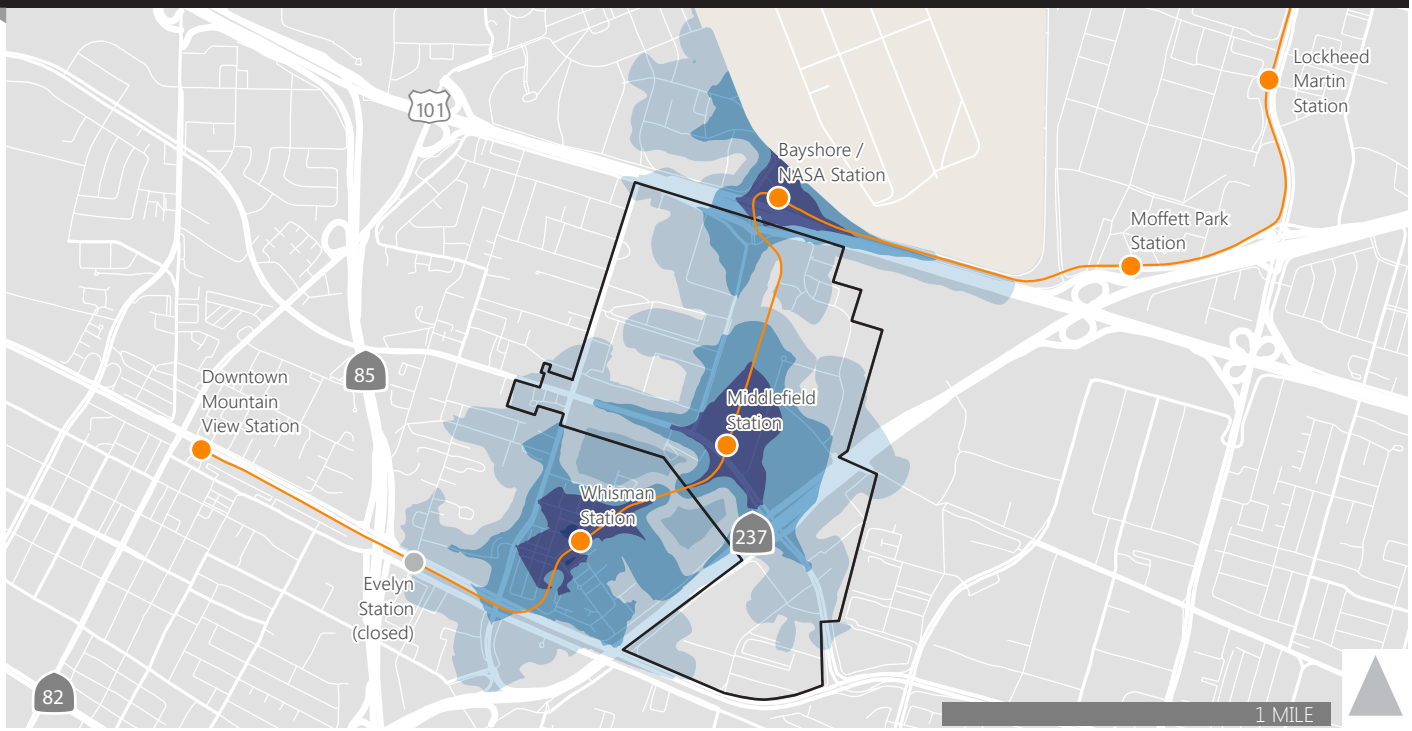
Street C would cross the light-rail tracks. The VTA and CPUC have a policy to not build additional at-grade crossings. Therefore, the likelihood of this improvement being constructed is remote. That said, the extension of Street C could redirect some southbound left turn and westbound right turn traffic at the Ellis Street and Middlefield Road intersection to the new intersection at Ellis Street and Street C. The anticipated shift in traffic would be fewer than 100 vehicles in either direction. This minor shift in traffic would not substantially change the vehicle operations at the Ellis Street and Middlefield Road intersection. The extension of Street E would not redirect traffic through nearby study intersections along Ellis Street, Middlefield Road and Maude Avenue. The potential benefit of Street E is providing more direction connections for bicyclist and pedestrians and more direct connections for vehicles (thus reducing circuitous routing and slightly reducing traffic volumes on Clyde Avenue.)

LRT STATION WALKSHEDS AND BIKESHEDS

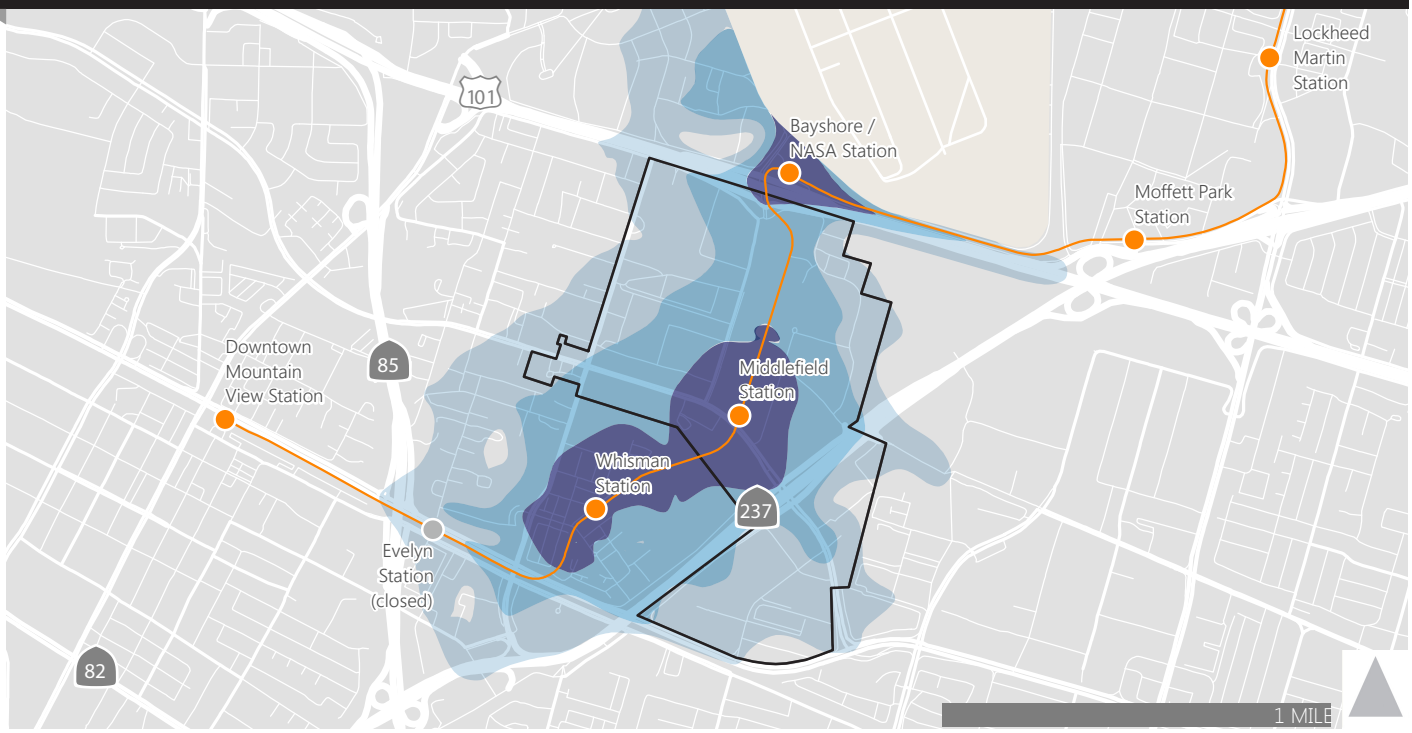
The East Whisman Precise Plan defines the cross-sections of streets and pathways in the plan area with a particular focus on improving the connectivity, directness of travel, and quality of the bicycle and pedestrian facilities. This future pedestrian and bicycle system will be comprehensive and low stress and will include connections to the light rail stations. This section evaluates the quality of the bicycle and pedestrian access to light rail described as the portion of the EWPP area that can access a light rail station via a low stress bicycle or pedestrian network using the Existing and Project Conditions bike/walk sheds.

Maps were created to show the locations that are within a 5, 10 and 15-minute walk and bike ride of the Whisman, Middlefield, and Bayshore/NASA LRT stations (see **Figure 21** and **Figure 22**). The maps were created first with existing facilities. The planned and potential future facilities in the EWPP were then added and the maps were re-created to show how the accessible areas would change.

Existing Walksheds



Walksheds with East Whisman Precise Plan Improvements



Walkshed (minutes)

- 5
- 10
- 15

- East Whisman Precise Plan
- VTA Light Rail Line
- VTA LRT Station

Figure 21

Walksheds of LRT Stations

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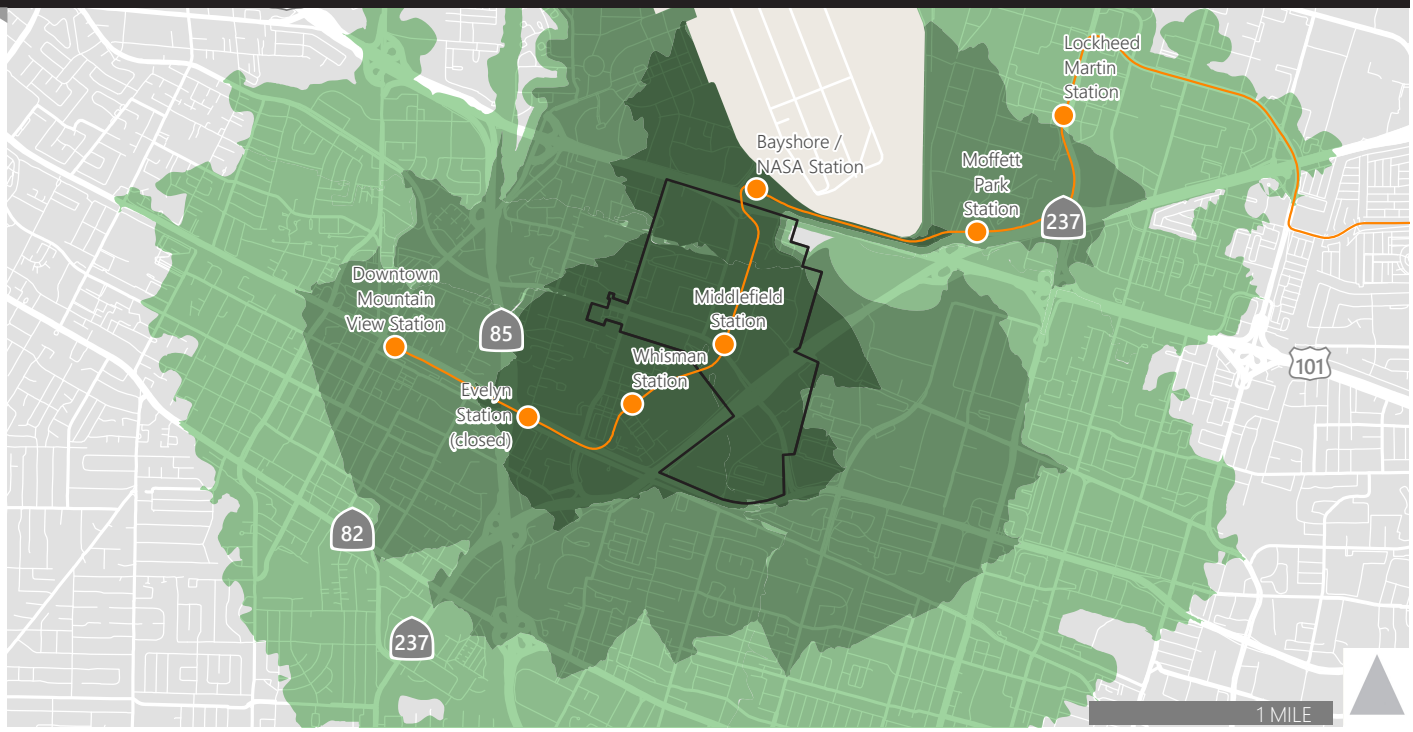
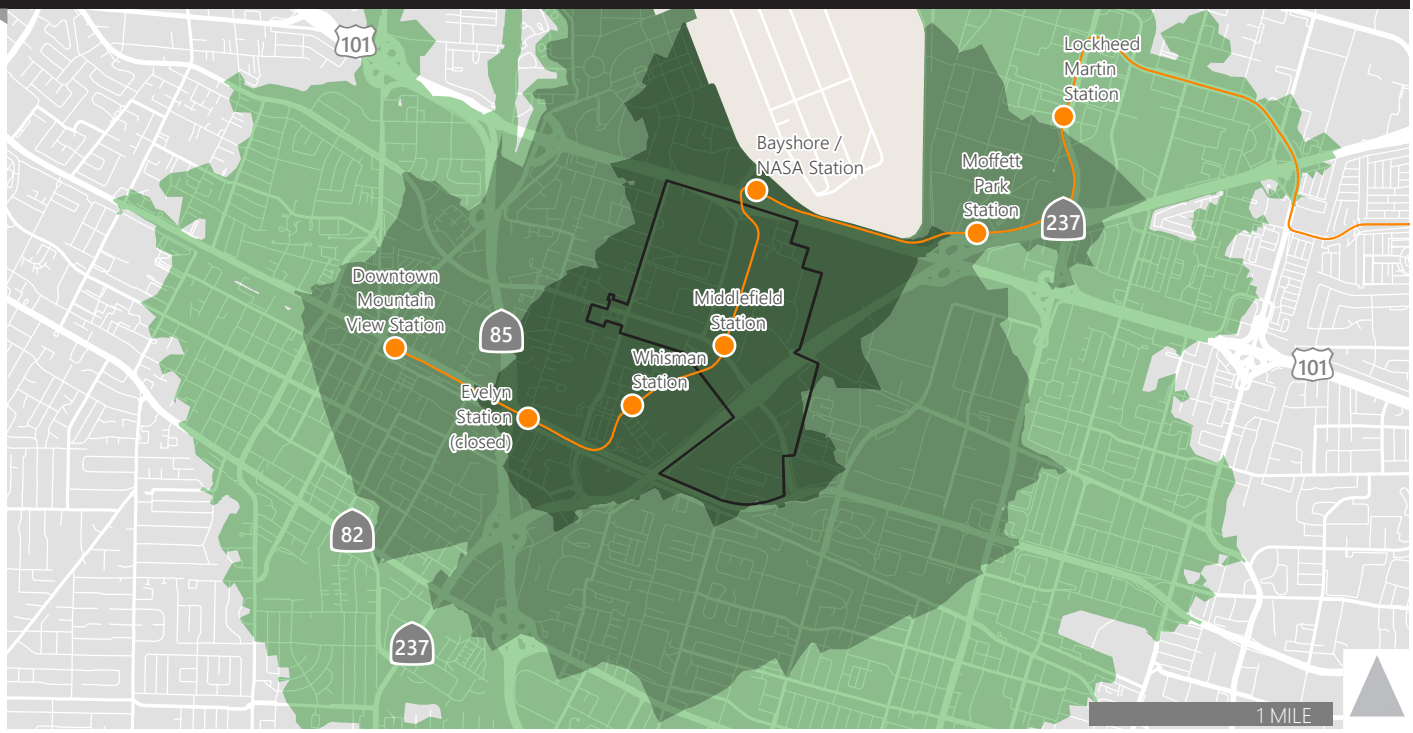
Existing Bikesheds



Bikesheds with East Whisman Precise Plan Improvements



Bikeshed (minutes)

- 5
- 10
- 15

- East Whisman Precise Plan
- VTA_Light_Rail_Line
- VTA LRT Station

Figure 22

Bikesheds of LRT Stations

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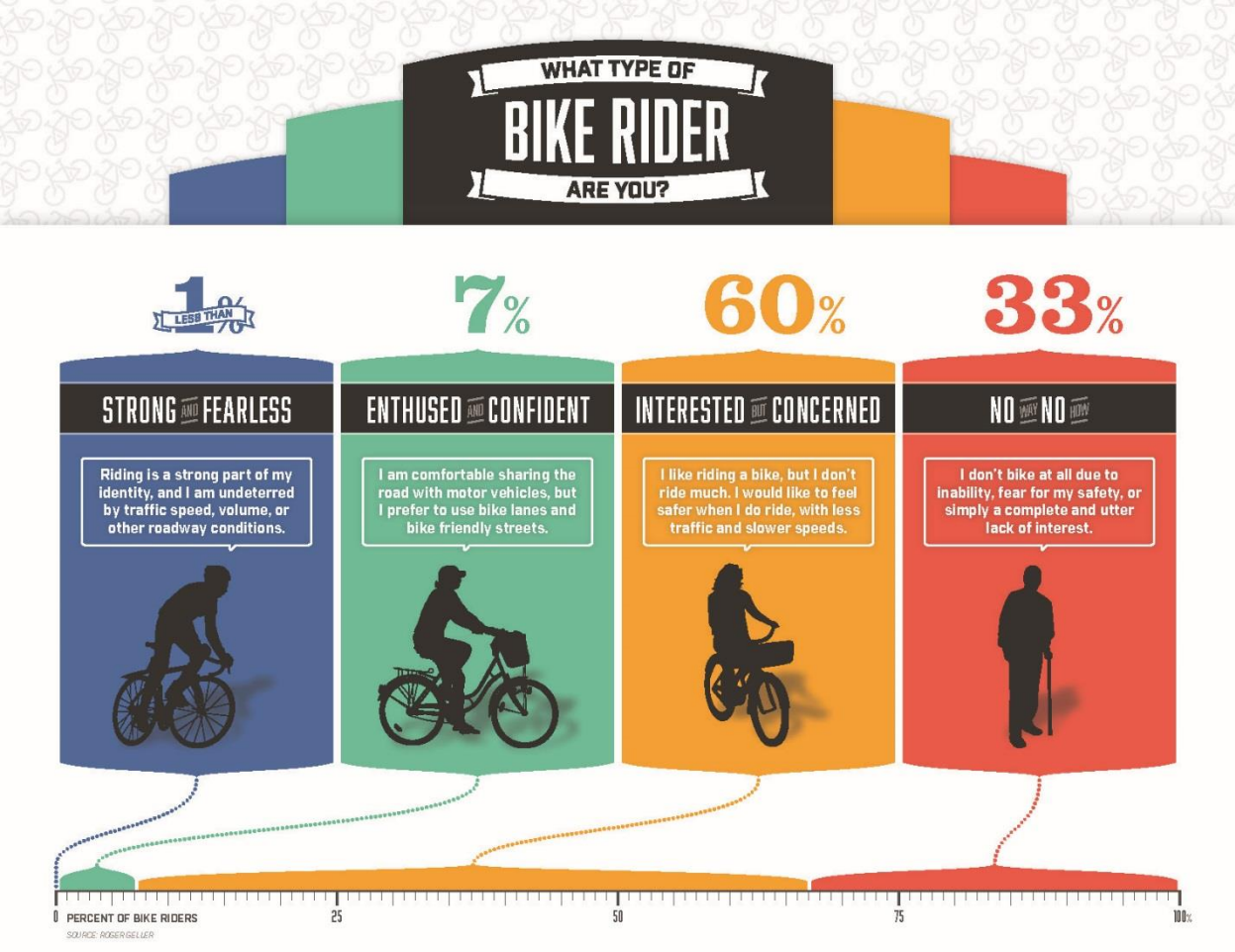
LEVEL OF TRAFFIC STRESS

Level of Traffic Stress (LTS) is closely related to the Four Types of Cyclists theory with the following types: strong and fearless, enthused and confident, interested and concerned, and no-way no-how. The majority of cyclists are considered interested and concerned.



Whereas the Four Types of Cyclists theory highlights people's willingness to bicycle, LTS measures the quality of a person's experience while bicycling. Low stress bikeways (LTS 1 and 2) are generally tolerated by most cyclists; in contrast, high stress bikeways are only tolerated by Strong and Fearless cyclists. The development of a low-stress network and elimination of high-stress barriers is critical to broaden the appeal of bicycling, especially for Enthused and Confident and Interested but Concerned Cyclists.

Existing Conditions

An analysis was conducted to evaluate the existing LTS for the streets within the Plan area. For roadways without bike lanes, LTS is highly correlated to vehicle travel speed. For roadways with bike lanes, the number of vehicle travel lanes in addition to travel speeds are the major factors in determining LTS. As shown on

Clyde Avenue and Logue Avenue have LTS ratings of 1 due to the presence of bike lanes and low travel speeds. Fairchild Drive, National Avenue, Clyde Court and the northern portion of Logue Avenue have LTS ratings of 2 since they do not have bike lanes. Whisman Road, Ellis Street, Middlefield Road and Maude

Avenue all have LTS ratings of 3. Even though they have bike lanes the relatively high LTS rating is due to their four vehicle travel lanes and/or speed limits of 35 miles per hour. The SR 237 frontage roads between Middlefield Road and Maude Avenue has LTS ratings of 4 because they do not have bike lanes and vehicles travel at relatively high speeds. Central Expressway and Mary Avenue have LTS ratings of 4 because they do not have bike lanes and vehicles travel at relatively high speeds.

Project Conditions

An LTS analysis was also conducted using the future network to assess changes in LTS ratings due to elements of the EWPP. With the updated Plan area, there were many new additions to the network. East Whisman is planning on adding cycle tracks, buffered bike lanes, two linear parks/greenways, new bicycle crossings of barriers like the light-rail (e.g., Street C) or freeway, and new bike lanes. With these bicycle facilities, the Level of Traffic Stress is shown to be less stressful for most bicyclists within the Plan area.

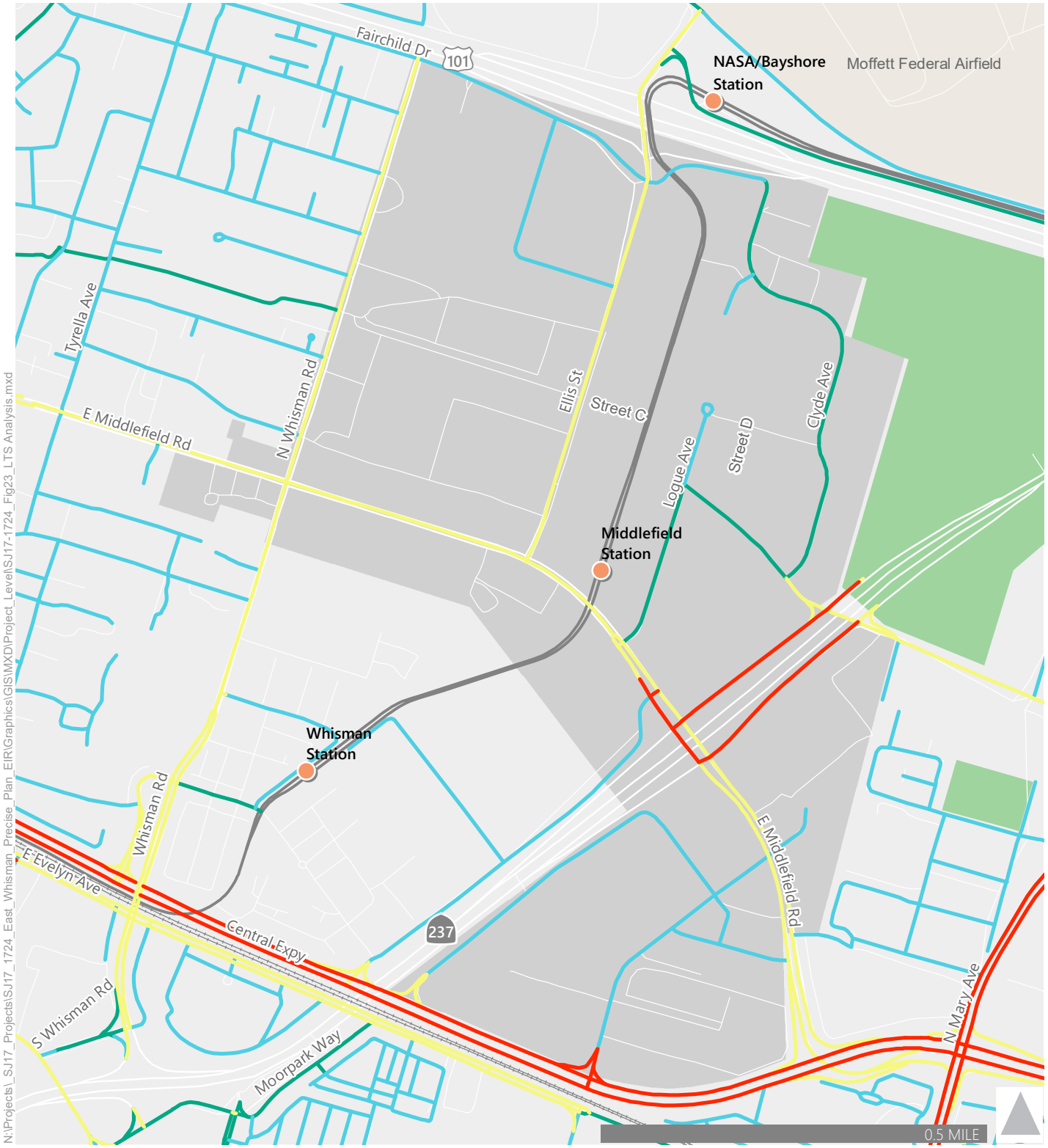
Comparison of LTS Quality

Table 36 presents the number of street miles within the EWPP area at the different LTS ratings under Existing and Project Conditions to demonstrate the overall change in LTS with the Project. The number of street miles increases from 7 to 11 due to the new streets and greenways with the EWPP. The increase was calculated based on the new street and greenway additions with the addition of the East Whisman area. The addition of low stress bicycle and pedestrian network components improves the overall quality of the EWPP streets. The enhanced street grid creates smaller blocks improving the directness of walking between origins and destinations within EWPP for all ages and abilities, including seniors and school-aged children. Under Project Conditions all streets are rated very good or good with respect to the combined bicycle and pedestrian level of traffic stress score. These represent the levels of traffic stress tolerated by mainstream riders. As shown on **Figure 23** most streets across the Plan area are upgraded from an LTS 2 and 3 to LTS 1 and LTS 2. The smaller street grid improves the direct connections for bicyclist. For example, with the addition of buffered bike lanes, Ellis Street improves from an LTS 3 to an LTS 2.

Table 36: Level of Traffic Stress Quality by Miles

	Existing Conditions		Project Conditions	
Combined Bicycle and Pedestrian Score				
LTS Rating	**Street (Miles)**	**% Street (Miles)**	**Street (Miles)**	**% Street (Miles)**
1 (Very Good)	1	14%	8	73%
2 (Good)	2	29%	3	27%
3 (Fair)	3	43%	0	0
4 (Poor)	1	14%	0	0
Total	**7**	**100%**	**11**	**100%**

Source: Fehr & Peers, 2019.

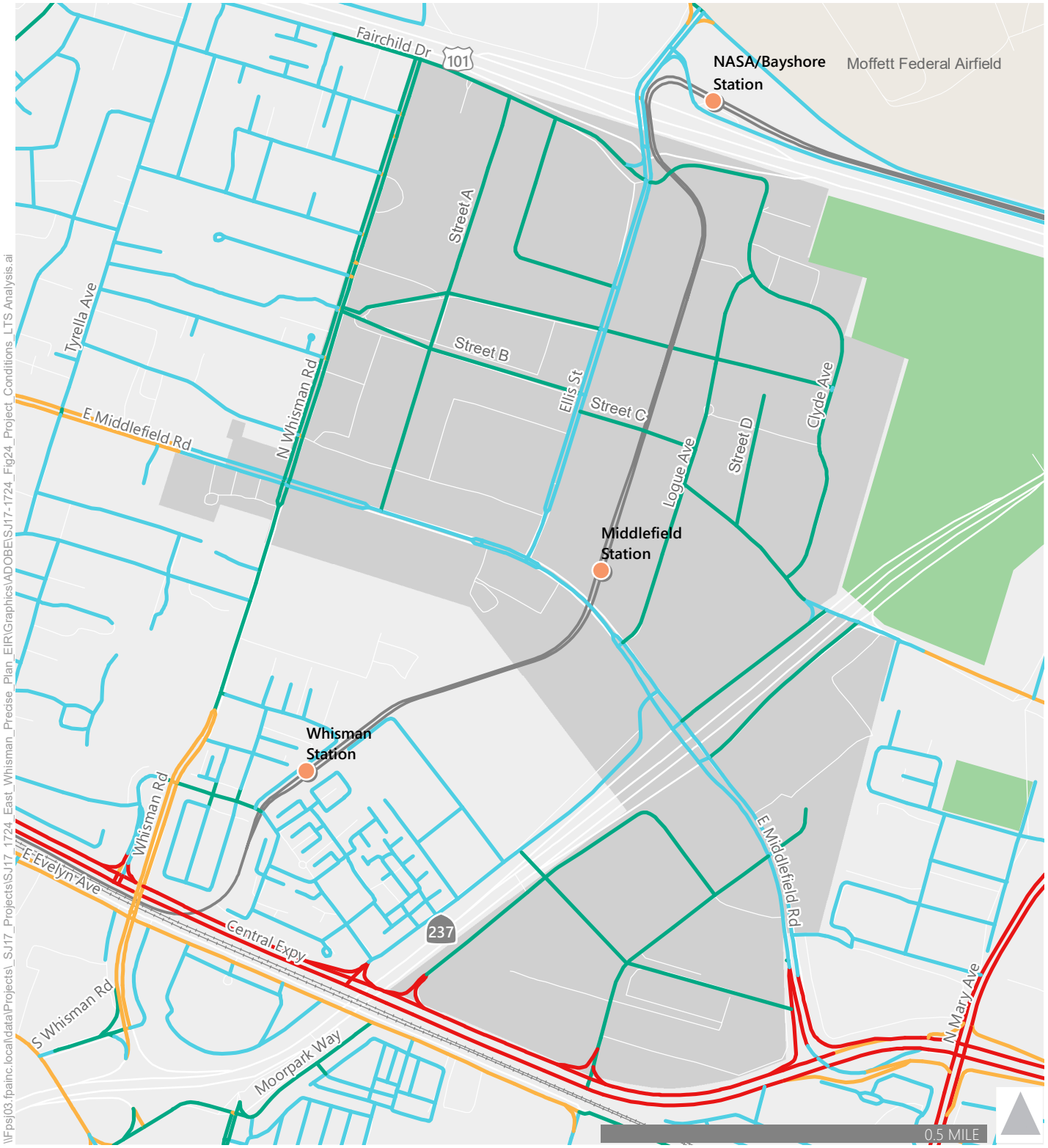


Level of Traffic Stress (LTS)

- 1- Tolerated by Children
- 2- Tolerated by Mainstream Adult Riders
- 3- For Enthused and Confident Riders
- 4- For Strong and Fearless Riders
- VTA Stations
- VTA Light Rail Line
- East Whisman Precise Plan

Figure 23

Existing Conditions: Level of Traffic Stress (LTS) Analysis



Level of Traffic Stress (LTS)

- 1 - Tolerated by Children
- 2 - Tolerated by Mainstream Adult Riders
- 3 - For Enthused and Confident Riders
- 4 - For Strong and Fearless Riders
- VTA Stations
- VTA Light Rail Line
- East Whisman Precise Plan

Figure 24

Projet Conditions: Level of Traffic Stress (LTS) Analysis

11. VEHICLE MILES TRAVELED (VMT)

This chapter presents the daily VMT estimates for the East Whisman Precise Plan for two purposes:

- Greenhouse Gas (GHG) Analysis, and
- SB 743 VMT Assessment

The estimates were made using the City's model to calculate both the number of daily trips and the trip lengths. However, as described below, the VMT estimating methods for these two purposes are different.

The VMT estimates are also presented on a per service population (residents plus employees) basis. This metric is useful in distinguishing the effects of population and/or employment growth from the effects of changes in personal travel behavior. For example, population growth may cause an increase in total VMT, but if travelers change their behavior by using different travel modes or decreasing their trip lengths, then the VMT per service population metric would also decrease.

VMT estimates were developed for three geographic areas: 1) the EWPP area, 2) City of Mountain View, and 3) Santa Clara County for the following scenarios:

- Existing Conditions
- Existing with Project Conditions
- Cumulative Conditions
- Cumulative with Project Conditions
- Cumulative with Reduced Office Conditions

VMT ESTIMATION PROCESS FOR GHG ANALYSIS

Daily VMT estimates will be used as an input into the air quality, noise and greenhouse gas analyses and will use two different methods (shared accounting and total accounting methods) which are described below. The results are also presented as VMT per service population, which is the same systemwide performance measure used in the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*.

SHARED VMT ACCOUNTING METHOD

Vehicle trips are placed into three categories based on whether their origin and destination are internal or external to the geographic area in question. Trips that have an origin and a destination outside the area are not included in the VMT estimate under this method. Other trips are either wholly are partially included as described below:

- Internal-internal (II): The full length of all trips made entirely within the geographic area limits is counted.
- Internal-external (IX): One-half of the length of trips with an origin within the geographic area and destination outside of the area is counted. This assumes that the geographic area bears half the responsibility for trips traveling to other areas.
- External-internal (XI): One-half of the length of trips with an origin outside of the geographic area and destination within the area is counted. Similar to the IX trips, this assumes that the geographic area bears half the responsibility for trips traveling to it from other areas.

This "shared accounting" method is consistent with the Regional Targets Advisory Committee (RTAC) recommendation to the California Transportation Commission (CTC) to estimate VMT.

TOTAL VMT ACCOUNTING METHOD

A second VMT accounting method is often used as an input for the air quality and greenhouse gas analysis. In this accounting system, the full length of all IX and XI trips is counted, as opposed to one-half the length in the shared VMT accounting system. Therefore, the total accounting method captures the complete length of all trips that begin or end within the geographic area of study.

SB 743 VMT ASSESSMENT OVERVIEW

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, is changing the way transportation impacts are identified under the California Environmental Quality Act (CEQA). Specifically, the legislation directed the State of California's Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts. Following several years of draft proposals and related public comments, OPR has issued *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) to assist practitioners in implementing the CEQA Guidelines revisions to use vehicle miles traveled (VMT) as the preferred metric for assessing passenger vehicle related impacts. Along with this OPR advisory guidance, the CEQA guidelines were updated in December 2018, such that vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of vehicle miles of travel (VMT) will be required. As of December 2018, the timing of implementation to use VMT for CEQA analysis is July 2020.

This SB 743 VMT assessment is one of the City of Mountain View's first evaluations using VMT. The following steps are necessary to fully implement an SB 743 VMT assessment:

- selecting a VMT calculation tool
- selecting the VMT accounting method(s)
- calculating the baseline and cumulative regional VMT estimates
- setting a VMT threshold(s)

Like the VMT estimates for the greenhouse gas analysis, the City of Mountain View travel model was used to estimate daily VMT. To provide a complete picture of the effects of the EWPP on VMT, this analysis looks at the:

1) Project-generated VMT: The sum of the "VMT from" and "VMT to" the EWPP area.

2) Project's effect on VMT: The project's effect on VMT is an evaluation of the change in travel on all roadways within the City and within the County.

The project generated VMT per service population is used to evaluate how the EWPP area VMT changes between scenarios, taking into account both VMT increases due to growth and VMT reductions due to changes in travel behavior.[16] Project generated VMT is used to evaluate changes in the VMT rate at the project site; however, it does not evaluate a project's effect on VMT on the entire roadway system[17].

The EWPP land use changes are relatively small compared to the countywide residential population and employment; therefore; it is likely to have local effects such as shifting some existing trips to/from other neighborhoods. Furthermore, this project is likely to cause existing pass-through traffic to shift to alternate routes as more EWPP traffic uses the local streets within and near the EWPP area. Therefore, the project's effect on VMT as evaluated as the cumulative effects of the project land use and transportation changes on VMT by comparing the boundary VMT per service population[18] between Cumulative and Cumulative with Project Conditions.

The analysis focuses on the VMT for all trip purposes and vehicle types (no separation of VMT by land use). The VMT thresholds are developed using the Existing Conditions VMT for the City of Mountain View and Santa Clara County.

[16] Like the vehicle trip generation, the technical approach to the VMT analysis is a little unique. Rather than calculating the net increase in project VMT due to the net increase in land use, the project generated VMT is prepared for the entire East Whisman area to capture the effects of adding housing and supporting retail to a jobs rich area, the conversion of existing R&D space to office space, and increased office density.

[17] An often-cited example of how a project can affect VMT is the addition of a grocery store in a food desert. Residents of a neighborhood without a grocery store have to travel a great distance to an existing grocery store. Adding the grocery store to that neighborhood will shorten many of the grocery shopping trips and reduce the VMT to/from the neighborhood. This concept is likely to occur with the addition of residential units in the EWPP area and enhanced TDM programs of new office development.

[18] Boundary VMT captures all VMT on a roadway network within a specified geographic area including local trips plus interregional travel that does not have an origin or destination within the area.

VMT ESTIMATION PROCESS FOR THE SB 743 ASSESSMENT

PROJECT GENERATED VMT PER SERVICE POPULATION ESTIMATION METHOD

The project generated VMT is the VMT from all vehicle trips for all trip purposes and types. It is calculated by summing the "VMT from" and "VMT to" a specified area. The VMT accounting is 2*internal-internal (II), internal-external (IX) and external-internal VMT. The intrazonal VMT and VMT between TAZs that are both in the study area are double counted. To cancel out the double counting, the project generated VMT is divided by the service population (residential population plus employment population), the generators of both trip ends of the VMT. This is necessary when expressing VMT as an efficiency metric that also represents the VMT generation rate of the service population.

PROJECT'S EFFECT ON VMT ESTIMATION METHOD (USING BOUNDARY VMT)

As noted earlier, the project's effect on VMT is evaluated using the boundary VMT, which captures all VMT on a roadway network within a specified geographic area including local trips plus interregional travel that does not have an origin or destination within the area. The boundary VMT method is used by some air districts because particulate air pollutants are typically measured with stationary monitoring devices that can only register emissions from the vehicle traffic passing a location. Further, most air districts have historically focused on criteria air pollutants. Regulations require this focus, which largely stems from the fact that air pollutants affect the population directly within the air district, while GHG emissions affect the entire planet; tracking the full amount of travel is more relevant than in air pollutant analysis. The geographical boundary method only considers traffic within the physical limits of the selected study area and does not include the impact of vehicles once they travel outside the area limits. The boundary VMT is divided by the service population (residents plus employees) to distinguish the effects of population and/or employment growth from the effects of changes in personal travel behavior.

SERVICE POPULATIONS

Service population is the sum of the number of employees plus residents. **Table 37** shows the service populations used in the VMT metrics for the East Whisman Precise Plan area, the City of Mountain View, and Santa Clara County for the study scenarios.

Table 37: Service Populations

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions	Cumulative with Reduced Office Conditions
East Whisman Area					
Employees (A)	15,630	24,560	18,520	27,360	24,960
Residents (B)	2,070	12,640	2,190	12,820	12,820
Service Population (A + B = C)	17,700	37,200	20,710	40,180	37,780
City of Mountain View					
Employees (D)	72,700	81,630	95,940	104,780	102,380
Residents (E)	74,820	85,390	103,450	114,080	114,080
Service Population (D + E = F)	147,520	167,020	199,390	218,860	216,460
Santa Clara County					
Employees (G)	951,020	959,950	1,183,640	1,192,480	1,190,080
Residents (H)	1,782,400	1,792,970	2,022,970	2,033,600	2,033,600
Service Population (G + H = I)	2,733,420	2,752,920	3,206,610	3,226,080	3,223,680

Notes:

1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.

Source: Fehr & Peers, 2019.

VMT RESULTS FOR GHG ANALYSIS

The results of the shared and total VMT accounting methods are presented in **Table 38** and **Table 39**, respectively. These VMT estimates are used for the GHG analysis. The results show that the Project increases absolute VMT for all geographic areas analyzed, but decreases VMT per service population for the East Whisman Area and City of Mountain View. VMT per service population for the East Whisman area under Cumulative with Project Conditions is approximately five percent lower with the Project.

These results support the concept that providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. **Appendix M** presents the VMT by speed bin for the East Whisman Area, the City of Mountain View, and Santa Clara County for the five scenarios. This level of detail is used in the air quality analysis.

To provide some additional context, most of the VMT is due to the employee travel because most of the daily vehicle trips are due to the employment uses and the average employee trip length is twice as far as residential trip lengths in East Whisman due to the longer commute distances. Under Existing Conditions and Cumulative Conditions without the project, employee trips contribute 88 percent of the total East Whisman daily trips while residential trips contribute to the remaining 12 percent. However, due to the longer trip lengths, employees contribute 93 percent of the total area-wide VMT.[19] With the addition of 5,000 units under Existing with Project Conditions and Cumulative with Project Conditions, the proportion of employee trips decreases from 88 percent to 66 percent and the VMT generated by employees decreases from 93 percent to 77 percent.

Table 38: Shared VMT Accounting

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions	Cumulative with Reduced Office
East Whisman Area					
Vehicle Miles Traveled (A)	338,310	668,250	403,850	728,730	696,230
Service Population (B)	17,700	37,200	20,710	40,180	37,780
VMT per Service Population (A/B = C)	19.11	17.96	19.50	18.14	18.43[3]
City of Mountain View					
Vehicle Miles Traveled (D)	2,677,380	2,986,500	3,373,710	3,679,850	3,645,830
Service Population (E)	147,520	167,020	199,390	218,860	216,460
VMT per Service Population (D/E = F)	18.15	17.88	16.92	16.81	16.84
Santa Clara County					
Vehicle Miles Traveled (G)	36,452,920	36,720,680	51,374,240	51,714,720	51,657,810
Service Population (H)	2,733,420	2,752,920	3,206,610	3,226,080	3,223,680
VMT per Service Population (G/H = I)	13.34	13.34	16.02	16.03	16.02

Notes:

1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.
3. The Cumulative with Reduced office VMT per service population is higher than the Cumulative with Project Conditions VMT per service population because a smaller portion of the EWPP area office would have an office trip target.

Source: Fehr & Peers, 2019.

[19] Based on data derived from the *2012 California Household Travel Survey*, the average trip length of City of Mountain View employees are 70 percent longer than the average trip length of a City of Mountain View residents.

Table 39: Total VMT Accounting

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions	Cumulative with Reduced Office
East Whisman Area					
Vehicle Miles Traveled (A)	675,360	1,330,540	806,030	1,449,560	1,385,090
Service Population (B)	17,700	37,200	20,710	40,180	37,780
VMT per Service Population (A/B = C)	38.16	35.77	38.92	36.08	36.66[3]
City of Mountain View					
Vehicle Miles Traveled (D)	5,215,290	5,813,520	6,557,140	7,143,890	7,076,660
Service Population (E)	147,520	167,020	199,390	218,860	216,460
VMT per Service Population (D/E = F)	35.35	34.81	32.89	32.64	32.69
Santa Clara County					
Vehicle Miles Traveled (G)	55,739,160	56,108,130	79,024,910	79,524,540	79,458,720
Service Population (H)	2,733,420	2,752,920	3,206,610	3,226,080	3,223,680
VMT per Service Population (G/H = I)	20.39	20.38	24.64	24.65	24.65

Notes:

1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.
3. The Cumulative with Reduced office VMT per service population is higher than the Cumulative with Project Conditions VMT per service population because a smaller portion of the EWPP area office would have an office trip target.

Source: Fehr & Peers, 2019.

SB 743 VMT ASSESSMENT

Project Generated VMT Impact Thresholds and Impact Criteria

The citywide and countywide thresholds for project generated VMT per service population are 15 percent below the Existing Conditions VMT per service population for the City of Mountain View and for Santa Clara County. The City selected the 15 percent reduction based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by OPR (December 2018). The thresholds are:

- **Citywide**: City of Mountain View project generated VMT per service population of 36.30 x 85% = 30.86.
- **Countywide**: Santa Clara County project generated VMT per service population of 26.67 x 85% = 22.67.

The VMT per service population threshold set to 15 percent below Existing Conditions establishes the expectation that the EWPP increases in density and diversity of land uses and the office TDM effectiveness would increase the use of walk, bicycle (or scooter), shared vehicles and transit modes and decrease vehicle use. Therefore, a project generated impact would occur if:

- The daily project generated VMT per service population is above the citywide VMT per service population threshold of 30.86; or
- The daily project generated VMT per service population is above the countywide VMT per service population threshold of 22.67.

The Existing with Project Conditions and Cumulative with Project Conditions project generated VMT estimates for the EWPP area are compared to these thresholds to identify project and cumulative impacts.

Projects Effect on VMT Thresholds and Impact Criteria

The citywide and countywide impact thresholds for projects effect on VMT are expressed as follows:

- **Citywide**: City of Mountain View Cumulative Conditions boundary VMT per service population of 15.32.
- **Countywide**: Santa Clara County Cumulative Conditions boundary VMT per service population of 17.86.

Therefore, a projects effect on VMT impact would occur if:

- The proposed project causes the cumulative citywide daily boundary VMT per service population to increase above 15.32; or
- The proposed project causes cumulative countywide daily boundary VMT per service population to increase above 17.86.

The purpose of this comparison is to determine if the citywide or countywide boundary VMT allocation increases substantially from Cumulative Conditions to Cumulative with Project Conditions.

RESULTS FOR SB 743 VMT ASSESSMENT

The results of the project generated VMT and project's effect on VMT are presented in **Table 40** and **Table 41,** respectively, for the five scenarios.

Project Generated VMT

The project generated VMT per service population trends are: 1) citywide generated VMT per service population decreases by about 7 percent from Existing Conditions to Cumulative Conditions, and 2)

countywide generated VMT per service population increases by about 20 percent from Existing Conditions to Cumulative Conditions. The increase in countywide generated VMT per service population indicates the planned countywide land use and/or transportation network changes are likely leading to an increase in VMT on the transportation network over time.

The project generated VMT impacts under Existing with Project Conditions based on the citywide and countywide thresholds are determined as follows:

- **Citywide**: The project generated VMT per service population of 35.93 for the EWPP area is greater than citywide threshold of 30.86. Therefore, the EWPP would have a project generated VMT impact under Existing with Project Conditions.
- **Countywide**: The EWPP project generated VMT per service population of 35.93 for the EWPP area is greater than the countywide threshold of 22.67. Therefore, the EWPP would have a project generated VMT impact under Existing with Project Conditions.

As discussed earlier, most of the VMT for the EWPP is due to employee travel and as a result the EWPP area is less efficient with regards to VMT generation per service population than the citywide or countywide thresholds.

The citywide and countywide project generated VMT impacts under Cumulative with Project Conditions are determined as follows:

- **Citywide**: The project generated VMT per service population of 36.27 for the EWPP area is greater than the citywide project generated VMT per service population threshold of 30.86. Therefore, the EWPP would have a project generated VMT impact under Cumulative with Project Conditions.
- **Countywide**: The EWPP project generated VMT per service population of 36.27 for the EWPP area is greater than the countywide project generated VMT per service population threshold of 22.67. Therefore, the EWPP would have a project generated VMT impact under Cumulative with Project Conditions.

The comparison of EWPP project generated VMT per service population under Cumulative Conditions is a more representative of when the EWPP land use may be built and occupied. Under Existing with Project Conditions and Cumulative with Project Conditions the EWPP is expected to have a project generated VMT per service population impact because the project generates VMT at a greater rate than the City of Mountain View or Santa Clara County. To reduce the potential project generated VMT impact would involve changes to the project description, or to previously adopted policies (see Chapter 12 for additional discussion of the potential modifications to reduce VMT impacts).

Projects Effect on VMT

Citywide and Countywide project effect on VMT impacts under Cumulative with Project Conditions are as follows:

- **Citywide**: The citywide boundary VMT per service population of 14.15 under Cumulative with Project Conditions is lower than the citywide threshold of 15.32. Therefore, the EWPP would not have an effect on VMT under Cumulative with Project Conditions.
- **Countywide**: The countywide boundary VMT per service population of 17.78 under Cumulative with Project Conditions is lower than the countywide threshold of 17.86. Therefore, the EWPP would not have an effect on VMT under Cumulative with Project Conditions.

Table 40: Project Generated VMT for SB 743 VMT Assessment

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions	Cumulative with Reduced Office Conditions
East Whisman Area					
Vehicle Miles Traveled (A)	676,620	1,336,490	807,690	1,457,450	1,392,460
Service Population (B)	17,700	37,200	20,710	40,180	37,780
VMT per Service Population (A/B = C)	38.23	35.93	39.00	36.27	36.86
City of Mountain View					
Vehicle Miles Traveled (D)	5,354,760	5,973,000	6,747,390	7,359,710	7,291,670
Service Population (E)	147,520	167,020	199,390	218,860	216,460
VMT per Service Population (D/E = F)	36.30	35.76	33.84	33.63	33.69
Santa Clara County					
Vehicle Miles Traveled (G)	72,905,840	73,441,360	102,748,480	103,429,440	103,315,630
Service Population (H)	2,733,420	2,752,920	3,206,610	3,226,080	3,223,680
VMT per Service Population (G/H = I)	26.67	26.68	32.04	32.06	32.05

Notes:

1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.
3. The Cumulative with Reduced office VMT per service population is higher than the Cumulative with Project Conditions VMT per service population because a smaller portion of the EWPP area office would have an office trip target.

Source: Fehr & Peers, 2019.

Table 41: Project's Effect on VMT (Boundary VMT) for SB 743 VMT Assessment

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions	Cumulative with Reduced Office Conditions
City of Mountain View					
Vehicle Miles Traveled (D)	2,078,101	2,121,452	3,055,052	3,097,890	3,094,855
Service Population (E)	147,520	167,020	199,390	218,860	216,460
VMT per Service Population (D/E = F)	14.09	12.70	15.32	14.15	14.30
Santa Clara County					
Vehicle Miles Traveled (D)	37,656,110	37,902,728	57,271,889	57,366,401	57,358,189
Service Population (E)	2,733,420	2,752,920	3,206,610	3,226,080	3,223,680
VMT per Service Population (D/E = F)	13.78	13.77	17.86	17.78	17.79

Notes:

1. Rounded service population and VMT to nearest 10.
2. Service population is defined as the sum of all residents and employees.

Source: Fehr & Peers, 2019.

VMT SENSITIVITY ANALYSIS

East Whisman is currently an employment-centric area with a higher jobs-to-residents ratio today, at 7.55 as compared to City of Mountain View's average of 0.97 and Santa Clara County's average of 0.53.[20] The proposed addition of the 5,000 units in EWPP would bring the EWPP ratio closer to the City and County average. This sensitivity scenario evaluates the land use changes needed to achieve at least a 15 percent reduction in East Whisman area-wide VMT per capita below Existing Conditions. This VMT sensitivity analysis is using the shared VMT accounting method because this is the method used for the Mountain View 2030 General Plan.

The resulting land uses include:

- 7,500 housing units
- 2.2 million square feet (s.f.) of existing research & development and industrial space rebuilt/re-occupied as new office space
- 100,000 s.f. of retail and restaurant space

[20] Jobs-to-residents ratio calculated using service population data in **Table 37**. City of Mountain View jobs-to-residents ratio of 72,700/74,820 = 0.97, and Santa Clara County jobs-to-residents ratio of 951,020/1,782,400 = 0.53.

- 200 hotel rooms

Table 42 presents a summary of the VMT results for Cumulative with Project conditions and the land use alternative. Under Cumulative with Project Conditions, the estimated VMT per capita is 18.14, which is five percent lower than the Existing Conditions. VMT per capita for the alternative land use would be 15 percent lower than Existing Conditions, which meets the goal VMT performance target.

Table 42: Land Use Change Sensitivity Tests and VMT Results

	Existing	Cumulative with Project	Land Use Alternative
East Whisman Land Use			
Total Office Use (ksf)	3,042	8,452	6,152
R&D and Industrial Use (ksf)	2,609	444	444
Residential Units	899	6,048	8,548
Daily Trip Generation Estimates			
Office & Retail	44,780	70,700	52,650
Residential	6,080	34,500	45,240
Total	50,860	105,200	97,890
East Whisman Service Population			
Employees	15,630	27,360	20,380
Residents	2,070	12,820	18,930
Employees/Residents Ratio	7.55	2.13	1.08
Service Population (Employees + Residents)	17,700	40,180	39,302
VMT			
VMT (Shared Accounting)	338,310	728,730	634,760
VMT/Service Population	19.11	18.14	16.15
% Change in VMT/Capita from Existing Conditions	-	-5%	-15%

Source: Fehr & Peers, 2019.

The land use alternative would generate seven percent fewer daily vehicle trips than the Cumulative with Project Conditions. However, the land use alternative is expected to generate 13 percent lower VMT than the Cumulative with Project Conditions, which is a result of shorter average trip distances by residential trips than office trips. Based on data derived from the *2012 California Household Travel Survey,* the average trip length of City of Mountain View employees are 70 percent longer than the average trip length of a City of Mountain View residents.

Since the total trip generation for the land use alternative is not significantly lower than the trip generation for the Cumulative with Project Conditions, it is expected to have minimum effect in reducing area-wide congestion and improving gateway operations.

12. DEFICIENCIES AND IMPROVEMENTS SENSITIVITY ANALYSIS

The goal of the EWPP is to accommodate land use growth and provide transportation options that minimize the increase in vehicle trips and vehicle miles traveled within the East Whisman area. Specifically, the mobility goals of the EWPP are*:*

- Develop a multimodal district with a focus on complete streets and bicycle and pedestrian connections.
- Establish a circulation system that supports transit use (including light rail transit).
- Create safe street and rail crossing for all users.
- Align the circulation network with City goals to support non-auto travel and coordination with outside agencies.

The multimodal mobility goals listed above provide guidance on performance measures to evaluate potential benefits of additional transportation improvements. Therefore, to present a comprehensive set of improvement options, this chapter discusses "sensitivity testing" of changes to the project description or to policies to improve street system operations and/or reduce vehicle travel while maintaining or improving bicycle and pedestrian travel.

First the existing East Whisman transportation setting and future conditions with the proposed EWPP are described to set the stage for this sensitivity testing. Following, is a discussion of how potential project description modifications and/or transportation system improvements can offset some of the cumulative effects identified in previous chapters of this report. This cumulative improvement sensitivity analysis is conducted using gateway operations and vehicle miles per capita performance measures.

EXISTING SETTING AND EWPP CONDITIONS COMPARISON

Table 43 summarizes key land use, vehicle trip generation, local street modifications, office TDM program and transit system features for Existing Conditions and Cumulative Conditions with buildout of the EWPP. The East Whisman area under Existing Conditions is dominated by office and research & development land uses that are accessed mostly by automobiles. With the EWPP, the area would transition to a more diverse land use mix of office and housing and multimodal transportation network.

Table 43: East Whisman Area Existing Conditions and Cumulative with Project Conditions Summary

	Existing Conditions	East Whisman Precise Plan (Cumulative with Project Conditions)
Land Use: Jobs to Residents Ratio[1]	• East Whisman: 7.55 • Mountain View: 0.97 • County: 0.53	• East Whisman: 2.13 • Mountain View: 0.92 • County: 0.59
Area-wide Vehicle Trip Generation and Vehicle Miles Traveled	• 50,860 daily trips • 6,530 AM peak hour trips • 6,300 AM peak hour trips • VMT: 338,310 • VMT per Capita: 19.1	• 105,200 daily trips • 10,880 AM peak hour trips • 11,210 PM peak hour trips • VMT: 728,730 • VMT per Capita: 18.1
Local Street and Regional Roads[2]	• East Whisman vehicle trips represents 51-55 percent of traffic on streets within the EWPP. • Two of six gateways operate near or at capacity during the peak commute periods • Regional freeways and Central Expressway are congested during the peak commute periods	• East Whisman vehicle trips represents 52-54 percent of traffic on streets within the EWPP. • Four of six gateways exceed vehicle capacity • Regional freeways and Central Expressway would experience increased level of congestion
Office TDM Programs	• Existing tenants in East Whisman offer a range of TDM services (from none to extensive) to reduce employee vehicle trips	• Future office tenants will be required to achieve a driveway-measured vehicle trip generation less than 1.0 vehicle trips per ksf during the morning and evening peak hours
Transit System	• Light rail, bus and MVgo coverage connects local residents to jobs more than local jobs to workers • Door-to-door travel times via light rail and bus is not competitive with passenger vehicles • Caltrain near capacity ○ Increasing MVgo ridership is limited by Caltrain capacity	• Improvements to first mile/last mile access (ped/bike) to Caltrain and light rail ○ Five new roadways and roadway connections identified as Street A, to Street E. ○ Separate pedestrian and bicycle facilities, and new multi-use paths ○ Improvements to close sidewalk gaps and upgrades to buffered bike lanes • Caltrain electrification to modestly enhance ridership capacity Expansion of MVgo routes to cover all of East Whisman

Note:
1. Ratio of jobs to residents without any social or economic segmentation.
2. Gateway intersections include US 101/Ellis Street Interchange, W Middlefield Road/N Whisman Road, Central Expressway/Mary Avenue, SR 237/W Maude Avenue Interchange, SR 237/E Middlefield Interchange, and Central Expressway/Ferguson Drive

Source: Fehr & Peers, 2019.

SENSITIVITY TESTS

The transportation deficiency and improvement analysis in the previous chapters use intersection level of service as the primary performance measure to evaluate the effects on the transportation system. In most cases, the proposed intersection improvements in Chapter 8 would reduce the severity or fully address the intersection deficiency. In addition to the improvements described in Chapter 8, there are other possible actions that could be taken to offset or address some of the transportation deficiencies including changes to the project description or to previously-adopted policies. Below is a list of ideas that were considered:

- Modify the Project Size and/or Land Use Mix – One obvious step to reduce the project's effects would be to reduce the size of the project or modify the land use mix.
- Adjust the TDM Requirements – The transportation analysis evaluates project effects based on an office vehicle trip rate of 0.92 trips per 1,000 square feet for the morning peak hour and 0.85 trips per 1,000 square feet for the evening peak hour.
- Add Regional Vehicle Capacity – The existing and future residents and employees of the EWPP would benefit from roadway system management strategies that reduce regional congestion and/or improve travel reliability such as:
    - Widening freeway ramps
    - Rebuilding the US 101/Ellis interchange with direct HOV ramps and grade-separate the light rail crossing
    - Supporting and contributing to a regional transportation fee
    - Constructing freeway express lanes
- Adjust the Parking Supply – The amount of parking provided can influence the vehicle trip generation. Lower parking ratios typically mean that fewer residents own vehicles, while higher parking ratios serve to allow more vehicle ownership. Parking supply is also a key consideration in the market feasibility of any new residential development.

The first two ideas are explored further:

- Adjust Land Use to Reduce Project Generated Trips: Reducing office land use or adding more housing in the EWPP area to create a more balanced land use mix and reduce the net new trips at the gateways. This scenario is discussed more in the Project Alternatives Comparison section below.
- Increased Office TDM to Improve Gateway Operations: As a policy, the City of Mountain View could increase office TDM requirements with the goal to achieve acceptable morning and evening peak hour operations at EWPP gateways. This scenario is discussed more in the Gateway Operations Analysis section below.

PROJECT ALTERNATIVES COMPARISON

This section presents a comparison of three potential land use alternatives to the proposed project regarding vehicle trip generation, intersection operations, and freeway operations.

- Reduced Office Alternative: 1.7 million s.f. of new office space and 5,000 housing units, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms.
- Increased Housing Alternative: 7,500 housing units, no additional net new office space, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms.
- Combined Alternative: 7,500 housing units, 1.7 million s.f. of net new office space, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms.

For the Reduced Office Alternative, traffic operations at the deficient intersections and all freeway segments under Existing Conditions and Cumulative Conditions are presented. Specifically, intersection forecasts are prepared for one deficient intersection under Existing Conditions and 17 cumulatively deficient intersections under Cumulative Conditions. Forecasts and operations for all freeway segments are prepared for Existing Conditions and Cumulative Conditions. All freeway segments are evaluated because the changing travel patterns may cause deficient locations to change.

For the other two project alternatives, their trip generation estimates are presented and compared to the proposed project and the Reduced Office Alternative. The relative effects of the Increased Housing and Combined alternatives on the deficient intersections and freeway segments are discussed qualitatively.

Reduced Office Alternative

Trip Generation Estimates

Table 44 presents the trip generation summary for the Reduced Office Alternative and a comparison with the proposed project scenario. The reduction of 600,000 square feet of office space would result in lower trip generation estimates than the proposed project scenario under Existing and Cumulative Conditions.

Table 44: East Whisman Area Wide Trip Generation Estimates for Reduced Office Alternative

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Conditions							
Existing (A)	50,860	5,569	965	6,534	1,152	5,149	6,301
Existing with Project (B)	99,479	7,578	2,611	10,189	3,149	7,369	10,518
Existing with Reduced Office (C)	94,920	6,977	2,574	9,551	3,068	6,822	9,890
Difference (D = C – B)	-4,559	-601	-36	-638	-82	-548	-628
Cumulative Conditions							
Cumulative (E)	58,677	6,492	1,078	7,570	1,343	6,007	7,350
Cumulative with Project (F)	105,199	8,226	2,650	10,876	3,248	7,965	11,213
Cumulative with Reduced Office (G)	101,578	7,806	2,648	10,454	3,164	7,555	10,720
Difference (H = G – F)	-3,621	-420	-2	-422	-83	-410	-493

Source: Fehr & Peers, 2019.

Intersection Analysis

Traffic operations at the deficient intersections under Existing Conditions and Cumulative Conditions are evaluated for the Reduced Office Alternative. **Table 45** presents the intersection delays and level of service results at the one deficient intersection under Existing with Project Conditions; **Table 46** presents the intersection delays and levels of service results at 17 deficient intersection under Cumulative with Project Conditions. The corresponding LOS calculation sheets are included in **Appendix C**. The turning movement volumes for Existing with Reduced Office scenario are presented in **Figure 25** and the turning movement volumes for Cumulative with Reduced Office scenario are presented in **Figure 26**.

The intersection of Central Expressway and North Mary Avenue would operate unacceptably during the evening peak hour under Existing with Project and Existing with Reduced Office scenarios. Compared to the Existing with Project Conditions, the total peak hour intersection traffic volumes under Existing with Reduced Office remain changed by less than five percent, resulting in a slight decrease intersection delay and no change in level of service results.

Table 45: Existing with Reduced Office Intersection Summary

Deficient Intersection[1]		Peak Hour[2]	Intersection Operations[3]			
			Existing with Project		Existing with Reduced Office	
			Delay	LOS[4]	Delay	LOS[4]
20	Central Expressway and North Mary Avenue (SSC/ CMP)	AM PM	52.4 **87.4**	D **F**	52.1 **85.1**	D- **F**

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.
*Indicates unsignalized intersection.
1. Deficient intersection under Existing with Project scenario.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

Of the 17 deficient intersections under Cumulative with Project Conditions, the following two intersections would improve to an acceptable level of service conditions under the Cumulative with Reduced Office alternative:

Int. 10. East Middlefield Road and Ellis Street (Mountain View): The Reduced Office Alternative would improve the intersection operations to acceptable LOS D during the AM peak hour

Int. 16. Central Expressway and SR 85 Southbound Ramp (Santa Clara County): The Reduced Office Alternative would improve the intersection operations to acceptable LOS E during the PM peak hour

The remaining 15 intersections would operate at similar levels of service under the Cumulative with Project and Cumulative with Reduced Office alternatives: delays at the majority of the intersections would decrease slightly as a result of the reduced office land use; however, delays at Intersections 2, 4, 9 and 29, would increase slightly as compared to the Cumulative with Project Conditions. As presented in **Table 44**, the removal of 600,000 square feet office space would reduce the EWPP area-wide trip generation estimates by approximately four percent during the peak hours, resulting in slightly fewer project trips at certain study intersections. However, the remaining vehicle capacity at those intersections would be backfilled by non-project traffic under Cumulative Conditions when major intersections and roadway segments operate over capacity. Therefore, as the intersection forecasts from the City's travel model show, the total intersection volumes at intersections would remain unchanged between the Cumulative with Project and Cumulative with Reduced Office Conditions, while specific turn volumes change slightly, which causes variations in delay between scenarios.

Table 46: Cumulative with Reduced Office Intersection Summary

Deficient Intersection[1]		Peak Hour[1]	Intersection Operations[2]			
			Cumulative with Project		Cumulative with Reduced Office	
			Delay	LOS[3]	Delay	LOS[3]
1	Ellis Street and Manila Drive (MV / NASA)	AM PM	**>120.0** **>120.0**	**F** **F**	**>120.0** **>120.0**	**F** **F**
2	US 101 Northbound Ramps and Ellis Street (MV)	AM PM	31.6 **>120**	C **F**	37.1 **>120**	D+ **F**
4	Fairchild Drive and Ellis Street (MV)	AM PM	50.6 **72.7**	D **E**	52.4 **77.6**	D- **E-**
5	Maude Avenue and SR 237 Ramps (MV)	AM PM	**72.2** 43.5	**E** D	**75.4** 44.1	**E** D
7	Maude Avenue and North Mary Avenue (S)	AM PM	48.7 **73.1**	D **E**	46.2 **58.0**	D **E+**
8	Maude Avenue and North Mathilda Avenue (S / CMP)	AM PM	**71.7** **116.1**	**E** **F**	**72.1** **105.8**	**E** **F**
9	East Middlefield Road and North Whisman Road (MV)	AM PM	37.5 **89.2**	D+ **F**	40.5 **99.7**	D **F**
10	East Middlefield Road and Ellis Street (MV)	AM PM	**57.5** 21.5	**E+** C+	53.5 25.6	D- C
16	Central Expressway and SR 85 Southbound Ramp (SC)	AM PM	47.7 **84.6**	D **F**	19.1 72.3	B- E
20	Central Expressway and North Mary Avenue (SSC / CMP)	AM PM	**59.5** **>120.0**	**E+** **F**	**60.3** **>120.0**	**E** **F**
22	West Evelyn Avenue and North Mary Avenue (S)	AM PM	**107.7** **66.6**	**F** **E**	**91.0** **55.4**	**F** **E+**
27	Moffett Boulevard and West Middlefield Road (MV)	AM PM	**94.6** **94.5**	**F** **F**	**71.4** **109.8**	**E** **F**
29	Moffett Boulevard and Central Expressway (SSC / CMP)	AM PM	**96.2** **>120.0**	**F** **F**	**113.2** **>120.0**	**F** **F**
36	North Mathilda Avenue and Indio Avenue (S)	AM PM	**96.0** 28.4	**F** C	**82.2** 25.6	**F** C
39	South Whisman Road and SR-237 Westbound Ramps (MV)	AM PM	48.7 **113.4**	D **F**	42.0 **108.8**	D **F**
40	East Evelyn Avenue and South Bernardo Avenue (S)	AM PM	**63.1** **59.4**	**E** **E+**	**67.6** 54.2	**E** D-
46	East Arques Avenue and Fair Oaks Avenue (S)	AM PM	**>120.0** **>120.0**	**F** **F**	**>120.0** **>120.0**	**F** **F**

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an intersection deficiency.

*Indicates unsignalized intersection.
1. Deficient intersection under Cumulative with Project scenario.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stop-controlled intersections. For side-street stop-controlled intersections total delay for the worst movement approach is reported.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.

Source: Fehr & Peers, 2019.

Freeway Analysis

Freeway analysis was conducted for the Reduced Office Alternative under Existing and Cumulative Conditions. Results are presented in **Appendix D**.

Under Existing Conditions, implementation of the Reduced Office Alternative would increase motor vehicle traffic and congestion, causing deficiencies at 149 freeway segments. Comparing to the proposed project scenario, the Reduced Office Alternative would reduce deficiencies at the following locations under Existing Conditions:

- AM peak hour: Northbound HOV Lane on SR 85 between Camden Avenue and Union Avenue HOV
- AM peak hour: Southbound HOV Lane on US 101 between Woodside Road and Marsh Road

Under Cumulative Conditions, implementation of the Reduced Office Alternative would cause deficiencies at 271 segments. As compared to the proposed project scenario, the Reduced Office Alternative would result in the following changes in freeway operations:

<u>New deficiencies:</u>

- PM peak hour: Westbound HOV lane on SR 237 between Lawrence Expressway to Fair Oaks Avenue
- AM peak hour: Southbound general-purpose lane on I-880 between SR 237 and Great Mall Parkway
- AM peak hour: Southbound general-purpose lane on I-880 Great Mall Parkway to Montague Expressway/San Tomas Expressway
- AM peak hour: Northbound general-purpose lane on US 101 between Willow Road to Marsh Road

<u>Reduced deficiencies:</u>

- PM peak hour: Northbound general-purpose lane on I-880 between Montague Expressway/San Tomas Expressway and Great Mall Parkway
- PM peak hour: Northbound HOV lane on I-880 between Fremont Boulevard and Decoto Road
- PM peak hour: Northbound HOV lane on I-880 between Alvarado-Niles Road and Alvarado-Niles Road

- AM peak hour: Northbound general-purpose lane on I-880 between Thorton Avenue and Mowry
- AM peak hour: Southbound HOV lane on US 101 between Fair Oaks Avenue and Lawrence Expressway

Other Land Use Alternatives

Table 47 presents the trip generation estimates for the three project alternatives and the proposed project. The peak hour trip generation estimates for the Increased Housing Alternative are similar to the Reduced Office Alternative, which are both slightly lower than the trip generation estimates for the proposed project. The Combined Alternative replaces 600,000 square feet of net new office space in the proposed Project with 2,500 housing units, which would result in the highest trip generation estimates of all the studies project alternatives.

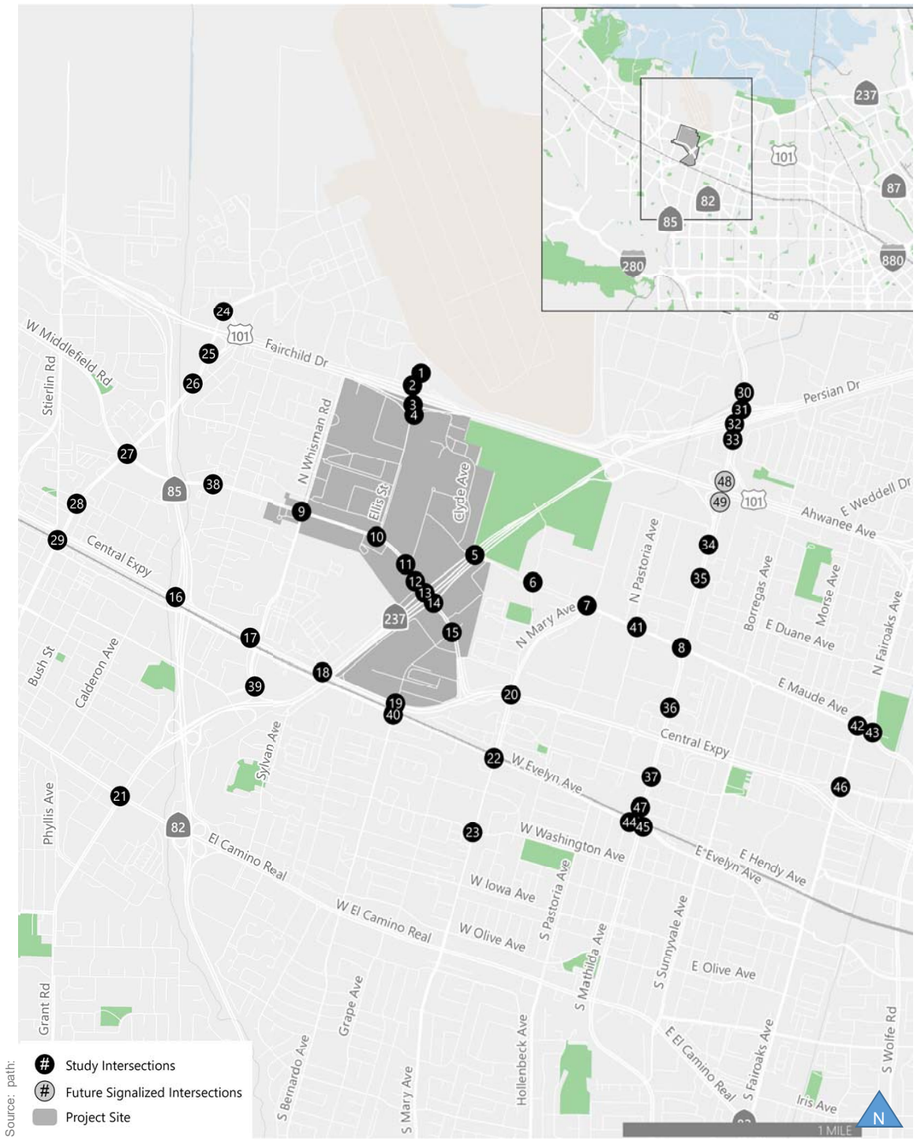
Table 47: East Whisman Area Wide Trip Generation Estimates for the Project and Project Alternatives

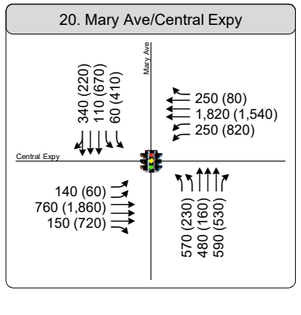
Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Conditions							
Existing	50,860	5,569	965	6,534	1,152	5,149	6,301
Existing with Project	99,479	7,578	2,611	10,189	3,149	7,369	10,518
Existing with Reduced Office	94,920	6,977	2,574	9,551	3,068	6,822	9,890
Existing with Increased Housing	98,058	6,021	3,499	9,521	3,721	6,315	10,036
Existing with Combined Alternative	107,999	7,063	3,365	10,429	3,844	7,169	11,014
Cumulative Conditions							
Cumulative	58,677	6,492	1,078	7,570	1,343	6,007	7,350
Cumulative with Project	105,199	8,226	2,650	10,876	3,248	7,965	11,213
Cumulative with Reduced Office	101,578	7,806	2,648	10,454	3,164	7,555	10,720
Cumulative with Increased Housing	104,660	6,851	3,549	10,400	3,845	7,080	10,926
Cumulative with Combined Alternative	114,268	7,864	3,409	11,273	3,955	7,901	11,858

Source: Fehr & Peers, 2019.

As presented in **Table 45** and **Table 46**, one intersection would operate unacceptably under the Existing with Reduced Office Alternative, while 15 intersections would operate unacceptably under the Cumulative with Reduced Office Alternative. Since the peak hour trip generation estimates for the Increased Housing Alternative and the Reduced Office Alternative are similar – around 9,500 AM peak hour trips and 10,000 PM peak hour trips, their effects on the deficient intersections and freeway segments are expected to be the same.

The Combined Alternative would generate more vehicular trips than the other alternatives, which would cause worse intersection operations and potentially on the freeway segments.

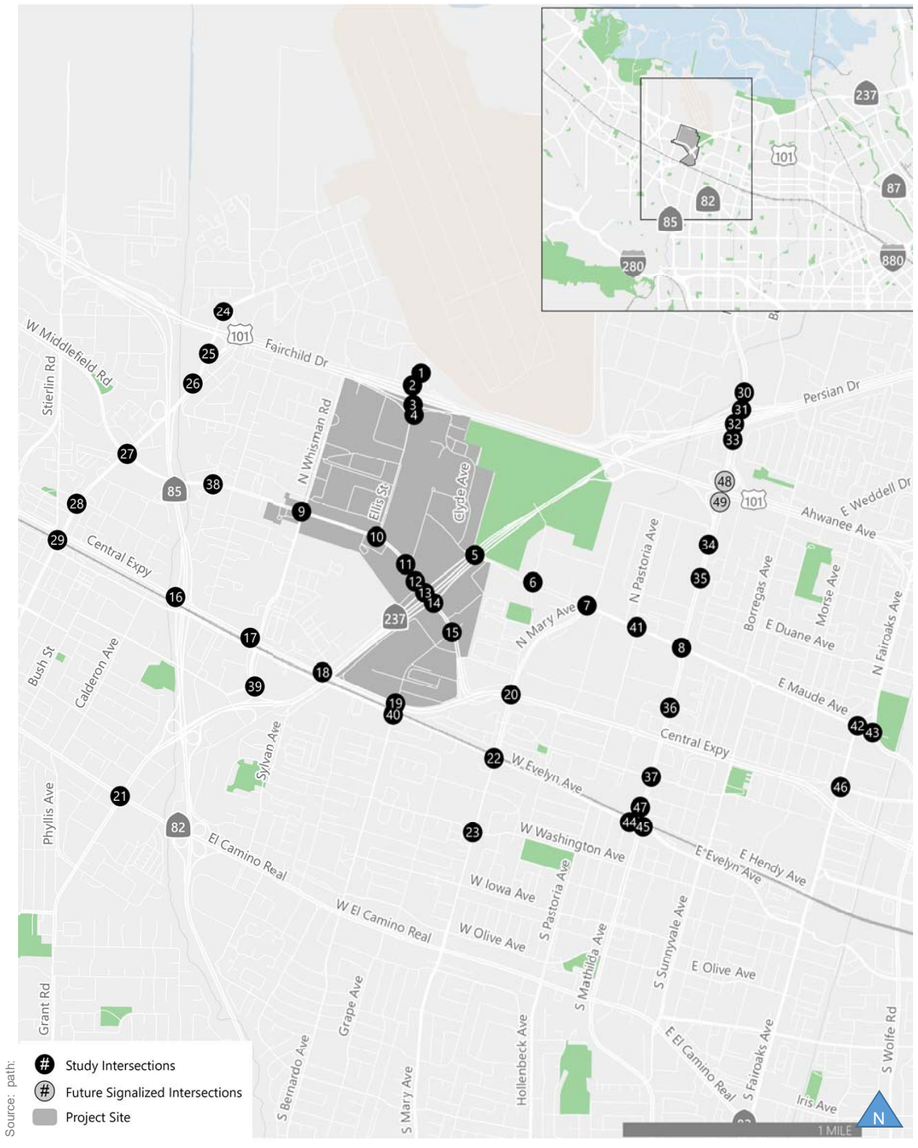


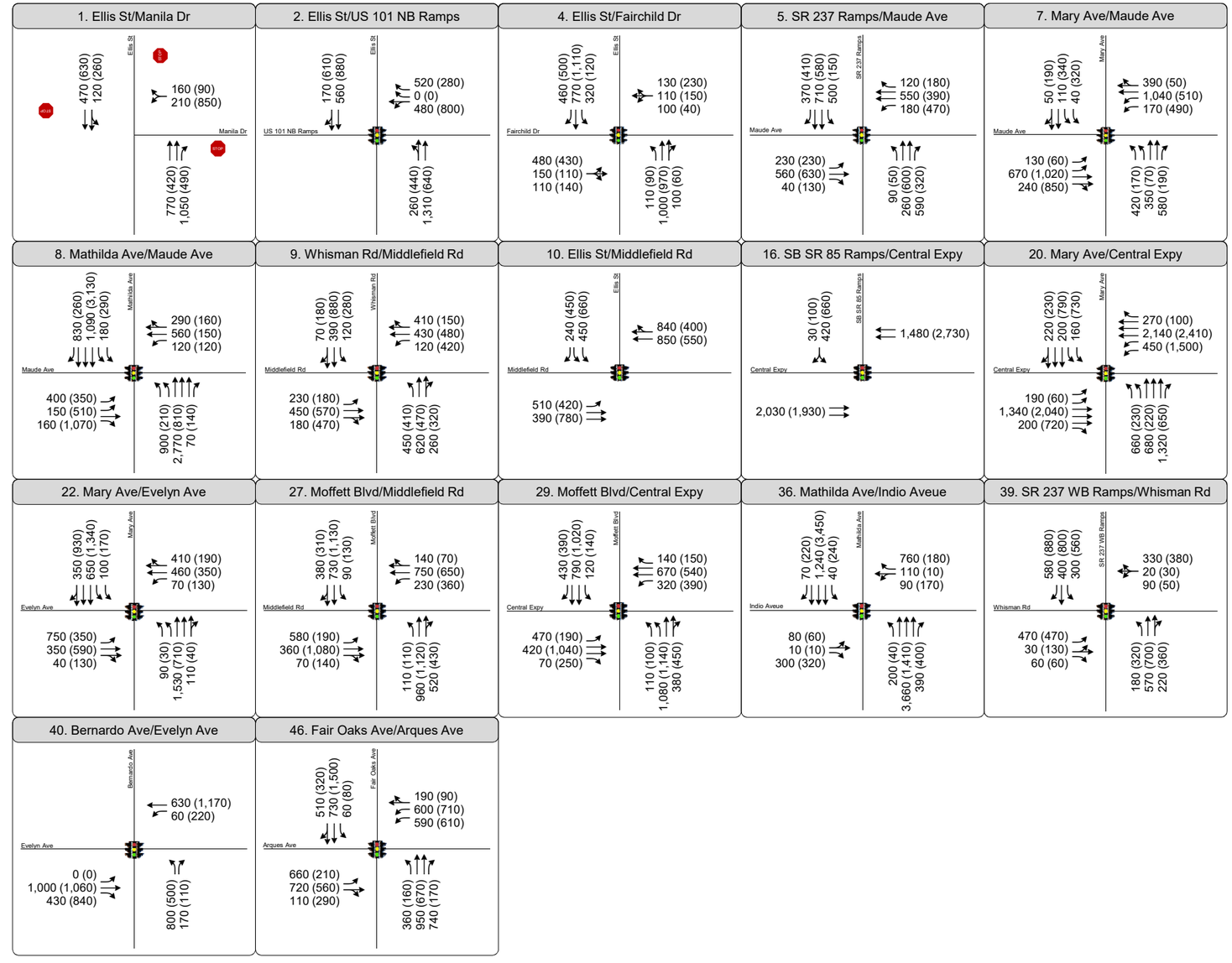


LEGEND

#	Study Intersection	AM (PM)	Peak Hour Traffic Volume
			Lane Configuration
			Stop Sign
			Signalized

Figure 25
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Existing with Project Reduced Office Conditions





LEGEND

# Study Intersection	AM (PM) Peak Hour Traffic Volume
	Lane Configuration
	Stop Sign
	Signalized

Figure 26
Lane Configurations, Traffic Controls and Peak Hour Traffic Volumes
Cumulative With Project Reduced Office Conditions

GATEWAY OPERATIONS ANALYSIS

Historically, the roadway system would be expanded to accommodate increases in vehicle traffic associated with new development. To minimize the need for additional vehicle capacity improvements, the East Whisman Precise Plan includes TDM strategies and requirements to reduce peak hour vehicle trips at office and residential buildings. However, with the proposed TDM programs and the proposed improvements, some of the EWPP gateways would continue to operate unacceptably. This sensitivity test evaluates what additional office TDM reduction would be needed to achieve LOS E or better operations (LOS E represents "at-capacity" operations) at the EWPP gateways with the feasible operational improvements determined by the City. The gateways are:

1. Ellis Street Gateway: US 101 / Ellis Street interchange area (Intersections 2 to 4)
2. Maude Avenue Gateway: SR 237 / Maude Avenue (Intersection 5)
3. Whisman Road Gateway: E. Middlefield Road / Whisman Road (Intersection 9)*
4. Ferguson Street Gateway: Central Expressway / Ferguson Drive (Intersection 18)
5. Middlefield Road Gateway: SR 237 / Middlefield interchange ramps (Intersection 12 to 14)
6. Central Expressway Gateway: Central Expressway / Mary Avenue (Intersection 20)

** Indicates gateways with feasible operational improvements*

These gateways are comprised of one or more intersections. For this analysis all gateway intersections need to operate acceptably to consider the gateway to be operating acceptably. As discussed in Chapter 8, the City considers the identified improvements infeasible at all gateway locations except the Whisman Road Gateway: E. Middlefield Road / Whisman Road. Therefore, this gateway operations analysis assumes that the gateways would operate with the existing intersection geometry except at intersection 9, which includes the addition of a dedicated eastbound right-turn lane.

Increasing office TDM reductions is most effective at gateways with a high portion of EWPP traffic. Gateway locations with a low portion of EWPP traffic may need regional transportation improvements to maintain acceptable intersection operations. While additional office TDM could be required, this analysis shows that at least one or two of the gateways would remain congested because the EWPP project traffic is a small portion of the total gateway traffic or additional physical improvements are not feasible.

Gateway operations are evaluated under the following scenarios:

1. Cumulative with Project Conditions (30% TDM; EWPP areawide vehicle trip rate of 0.92 vehicle trips per 1,000 sf during the AM peak hour; 0.85 vehicle trips per 1,000 sf during the PM peak hour) – Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model plus the EWPP traffic with 30 percent reduction in office peak hour vehicle trip rates
2. Increased Office TDM Alternative 1 (40% TDM; EWPP areawide vehicle trip rate of 0.86 vehicle trips per 1,000 sf during the AM peak hour; 0.80 vehicle trips per 1,000 sf during the PM peak hour) –

Cumulative with Project Conditions with Improvement plus a 40 percent reduction in office peak hour vehicle trip rates.

3. Increased Office TDM Alternative 2 (50% TDM; EWPP areawide vehicle trip rate of 0.80 vehicle trips per 1,000 sf during the AM peak hour; 0.75 vehicle trips per 1,000 sf during the PM peak hour) – Cumulative with Project Conditions with Improvement plus a 50 percent reduction in office peak hour vehicle trip rates.
4. Increased Office TDM Alternative 3 (60% TDM; EWPP areawide vehicle trip rate of 0.75 vehicle trips per 1,000 sf during the AM peak hour; 0.69 vehicle trips per 1,000 sf during the PM peak hour) – Cumulative with Project Conditions with Improvement plus a 60 percent reduction in office peak hour vehicle trip rates.
5. Cumulative with Project Conditions without Central Expressway Gateway Deficiency - the EWPP trip generation needed to eliminate the deficiency at the Central Expressway and Mary Avenue intersection

Based on a comparison between the trip generation estimates, the effect of each additional 10 percent office TDM reduction is equivalent to a reduction of approximately 600,000 square feet of office space. Detailed discussions on the trip rates and additional travel characteristics information (e.g. mode share and internalized residential trips) for these office TDM scenarios are presented in **Appendix N**.

As shown in **Table 48**, under Cumulative with Project Conditions, two of the gateways operate at an unacceptable level during the morning peak hour and two during the evening peak hour. As the EWPP office TDM reduction percentage increases, the operations at the Maude Gateway would improve to acceptable conditions. The Central Expressway Gateway and the Ellis Street Gateway would remain unacceptable even with 60 percent office TDM reduction.

Detailed intersection level of service calculations are presented in **Appendix O**.

Table 48: TDM Sensitivity Tests and Intersection Operations Results

Gateway	Analysis Peak Hour	Cumulative with Project East Whisman Contribution	Acceptable Gateway Operations?			
			Cumulative with Project 30% TDM	Office TDM Alternatives		
				Office TDM Alt 1: 40%	Office TDM Alt 2: 50%	Office TDM Alt 3: 60%
1. Ellis Street Gateway[1]	AM	58%	**No**	**No**	**No**	**No**
	PM	63%	**No**	**No**	**No**	**No**
2. Maude Avenue Gateway[2]	AM	75%	**No**	**No**	Yes	Yes
	PM	71%	Yes	Yes	Yes	Yes
3. *Whisman Road Gateway[1]	AM	64%	Yes	Yes	Yes	Yes
	PM	69%	Yes	Yes	Yes	Yes
4. Ferguson Street Gateway	AM	16%	Yes	Yes	Yes	Yes
	PM	28%	Yes	Yes	Yes	Yes
5. Middlefield Road Gateway	AM	57%	Yes	Yes	Yes	Yes
	PM	77%	Yes	Yes	Yes	Yes
6. Central Expressway Gateway	AM	26%	Yes	Yes	Yes	Yes
	PM	32%	**No**	**No**	**No**	**No**

Note: *Gateway with feasible improvement determined by City of Mountain View.
1. Intersections with feasible improvement s under Cumulative with Project Conditions identified in Chapter 8.
2. A new interchange was identified as the improvement for the SR 237 / W. Maude Avenue interchange, although the feasibility and effectiveness of the new interchange remain uncertain. The sensitivity tests assumed the existing interchange configuration.
3. AM = morning peak hour, PM = evening peak hour
4. Yes = acceptable operations at LOS E or better, **No** = unacceptable operations at LOS F or worse
5. All results are based on the Traffix software program.

Central Expressway Gateway

The Central Expressway Gateway (Central Expressway and Mary Avenue intersection) is a location where the EWPP vehicle trips are a relatively small portion[21] of the total volume. Therefore, even with a 60 percent office TDM reduction, this gateway is expected to operate unacceptably. A grade separation of the Central Expressway and Mary Avenue intersection would be needed to improve the gateway operations.

To prevent deficiencies at the Central Expressway and Mary Avenue intersection, less than 30 peak hour vehicle trips can be added to this intersection. With the expected distribution of project trips, this is

[21] East Whisman area vehicle trips contribute 25 to 32 percent of the total traffic at this intersection during the morning and evening peak hours. At other access points, East Whisman trips contribute between 40 and 75 percent of the total traffic.

equivalent to only 150 East Whisman area-wide net new trips during the peak hours. As shown in **Table 8** in Chapter 4, the net new vehicle trips generated by the proposed project is 3,000 trips in the AM peak hour and 3,800 trips in the PM peak hour. Therefore, less than five percent of the project trips can be generated, which is equivalent to one of the following land use scenarios:

- Only five percent of the proposed project land use can be developed
- A substantial area-wide office trip rate reduction from 0.92 AM peak hour trips per k.s.f. to approximately 0.4 AM peak hour tips per k.s.f., which is unrealistic considering the surrounding transportation network and built environment

Ellis Street Gateway

The above analysis uses the Traffix intersection software which is used by the City of Mountain View to identify deficiencies on the local street system. As discussed in Chapter 9, a multimodal simulation analysis was conducted to identify operational transportation improvements for the US 101 / Ellis Street interchange, which is the primary regional access point for East Whisman. As demonstrated by the VISSIM microsimulation analysis in Chapter 9, the interchange would operate over capacity under Existing and Cumulative Conditions. To operate acceptably, substantial transportation improvements are needed to have this gateway operate acceptably including:

- Widening the US 101 on- and off-ramps,
- Grade separation of the light rail tracks from the vehicle crossings,
- Widening the undercrossing between the on- and off-ramps,
- Prohibiting eastbound left-turn movement at Ellis Street/Fairchild Drive
- Providing pedestrian and bicycle accommodations

Improving the US 101 and Ellis Street interchange would improve overall vehicle capacity and travel reliability through the interchange. Furthermore, rebuilding the interchange would not only improve the local operations, but could also help ease congestion at the Central Expressway and Mary Avenue intersection by providing a more reliable alternate access point to the east through US 101. However, as concluded in previous sections, rebuilding the Ellis interchange or grade separating the light rail tracks are considered infeasible by City of Mountain View due to several considerations including right-of-way and funding constraints.

Since this interchange already operates near or at capacity under Existing Conditions, minimal vehicle trips can be added to this interchange without considering physical improvements.

SUMMARY

As demonstrated by this sensitivity analysis, office TDM enhancements could help reduce local congestion and improve accessibility of the East Whisman area, while land use changes could be effective in reducing overall travel and minimizing vehicle miles traveled. These two potential solutions can also be combined with regional transportation improvements to develop a comprehensive transportation management strategy that would maximize benefits for existing and future residents and employees in East Whisman. However, the Central Expressway and Ellis Street gateways would operate at deficient levels with these potential land use changes and TDM enhancements.

APPENDIX A: STREETSCORE+ DOCUMENTATION

Streetscore+: Comfort and Level of Traffic Stress Scoring Methodology for Bicyclists and Pedestrians

Carrie Modi, Charlie Alexander, Kyle Shipley, David Wasserman, and Kendra Rowley

April 2016

Bicycle & Pedestrian Discipline Group

FEHR & PEERS

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INTRODUCTION

As jurisdictions are faced with increasingly complex transportation issues, the need for effective, low-data intensity, and customizable analysis tools to convey trade-offs and design alternatives to public and agency stakeholders is ever more apparent. Some existing tools, such as the Level of Traffic Stress methodology, better fit these needs and can be expanded to better meet the needs of bicycle and pedestrian planners. Other tools, such as the Highway Capacity Manual's Multi-Modal Level of Service methodology, are data intensive and onerous from a practitioner perspective and often feature complex calculations and outputs that are difficult to explain to non-transportation stakeholders. To address this need on active transportation and complete streets studies, Fehr & Peers prepared a quick-response tool – Streetscore+ – that allows jurisdictions to quickly and effectively compare design alternatives and convey project benefits to stakeholders.

Streetscore+ is an Excel-based tool that allows users to calculate comfort based indices for active transportation projects. For bicycle facilities, this builds off of the Level of Traffic Stress methodology developed by Mekuria, Furth, and Nixon (2012) with targeted enhancements to address cycle track and bicycle boulevard comfort, making the methodologies consistent with the National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide, 2nd edition. For pedestrian facilities, Streetscore+ is calculated based on best practice guidance documentation, such as the NACTO Urban Streets Guide and safety research. Streetscore+ uses best practice guidance to measure bicycle and pedestrian comfort at links and intersections in urbanized environments. Streetscore+ easily and accurately assesses bicycle and pedestrian project benefits and trade-offs, assisting community and agency stakeholders in making informed decisions about complete streets projects, and assisting project development as a sketch-planning tool to ensure that key comfort considerations are included in bicycle and pedestrian designs.

BACKGROUND & DOCUMENTATION

BICYCLING COMFORT AND LEVEL OF TRAFFIC STRESS

Mekuria, Furth, and Nixon's 2012 *Low Stress Bicycling and Network Connectivity* report (also Transportation Research Board Annual Compendium of Paper, 2016) opened the door to the Level of Traffic Stress (LTS) methodology that has been the focus of practitioners for the last four years. The report takes a practical approach to defining and describing user tolerance along a given bikeway, balancing typically available data against a "weakest link" methodology informed by sound engineering judgment. Streetscore+ takes a the same approach but incorporates methodologies for bicycle boulevard and cycle tracks.

CYCLE TRACKS

With the current LTS methodology, off-street facilities and cycle tracks receive a LTS score of 1, indicating that they are ideal for bicyclists of all ages and abilities. Recent research and best practice guidance from the Federal Highway Administration (FHWA) Separated Bikeway Guide; NACTO Urban Bikeway Guide, 2nd edition; and similar publications, has demonstrated that cycle track design is complex and worthy of more rigorous LTS assessment.

To document a refined comfort methodology for separated bikeways, the *NACTO Urban Bikeway Guide, 2nd edition* was used to reference best practices in raised and in-roadway cycle track design, both with and without parking. NACTO differentiates between required and recommended features, which were either incorporated into Streetscore+ or were treated as assumptions. For example, the raised cycle track requirement of "bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment" is assumed to be present. By contrast, buffer space guidance is incorporated as a Streetscore+ variable. The three foot minimum buffer space between the cycle track and parking lane is assumed to represent a Streetscore+ of 3, as more than 3 feet will be more comfortable for pedestrians and enhanced accessibility for users for mobility impairments, which would instead return a Streetscore+ of 1. If the required elements are missing or deficient, then a Streetscore+ of 4 is typically received. Missing, deficient, or minimum dimension recommended features receive a slightly more lenient decrease in score, typically a Streetscore+2 or 3 depending on the importance of the design element for comfort and safety.

The NACTO Urban Bikeway Guide also includes two-way separated bikeways or side paths. The Streetscore+ methodology does not currently include those facility types, but these can be incorporated into future updates to the methodology.

BICYCLE BOULEVARDS

The *NACTO Urban Bikeway Guide, 2nd Edition* also proposes specific criteria for best practices in bicycle boulevard design, helping practitioners distinguish from potentially high-stress bicycle routes – with high auto volumes and speed – from true bicycle boulevards that are traffic calmed through low auto volumes and speeds and are truly appropriate for all ages and abilities. Academic research from Jennifer Dill and others have reinforced this distinction in terms of low-stress bikeways' ability to attract new ridership from the "Interested but Concerned" cohort.

The NACTO Guide states that bicycle boulevards "should be meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and an 85th percentile speed of no more than 25 mph (20 mph preferred)."[1] Bicycle boulevard components such as connectivity and route identification/wayfinding, which are critical elements of successful implementations, are assumed in the bicycle boulevard Streetscore+ criteria. While these are key design elements, they are not considered to be major drivers of comfort. As a result, bicycle boulevards with 1,500 vehicles per day or less and speeds below 20 mph received a Streetscore+ of 1 while bicycle boulevards with over 3,000 vehicles per day and speeds above 25 mph received a Streetscore+ of 3 or 4.

The bicycle boulevard design elements at minor streets document bicycle travel time considerations with and without frequent stop signs at intersection with minor streets. While the NACTO Guide does not present a particular rule, it notes that giving right-of-way to the bicycle boulevard should be considered at all minor intersections.

PEDESTRIAN COMFORT

SIDEWALK ENVIRONMENT

The NACTO Urban Streets Design Guide (USDG) and engineering judgment provide the basis for pedestrian Streetscore+. The USDG provides critical, recommended, and optional parameters for the pedestrian environment consistent with best practices and documents supporting guidance and literature. Additional considerations of comfort are informed by practitioner and best practice experience.

The USDG specifically addresses the following topic areas:

[1] NACTO Urban Bikeway Guide, 2nd edition. "Bicycle Boulevard Route Planning" http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/

- **Usable Sidewalk Space**: A desired minimum through zone of six feet, with an absolute minimum of five feet, is listed as a critical strategy. Where sidewalk directly adjacent to moving traffic, the desired minimum is eight feet, providing a two-foot buffer for street furniture and utilities.
- **Driveways**: Maintaining sidewalk at-grade through driveways is describe as a critical strategy. As a result, frequent driveway curb cuts that impact the sidewalk zone, receive a Streetscore+ of 4.
- **Pedestrian-Scale Lighting**: This is a recommended strategy, resulting in sidewalks with only roadway lighting not receiving a Streetscore+ higher than 2.
- **Street Trees and Landscaping**: Street trees and tree wells that minimally impact sidewalk structure are a recommended strategy.
- **Speed**: Additional comfort measures, such as going beyond minimum dimensions for sidewalk and providing landscape buffer, are noted as important as speed increases. Design speed is also referenced as an overall safety consideration for urban streets, linking crash severity with increases in speed.

Other criteria that influence comfort that are not specifically addressed in the USDG include:

- **Sidewalk Quality**: Smooth, even surface is important from an accessibility perspective and creating great streetscape environments.
- **Number of Travel Lanes**: Increasing the number of travel lanes generally decreases the comfort and enjoyment of walking on that street.
- **Heavy Vehicle Volumes**: High volumes of heavy vehicles in the outside curb lane can create uncomfortable walking conditions for pedestrians even with buffer from the street.
- **Crosswalk Frequency**: In urban environment, having frequent marked crossing opportunities is important designate preferred crossing areas for pedestrians and to signal their presence to other roadway users.

UNCONTROLLED CROSSWALKS

Engineering considerations about when to install and enhance crosswalks based on pedestrian safety considerations have evolved significantly in the last ten years. Published in 2005, the Federal Highway Administration (FHWA) *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (2005) report identified where marking crosswalks may lead to an increased safety risk based on average daily traffic volumes (ADT), speed, number of travel lanes, and presence of a median. Since then, case study research has focused on the efficacy of specific types of lighted enhancements that could be used to address crash risk, such as rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs). Case

studies have documented PHB efficacy in the 98th percentile[2] and RRFBs in the 80th percentile.[3] RRFBs continue to have interim approval in the Manual of Uniform Traffic Control Devices (MUTCD), and PHBs, along with a warrant for their use, are included in the MUTCD.

SIGNALIZED CROSSWALKS

Signalized crosswalk criteria employ best practices and engineering judgment to determine comfort at crosswalks that already have a high level of traffic control given their location at signals. As a result, key variables may include:

- **Crossing Distance**: Lower crossing distance can reduce pedestrian exposure to vehicles and makes crossing easier for those with mobility impairments as well as seniors and students.
- **Accessibility**: While many signalized crosswalks have basic ADA requirements, additional consideration can be given to push buttons and curb ramps to better address the comfort of those with visual, auditory, and mobility impairments.
- **Right-Turn Slip Lanes**: In some environments, channelized right-turn lanes may be provided at intersections, which frequently allow for free or yield-controlled right-turn across crosswalks. Controlling speeds at these locations is important for pedestrian comfort.
- **LPI or Scramble**: Leading pedestrian interval (LPI) and pedestrian scramble should be considered as signalized pedestrian improvements in urbanized areas. To recognize the need for their consideration, these are included as a variable but not have no effect on the ultimate Streetscore+.

[2] Fitzpatrick, Turner, Brewer, et al. "Improving Pedestrian Safety at Unsignalized Crossings," NCHRP 562 (2006).
[3] FHWA, "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks" (September 2010).

PEDESTRIAN STREETSCORE+ METHODOLOGY

The Pedestrian Streetscore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- **Streetscore+ 1**: Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal "pedestrian-friendly" environment.
- **Streetscore+ 2**: Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a "pedestrian-friendly" environment where it intersects with a more auto-oriented roadway or other environmental constraints.
- **Streetscore+ 3**: Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- **Streetscore+ 4:** Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

Like bicycle comfort, pedestrian comfort is based on a variety of factors, not just one variable, on both links and at intersections. Multiple variables ranging from the quality and presence of sidewalk to the conditions of the adjacent roadway (speed, number of travel lanes, and frequency of trucks) influence the pedestrian Streetscore+ methodology. Each variable is scored 1 through 4, with the highest stress (lowest comfort) condition resulting in the composite score. The weakest link approach accounts for the important role of intersections and gaps in the pedestrian environment, parallel to the Mekuria, Furth, and Nixon methodology for Level of Traffic Stress.

The Streetscore+ methodology is intended for use in urban and developed suburban areas. In highly urbanized areas or more rural areas, the tables should be contextualized to the local environment.

Example of the Weakest Link Methodology

A roadway with good quality sidewalk of ample width, landscaping, and buffer from the roadway (Streetscore+ 1) adjacent to a travel lane with high-speed traffic and no lighting (Streetscore+ 4) results in a composite Streetscore+ of 4.

PEDESTRIAN LINKS

Pedestrian Streetscore+ link criteria are presented in **Table 1** and discussed in the section below.

TABLE 1 STREETSCORE+ CRITERIA
SIDEWALKS IN URBANIZED AREAS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Usable Sidewalk	>=8 feet	7 to 6 feet	<6 feet	No Sidewalk
Sidewalk Quality	Even, Smooth Surface	(no effect)	(no effect)	Cracks, Failing Pavement
Sidewalk Accessibility	Driveway Curb Cuts Out of the Sidewalk Zone	(no effect)	(no effect)	Frequent Driveway Curb Cuts into the Sidewalk Zone
Landscape Buffer and Street Trees	Yes, Continuous	Yes, Discontinuous[1]	No Landscaping	(no effect)
# of Lanes	2-3	4-5	(no effect)	6+
Prevailing Speed	<=25 MPH	26- 30 MPH	31-35 MPH	>=36 MPH
Lighting	Pedestrian-Scale	Roadway Lighting	(no effect)	No Lighting[2]
Heavy Vehicle[3]	<=5%	5-8% with no buffer OR >8% with buffer	(no effect)	>8% with no buffer
Crosswalk Frequency[4]	Crosswalks Spaced 400 feet or Less	(no effect)	Crosswalks Spaced > 400 feet	(no effect)

1. Discontinuous is defined as not having a consistent effect on street life. Regularly spaced street trees may still feel like a "continuous" buffer and should receive a score of 1.
2. No lighting also includes ineffective roadway lighting.
3. Consider the percentage of heavy vehicles operating in the curbside travel lane as data is available.
4. In urbanized areas where pedestrians are expected, crosswalk frequency should be taken into consideration where there is demand based on land use and densities. As a general rule of thumb, consider marking a crosswalk if 20 pedestrians in a given hour may cross at that location.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

SIDEWALK WIDTH, ACCESSIBILITY, AND QUALITY

Three variables are used to assess the sidewalk environment. First, sidewalk width is considered to ensure that pedestrians can comfortably walk side-by-side and pass each other. These dimensions are intended to be minimum standards for roadways in urbanized areas and may require modifications in highly dense areas or in lower-density contexts. Consistently deteriorated sidewalk quality scores an automatic Streetscore+ 4, as a result of issues such as tripping hazards and accessibility. Similarly, sidewalk

accessibility targets continuity of the walking experience through maintaining the sidewalk at grade through driveways, with minimal interference from driveways, curb cuts and slopes. Where driveways are frequent and do not maintain sidewalk grades through driveways, a Streetscore+ of 4 is received.

LANDSCAPE BUFFER AND STREET TREES

Street trees provide both buffered protection from through vehicles as well as shade for the pedestrian environment. Where this dual benefit is most pronounced is when street trees are spaced such that collectively they are perceived as a continuous buffer against vehicular traffic. As a result, a continuous buffer receives a Streetscore+ of 1. Where street trees are present but spacing is not as frequent or there are gaps in the landscaping, a Streetscore+ of 2 is received.

TRAVEL LANES, SPEED, AND HEAVY VEHICLES

The number of travel lanes, the prevailing automobile speeds, and the percentage of heavy vehicle traffic describe roadway conditions immediately adjacent to the pedestrian environment. The number of travel lanes is used as a way to describe the amount of automobile traffic on a roadway. Heavy vehicle percentage in the curbside travel lane should be input where data is available.

LIGHTING

Adequate visibility for pedestrians serves both security and safety functions. Lighting that is specifically designed for pedestrians receives a Streetscore+ of 1, with general roadway lighting receiving a Streetscore+ 2. No roadway lighting - or where roadway lighting is spaced so infrequently as to be rendered ineffectual for pedestrians - receives a Streetscore+ of 4.

CROSSWALK FREQUENCY

In urbanized areas with pedestrian traffic, crosswalks should be spaced every 400 feet or less to ensure adequate crossing opportunities. Where demand is present but crossing opportunities are limited, a Streetscore+ of 3 is assigned.

PEDESTRIAN STREETSCORE+ AT SIGNALIZED INTERSECTIONS

Table 2 presents the Pedestrian Streetscore+ criteria for signalized intersections. Given the large safety and comfort benefit offered by full traffic signals, the criteria focuses on crossing distance, accessibility, and intersection conflicts, as described below:

- **Crossing Distance**: Crossing distance is measured based on the number of travel lanes on the crosswalk approach. Narrower streets of 2-3 lanes received a Streetscore+ of 1, and roadways with 4-5 lanes received a Streetscore+ of 2. Wider roadway receives a score of 4. Medians do not receive additional consideration at signalized locations, as pedestrians are assumed to cross the street in one pedestrian phase.

- **Accessibility**: The presence of accessible elements, such as vibrotactile/audible push buttons at signals, are important to serving those with auditory and visual impairments. Signals that have auditory-only push buttons that meet ADA requirements, received a Streetscore+ of 2, and standard push buttons meeting ADA requirements received a Streetscore+ of 3. Accessibility is also assessed in terms of curb ramps. Directional curb ramps – two per corner – are desired to assist those with mobility and visual impairments, directing them into the crosswalk and receive a Streetscore+ of 1. One ramp per corner receives a Streetscore+ of 2, and if any of the curb ramps are missing, a Streetscore+ of 4 is received.

- **Channelized Right-Turns**: Right-turn slip lanes lengthen the distance that a pedestrian must cross to get from one side of the roadway to the other. As such, even when they are signal-controlled, they receive a Streetscore+ of 2. Pedestrian comfort decreases as right-turn lane slip lane control becomes yield (Streetscore+ 3) or becomes a free right-turn receiving a Streetscore+ of 4.

- **LPI or Scramble**: Leading pedestrian intervals (LPIs) and pedestrian scrambles give pedestrians priority at the intersection. Where these are present with no right-turn on red restrictions, Streetscore+ 1 is received. However, there is not a penalty for signals that do not incorporate LPIs or scrambles, so there is no overall effect on the total score from this variable.

TABLE 2 STREETSCORE+ CRITERIA
SIGNALIZED INTERSECTION CROSSWALKS IN URBANIZED AREAS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Crossing Distance	2-3 lanes	4-5 lanes	(no effect)	6+ Lanes
Pedestrian Signal Accessibility	Vibrotactile/ Audible Push Buttons[1]	Auditory Push Button Only	Standard Push Button Only	Missing Countdown Signals, Push Buttons Do Not Meet ADA Standards
Accessibility	Directional Curb Ramps	Diagonal Curb Ramps	(no effect)	Missing Curb Ramps
Right-Turn Slip Lanes	(no effect)	Signalized Slip Lane or Speed Table	Yield Control	No Control
LPI or Scramble	Yes with no RTOR	(no effect)	(no effect)	(no effect)

1. Signal may still operate on recall, but the push buttons allows for those with visual and/or auditory impairments to know when the signal phases change. Use of this at all signals is consistent with the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

UNCONTROLLED CROSSWALKS

Table 3 presents uncontrolled pedestrian crossing Streetscore+ criteria. This method builds on *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (FHWA, 2005) and adapts those findings to include specific recommended enhancements with the latest industry standards on flashing beacons. Based on available documentation of the efficacy of different types of beacons and practitioner perspective on maintenance, only rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) are considered as lighted crosswalk enhancements. Table 11 from the FHWA report is adapted to designate RRFBs specifically as an enhancement if a marked crosswalk is assumed to have a possible increase in pedestrian crash risk without enhancements, and to include PHBs and signals, if warranted, as the substantial crossing improvement required in order to mark a crosswalk if the location is designated as marked crosswalks alone are insufficient, as pedestrian crash risk may be increased by providing marked crosswalks alone. Geometric enhancements should always be considered.

The Streetscore+ is calculated by comparing **Table 3** against what the user has input regarding travel lanes, ADT, speed, median refuge, and crosswalk enhancements. If the input roadway characteristics and crosswalk enhancements, if any, match the recommended roadway characteristics and crosswalk enhancements, if any, then a Streetscore+ of 1 is received. If the recommended crosswalk enhancements

do not match based on the roadway characteristics, then a Streetscore+ of 4 is received. The purpose of the binary scoring system is that the crosswalk either does or does not meet best practices in uncontrolled crosswalk safety. Therefore, if the existing or proposed crosswalk enhancements match the level of enhancements required based on speed, volumes, and number of travel lanes, then the Streetscore+ is considered to be "good" and received a Streetscore+ of 1. If not, then the Streetscore+ is considered to be "poor" or Streetscore+ 4.

TABLE 3 STREETSCORE+ CRITERIA
UNCONTROLLED PEDESTRIAN CROSSING

Roadway Type	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C[1]	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C[1]	C	C	C[1]	C	C

Notes:

A=Level A, Signing and Striping Only;
B=Level B, Rapid Rectangular Flashing Beacons (RRFB);
C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

1. Depending on site observation, driver yielding rates, and other engineering considerations, RRFBs could be considered.

BICYCLE STREETSCORE+ METHODOLOGY

The Streetscore+ methodology for bicycle facilities builds on the Mekuria, Furth, and Nixon LTS methodology, with updates provided based on the NACTO Urban Bikeway Guide, 2nd edition documentation. As discussed in the literature review, two specific bicycle facility were identified in the existing LTS methodology when it comes to evaluating innovative bicycle facilities: cycle tracks and bicycle boulevards. Because both bikeway types hold a high potential to increase the number of bicycling trips, accurately assessing how their designs, which can vary greatly in level of protection and traffic calming, influence bicycle comfort is critical. The Streetscore+ methodology uses the LTS methodology as a base with the following modifications:

- **Cycle Tracks** (or "separated bikeways") – Off-street bikeways and cycle tracks are automatically scored LTS 1 in the LTS methodology. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in cycle track design at the link and intersection level.

- **Bicycle Boulevards** – Bicycle boulevards are treated as bicycle routes in the LTS methodology and do not include special consideration of traffic calming, volumes, or speeds. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevards design on links and for major street crossings.

The Streetscore+ scoring methodology is intended to be fully parallel to the Mekuria, Furth, and Nixon's LTS methodology with a 1-4 scale. Four Types of Cyclists prepared by Roger Geller, Bicycle Coordinator for Portland Office of Transportation, describes these scales in detail and is attached for reference:

- Streetscore+ 1 - The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress would allow children trained in traffic safety to bicycle to school by themselves as well as people "interested but concerned" about bicycling.[4]

- Streetscore+ 2 - The highest level of acceptable traffic stress for the "interested but concerned" segment of the population. This is the threshold for a "low traffic stress" bicycle network that truly accommodates people of all ages and abilities.

- Streetscore+ 3 - This level of traffic stress accommodates a much smaller segment of population - Geller's "enthused and confident" segment of the population - who are excited and more familiar with biking and will therefore accept a higher level of traffic stress.

[4] Geller, "Four Types of Cyclists," Undated. https://www.portlandoregon.gov/transportation/article/237507

- Streetscore+ 4 - This is a very high level of traffic stress that does not work for approximately 99% of the population according to Geller's classification scheme. Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

CYCLE TRACK – LINKS

NACTO guidance details separate methodologies for raised cycle tracks versus in-roadway cycle tracks as the designs differ. Parking is another critical variable that affects design elements, as a result with and without parking criteria are presented for each. For each set of criteria, it is assumed that the cycle track is a direct route with clear wayfinding signs and pavement legends to help guide bicyclists of all ages and abilities on the corridor.

RAISED CYCLE TRACKS WITH PARKING

NACTO states a preferred dimension of 6.5 feet for a raised cycle track riding surface to allow bicyclists to travel side-by-side or to pass other bicyclists with a minimum of 5 feet. Adjacent to parking a minimum 3 foot buffer is required to allow passenger loading and protect bicyclists from dooring incidents. NACTO acknowledges that driveways and minor street crossings create potential visibility issues between bicyclist and drivers. As a result, it recommends that parking be prohibited 30 feet from either side of an intersection to improve driver-bicyclist sight lines.

Blockages to the cycle track, such as with double-parked vehicles, may be enabled if mountable curb or a cycle track at half the curb height is used. If the cycle track design specifies designated loading zones that are attractive for commercial and/or passenger loading or if the design physically prevents the cycle track from being blocked by vehicles, a Streetscore+ of 1 is received. If the design does not address curb management or if the cycle track can be blocked by vehicles, a Streetscore+ of 3 is received. **Table 4** presents the methodology.

TABLE 4: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITH PARKING

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Buffer Width	>3 feet	(no effect)	3 feet	<3 feet
Bicycle Lane Width	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet
Visibility at Minor Streets	Parking prohibited >=30 feet from intersections	(no effect)	Parking prohibited <30 feet from intersections	(no effect)
Cycle Track Blockage	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

RAISED CYCLE TRACKS WITHOUT PARKING

Raised cycle tracks without parking generally use the same criteria as raised cycle tracks with parking except that adjustments are made to the horizontal separation criterion and a speed criterion is introduced. Separation can be provided by either a mountable curb with a desired 4:1 slope or a furnishing zone buffer separating the cycle track from the travel lane per NACTO. The highest score that the cycle track with mountable curb can receive is Streetscore+ 2. Raised cycle tracks with mountable curbs less the NACTO-recommended minimum one (1) foot buffer receive Streetscore+ 3. Where a furnishing zone buffer of at least 3 feet is provided, raised cycle tracks receive Streetscore+ 1.

With no parked cars to buffer the cycle track from the travel lane, speed is introduced to account for traffic stress associated with riding adjacent to fast moving vehicles. The Streetscore+ is balanced against the network-planning desire to site cycle tracks on higher speed roads, such as arterials. As a result, Streetscore+ of 1 still allows for a prevailing speed of up to 30 MPH.

Operable cycle track surface width, cycle track blockages, and visibility at minor streets are still included. Because parking is not included, the visibility at minor streets is instead defined by the sight triangle between the driver and the bicyclist. **Table 5** presents the methodology.

TABLE 5: STREETSCORE+ CRITERIA
RAISED CYCLE TRACK WITHOUT PARKING

Criteria		Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Separation	***Mountable Curb with 4:1 Slope***	(no effect)	>= 1 foot	<1 foot	(no effect)
	Furnishing Zone Buffer	>=3 feet	(no effect)	<3 feet	(no effect)
Speed Limit or Prevailing Speed		30 MPH or less	Up to 35 MPH	Up to 40 MPH	(no effect)
Bicycle Lane Width		>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet
Visibility at Minor Streets		Design accommodates 20 feet for sight triangle to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles <20 feet / 10 feet	(no effect)
Cycle Track Blockage		Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITH PARKING

Parking-protected in-roadway cycle tracks have similar Streetscore+ criteria to raised cycle tracks, but include additional details on the operable cycle track lane width as well as the type and width of buffer.

Per NACTO, the desired width of the operable cycle track area is 7 feet in uphill portions or where bicycle volumes are higher and is otherwise 6 feet, allowing for a Streetscore+ of 1. A minimum width of 5 feet is required, resulting in a Streetscore+ of 2.

While parking is assumed in this scenario, buffer type offers an additional level of protection for the cycle track. If the buffer is solid or raised, the maximum Streetscore+ of 1 is received. If the buffer is painted and has some vertical elements, such as soft-hit posts or rubber curb, a Streetscore+ of 2 is calculated. While the highest score a paint-only cycle track can receive is 3. Likewise, the desired minimum dimension for

parking and the parking-side buffer is 11 feet with a minimum 3 foot buffer. Parking widths of 7 feet that still provide the 3 foot buffer receive a score of 3 to account for added friction and more constrained cross-section. **Table 6** presents the methodology.

TABLE 6: STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITH PARKING

Criteria		Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Bicycle Lane Width	***Uphill or High Volume***	>=7 feet	<=6 feet	(no effect)	(no effect)
	Otherwise	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type		Solid/Raised	Painted + Some Vertical Elements[1]	Painted Only	(no effect)
Parking + Buffer Width		>=11 feet, with >3 feet buffer	(no effect)	10 feet total, with minimum 3 feet buffer	<10 feet total or buffer <3 feet
Visibility at Minor Streets		Parking prohibited 30 feet from intersections	(no effect)	Sight triangles <30 feet	(no effect)
Cycle Track Blockage		Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

IN-ROADWAY CYCLE TRACKS WITHOUT PARKING

In-roadway cycle tracks without parking includes the same criteria as in-roadway cycle tracks with parking, but also includes the speed criteria to account for the lack of parking buffer. Visibility at minor streets focuses on sight triangles since parking is prohibited in this condition. **Table 7** presents the methodology.

TABLE 7 STREETSCORE+ CRITERIA
IN-ROADWAY CYCLE TRACK WITHOUT PARKING

Criteria		Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Bicycle Lane Width	***Uphill or High Volume***	>=7 feet	<=6 feet	(no effect)	(no effect)
	Otherwise	>=6 feet	<=5 feet	(no effect)	(no effect)
Buffer Type		Solid/Raised	Painted + Some Vertical Elements[1]	(no effect)	(no effect)
Buffer Width		>=4 feet	3 feet	<3 feet	(no effect)
Visibility at Minor Streets		Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles less than 20 feet and 10 feet	(no effect)
Speed Limit or Prevailing Speed		<=30 MPH or less	31- 35 MPH	>=36 MPH	(no effect)
Cycle Track Blockage		Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

CYCLE TRACKS AT SIGNALIZED INTERSECTIONS

Intersections are a very sensitive design area for cycle tracks and have a high potential to provide a weak link in an otherwise robust facility. Signalized intersections in particular require consideration of protected intersection treatments, protected signal phasing, and consideration of left- and right-turn auto movements across the cycle track. The Streetscore+ methodology for cycle tracks is calculated by intersection approach, similar to the LTS methodology. It is assumed that clear wayfinding and pavement legends provide guidance to bicyclists through these intersections. **Table 8** presents the Streetscore+ criteria for cycle tracks at signalized intersections.

TABLE 8 STREETSCORE+ CRITERIA
CYCLE TRACKS AT SIGNALIZED INTERSECTIONS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Separation	Separate signal Phasing[1] for cycle track with barrier[2] at intersection approach	Barrier and good sightlines but permitted turns (RT <150 vph) during cycle track green phase	Barrier and good sightlines but permitted turns (RT >150 vph) during cycle track green phase OR No barrier separation i.e., mixing zone or striped bike lane with right-turn pocket (RT<150 vph)	No barrier separation i.e., mixing zone or striped lane with right-turn pocket (RT >150 vph)
Bicycle Left-Turns	Protected Intersection	Painted Treatments: Two-Stage Turn Box or Bike Box	Break in separation/barrier for bikes to merge out	(no effect)
Conflicting Left-Turn Treatments	Protected Left-Turns	(no effect)	Permissive Left-Turns	(no effect)

1. Either with protected right-turn phase or dedicated bicycle only phase that does not overlap with permitted turning autos or opposing auto movements.
2. Barrier would be a solid, raised elements (curb, landscape-buffer, etc) or a protected intersection that remain up until the intersection.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

SEPARATION

A variety of methods can be used to separate conflicts between turning vehicles and through bicyclists at signalized intersections. Separate signal phasing between through bicyclists and turning vehicles entirely remove the conflict, therefore receiving a Streetscore+ of 1. This treatment should include a solid barrier up to the intersection to reinforce the cycle track protection.

The protected intersection treatment alone substantially reduces the potential and impact of conflict, putting bicyclists ahead of turning vehicles and reducing the speeds of right-turning vehicles; however, they do not remove the conflict all together. Where these treatments are implemented with right-turn vehicle volumes per hour less than 150, a Streetscore+ of 2 is provided. Where right-turn volumes are higher than 150 vehicles per hour or where mixing zones or striped bike lanes with low right-turn volumes are striped, a score of 3 is received. This accounts for the real drop in protection of the cycle track.

BICYCLE LEFT-TURNS

Cycle track designs should accommodate left-turns out of the cycle track. Streetscore+ 1 is reserved for protected intersections, which facilitate two-stage turns with a raised barrier and full protection from the roadway. Painted facilities allowing bicyclists to cross in two stages – two stage turn boxes and bike boxes – received a Streetscore+ of 2. Breaks in cycle track barriers or similar treatments requiring bikes to confidently move out of the cycle track and merge across lanes receive a Streetscore+ of 3.

CONFLICT LEFT-TURN TREATMENTS

While right-hook conflicts are the commonly discussed conflict for bicyclists, auto left-turns across the cycletrack should also be considered. Protected vehicular left-turns which fully remove the bicyclist-auto conflicts receive a Streetscore+ of 1. Permissive left-turns receive a Streetscore+ of 3, as that phasing does not mitigate the conflict.

CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS

Cycle tracks at stop-controlled or uncontrolled intersections have different needs than signalized intersections which are likely to have higher traffic volumes and more turning conflicts. The focus of stop-controlled and uncontrolled is on conflicts with right-turn vehicles and maintaining good sightlines. **Table 9** presents the methodology.

TABLE 9 STREETSCORE+ CRITERIA
CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Approach Geometry	-	Separation or barrier with permitted right turns <150 vph	Through bike lane and right-turn lane OR mixing zone with <150 vph	Through bike lane and right-turn lane OR mixing zone with >150 vph
Visibility at Minor Streets	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings. If parking, prohibited 30 feet from Intersection	(no effect)	Sight triangles less than 20 feet /10 feet	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

BICYCLE BOULEVARD – LINKS

The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevard design at the link-level. The Mekuria, Furth, and Nixon LTS methodology evaluates a bicycle boulevard using the same criteria – speed and travel lanes – as any other bicycle route. Given the sensitivity of bicycle boulevards to average daily traffic (ADT) and speeds, Streetscore+ for bicycle boulevards requires ADT and posted speed limit (ideally prevailing speed) and incorporates a higher sensitivity to those two factors for designated bicycle boulevards. To account for bicyclist delay on bicycle boulevards, the frequency of controlled intersection was also introduced to account for less desirability associated with losing momentum when stopping/starting at controlled intersections. **Table 10** presents the methodology.

TABLE 10: STREETSCORE+ CRITERIA
BICYCLE BOULEVARD LINKS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
ADT on Link	<1,500	1,500-3,000	3,000-6,000	>6,000
Speed	<=20 MPH	Up to 25 MPH	(no effect)	>25 MPH
Number of Stop Signs per Mile	2	4	6	>6

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

AVERAGE DAILY TRAFFIC (ADT)

Bicycle boulevards are typically located on two-lane residential streets. As such, the number of travel lanes does not provide substantial differentiation in the traffic stress on the facility. As a result, only ADT is used. NACTO states that 1,500 ADT is desirable, with up to 3,000 allowed on limited section of the corridor. As a result, these were assigned to Streetscore+ 1 and 2, respectively.

SPEED

The NACTO Urban Bikeway Guide recommends that bicycle boulevards should have a target speed of 20 MPH to maximize bicycle comfort and safety. Where speed is higher than 20 MPH, speed management strategies should be used to lower the 85th percentile speed. Given this target speed, bicycle boulevards with 20 MPH or slower speeds are given a Streetscore+ of 1, upt to 25 MPH a Streetscore+ of 2, and greater than 25 MPH is Streetscore+ 3.

NUMBER OF STOP-CONTROLLED INTERSECTIONS PER MILE

The NACTO Urban Bikeway Guide states that at intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority to reduce or minimize delay by limiting the number of stop signs along the route. Segments of at least one half mile with continuous travel i.e., no stop sign controls are desirable. A metric of the number of controlled intersections per mile was developed to account for bicycle boulevard priority and bicyclist delay. The metric considers stop-control on the bicycle boulevard and not signalized intersections.

BICYCLE BOULEVARDS – MAJOR STREET CROSSINGS

The bicycle boulevard major street crossing methodology proposes a parallel approach to uncontrolled crosswalk locations. While the efficacy of RRFBs and PHBs are better documented for pedestrians, many cities are beginning to utilize these enhancements on bicycle boulevards. Given the sensitive nature of these crossings for bicyclists of all ages and abilities, the needs are assumed to be similar to that of a pedestrians at uncontrolled crosswalks at major streets. As detailed in the Pedestrian Streetscore+ section, this method assumes a three-tiered level of crossing enhancements:

- A: Crosswalk Enhancements with Signing and Striping Only
- B: Crosswalk Enhancement with Signing, Striping, and Rectangular Rapid Flashing Beacons (RRFBs). Note that this assumes bicyclists would be able to actuate the RRFB through a separated push button located adjacent to the travelway.
- C: Crosswalk Enhancement with Signing, Striping, and Pedestrian Hybrid Beacon (PHB) or Traffic Signal. Note that this assumes bicyclists would be able to actuate the PHB or signal through bicycle detection.

The Streetscore+ for bicycle boulevard crossings therefore defines the minimum recommended design elements based on ADT, number of travel lanes, and speed, as presented in Table 11. Based on user input regarding the presence of signing and striping only or beacons, Streetscore+ delivers a score of 1 if the level of treatment matches the recommended treatment, and a score of 4 if the existing/proposed treatments input by the user do not match recommended treatments. In addition to the signing, striping, and beacon and/or signal enhancements, users should also examine the feasibility of geometric improvements at the crosswalk, such as curb extensions or median refuges.

TABLE 11 STREETSCORE+ CRITERIA
BICYCLE BOULEVARD MAJOR STREET CROSSING

Major Street Criteria	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three Lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C[1]	C	C
Multilane (4 lanes without raised median)	A	B	C	B	B	C	C[1]	C	C	C[1]	C	C

Notes:

1. Depending on site observations, driver yielding rates, and other engineering considerations, RRFBs could be considered.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

A=Level A, Signing and Striping Only

B=Level B, Rapid Rectangular Flashing Beacons (RRFB)

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

Conclusion

The Streetscore+ methodology builds on Mekruia, Furth, and Nixon's LTS methodology to incorporate a finer grain understanding of bicyclist comfort on cycle tracks and bicycle boulevards and creates a parallel methodology to measure pedestrian comfort on streets and at intersections. This methodology is intended to be easy-to-use with the typical datasets that transportation practitioners utilize on corridor studies and active transportation projects. As a result, transportation practitioners can use this tool in a sketch planning capacity to further active transportation designs and more accurately understand the impacts of design decisions on comfort and stress tolerance for people who walk and bike. Where data may not be available or local conditions may warrant adjusted criteria, the tool is intended to be flexible and customizable.

APPENDIX B: EXISTING INTERSECTION COUNTS

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					MANILA DR Westbound					ELLIS ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	17	3	0	20	12	0	24	0	36	76	47	0	0	123	0	0	0	0	0	179
07:15 AM	0	15	2	3	20	14	0	51	0	65	92	71	0	0	163	0	0	0	0	0	248
07:30 AM	0	17	1	0	18	12	0	40	0	52	91	58	0	0	149	0	0	0	0	0	219
07:45 AM	0	12	2	2	16	12	0	67	0	79	123	48	0	0	171	0	0	0	0	0	266
Total	0	61	8	5	74	50	0	182	0	232	382	224	0	0	606	0	0	0	0	0	912
08:00 AM	0	15	1	6	22	7	0	47	0	54	145	59	0	0	204	0	0	0	0	0	280
08:15 AM	0	14	2	1	17	11	0	44	0	55	121	57	0	0	178	0	0	0	0	0	250
08:30 AM	0	13	3	2	18	14	0	59	0	73	178	55	1	0	234	0	0	0	0	0	325
08:45 AM	0	12	3	2	17	11	0	57	0	68	164	84	0	0	248	0	0	0	0	0	333
Total	0	54	9	11	74	43	0	207	0	250	608	255	1	0	864	0	0	0	0	0	1188
09:00 AM	0	14	1	4	19	4	0	31	0	35	165	60	0	0	225	0	0	0	0	0	279
09:15 AM	0	24	4	1	29	8	0	32	0	40	157	59	1	0	217	0	0	0	0	0	286
09:30 AM	0	18	2	1	21	10	0	24	0	34	138	54	2	0	194	0	0	0	0	0	249
09:45 AM	0	15	2	0	17	13	0	38	0	51	121	63	1	0	185	0	0	0	0	0	253
Total	0	71	9	6	86	35	0	125	0	160	581	236	4	0	821	0	0	0	0	0	1067
Grand Total	0	186	26	22	234	128	0	514	0	642	1571	715	5	0	2291	0	0	0	0	0	3167
Apprch %	0	79.5	11.1	9.4		19.9	0	80.1	0		68.6	31.2	0.2	0		0	0	0	0		
Total %	0	5.9	0.8	0.7	7.4	4	0	16.2	0	20.3	49.6	22.6	0.2	0	72.3	0	0	0	0	0	
Lights	0	147	23	22	192	117	0	472	0	589	1475	637	5	0	2117	0	0	0	0	0	2898
% Lights	0	79	88.5	100	82.1	91.4	0	91.8	0	91.7	93.9	89.1	100	0	92.4	0	0	0	0	0	91.5
Buses	0	21	2	0	23	9	0	26	0	35	81	50	0	0	131	0	0	0	0	0	189
% Buses	0	11.3	7.7	0	9.8	7	0	5.1	0	5.5	5.2	7	0	0	5.7	0	0	0	0	0	6
Trucks	0	18	1	0	19	2	0	16	0	18	15	28	0	0	43	0	0	0	0	0	80
% Trucks	0	9.7	3.8	0	8.1	1.6	0	3.1	0	2.8	1	3.9	0	0	1.9	0	0	0	0	0	2.5

	ELLIS ST Southbound				MANILA DR Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	13	3	16	**14**	0	**59**	**73**	**178**	55	**1**	234	0	0	0	0	323
08:45 AM	0	12	3	15	11	0	57	68	164	**84**	0	**248**	0	0	0	0	**331**
09:00 AM	0	14	1	15	4	0	31	35	165	60	0	225	0	0	0	0	275
09:15 AM	0	**24**	**4**	**28**	8	0	32	40	157	59	1	217	0	0	0	0	285
Total Volume	0	63	11	74	37	0	179	216	664	258	2	924	0	0	0	0	1214
% App. Total	0	85.1	14.9		17.1	0	82.9		71.9	27.9	0.2		0	0	0		
PHF	.000	.656	.688	.661	.661	.000	.758	.740	.933	.768	.500	.931	.000	.000	.000	.000	.917

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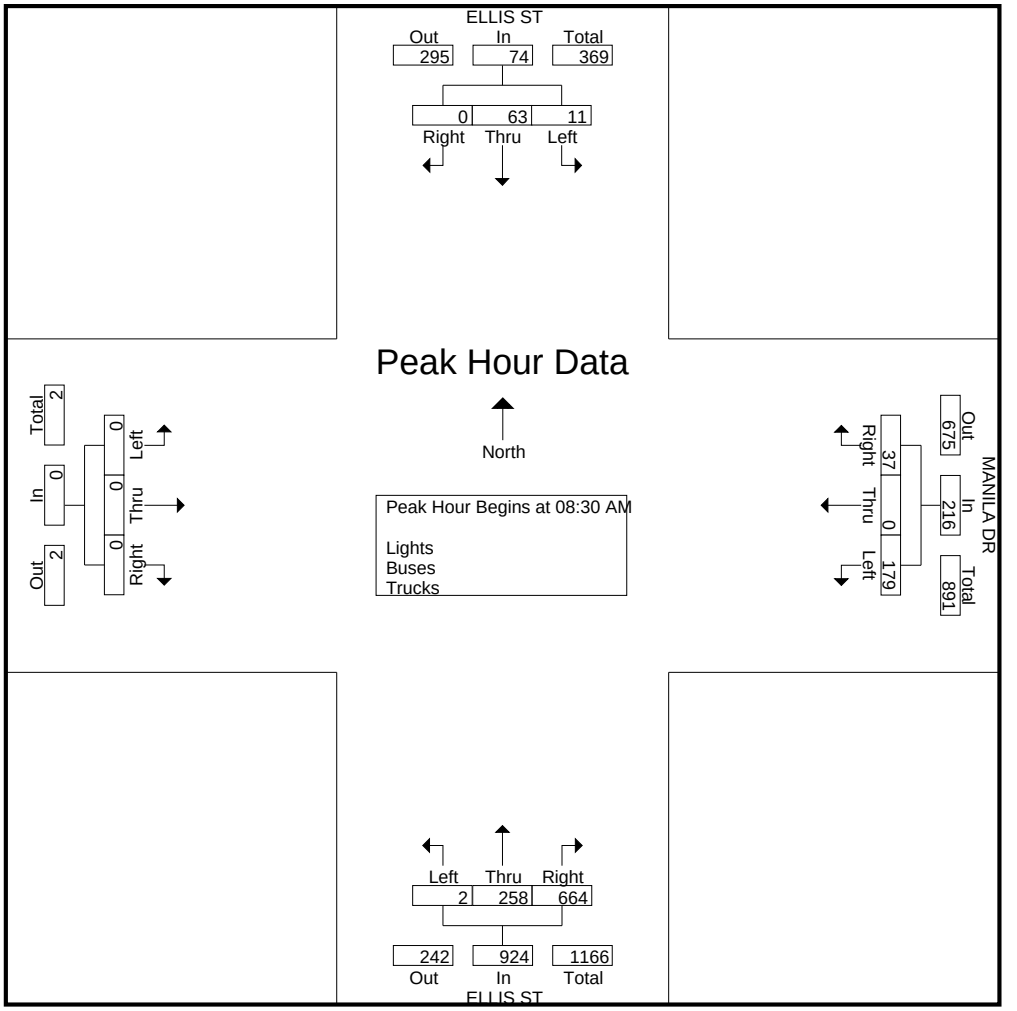

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Groups Printed- Bikes

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07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	1	0	1	4	1	0	0	5	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	5	0	3	0	8	5	1	0	0	6	0	0	0	0	0	14
Total	0	0	1	0	1	6	0	4	0	10	11	4	0	0	15	0	0	0	0	0	26
08:00 AM	0	1	0	0	1	0	0	5	0	5	11	0	0	0	11	0	0	0	0	0	17
08:15 AM	0	0	0	0	0	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	7
08:30 AM	0	0	2	0	2	0	0	5	0	5	15	1	0	0	16	0	0	0	0	0	23
08:45 AM	0	0	1	0	1	0	0	1	0	1	12	0	0	0	12	0	0	0	0	0	14
Total	0	1	3	0	4	0	0	12	0	12	44	1	0	0	45	0	0	0	0	0	61
09:00 AM	0	0	1	0	1	2	0	4	0	6	2	2	0	0	4	0	0	0	0	0	11
09:15 AM	0	0	0	0	0	1	0	4	0	5	5	0	0	0	5	0	0	0	0	0	10
09:30 AM	0	0	1	0	1	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	6
09:45 AM	0	0	0	0	0	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	5
Total	0	0	2	0	2	4	0	13	0	17	10	3	0	0	13	0	0	0	0	0	32
Grand Total	0	1	6	0	7	10	0	29	0	39	65	8	0	0	73	0	0	0	0	0	119
Apprch %	0	14.3	85.7	0		25.6	0	74.4	0		89	11	0	0		0	0	0	0		
Total %	0	0.8	5	0	5.9	8.4	0	24.4	0	32.8	54.6	6.7	0	0	61.3	0	0	0	0	0	

	ELLIS ST Southbound				MANILA DR Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**5**	0	3	**8**	5	**1**	0	6	0	0	0	0	14
08:00 AM	0	**1**	0	1	0	0	**5**	5	11	0	0	11	0	0	0	0	17
08:15 AM	0	0	0	0	0	0	1	1	6	0	0	6	0	0	0	0	7
08:30 AM	0	0	**2**	**2**	0	0	5	5	**15**	1	0	**16**	0	0	0	0	**23**
Total Volume	0	1	2	3	5	0	14	19	37	2	0	39	0	0	0	0	61
% App. Total	0	33.3	66.7		26.3	0	73.7		94.9	5.1	0		0	0	0		
PHF	.000	.250	.250	.375	.250	.000	.700	.594	.617	.500	.000	.609	.000	.000	.000	.000	.663

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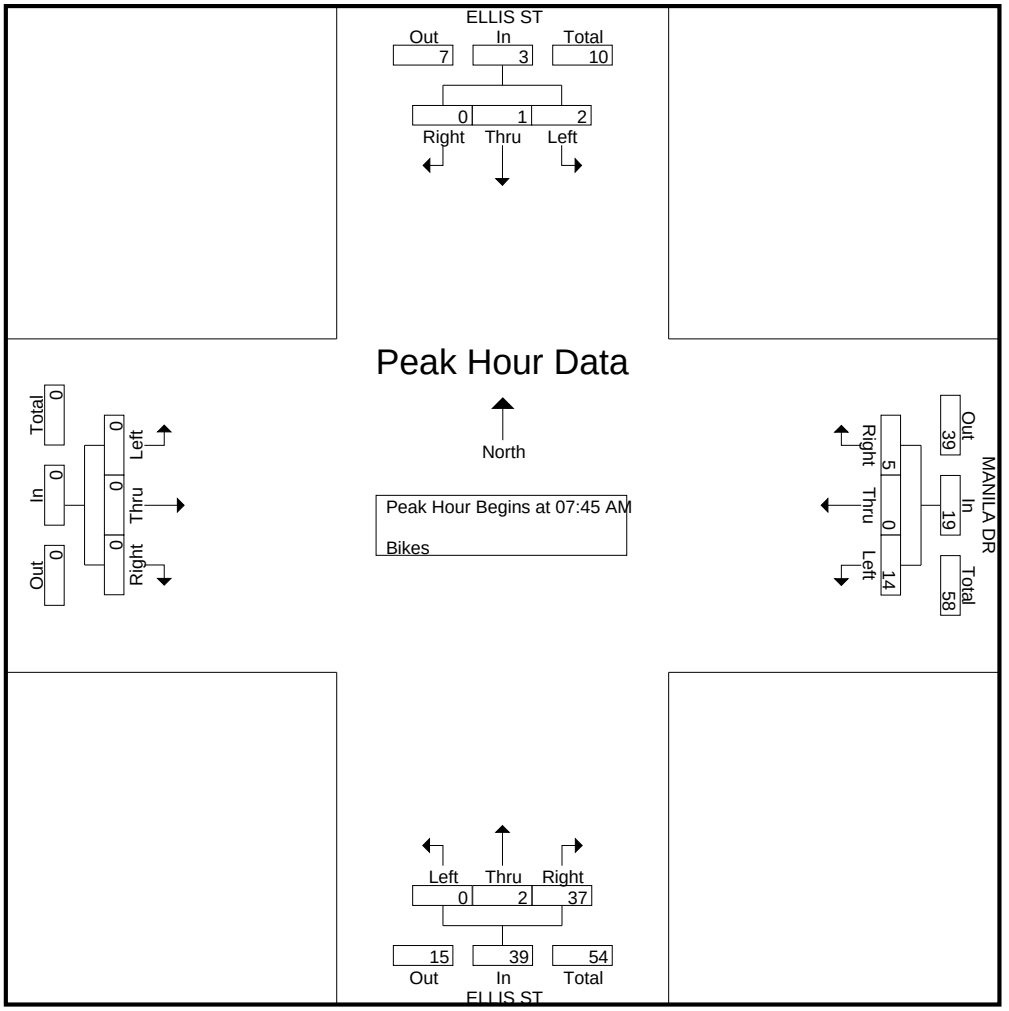

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Groups Printed- Lights - Buses - Trucks

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	92	13	3	108	4	0	41	0	45	40	19	1	0	60	0	0	0	0	0	213
04:15 PM	0	93	13	1	107	1	0	63	0	64	45	9	1	0	55	0	0	0	0	0	226
04:30 PM	0	80	5	0	85	7	0	65	0	72	30	11	0	0	41	0	0	0	0	0	198
04:45 PM	0	43	8	2	53	1	0	64	0	65	62	20	0	1	83	0	0	0	0	0	201
Total	0	308	39	6	353	13	0	233	0	246	177	59	2	1	239	0	0	0	0	0	838
05:00 PM	0	67	11	5	83	3	0	95	0	98	56	14	0	0	70	0	0	0	0	0	251
05:15 PM	0	57	5	3	65	4	0	124	0	128	61	12	0	0	73	0	0	0	0	0	266
05:30 PM	0	46	16	4	66	3	0	95	0	98	54	11	2	0	67	0	0	0	0	0	231
05:45 PM	0	40	8	1	49	7	0	115	0	122	71	12	4	0	87	0	0	0	0	0	258
Total	0	210	40	13	263	17	0	429	0	446	242	49	6	0	297	0	0	0	0	0	1006
06:00 PM	0	38	3	7	48	1	0	103	0	104	35	7	2	0	44	0	0	0	0	0	196
06:15 PM	0	21	1	2	24	2	0	109	0	111	46	5	4	0	55	0	0	0	0	0	190
06:30 PM	0	22	0	0	22	0	0	92	0	92	33	3	0	0	36	0	0	0	0	0	150
06:45 PM	0	14	0	1	15	1	0	32	0	33	31	8	0	0	39	0	0	0	0	0	87
Total	0	95	4	10	109	4	0	336	0	340	145	23	6	0	174	0	0	0	0	0	623
Grand Total	0	613	83	29	725	34	0	998	0	1032	564	131	14	1	710	0	0	0	0	0	2467
Apprch %	0	84.6	11.4	4		3.3	0	96.7	0		79.4	18.5	2	0.1		0	0	0	0		
Total %	0	24.8	3.4	1.2	29.4	1.4	0	40.5	0	41.8	22.9	5.3	0.6	0	28.8	0	0	0	0	0	
Lights	0	536	71	29	636	33	0	972	0	1005	504	125	14	1	644	0	0	0	0	0	2285
% Lights	0	87.4	85.5	100	87.7	97.1	0	97.4	0	97.4	89.4	95.4	100	100	90.7	0	0	0	0	0	92.6
Buses	0	66	12	0	78	1	0	19	0	20	52	3	0	0	55	0	0	0	0	0	153
% Buses	0	10.8	14.5	0	10.8	2.9	0	1.9	0	1.9	9.2	2.3	0	0	7.7	0	0	0	0	0	6.2
Trucks	0	11	0	0	11	0	0	7	0	7	8	3	0	0	11	0	0	0	0	0	29
% Trucks	0	1.8	0	0	1.5	0	0	0.7	0	0.7	1.4	2.3	0	0	1.5	0	0	0	0	0	1.2

	ELLIS ST Southbound				MANILA DR Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**67**	11	**78**	3	0	95	98	56	**14**	0	70	0	0	0	0	246
05:15 PM	0	57	5	62	4	0	**124**	**128**	61	12	0	73	0	0	0	0	**263**
05:30 PM	0	46	**16**	62	3	0	95	98	54	11	2	67	0	0	0	0	227
05:45 PM	0	40	8	48	**7**	0	115	122	**71**	12	**4**	**87**	0	0	0	0	257
Total Volume	0	210	40	250	17	0	429	446	242	49	6	297	0	0	0	0	993
% App. Total	0	84	16		3.8	0	96.2		81.5	16.5	2		0	0	0		
PHF	.000	.784	.625	.801	.607	.000	.865	.871	.852	.875	.375	.853	.000	.000	.000	.000	.944

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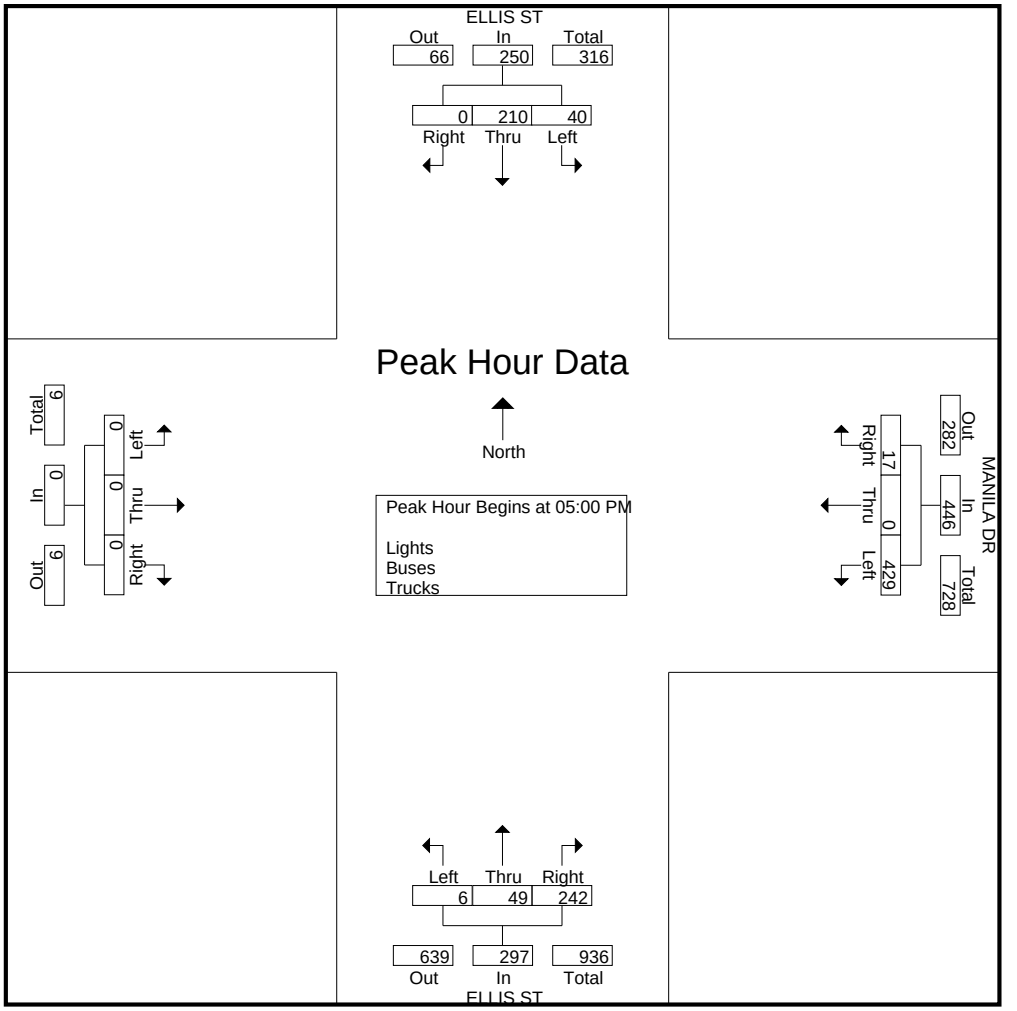

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Groups Printed- Bikes

	ELLIS ST Southbound					MANILA DR Westbound					ELLIS ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	1	0	8	0	9	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	5
Total	0	1	3	0	4	1	0	18	0	19	1	0	0	0	1	0	0	0	0	0	24
05:00 PM	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	2	0	0	2	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	1	2	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	12
Total	0	3	3	0	6	0	0	35	0	35	0	1	0	0	1	0	0	0	0	0	42
06:00 PM	0	1	1	0	2	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	3	0	0	3	0	0	8	0	8	5	0	0	0	5	0	0	0	0	0	16
06:45 PM	0	1	0	0	1	0	0	7	0	7	2	0	0	0	2	0	0	0	0	0	10
Total	0	5	1	0	6	1	0	24	0	25	8	0	0	0	8	0	0	0	0	0	39
Grand Total	0	9	7	0	16	2	0	77	0	79	9	1	0	0	10	0	0	0	0	0	105
Apprch %	0	56.2	43.8	0		2.5	0	97.5	0		90	10	0	0		0	0	0	0		
Total %	0	8.6	6.7	0	15.2	1.9	0	73.3	0	75.2	8.6	1	0	0	9.5	0	0	0	0	0	

	ELLIS ST Southbound				MANILA DR Westbound				ELLIS ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	6	6	0	0	0	0	0	0	0	0	7
05:15 PM	0	**2**	0	2	0	0	8	8	0	**1**	0	**1**	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	**12**	**12**	0	0	0	0	0	0	0	0	**12**
05:45 PM	0	1	**2**	**3**	0	0	9	9	0	0	0	0	0	0	0	0	12
Total Volume	0	3	3	6	0	0	35	35	0	1	0	1	0	0	0	0	42
% App. Total	0	50	50		0	0	100		0	100	0		0	0	0		
PHF	.000	.375	.375	.500	.000	.000	.729	.729	.000	.250	.000	.250	.000	.000	.000	.000	.875

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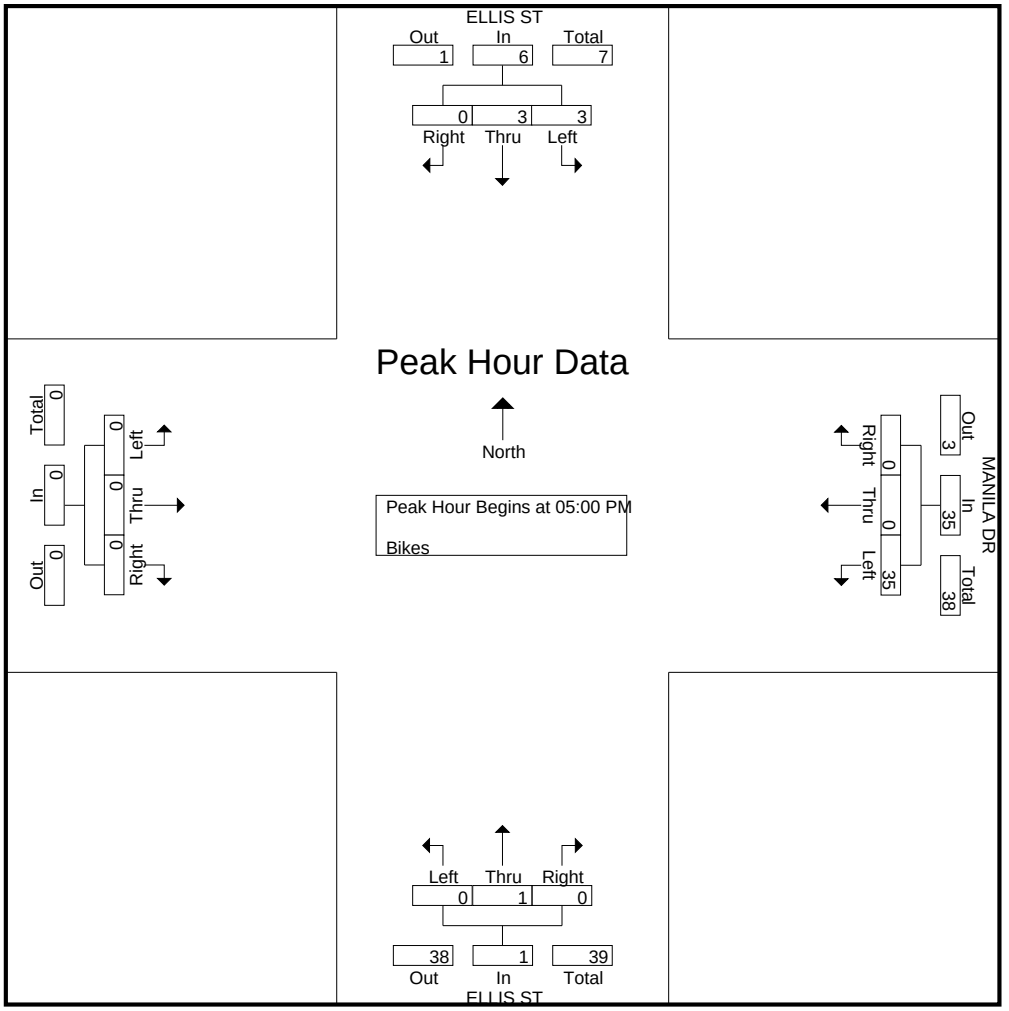

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/16/2017
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	33	26	0	0	59	36	0	49	0	85	0	111	13	0	124	0	0	0	1	1	269
07:15 AM	35	26	0	0	61	57	0	55	0	112	0	134	21	0	155	0	0	0	3	3	331
07:30 AM	63	38	0	0	101	38	0	59	0	97	0	156	20	0	176	0	0	0	3	3	377
07:45 AM	49	53	0	0	102	39	0	66	0	105	0	185	13	0	198	0	0	0	3	3	408
Total	180	143	0	0	323	170	0	229	0	399	0	586	67	0	653	0	0	0	10	10	1385
08:00 AM	49	29	0	0	78	37	0	86	0	123	0	183	16	0	199	0	0	0	1	1	401
08:15 AM	52	30	0	0	82	28	0	72	0	100	0	111	27	0	138	0	0	0	0	0	320
08:30 AM	45	30	0	0	75	36	0	83	0	119	0	214	15	0	229	0	0	0	2	2	425
08:45 AM	36	36	0	0	72	41	0	93	0	134	0	190	17	0	207	0	0	0	6	6	419
Total	182	125	0	0	307	142	0	334	0	476	0	698	75	0	773	0	0	0	9	9	1565
09:00 AM	29	30	0	0	59	51	0	100	0	151	0	190	19	0	209	0	0	0	4	4	423
09:15 AM	17	33	0	0	50	45	0	94	0	139	0	228	19	0	247	0	0	0	2	2	438
09:30 AM	23	25	0	0	48	63	0	100	0	163	0	185	32	0	217	0	0	0	4	4	432
09:45 AM	21	35	0	0	56	61	0	123	0	184	0	195	27	0	222	0	0	0	3	3	465
Total	90	123	0	0	213	220	0	417	0	637	0	798	97	0	895	0	0	0	13	13	1758
Grand Total	452	391	0	0	843	532	0	980	0	1512	0	2082	239	0	2321	0	0	0	32	32	4708
Apprch %	53.6	46.4	0	0		35.2	0	64.8	0		0	89.7	10.3	0		0	0	0	100		
Total %	9.6	8.3	0	0	17.9	11.3	0	20.8	0	32.1	0	44.2	5.1	0	49.3	0	0	0	0.7	0.7	
Lights	410	350	0	0	760	517	0	946	0	1463	0	1942	216	0	2158	0	0	0	32	32	4413
% Lights	90.7	89.5	0	0	90.2	97.2	0	96.5	0	96.8	0	93.3	90.4	0	93	0	0	0	100	100	93.7
Buses	18	22	0	0	40	2	0	6	0	8	0	114	12	0	126	0	0	0	0	0	174
% Buses	4	5.6	0	0	4.7	0.4	0	0.6	0	0.5	0	5.5	5	0	5.4	0	0	0	0	0	3.7
Trucks	24	19	0	0	43	13	0	28	0	41	0	26	11	0	37	0	0	0	0	0	121
% Trucks	5.3	4.9	0	0	5.1	2.4	0	2.9	0	2.7	0	1.2	4.6	0	1.6	0	0	0	0	0	2.6

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**29**	30	0	**59**	51	0	100	151	0	190	19	209	0	0	0	0	419
09:15 AM	17	33	0	50	45	0	94	139	0	**228**	19	**247**	0	0	0	0	436
09:30 AM	23	25	0	48	**63**	0	100	163	0	185	**32**	217	0	0	0	0	428
09:45 AM	21	**35**	0	56	61	0	**123**	**184**	0	195	27	222	0	0	0	0	**462**
Total Volume	90	123	0	213	220	0	417	637	0	798	97	895	0	0	0	0	1745
% App. Total	42.3	57.7	0		34.5	0	65.5		0	89.2	10.8		0	0	0		
PHF	.776	.879	.000	.903	.873	.000	.848	.865	.000	.875	.758	.906	.000	.000	.000	.000	.944

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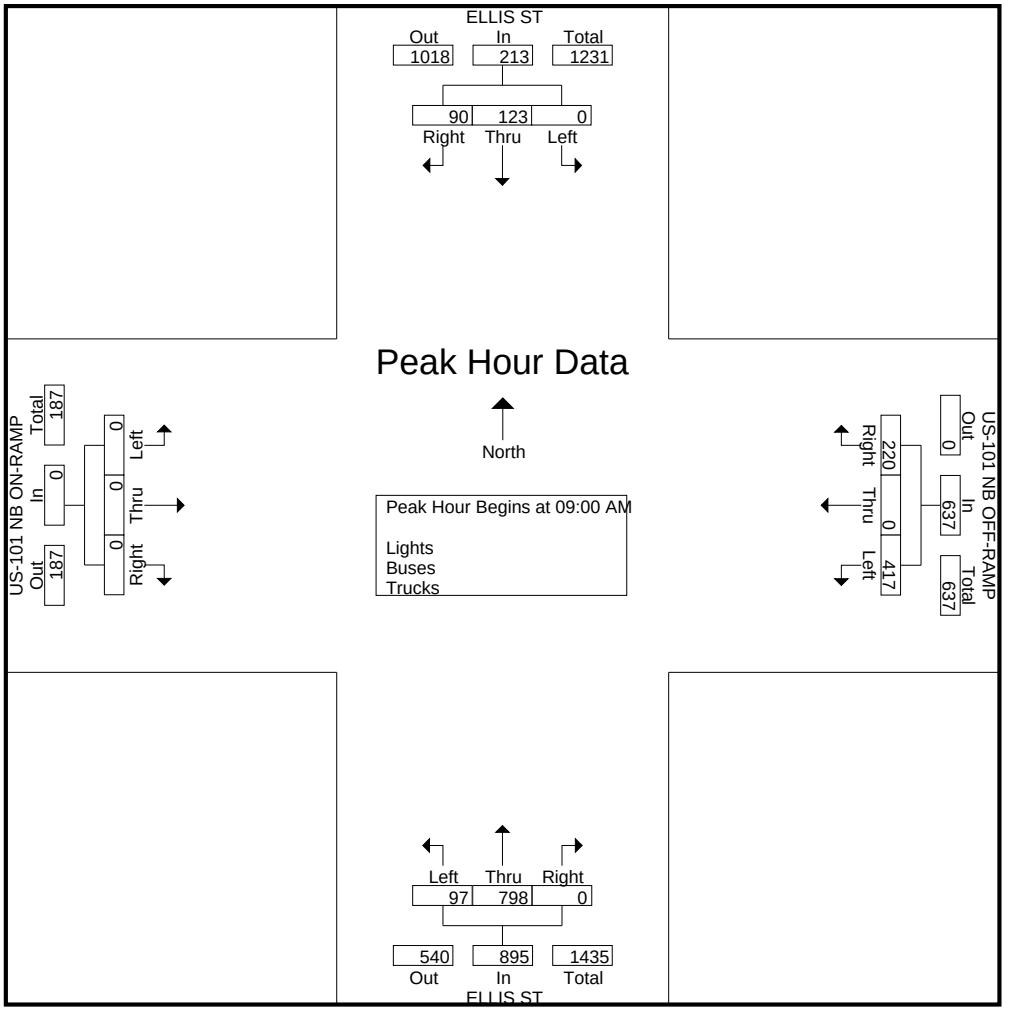

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File Name : 2AM FINAL
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Groups Printed- Bikes

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
Total	0	7	0	0	7	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	36
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	21
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	25
08:45 AM	0	3	0	0	3	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	11
Total	0	14	0	0	14	1	0	0	0	1	0	55	0	0	55	0	0	0	0	0	70
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	12
09:15 AM	0	6	0	0	6	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	22
09:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
Total	0	15	0	0	15	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	60
Grand Total	0	36	0	0	36	1	0	0	0	1	0	129	0	0	129	0	0	0	0	0	166
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	21.7	0	0	21.7	0.6	0	0	0	0.6	0	77.7	0	0	77.7	0	0	0	0	0	

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	10	0	10	0	0	0	0	12
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	17	0	17	0	0	0	0	21
08:15 AM	0	3	0	3	0	0	0	0	0	10	0	10	0	0	0	0	13
08:30 AM	0	4	0	4	0	0	0	0	0	**21**	0	**21**	0	0	0	0	**25**
Total Volume	0	13	0	13	0	0	0	0	0	58	0	58	0	0	0	0	71
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.690	.000	.690	.000	.000	.000	.000	.710

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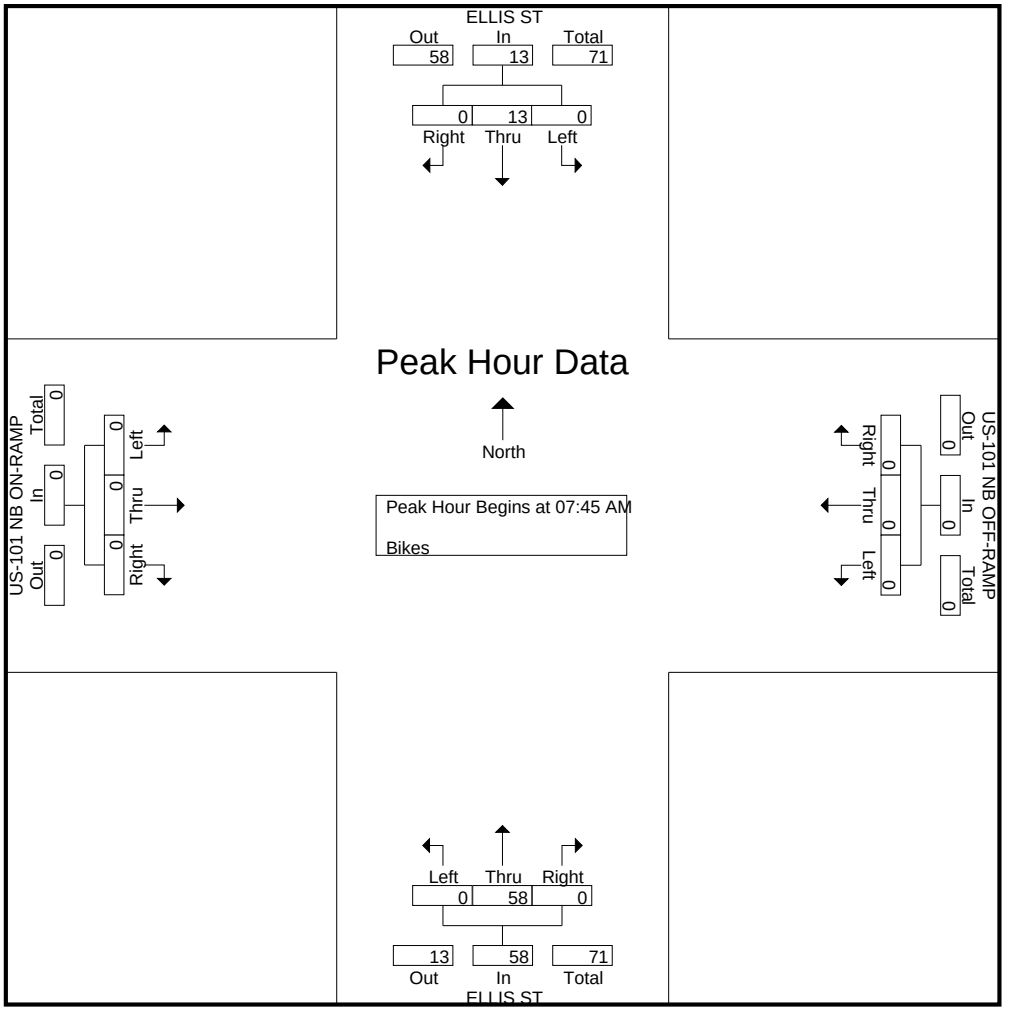

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File Name : 2PM FINAL
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	81	92	0	0	173	7	1	24	0	32	0	65	88	0	153	0	0	0	3	3	361
04:15 PM	66	86	0	0	152	8	2	32	0	42	0	67	78	0	145	0	0	0	2	2	341
04:30 PM	74	125	0	0	199	7	1	48	0	56	0	63	60	0	123	0	0	0	4	4	382
04:45 PM	86	113	0	0	199	10	0	44	0	54	0	91	68	0	159	0	0	0	7	7	419
Total	307	416	0	0	723	32	4	148	0	184	0	286	294	0	580	0	0	0	16	16	1503
05:00 PM	50	134	0	0	184	16	5	42	0	63	0	101	75	0	176	0	0	0	4	4	427
05:15 PM	90	128	0	0	218	9	11	113	0	133	0	103	57	0	160	0	0	0	3	3	514
05:30 PM	77	145	0	0	222	7	6	101	0	114	0	84	61	0	145	0	0	0	1	1	482
05:45 PM	79	120	0	0	199	4	7	97	0	108	0	98	55	0	153	0	0	0	0	0	460
Total	296	527	0	0	823	36	29	353	0	418	0	386	248	0	634	0	0	0	8	8	1883
06:00 PM	88	145	0	0	233	4	3	80	0	87	0	108	55	0	163	0	0	0	2	2	485
06:15 PM	103	154	0	0	257	8	0	66	0	74	0	104	75	0	179	0	0	0	4	4	514
06:30 PM	100	120	0	0	220	6	1	62	0	69	0	105	48	0	153	0	0	0	2	2	444
06:45 PM	84	98	0	0	182	3	2	51	0	56	0	82	72	0	154	0	0	0	2	2	394
Total	375	517	0	0	892	21	6	259	0	286	0	399	250	0	649	0	0	0	10	10	1837
Grand Total	978	1460	0	0	2438	89	39	760	0	888	0	1071	792	0	1863	0	0	0	34	34	5223
Apprch %	40.1	59.9	0	0		10	4.4	85.6	0		0	57.5	42.5	0		0	0	0	100		
Total %	18.7	28	0	0	46.7	1.7	0.7	14.6	0	17	0	20.5	15.2	0	35.7	0	0	0	0.7	0.7	
Lights	922	1420	0	0	2342	89	38	740	0	867	0	1004	776	0	1780	0	0	0	34	34	5023
% Lights	94.3	97.3	0	0	96.1	100	97.4	97.4	0	97.6	0	93.7	98	0	95.5	0	0	0	100	100	96.2
Buses	48	30	0	0	78	0	0	13	0	13	0	58	12	0	70	0	0	0	0	0	161
% Buses	4.9	2.1	0	0	3.2	0	0	1.7	0	1.5	0	5.4	1.5	0	3.8	0	0	0	0	0	3.1
Trucks	8	10	0	0	18	0	1	7	0	8	0	9	4	0	13	0	0	0	0	0	39
% Trucks	0.8	0.7	0	0	0.7	0	2.6	0.9	0	0.9	0	0.8	0.5	0	0.7	0	0	0	0	0	0.7

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**90**	128	0	218	**9**	**11**	**113**	**133**	0	103	57	160	0	0	0	0	**511**
05:30 PM	77	**145**	0	222	7	6	101	114	0	84	**61**	145	0	0	0	0	481
05:45 PM	79	120	0	199	4	7	97	108	0	98	55	153	0	0	0	0	460
06:00 PM	88	145	0	**233**	4	3	80	87	0	**108**	55	**163**	0	0	0	0	483
Total Volume	334	538	0	872	24	27	391	442	0	393	228	621	0	0	0	0	1935
% App. Total	38.3	61.7	0		5.4	6.1	88.5		0	63.3	36.7		0	0	0		
PHF	.928	.928	.000	.936	.667	.614	.865	.831	.000	.910	.934	.952	.000	.000	.000	.000	.947

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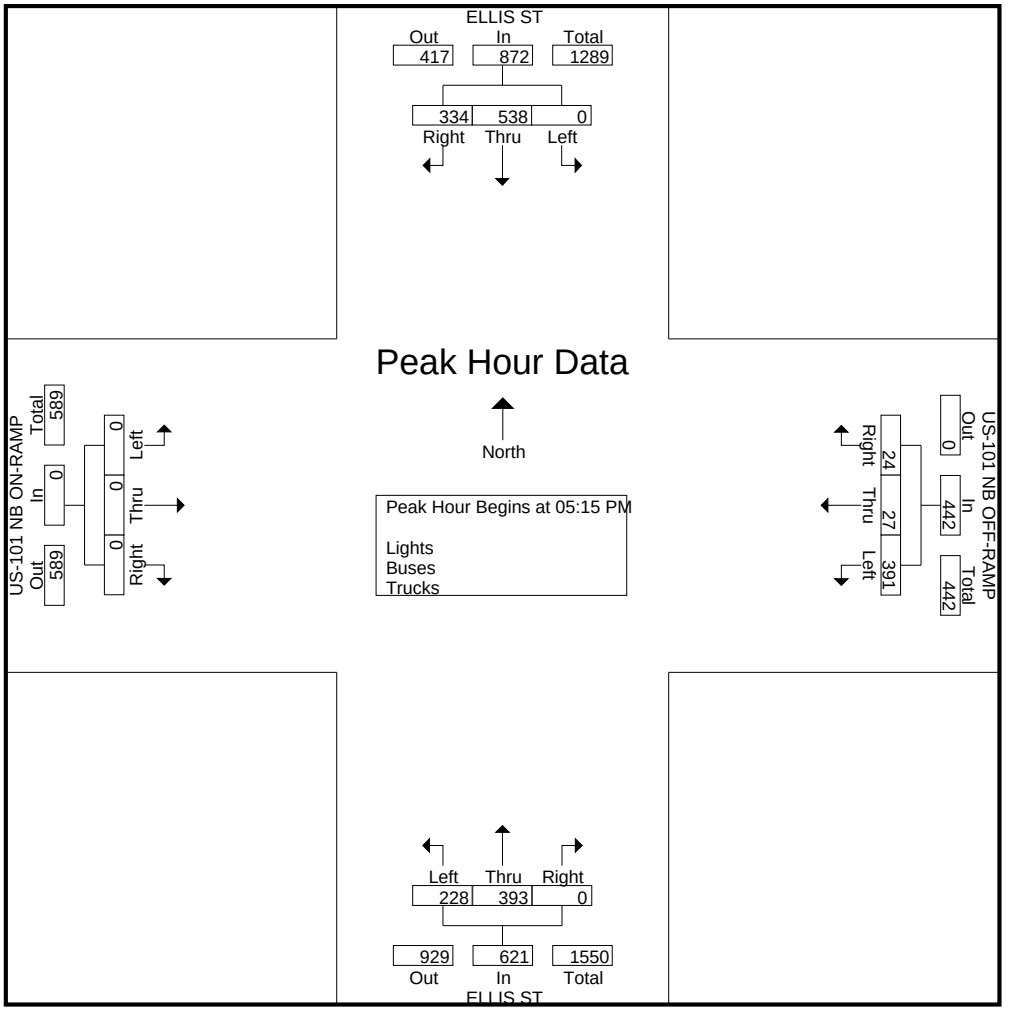

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File Name : 2PM FINAL
Site Code : 00000002
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Groups Printed- Bikes

	ELLIS ST Southbound					US-101 NB OFF-RAMP Westbound					ELLIS ST Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
04:45 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Total	0	17	0	0	17	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	23
05:00 PM	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
05:15 PM	0	10	0	0	10	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	12
05:30 PM	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	16	0	0	16	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	17
Total	1	55	0	0	56	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	59
06:00 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
06:15 PM	0	18	0	0	18	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	19
06:30 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
06:45 PM	0	12	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	14
Total	0	50	0	0	50	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	56
Grand Total	1	122	0	0	123	0	0	1	0	1	0	13	1	0	14	0	0	0	0	0	138
Apprch %	0.8	99.2	0	0		0	0	100	0		0	92.9	7.1	0		0	0	0	0		
Total %	0.7	88.4	0	0	89.1	0	0	0.7	0	0.7	0	9.4	0.7	0	10.1	0	0	0	0	0	

	ELLIS ST Southbound				US-101 NB OFF-RAMP Westbound				ELLIS ST Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**1**	14	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	16	0	16	0	0	0	0	0	1	0	1	0	0	0	0	17
06:00 PM	0	8	0	8	0	0	0	0	0	**2**	0	**2**	0	0	0	0	10
06:15 PM	0	**18**	0	**18**	0	0	0	0	0	1	0	1	0	0	0	0	**19**
Total Volume	1	56	0	57	0	0	0	0	0	4	0	4	0	0	0	0	61
% App. Total	1.8	98.2	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.778	.000	.792	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.803

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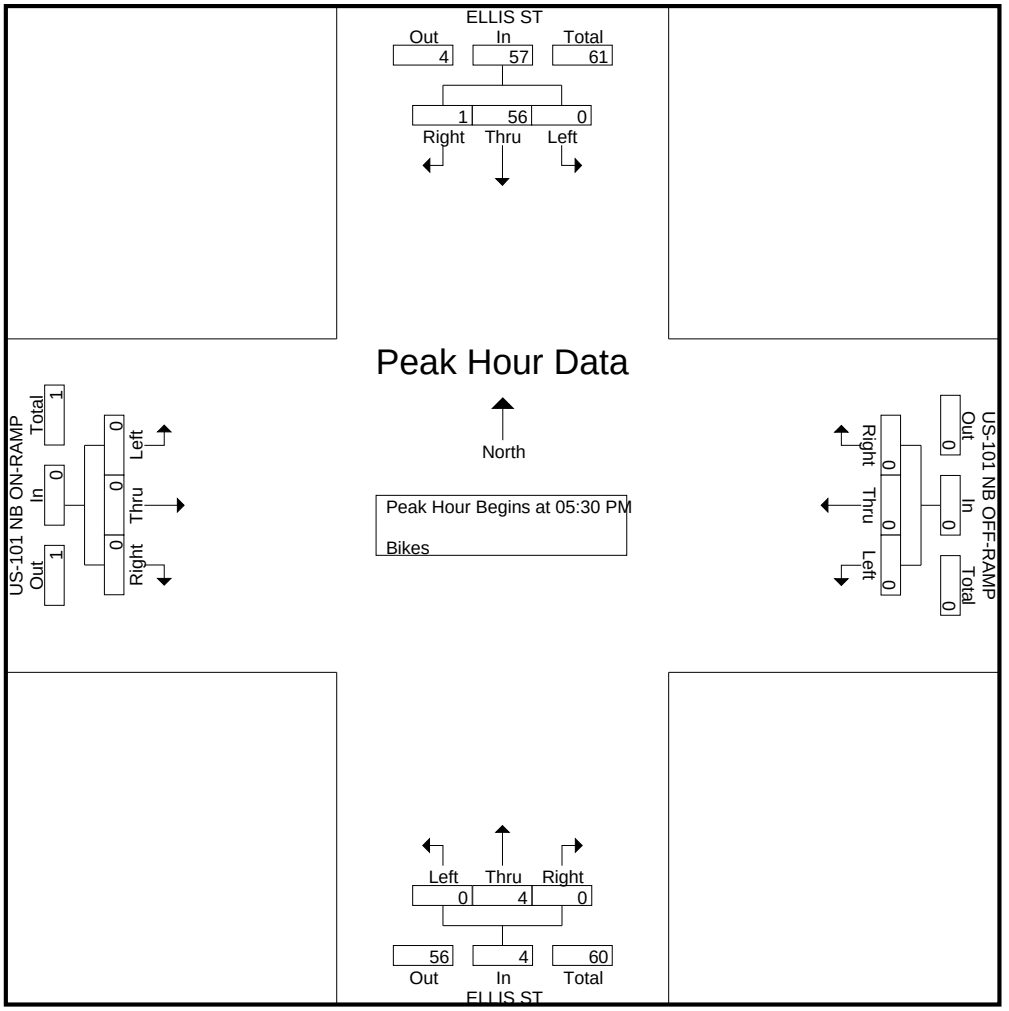

Traffic Data Service

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 4/20/2017
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	66	9	0	75	0	0	0	0	0	19	40	0	0	59	56	0	67	1	124	258
07:15 AM	0	63	7	0	70	0	0	0	0	0	23	53	0	0	76	65	0	87	2	154	300
07:30 AM	0	72	3	0	75	0	0	0	0	0	29	52	0	0	81	80	0	87	1	168	324
07:45 AM	0	102	11	0	113	0	0	0	0	0	29	67	0	0	96	85	0	98	1	184	393
Total	0	303	30	0	333	0	0	0	0	0	100	212	0	0	312	286	0	339	5	630	1275
08:00 AM	0	82	6	0	88	0	0	0	0	0	32	67	0	0	99	99	0	112	0	211	398
08:15 AM	0	97	12	0	109	0	0	0	0	0	28	69	0	0	97	119	0	88	1	208	414
08:30 AM	0	98	9	0	107	0	0	0	0	0	34	79	0	0	113	158	0	144	0	302	522
08:45 AM	0	110	6	0	116	0	0	0	0	0	35	104	0	0	139	125	0	107	0	232	487
Total	0	387	33	0	420	0	0	0	0	0	129	319	0	0	448	501	0	451	1	953	1821
09:00 AM	0	120	10	0	130	0	0	0	0	0	48	128	0	0	176	141	0	88	0	229	535
09:15 AM	0	115	8	0	123	0	0	0	0	0	46	105	0	0	151	124	0	98	0	222	496
09:30 AM	0	108	11	0	119	0	0	0	0	0	48	107	0	0	155	115	0	94	0	209	483
09:45 AM	0	119	11	0	130	0	0	0	0	0	27	110	0	0	137	103	0	70	0	173	440
Total	0	462	40	0	502	0	0	0	0	0	169	450	0	0	619	483	0	350	0	833	1954
Grand Total	0	1152	103	0	1255	0	0	0	0	0	398	981	0	0	1379	1270	0	1140	6	2416	5050
Apprch %	0	91.8	8.2	0		0	0	0	0		28.9	71.1	0	0		52.6	0	47.2	0.2		
Total %	0	22.8	2	0	24.9	0	0	0	0	0	7.9	19.4	0	0	27.3	25.1	0	22.6	0.1	47.8	
Lights	0	1102	89	0	1191	0	0	0	0	0	384	902	0	0	1286	1193	0	1020	6	2219	4696
% Lights	0	95.7	86.4	0	94.9	0	0	0	0	0	96.5	91.9	0	0	93.3	93.9	0	89.5	100	91.8	93
Buses	0	29	7	0	36	0	0	0	0	0	6	55	0	0	61	59	0	88	0	147	244
% Buses	0	2.5	6.8	0	2.9	0	0	0	0	0	1.5	5.6	0	0	4.4	4.6	0	7.7	0	6.1	4.8
Trucks	0	21	7	0	28	0	0	0	0	0	8	24	0	0	32	18	0	32	0	50	110
% Trucks	0	1.8	6.8	0	2.2	0	0	0	0	0	2	2.4	0	0	2.3	1.4	0	2.8	0	2.1	2.2

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	98	9	107	0	0	0	0	34	79	0	113	**158**	0	**144**	**302**	522
08:45 AM	0	110	6	116	0	0	0	0	35	104	0	139	125	0	107	232	487
09:00 AM	0	**120**	**10**	**130**	0	0	0	0	**48**	**128**	0	**176**	141	0	88	229	**535**
09:15 AM	0	115	8	123	0	0	0	0	46	105	0	151	124	0	98	222	496
Total Volume	0	443	33	476	0	0	0	0	163	416	0	579	548	0	437	985	2040
% App. Total	0	93.1	6.9		0	0	0		28.2	71.8	0		55.6	0	44.4		
PHF	.000	.923	.825	.915	.000	.000	.000	.000	.849	.813	.000	.822	.867	.000	.759	.815	.953

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File Name : 3AM FINAL
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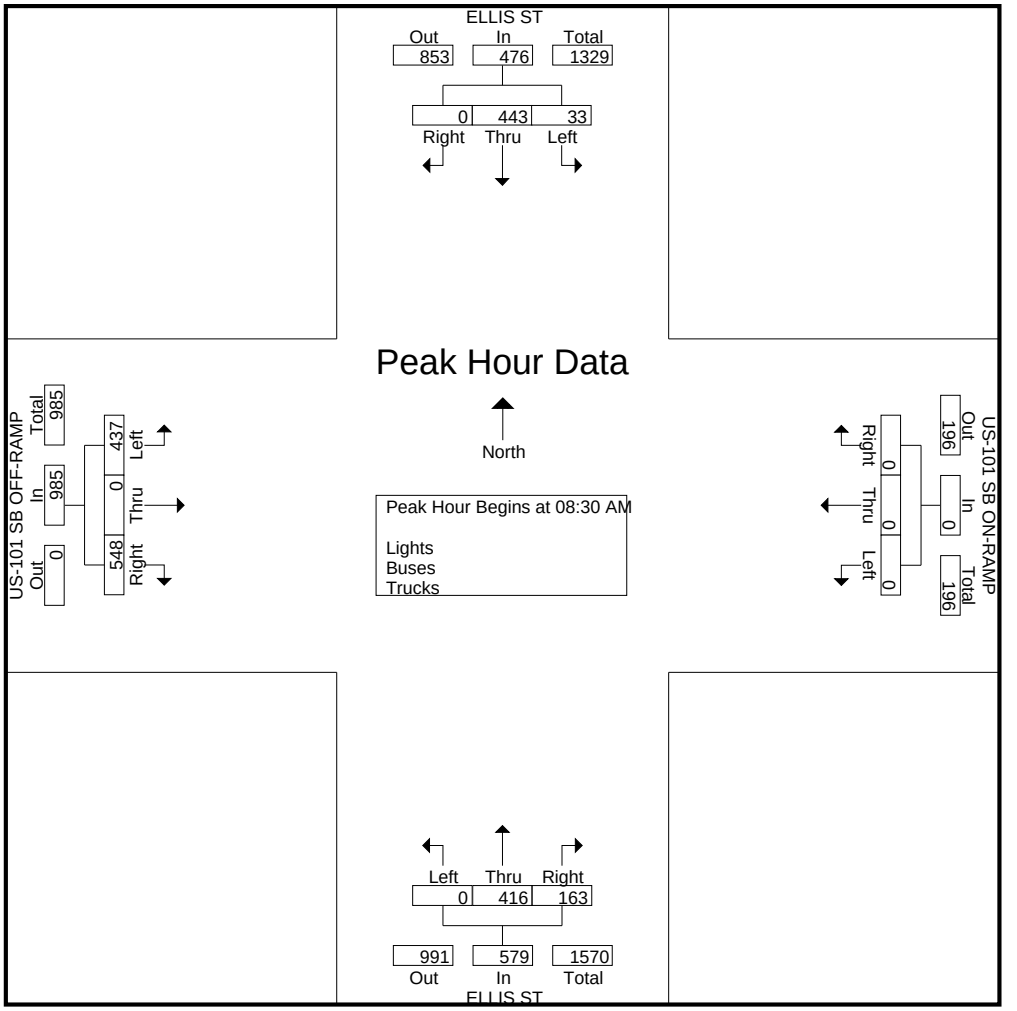

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File Name : 3AM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	17
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	19
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	0	1	0	2	15
Total	0	5	0	0	5	0	0	0	0	0	0	46	0	0	46	1	0	2	0	3	54
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
Total	0	7	0	0	7	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	33
Grand Total	0	15	0	0	15	0	0	0	0	0	0	85	0	0	85	2	0	2	0	4	104
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
Total %	0	14.4	0	0	14.4	0	0	0	0	0	0	81.7	0	0	81.7	1.9	0	1.9	0	3.8	

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	13	0	13	0	0	**1**	1	17
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	0	0	0	**17**	0	**17**	0	0	0	0	**19**
08:45 AM	0	0	0	0	0	0	0	0	0	13	0	13	**1**	0	1	**2**	15
Total Volume	0	5	0	5	0	0	0	0	0	46	0	46	1	0	2	3	54
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.676	.000	.676	.250	.000	.500	.375	.711

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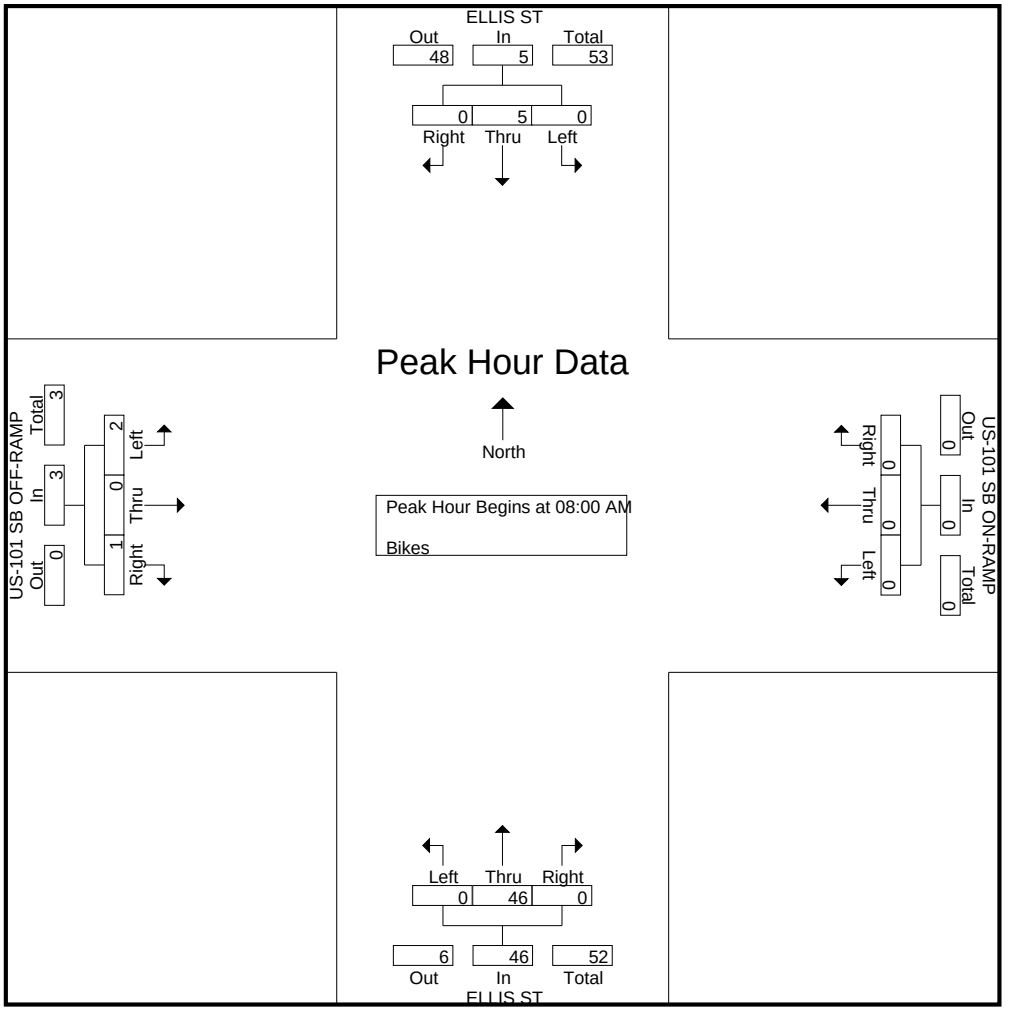

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 4/20/2017
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	64	36	0	100	0	0	0	0	0	96	115	0	0	211	30	0	33	1	64	375
04:15 PM	0	76	33	0	109	0	0	0	0	0	83	108	0	0	191	35	0	29	1	65	365
04:30 PM	0	65	41	0	106	0	0	0	0	0	86	105	0	0	191	26	0	18	1	45	342
04:45 PM	0	73	18	0	91	0	0	0	0	0	114	96	0	0	210	35	0	42	2	79	380
Total	0	278	128	0	406	0	0	0	0	0	379	424	0	0	803	126	0	122	5	253	1462
05:00 PM	0	100	32	0	132	0	0	0	0	0	119	116	0	0	235	34	0	38	3	75	442
05:15 PM	0	141	30	0	171	0	0	0	0	0	108	113	0	0	221	38	0	45	2	85	477
05:30 PM	0	126	21	0	147	0	0	0	0	0	120	104	0	0	224	38	0	37	3	78	449
05:45 PM	0	211	29	0	240	0	0	0	0	0	91	76	0	0	167	34	0	32	1	67	474
Total	0	578	112	0	690	0	0	0	0	0	438	409	0	0	847	144	0	152	9	305	1842
06:00 PM	0	211	13	0	224	0	0	0	1	1	105	74	0	0	179	42	0	25	0	67	471
06:15 PM	0	202	12	0	214	0	0	0	0	0	71	68	0	0	139	33	0	23	0	56	409
06:30 PM	0	89	9	0	98	0	0	0	0	0	83	70	0	0	153	31	0	22	0	53	304
06:45 PM	0	49	7	0	56	0	0	0	0	0	65	69	0	0	134	28	0	21	0	49	239
Total	0	551	41	0	592	0	0	0	1	1	324	281	0	0	605	134	0	91	0	225	1423
Grand Total	0	1407	281	0	1688	0	0	0	1	1	1141	1114	0	0	2255	404	0	365	14	783	4727
Apprch %	0	83.4	16.6	0		0	0	0	100		50.6	49.4	0	0		51.6	0	46.6	1.8		
Total %	0	29.8	5.9	0	35.7	0	0	0	0	0	24.1	23.6	0	0	47.7	8.5	0	7.7	0.3	16.6	
Lights	0	1365	279	0	1644	0	0	0	1	1	1131	1070	0	0	2201	369	0	328	14	711	4557
% Lights	0	97	99.3	0	97.4	0	0	0	100	100	99.1	96.1	0	0	97.6	91.3	0	89.9	100	90.8	96.4
Buses	0	30	0	0	30	0	0	0	0	0	2	36	0	0	38	27	0	33	0	60	128
% Buses	0	2.1	0	0	1.8	0	0	0	0	0	0.2	3.2	0	0	1.7	6.7	0	9	0	7.7	2.7
Trucks	0	12	2	0	14	0	0	0	0	0	8	8	0	0	16	8	0	4	0	12	42
% Trucks	0	0.9	0.7	0	0.8	0	0	0	0	0	0.7	0.7	0	0	0.7	2	0	1.1	0	1.5	0.9

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	141	**30**	171	0	0	0	0	108	**113**	0	221	38	0	**45**	**83**	**475**
05:30 PM	0	126	21	147	0	0	0	0	**120**	104	0	**224**	38	0	37	75	446
05:45 PM	0	**211**	29	**240**	0	0	0	0	91	76	0	167	34	0	32	66	473
06:00 PM	0	211	13	224	0	0	0	0	105	74	0	179	**42**	0	25	67	470
Total Volume	0	689	93	782	0	0	0	0	424	367	0	791	152	0	139	291	1864
% App. Total	0	88.1	11.9		0	0	0		53.6	46.4	0		52.2	0	47.8		
PHF	.000	.816	.775	.815	.000	.000	.000	.000	.883	.812	.000	.883	.905	.000	.772	.877	.981

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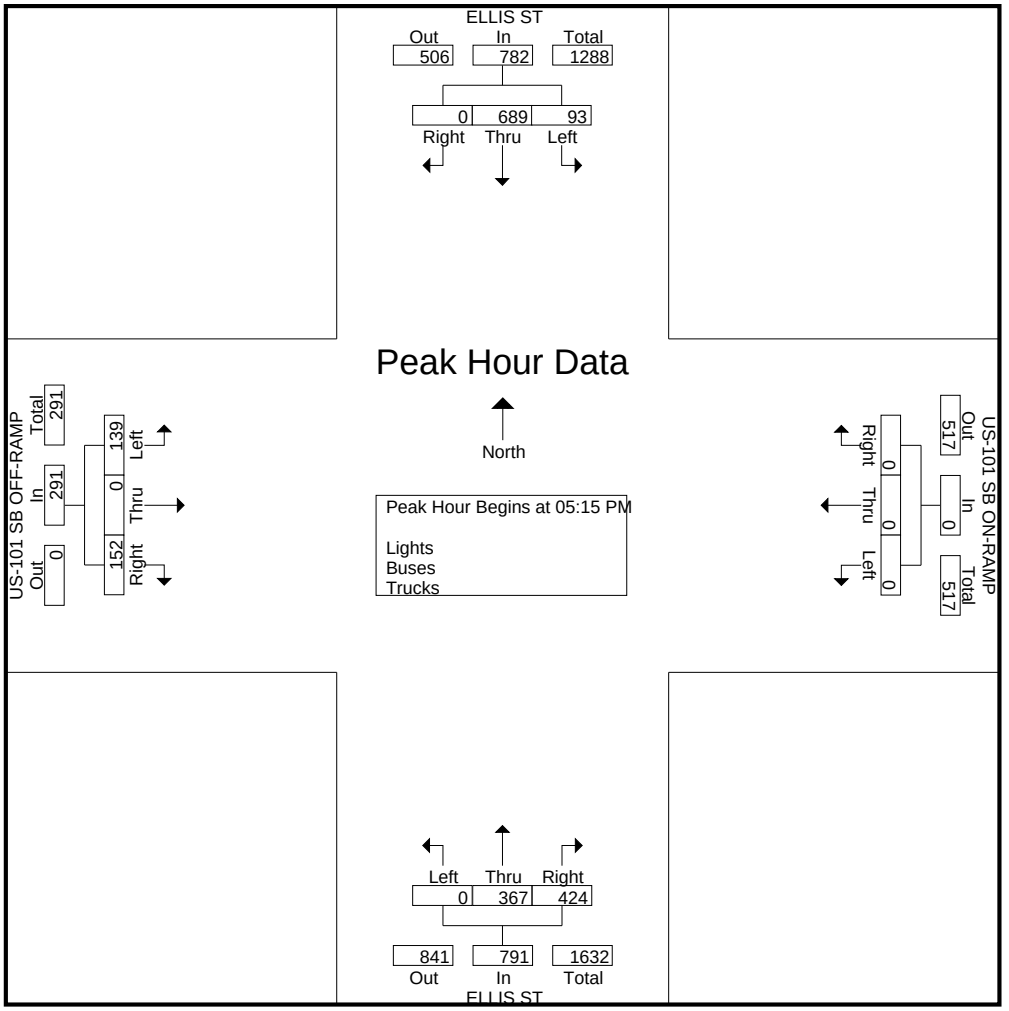

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	ELLIS ST Southbound					US-101 SB ON-RAMP Westbound					ELLIS ST Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	0	10	0	0	10	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
Total	0	21	0	0	21	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	27
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
05:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
05:45 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Total	0	25	0	0	25	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	29
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
Grand Total	0	47	0	0	47	0	0	0	0	0	1	17	0	0	18	1	0	0	0	1	66
Apprch %	0	100	0	0		0	0	0	0		5.6	94.4	0	0		100	0	0	0		
Total %	0	71.2	0	0	71.2	0	0	0	0	0	1.5	25.8	0	0	27.3	1.5	0	0	0	1.5	

	ELLIS ST Southbound				US-101 SB ON-RAMP Westbound				ELLIS ST Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**10**	0	**10**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**13**
04:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	**1**	0	0	**1**	6
05:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
Total Volume	0	27	0	27	0	0	0	0	1	4	0	5	1	0	0	1	33
% App. Total	0	100	0		0	0	0		20	80	0		100	0	0		
PHF	.000	.675	.000	.675	.000	.000	.000	.000	.250	.500	.000	.417	.250	.000	.000	.250	.635

Traffic Data Service

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File Name : 3PM FINAL
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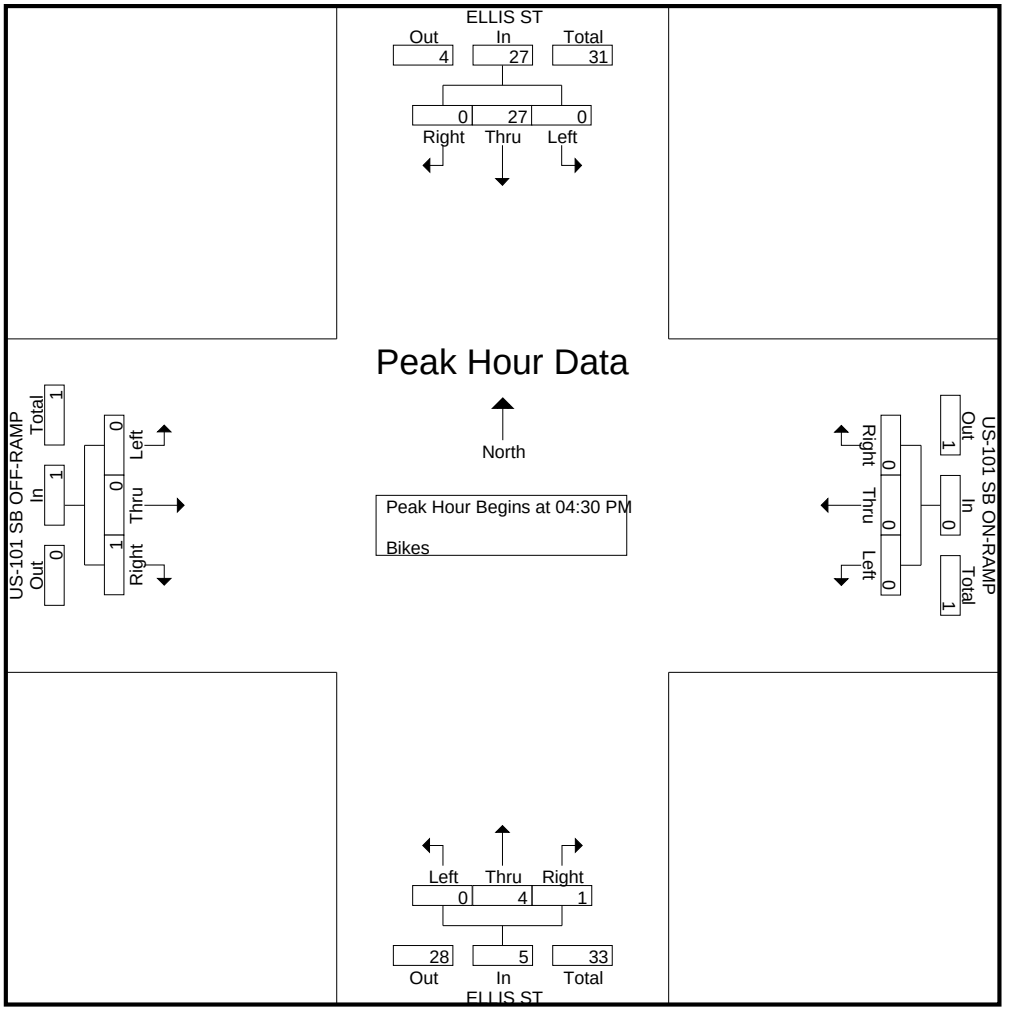

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 4/20/2017
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	64	13	0	116	3	1	1	0	5	1	33	1	0	35	3	1	20	0	24	180
07:15 AM	44	71	14	0	129	4	2	2	0	8	1	46	4	2	53	5	2	26	1	34	224
07:30 AM	41	98	17	0	156	11	2	2	0	15	5	47	2	0	54	6	1	24	1	32	257
07:45 AM	61	96	28	0	185	9	5	7	0	21	2	55	4	1	62	5	1	30	1	37	305
Total	185	329	72	0	586	27	10	12	0	49	9	181	11	3	204	19	5	100	3	127	966
08:00 AM	43	104	24	0	171	10	8	2	0	20	0	57	3	1	61	8	4	40	1	53	305
08:15 AM	59	140	24	0	223	10	5	4	0	19	6	56	8	1	71	5	1	38	1	45	358
08:30 AM	66	150	46	0	262	7	5	2	0	14	9	66	8	0	83	6	6	44	1	57	416
08:45 AM	58	135	52	0	245	8	11	2	0	21	9	99	10	5	123	2	3	40	0	45	434
Total	226	529	146	0	901	35	29	10	0	74	24	278	29	7	338	21	14	162	3	200	1513
09:00 AM	67	124	76	0	267	8	3	5	0	16	10	82	6	5	103	11	6	55	4	76	462
09:15 AM	58	123	60	0	241	8	8	4	0	20	4	85	6	5	100	7	10	41	1	59	420
09:30 AM	46	129	54	0	229	20	9	5	0	34	3	74	7	4	88	3	6	52	0	61	412
09:45 AM	59	114	52	0	225	13	6	4	0	23	7	62	4	1	74	6	10	44	0	60	382
Total	230	490	242	0	962	49	26	18	0	93	24	303	23	15	365	27	32	192	5	256	1676
Grand Total	641	1348	460	0	2449	111	65	40	0	216	57	762	63	25	907	67	51	454	11	583	4155
Apprch %	26.2	55	18.8	0		51.4	30.1	18.5	0		6.3	84	6.9	2.8		11.5	8.7	77.9	1.9		
Total %	15.4	32.4	11.1	0	58.9	2.7	1.6	1	0	5.2	1.4	18.3	1.5	0.6	21.8	1.6	1.2	10.9	0.3	14	
Lights	619	1250	453	0	2322	105	64	39	0	208	53	721	63	25	862	63	41	400	11	515	3907
% Lights	96.6	92.7	98.5	0	94.8	94.6	98.5	97.5	0	96.3	93	94.6	100	100	95	94	80.4	88.1	100	88.3	94
Buses	10	76	1	0	87	0	0	0	0	0	2	19	0	0	21	1	9	42	0	52	160
% Buses	1.6	5.6	0.2	0	3.6	0	0	0	0	0	3.5	2.5	0	0	2.3	1.5	17.6	9.3	0	8.9	3.9
Trucks	12	22	6	0	40	6	1	1	0	8	2	22	0	0	24	3	1	12	0	16	88
% Trucks	1.9	1.6	1.3	0	1.6	5.4	1.5	2.5	0	3.7	3.5	2.9	0	0	2.6	4.5	2	2.6	0	2.7	2.1

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	66	**150**	46	262	7	5	2	14	9	66	8	83	6	6	44	56	415
08:45 AM	58	135	52	245	**8**	**11**	2	**21**	9	**99**	**10**	**118**	2	3	40	45	429
09:00 AM	**67**	124	**76**	**267**	8	3	**5**	16	**10**	82	6	98	**11**	6	**55**	**72**	**453**
09:15 AM	58	123	60	241	8	8	4	20	4	85	6	95	7	**10**	41	58	414
Total Volume	249	532	234	1015	31	27	13	71	32	332	30	394	26	25	180	231	1711
% App. Total	24.5	52.4	23.1		43.7	38	18.3		8.1	84.3	7.6		11.3	10.8	77.9		
PHF	.929	.887	.770	.950	.969	.614	.650	.845	.800	.838	.750	.835	.591	.625	.818	.802	.944

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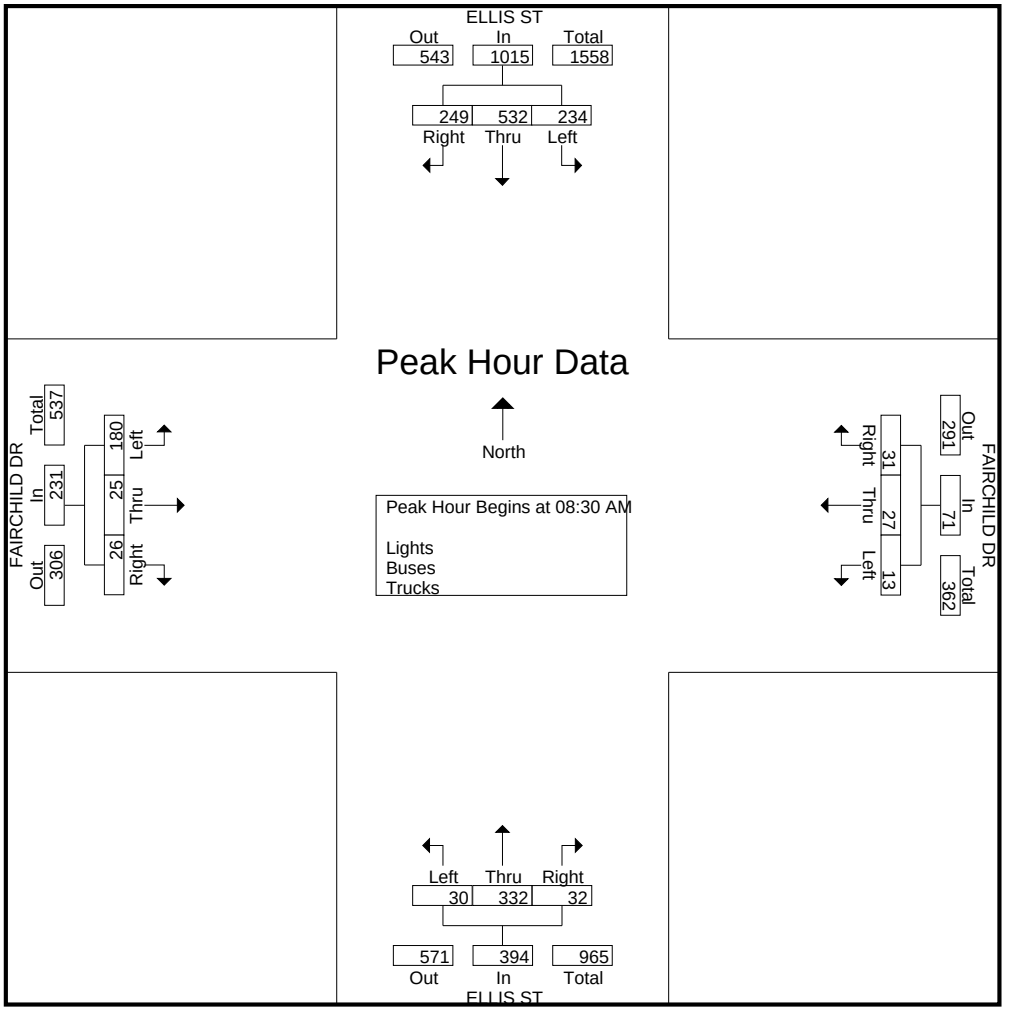

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Groups Printed- Bikes

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
07:30 AM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	1	3	0	4	11
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	7
Total	2	2	0	0	4	2	0	0	0	2	1	7	0	0	8	0	2	9	0	11	25
08:00 AM	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	0	1	6	0	7	14
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
08:30 AM	2	0	1	0	3	0	0	0	0	0	0	9	0	0	9	0	1	11	0	12	24
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	1	4	0	5	12
Total	7	1	1	0	9	1	0	0	0	1	0	17	0	0	17	0	3	25	0	28	55
09:00 AM	1	0	0	0	1	0	1	0	0	1	5	0	0	0	5	0	1	9	0	10	17
09:15 AM	3	1	0	0	4	0	1	0	0	1	0	5	0	0	5	0	0	3	0	3	13
09:30 AM	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
09:45 AM	0	0	0	0	0	1	2	0	0	3	1	3	0	0	4	0	0	3	0	3	10
Total	6	1	1	0	8	1	4	0	0	5	6	9	0	0	15	0	1	16	0	17	45
Grand Total	15	4	2	0	21	4	4	0	0	8	7	33	0	0	40	0	6	50	0	56	125
Apprch %	71.4	19	9.5	0		50	50	0	0		17.5	82.5	0	0		0	10.7	89.3	0		
Total %	12	3.2	1.6	0	16.8	3.2	3.2	0	0	6.4	5.6	26.4	0	0	32	0	4.8	40	0	44.8	

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	2	0	**1**	3	0	0	0	0	0	**9**	0	**9**	0	**1**	**11**	**12**	**24**
08:45 AM	1	0	0	1	0	0	0	0	0	6	0	6	0	1	4	5	12
09:00 AM	1	0	0	1	0	**1**	0	**1**	**5**	0	0	5	0	1	9	10	17
09:15 AM	**3**	**1**	0	**4**	0	1	0	1	0	5	0	5	0	0	3	3	13
Total Volume	7	1	1	9	0	2	0	2	5	20	0	25	0	3	27	30	66
% App. Total	77.8	11.1	11.1		0	100	0		20	80	0		0	10	90		
PHF	.583	.250	.250	.563	.000	.500	.000	.500	.250	.556	.000	.694	.000	.750	.614	.625	.688

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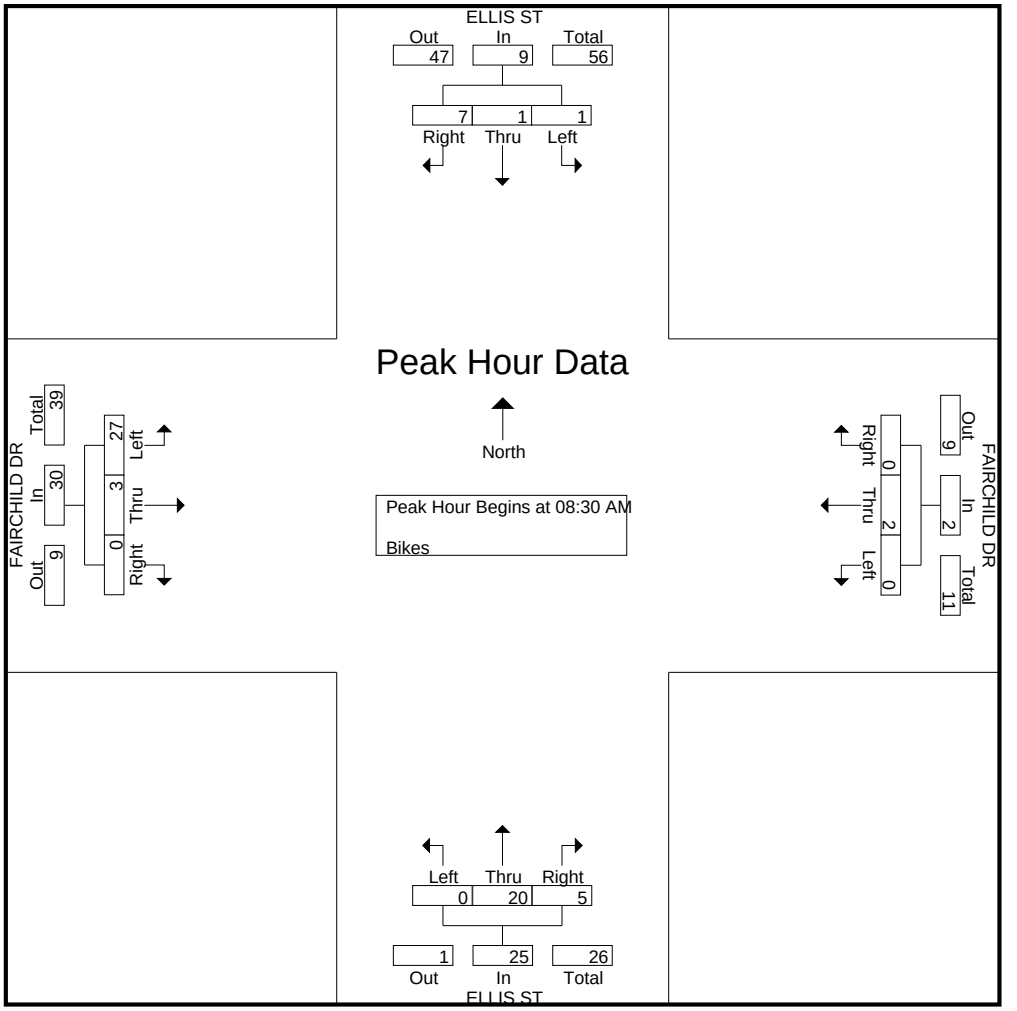

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	24	58	12	0	94	35	1	3	0	39	3	122	1	1	127	9	2	55	0	66	326
04:15 PM	34	65	11	0	110	24	2	7	0	33	6	112	3	5	126	7	1	54	1	63	332
04:30 PM	29	52	8	0	89	27	2	3	0	32	2	109	0	4	115	5	6	57	1	69	305
04:45 PM	34	64	14	0	112	26	4	5	0	35	6	108	5	1	120	5	4	75	1	85	352
Total	121	239	45	0	405	112	9	18	0	139	17	451	9	11	488	26	13	241	3	283	1315
05:00 PM	41	79	13	0	133	31	4	1	0	36	2	130	1	2	135	8	3	70	3	84	388
05:15 PM	65	90	23	0	178	43	8	8	0	59	3	108	4	0	115	4	6	73	1	84	436
05:30 PM	52	93	19	0	164	45	3	4	0	52	13	108	7	1	129	5	11	67	0	83	428
05:45 PM	79	144	23	0	246	29	7	10	0	46	1	83	5	2	91	9	4	53	1	67	450
Total	237	406	78	0	721	148	22	23	0	193	19	429	17	5	470	26	24	263	5	318	1702
06:00 PM	64	166	15	1	246	43	9	4	0	56	3	95	5	5	108	6	5	41	2	54	464
06:15 PM	98	132	12	0	242	34	1	4	0	39	7	66	1	4	78	6	2	39	4	51	410
06:30 PM	47	62	12	0	121	37	5	4	0	46	6	72	0	0	78	8	3	46	0	57	302
06:45 PM	23	44	12	0	79	39	3	2	0	44	0	62	2	0	64	6	5	28	0	39	226
Total	232	404	51	1	688	153	18	14	0	185	16	295	8	9	328	26	15	154	6	201	1402
Grand Total	590	1049	174	1	1814	413	49	55	0	517	52	1175	34	25	1286	78	52	658	14	802	4419
Apprch %	32.5	57.8	9.6	0.1		79.9	9.5	10.6	0		4	91.4	2.6	1.9		9.7	6.5	82	1.7		
Total %	13.4	23.7	3.9	0	41.1	9.3	1.1	1.2	0	11.7	1.2	26.6	0.8	0.6	29.1	1.8	1.2	14.9	0.3	18.1	
Lights	576	995	172	1	1744	412	37	55	0	504	46	1157	34	25	1262	75	50	619	14	758	4268
% Lights	97.6	94.9	98.9	100	96.1	99.8	75.5	100	0	97.5	88.5	98.5	100	100	98.1	96.2	96.2	94.1	100	94.5	96.6
Buses	8	45	1	0	54	0	10	0	0	10	3	7	0	0	10	3	0	34	0	37	111
% Buses	1.4	4.3	0.6	0	3	0	20.4	0	0	1.9	5.8	0.6	0	0	0.8	3.8	0	5.2	0	4.6	2.5
Trucks	6	9	1	0	16	1	2	0	0	3	3	11	0	0	14	0	2	5	0	7	40
% Trucks	1	0.9	0.6	0	0.9	0.2	4.1	0	0	0.6	5.8	0.9	0	0	1.1	0	3.8	0.8	0	0.9	0.9

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	65	90	**23**	178	43	8	8	**59**	3	**108**	4	115	4	6	**73**	**83**	435
05:30 PM	52	93	19	164	**45**	3	4	52	**13**	108	**7**	**128**	5	**11**	67	83	427
05:45 PM	**79**	144	23	**246**	29	7	**10**	46	1	83	5	89	**9**	4	53	66	447
06:00 PM	64	**166**	15	245	43	**9**	4	56	3	95	5	103	6	5	41	52	**456**
Total Volume	260	493	80	833	160	27	26	213	20	394	21	435	24	26	234	284	1765
% App. Total	31.2	59.2	9.6		75.1	12.7	12.2		4.6	90.6	4.8		8.5	9.2	82.4		
PHF	.823	.742	.870	.847	.889	.750	.650	.903	.385	.912	.750	.850	.667	.591	.801	.855	.968

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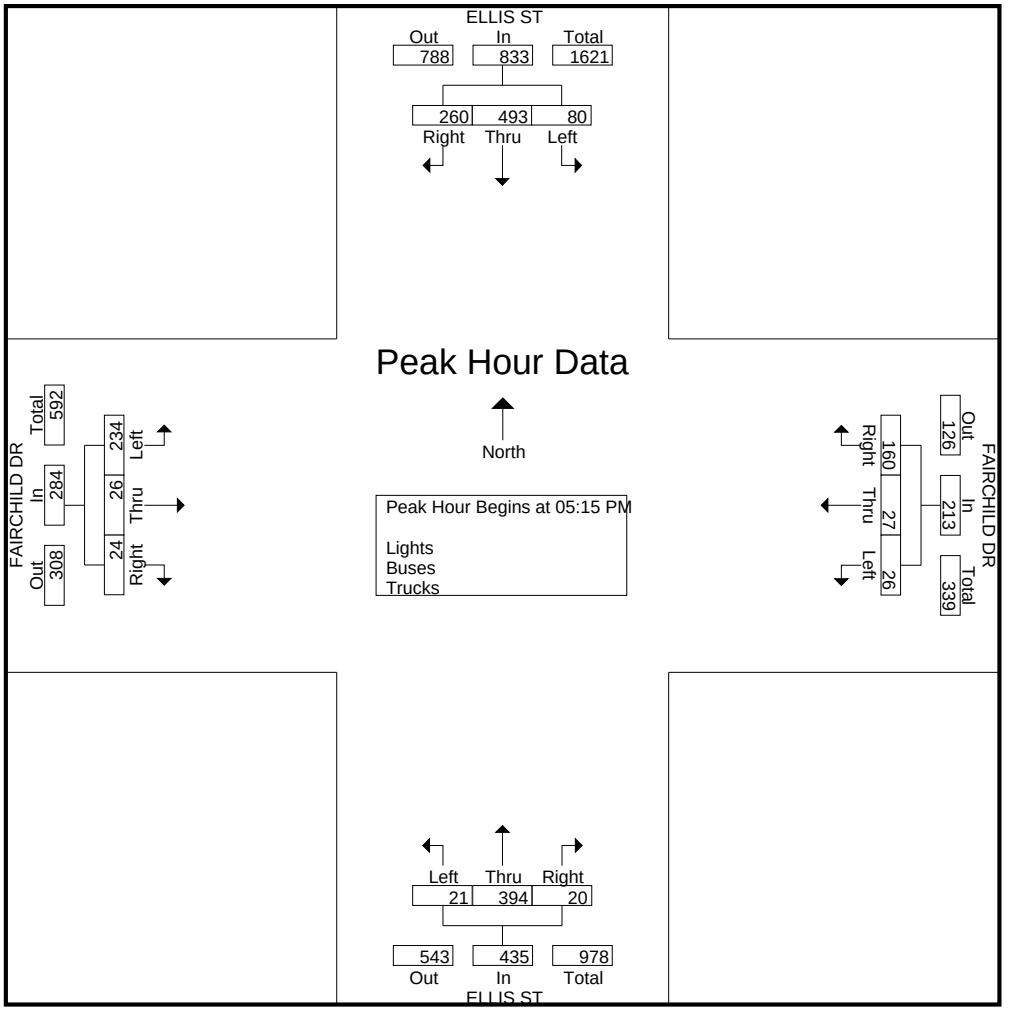

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Groups Printed- Bikes

	ELLIS ST Southbound					FAIRCHILD DR Westbound					ELLIS ST Northbound					FAIRCHILD DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
04:30 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
04:45 PM	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	12	6	0	0	18	0	2	2	0	4	0	0	0	0	0	0	1	3	0	4	26
05:00 PM	4	0	0	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	1	2	0	0	3	0	3	1	0	4	0	0	0	0	0	0	1	2	0	3	10
05:30 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
05:45 PM	3	2	0	0	5	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	11	6	1	0	18	1	5	4	0	10	0	0	0	0	0	0	1	3	0	4	32
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
06:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
06:30 PM	6	2	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	13
06:45 PM	3	2	0	0	5	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	9
Total	10	6	0	0	16	0	1	1	0	2	0	2	0	0	2	0	2	7	0	9	29
Grand Total	33	18	1	0	52	1	8	7	0	16	0	2	0	0	2	0	4	13	0	17	87
Apprch %	63.5	34.6	1.9	0		6.2	50	43.8	0		0	100	0	0		0	23.5	76.5	0		
Total %	37.9	20.7	1.1	0	59.8	1.1	9.2	8	0	18.4	0	2.3	0	0	2.3	0	4.6	14.9	0	19.5	

	ELLIS ST Southbound				FAIRCHILD DR Westbound				ELLIS ST Northbound				FAIRCHILD DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	**5**	0	**10**	0	0	0	0	0	0	0	0	0	0	**2**	2	**12**
04:45 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	0	0	0	5
05:00 PM	4	0	0	4	0	1	**2**	3	0	0	0	0	0	0	0	0	7
05:15 PM	1	2	0	3	0	**3**	1	**4**	0	0	0	0	0	**1**	2	**3**	10
Total Volume	13	7	0	20	0	5	4	9	0	0	0	0	0	1	4	5	34
% App. Total	65	35	0		0	55.6	44.4		0	0	0		0	20	80		
PHF	.650	.350	.000	.500	.000	.417	.500	.563	.000	.000	.000	.000	.000	.250	.500	.417	.708

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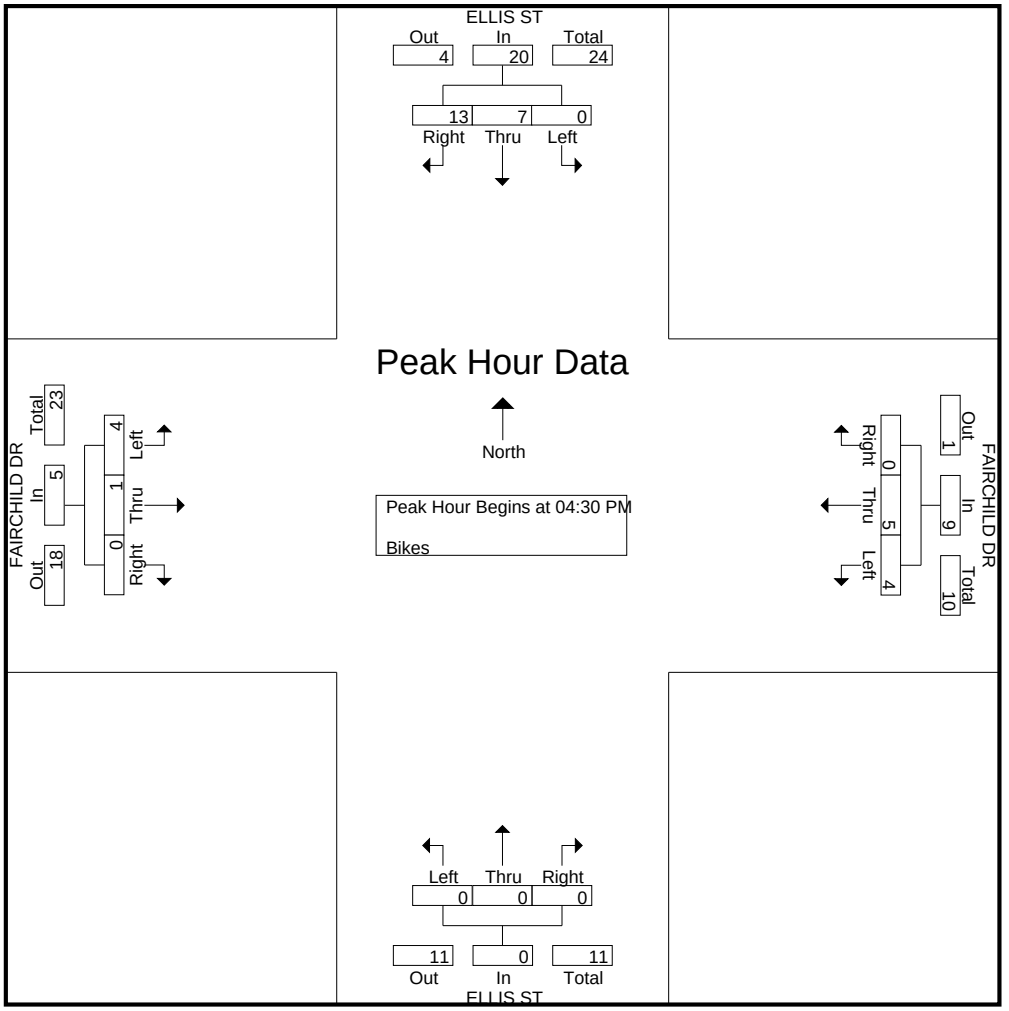

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Groups Printed- Lights - Buses - Trucks

	MAUDE AVE Southbound					SR-237 WB OFF-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	7	0	0	10	30	80	18	0	128	0	20	39	0	59	0	0	0	4	4	201
07:15 AM	1	9	0	0	10	31	92	20	0	143	0	25	46	0	71	0	0	0	7	7	231
07:30 AM	6	14	0	1	21	26	97	18	0	141	0	34	67	0	101	0	0	0	2	2	265
07:45 AM	3	15	0	0	18	50	117	37	1	205	0	60	64	0	124	0	0	0	1	1	348
Total	13	45	0	1	59	137	386	93	1	617	0	139	216	0	355	0	0	0	14	14	1045
08:00 AM	1	27	0	0	28	63	143	29	0	235	0	67	68	0	135	0	0	0	0	0	398
08:15 AM	6	18	0	0	24	69	109	47	1	226	0	70	72	0	142	0	0	0	4	4	396
08:30 AM	4	13	0	0	17	59	125	43	0	227	0	76	67	0	143	0	0	0	5	5	392
08:45 AM	8	25	0	1	34	92	151	61	0	304	0	81	70	0	151	0	0	0	3	3	492
Total	19	83	0	1	103	283	528	180	1	992	0	294	277	0	571	0	0	0	12	12	1678
09:00 AM	7	18	0	0	25	97	140	75	0	312	0	78	58	0	136	0	0	0	9	9	482
09:15 AM	4	21	0	0	25	89	128	81	0	298	0	80	49	0	129	0	0	0	10	10	462
09:30 AM	4	15	0	0	19	76	141	98	0	315	0	78	42	0	120	0	0	0	7	7	461
09:45 AM	8	23	0	0	31	78	102	90	1	271	0	75	50	0	125	0	0	0	3	3	430
Total	23	77	0	0	100	340	511	344	1	1196	0	311	199	0	510	0	0	0	29	29	1835
Grand Total	55	205	0	2	262	760	1425	617	3	2805	0	744	692	0	1436	0	0	0	55	55	4558
Apprch %	21	78.2	0	0.8		27.1	50.8	22	0.1		0	51.8	48.2	0		0	0	0	100		
Total %	1.2	4.5	0	0	5.7	16.7	31.3	13.5	0.1	61.5	0	16.3	15.2	0	31.5	0	0	0	1.2	1.2	
Lights	51	201	0	2	254	751	1394	611	3	2759	0	743	653	0	1396	0	0	0	55	55	4464
% Lights	92.7	98	0	100	96.9	98.8	97.8	99	100	98.4	0	99.9	94.4	0	97.2	0	0	0	100	100	97.9
Buses	0	1	0	0	1	0	13	1	0	14	0	0	24	0	24	0	0	0	0	0	39
% Buses	0	0.5	0	0	0.4	0	0.9	0.2	0	0.5	0	0	3.5	0	1.7	0	0	0	0	0	0.9
Trucks	4	3	0	0	7	9	18	5	0	32	0	1	15	0	16	0	0	0	0	0	55
% Trucks	7.3	1.5	0	0	2.7	1.2	1.3	0.8	0	1.1	0	0.1	2.2	0	1.1	0	0	0	0	0	1.2

	MAUDE AVE Southbound				SR-237 WB OFF-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**8**	**25**	0	**33**	92	**151**	61	304	0	**81**	**70**	**151**	0	0	0	0	**488**
09:00 AM	7	18	0	25	**97**	140	75	312	0	78	58	136	0	0	0	0	473
09:15 AM	4	21	0	25	89	128	81	298	0	80	49	129	0	0	0	0	452
09:30 AM	4	15	0	19	76	141	**98**	**315**	0	78	42	120	0	0	0	0	454
Total Volume	23	79	0	102	354	560	315	1229	0	317	219	536	0	0	0	0	1867
% App. Total	22.5	77.5	0		28.8	45.6	25.6		0	59.1	40.9		0	0	0		
PHF	.719	.790	.000	.773	.912	.927	.804	.975	.000	.978	.782	.887	.000	.000	.000	.000	.956

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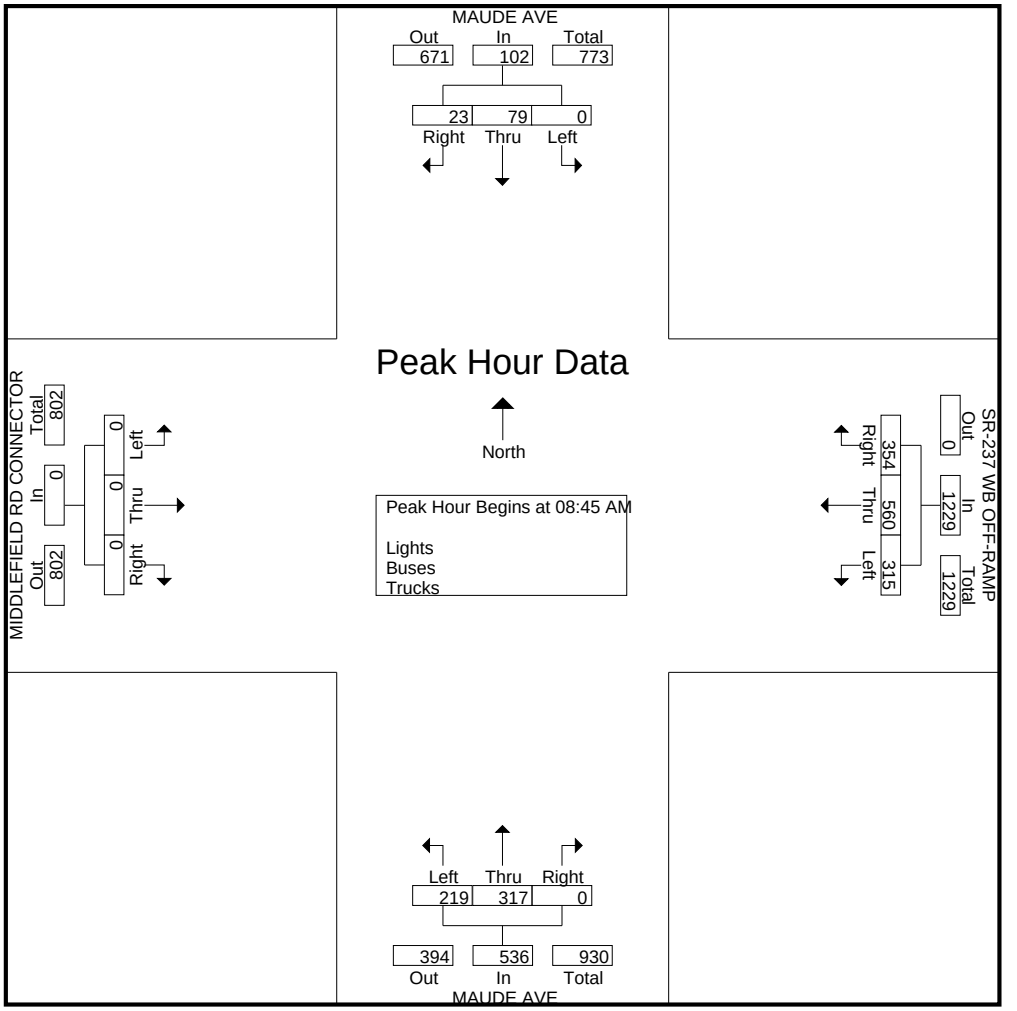

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Groups Printed- Bikes

	MAUDE AVE Southbound					SR-237 WB OFF-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
08:15 AM	0	8	0	0	8	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	12
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16
08:45 AM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Total	0	24	0	0	24	0	0	0	0	0	0	27	2	0	29	0	0	0	0	0	53
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:15 AM	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
09:30 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	1	15	0	0	16	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	25
Grand Total	1	43	0	0	44	0	0	0	0	0	0	43	2	0	45	0	0	0	0	0	89
Apprch %	2.3	97.7	0	0		0	0	0	0		0	95.6	4.4	0		0	0	0	0		
Total %	1.1	48.3	0	0	49.4	0	0	0	0	0	0	48.3	2.2	0	50.6	0	0	0	0	0	

	MAUDE AVE Southbound				SR-237 WB OFF-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	0	0	0	3	**1**	4	0	0	0	0	6
08:15 AM	0	8	0	8	0	0	0	0	0	3	1	4	0	0	0	0	12
08:30 AM	0	5	0	5	0	0	0	0	0	**11**	0	**11**	0	0	0	0	16
08:45 AM	0	**9**	0	**9**	0	0	0	0	0	10	0	10	0	0	0	0	**19**
Total Volume	0	24	0	24	0	0	0	0	0	27	2	29	0	0	0	0	53
% App. Total	0	100	0		0	0	0		0	93.1	6.9		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.614	.500	.659	.000	.000	.000	.000	.697

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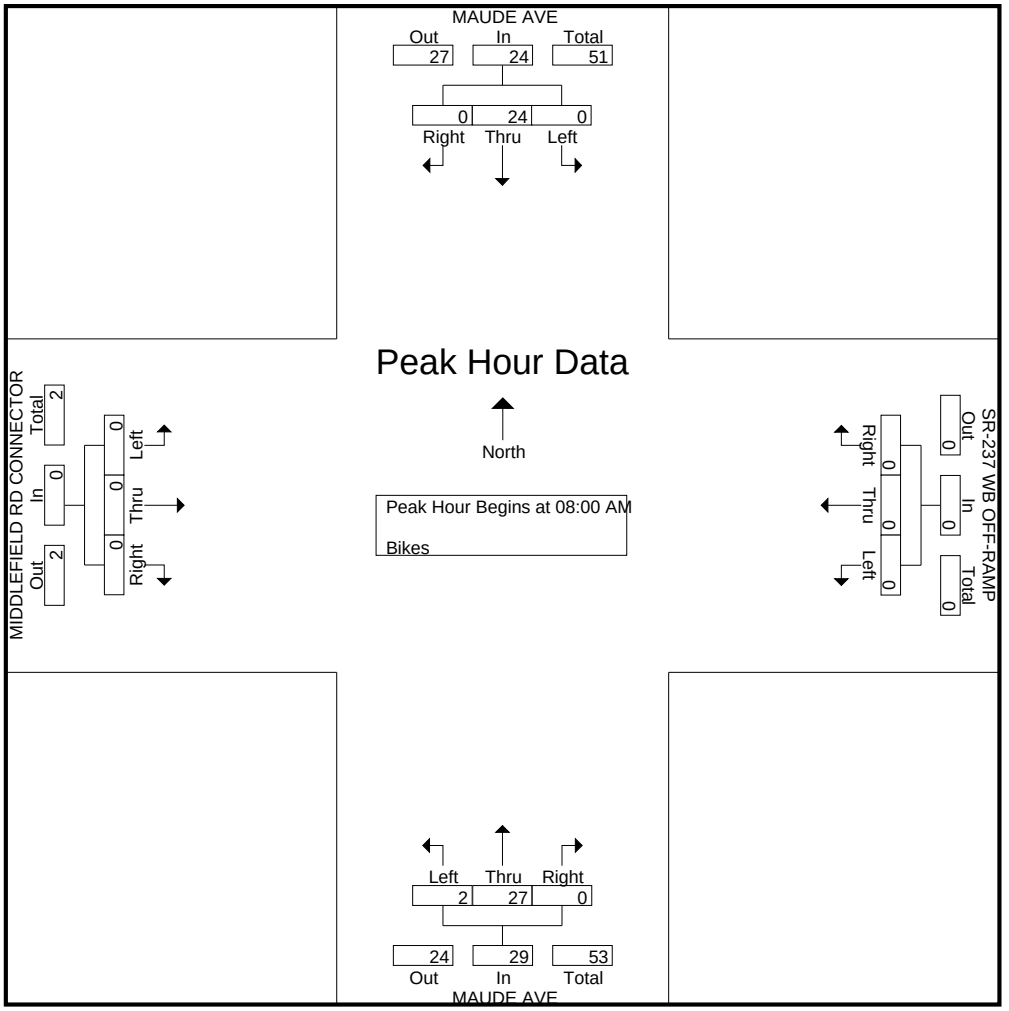

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Groups Printed- Lights - Buses - Trucks

	MAUDE AVE Southbound					SR-237 EB ON-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	25	1	0	26	0	0	0	0	0	16	56	0	0	72	42	28	4	1	75	173
07:15 AM	0	28	2	0	30	0	0	0	0	0	11	70	0	0	81	46	23	8	7	84	195
07:30 AM	0	32	1	0	33	0	0	0	0	0	15	104	0	0	119	50	43	4	2	99	251
07:45 AM	0	52	3	0	55	0	0	0	0	0	26	110	0	0	136	54	48	14	0	116	307
Total	0	137	7	0	144	0	0	0	0	0	68	340	0	0	408	192	142	30	10	374	926
08:00 AM	0	51	4	0	55	0	0	0	0	0	17	116	0	0	133	71	37	23	0	131	319
08:15 AM	0	58	10	0	68	0	0	0	1	1	27	134	0	0	161	85	78	13	4	180	410
08:30 AM	0	51	4	0	55	0	0	0	0	0	34	128	0	0	162	75	50	13	7	145	362
08:45 AM	0	81	5	0	86	0	0	0	0	0	26	135	0	0	161	83	64	15	3	165	412
Total	0	241	23	0	264	0	0	0	1	1	104	513	0	0	617	314	229	64	14	621	1503
09:00 AM	0	90	2	0	92	0	0	0	0	0	47	128	0	0	175	93	62	11	9	175	442
09:15 AM	0	99	9	0	108	0	0	0	0	0	30	103	0	0	133	114	62	20	8	204	445
09:30 AM	0	115	5	0	120	0	0	0	0	0	37	104	0	0	141	100	66	26	7	199	460
09:45 AM	0	108	8	0	116	0	0	0	0	0	37	102	0	0	139	107	51	19	3	180	435
Total	0	412	24	0	436	0	0	0	0	0	151	437	0	0	588	414	241	76	27	758	1782
Grand Total	0	790	54	0	844	0	0	0	1	1	323	1290	0	0	1613	920	612	170	51	1753	4211
Apprch %	0	93.6	6.4	0		0	0	0	100		20	80	0	0		52.5	34.9	9.7	2.9		
Total %	0	18.8	1.3	0	20	0	0	0	0	0	7.7	30.6	0	0	38.3	21.8	14.5	4	1.2	41.6	
Lights	0	781	51	0	832	0	0	0	1	1	308	1255	0	0	1563	867	596	170	51	1684	4080
% Lights	0	98.9	94.4	0	98.6	0	0	0	100	100	95.4	97.3	0	0	96.9	94.2	97.4	100	100	96.1	96.9
Buses	0	0	1	0	1	0	0	0	0	0	9	19	0	0	28	48	5	0	0	53	82
% Buses	0	0	1.9	0	0.1	0	0	0	0	0	2.8	1.5	0	0	1.7	5.2	0.8	0	0	3	1.9
Trucks	0	9	2	0	11	0	0	0	0	0	6	16	0	0	22	5	11	0	0	16	49
% Trucks	0	1.1	3.7	0	1.3	0	0	0	0	0	1.9	1.2	0	0	1.4	0.5	1.8	0	0	0.9	1.2

	MAUDE AVE Southbound				SR-237 EB ON-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	90	2	92	0	0	0	0	**47**	**128**	0	**175**	93	62	11	166	433
09:15 AM	0	99	**9**	108	0	0	0	0	30	103	0	133	**114**	62	20	**196**	437
09:30 AM	0	**115**	5	**120**	0	0	0	0	37	104	0	141	100	**66**	**26**	192	**453**
09:45 AM	0	108	8	116	0	0	0	0	37	102	0	139	107	51	19	177	432
Total Volume	0	412	24	436	0	0	0	0	151	437	0	588	414	241	76	731	1755
% App. Total	0	94.5	5.5		0	0	0		25.7	74.3	0		56.6	33	10.4		
PHF	.000	.896	.667	.908	.000	.000	.000	.000	.803	.854	.000	.840	.908	.913	.731	.932	.969

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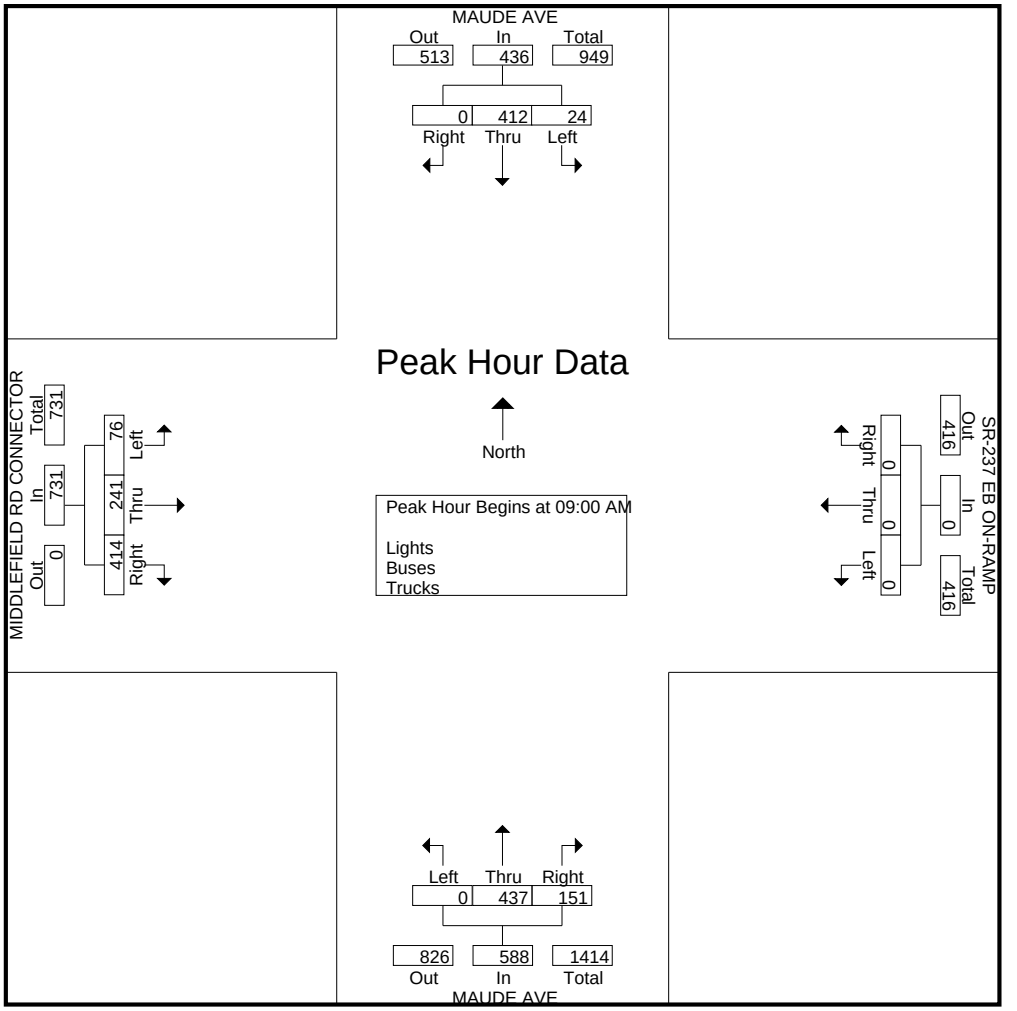

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Groups Printed- Bikes

	MAUDE AVE Southbound					SR-237 EB ON-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	7
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	4	0	0	0	4	13
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	13
08:45 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
Total	0	12	0	0	12	0	0	0	0	0	0	29	0	0	29	3	0	0	0	3	44
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	10
09:30 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	11
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Total	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	5	0	0	0	5	31
Grand Total	0	30	0	0	30	0	0	0	0	0	0	46	0	0	46	12	0	0	0	12	88
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	34.1	0	0	34.1	0	0	0	0	0	0	52.3	0	0	52.3	13.6	0	0	0	13.6	

	MAUDE AVE Southbound				SR-237 EB ON-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	**1**	0	0	**1**	7
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1	7
08:30 AM	0	1	0	1	0	0	0	0	0	**11**	0	**11**	1	0	0	1	13
08:45 AM	0	**7**	0	**7**	0	0	0	0	0	10	0	10	0	0	0	0	**17**
Total Volume	0	12	0	12	0	0	0	0	0	29	0	29	3	0	0	3	44
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.429	.000	.429	.000	.000	.000	.000	.000	.659	.000	.659	.750	.000	.000	.750	.647

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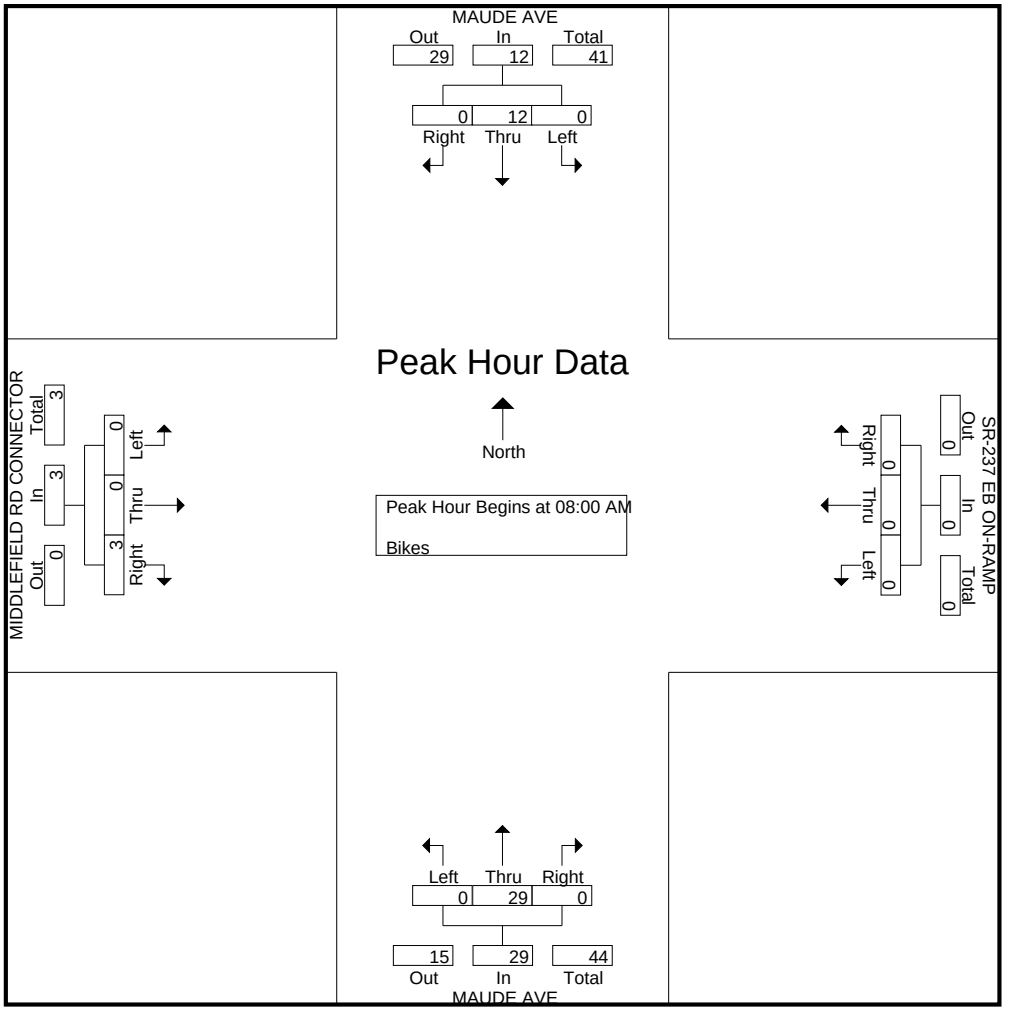

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Groups Printed- Lights - Buses - Trucks

	MAUDE AVE Southbound					SR-237 WB OFF-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	22	81	0	0	103	15	42	14	0	71	0	14	74	0	88	0	0	0	0	0	262
04:15 PM	24	75	0	0	99	20	80	24	0	124	0	7	63	0	70	0	0	0	3	3	296
04:30 PM	16	71	0	0	87	22	94	35	0	151	0	21	57	0	78	0	0	0	6	6	322
04:45 PM	24	105	0	0	129	14	104	21	0	139	0	13	41	0	54	0	0	0	6	6	328
Total	86	332	0	0	418	71	320	94	0	485	0	55	235	0	290	0	0	0	15	15	1208
05:00 PM	30	135	0	0	165	11	96	39	0	146	0	23	68	0	91	0	0	0	0	0	402
05:15 PM	33	138	0	0	171	21	119	39	0	179	0	19	96	0	115	0	0	0	4	4	469
05:30 PM	26	125	0	0	151	29	161	26	0	216	0	30	100	0	130	0	0	0	5	5	502
05:45 PM	24	108	0	0	132	38	187	27	0	252	0	18	102	0	120	0	0	0	3	3	507
Total	113	506	0	0	619	99	563	131	0	793	0	90	366	0	456	0	0	0	12	12	1880
06:00 PM	28	124	0	0	152	40	127	21	0	188	0	23	75	0	98	0	0	0	0	0	438
06:15 PM	31	134	0	0	165	20	115	35	0	170	0	26	73	0	99	0	0	0	0	0	434
06:30 PM	25	99	0	0	124	17	97	24	0	138	0	20	67	0	87	0	0	0	3	3	352
06:45 PM	33	77	0	0	110	14	101	23	0	138	0	18	66	0	84	0	0	0	4	4	336
Total	117	434	0	0	551	91	440	103	0	634	0	87	281	0	368	0	0	0	7	7	1560
Grand Total	316	1272	0	0	1588	261	1323	328	0	1912	0	232	882	0	1114	0	0	0	34	34	4648
Apprch %	19.9	80.1	0	0		13.7	69.2	17.2	0		0	20.8	79.2	0		0	0	0	100		
Total %	6.8	27.4	0	0	34.2	5.6	28.5	7.1	0	41.1	0	5	19	0	24	0	0	0	0.7	0.7	
Lights	313	1270	0	0	1583	259	1311	320	0	1890	0	231	858	0	1089	0	0	0	34	34	4596
% Lights	99.1	99.8	0	0	99.7	99.2	99.1	97.6	0	98.8	0	99.6	97.3	0	97.8	0	0	0	100	100	98.9
Buses	1	0	0	0	1	0	9	4	0	13	0	0	21	0	21	0	0	0	0	0	35
% Buses	0.3	0	0	0	0.1	0	0.7	1.2	0	0.7	0	0	2.4	0	1.9	0	0	0	0	0	0.8
Trucks	2	2	0	0	4	2	3	4	0	9	0	1	3	0	4	0	0	0	0	0	17
% Trucks	0.6	0.2	0	0	0.3	0.8	0.2	1.2	0	0.5	0	0.4	0.3	0	0.4	0	0	0	0	0	0.4

	MAUDE AVE Southbound				SR-237 WB OFF-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**33**	**138**	0	**171**	21	119	**39**	179	0	19	96	115	0	0	0	0	465
05:30 PM	26	125	0	151	29	161	26	216	0	**30**	100	**130**	0	0	0	0	497
05:45 PM	24	108	0	132	38	**187**	27	**252**	0	18	**102**	120	0	0	0	0	**504**
06:00 PM	28	124	0	152	**40**	127	21	188	0	23	75	98	0	0	0	0	438
Total Volume	111	495	0	606	128	594	113	835	0	90	373	463	0	0	0	0	1904
% App. Total	18.3	81.7	0		15.3	71.1	13.5		0	19.4	80.6		0	0	0		
PHF	.841	.897	.000	.886	.800	.794	.724	.828	.000	.750	.914	.890	.000	.000	.000	.000	.944

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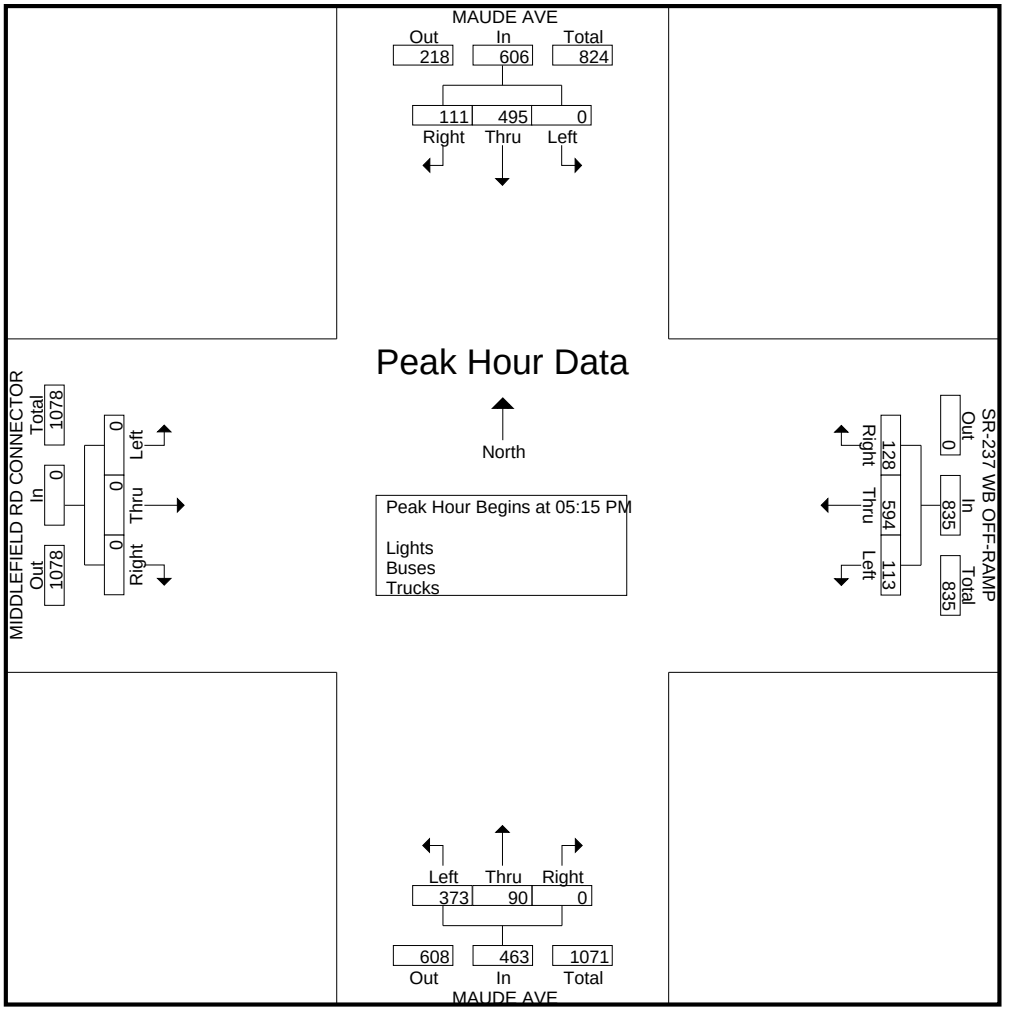

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Groups Printed- Bikes

	MAUDE AVE Southbound					SR-237 WB OFF-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
05:15 PM	0	5	0	0	5	0	1	0	0	1	0	5	2	0	7	0	0	0	0	0	13
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	15	0	0	15	0	1	0	0	1	0	23	2	0	25	0	0	0	0	0	41
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:30 PM	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	12
06:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	20	0	0	20	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	33
Grand Total	0	37	0	0	37	0	1	0	0	1	0	36	3	0	39	0	0	0	0	0	77
Apprch %	0	100	0	0		0	100	0	0		0	92.3	7.7	0		0	0	0	0		
Total %	0	48.1	0	0	48.1	0	1.3	0	0	1.3	0	46.8	3.9	0	50.6	0	0	0	0	0	

	MAUDE AVE Southbound				SR-237 WB OFF-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	**5**	0	**5**	0	**1**	0	**1**	0	5	**2**	7	0	0	0	0	**13**
05:30 PM	0	4	0	4	0	0	0	0	0	**9**	0	**9**	0	0	0	0	13
05:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
06:00 PM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Total Volume	0	18	0	18	0	1	0	1	0	24	2	26	0	0	0	0	45
% App. Total	0	100	0		0	100	0		0	92.3	7.7		0	0	0		
PHF	.000	.900	.000	.900	.000	.250	.000	.250	.000	.667	.250	.722	.000	.000	.000	.000	.865

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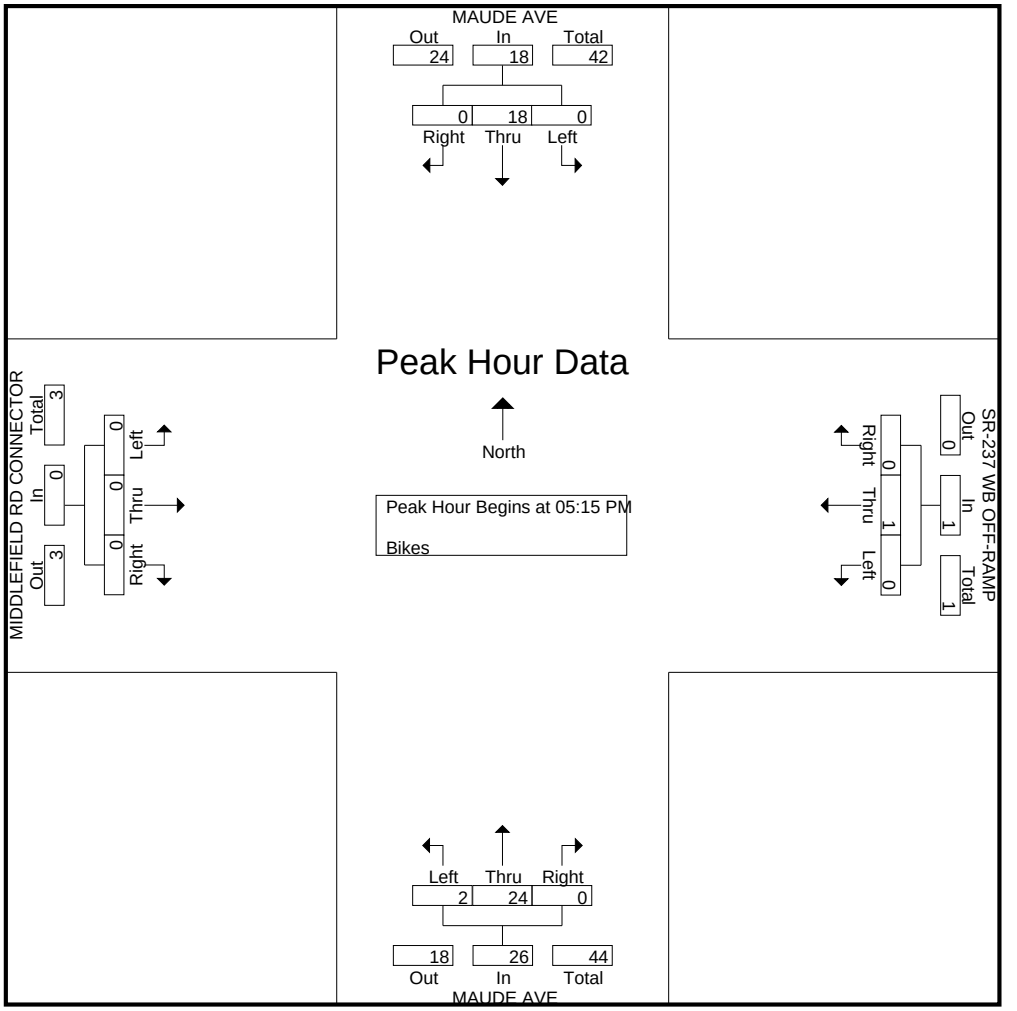

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File Name : 5PM (S) FINAL
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Groups Printed- Lights - Buses - Trucks

	MAUDE AVE Southbound					SR-237 EB ON-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	45	46	0	91	0	0	0	0	0	72	87	0	0	159	72	85	1	1	159	409
04:15 PM	0	40	60	0	100	0	0	0	0	0	60	67	0	0	127	57	92	5	2	156	383
04:30 PM	0	56	52	0	108	0	0	0	2	2	64	76	0	0	140	59	86	4	8	157	407
04:45 PM	0	63	67	0	130	0	0	0	0	0	73	54	0	0	127	80	102	2	4	188	445
Total	0	204	225	0	429	0	0	0	2	2	269	284	0	0	553	268	365	12	15	660	1644
05:00 PM	0	114	64	0	178	0	0	0	4	4	93	86	0	0	179	77	104	6	2	189	550
05:15 PM	0	118	61	0	179	0	0	0	6	6	61	118	0	0	179	108	104	6	7	225	589
05:30 PM	0	115	37	0	152	0	0	0	8	8	52	115	0	0	167	107	81	7	7	202	529
05:45 PM	0	88	58	0	146	0	0	0	5	5	55	117	0	0	172	113	125	5	1	244	567
Total	0	435	220	0	655	0	0	0	23	23	261	436	0	0	697	405	414	24	17	860	2235
06:00 PM	0	91	63	0	154	0	0	0	4	4	87	88	0	0	175	87	127	2	2	218	551
06:15 PM	0	101	67	0	168	0	0	0	0	0	69	89	0	0	158	78	128	8	0	214	540
06:30 PM	0	58	65	0	123	0	0	0	1	1	56	93	0	0	149	95	143	5	2	245	518
06:45 PM	0	64	40	0	104	0	0	0	0	0	63	74	0	0	137	69	123	6	5	203	444
Total	0	314	235	0	549	0	0	0	5	5	275	344	0	0	619	329	521	21	9	880	2053
Grand Total	0	953	680	0	1633	0	0	0	30	30	805	1064	0	0	1869	1002	1300	57	41	2400	5932
Apprch %	0	58.4	41.6	0		0	0	0	100		43.1	56.9	0	0		41.8	54.2	2.4	1.7		
Total %	0	16.1	11.5	0	27.5	0	0	0	0.5	0.5	13.6	17.9	0	0	31.5	16.9	21.9	1	0.7	40.5	
Lights	0	945	679	0	1624	0	0	0	30	30	790	1040	0	0	1830	968	1288	57	41	2354	5838
% Lights	0	99.2	99.9	0	99.4	0	0	0	100	100	98.1	97.7	0	0	97.9	96.6	99.1	100	100	98.1	98.4
Buses	0	3	0	0	3	0	0	0	0	0	13	21	0	0	34	29	9	0	0	38	75
% Buses	0	0.3	0	0	0.2	0	0	0	0	0	1.6	2	0	0	1.8	2.9	0.7	0	0	1.6	1.3
Trucks	0	5	1	0	6	0	0	0	0	0	2	3	0	0	5	5	3	0	0	8	19
% Trucks	0	0.5	0.1	0	0.4	0	0	0	0	0	0.2	0.3	0	0	0.3	0.5	0.2	0	0	0.3	0.3

	MAUDE AVE Southbound				SR-237 EB ON-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	**118**	61	**179**	0	0	0	0	61	**118**	0	**179**	108	104	6	218	**576**
05:30 PM	0	115	37	152	0	0	0	0	52	115	0	167	107	81	**7**	195	514
05:45 PM	0	88	58	146	0	0	0	0	55	117	0	172	**113**	125	5	**243**	561
06:00 PM	0	91	**63**	154	0	0	0	0	**87**	88	0	175	87	**127**	2	216	545
Total Volume	0	412	219	631	0	0	0	0	255	438	0	693	415	437	20	872	2196
% App. Total	0	65.3	34.7		0	0	0		36.8	63.2	0		47.6	50.1	2.3		
PHF	.000	.873	.869	.881	.000	.000	.000	.000	.733	.928	.000	.968	.918	.860	.714	.897	.953

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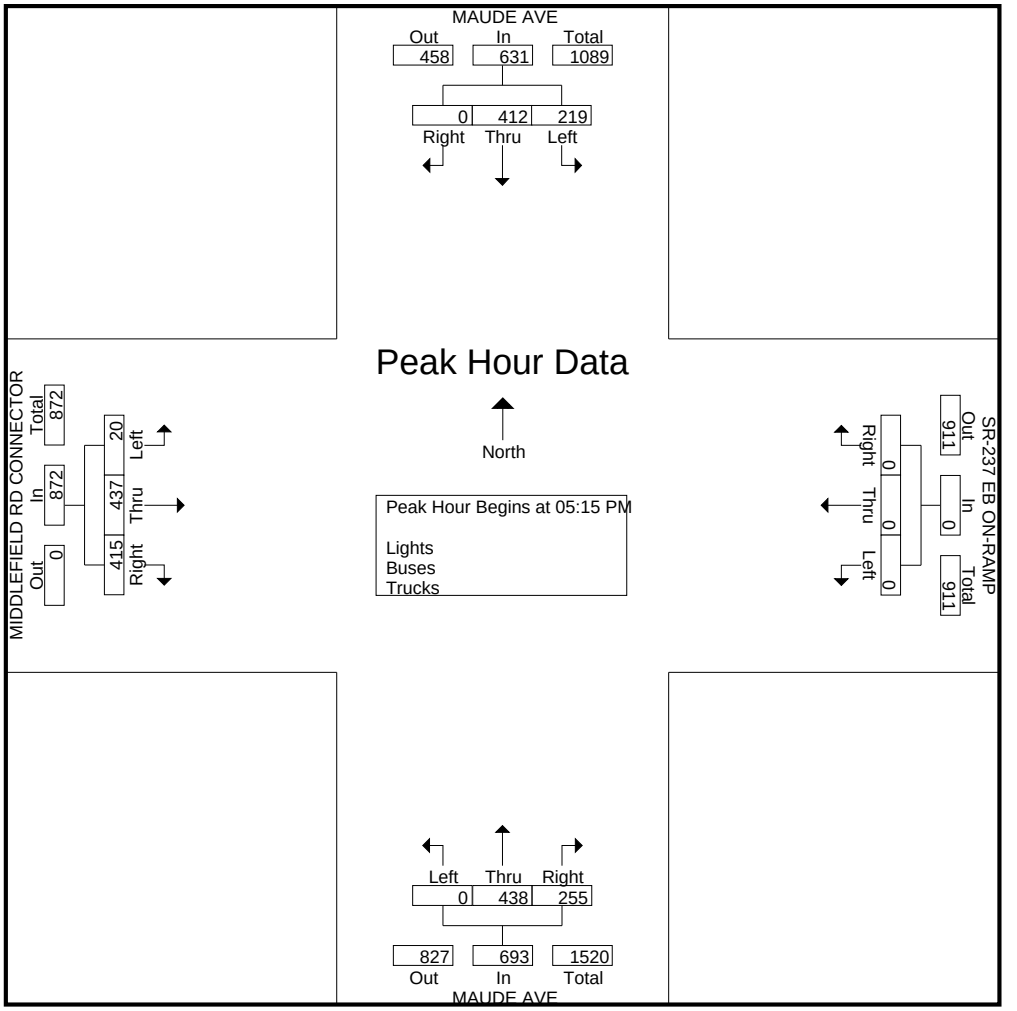

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File Name : 5PM (S) FINAL
Site Code : 00000005
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Groups Printed- Bikes

	MAUDE AVE Southbound					SR-237 EB ON-RAMP Westbound					MAUDE AVE Northbound					MIDDLEFIELD RD CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	10
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	9
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	18	0	0	18	0	0	0	0	0	0	25	0	0	25	2	0	0	0	2	45
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	8
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
06:30 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
06:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	9
Total	0	19	0	0	19	0	0	0	0	0	0	8	0	0	8	6	0	0	0	6	33
Grand Total	0	41	0	0	41	0	0	0	0	0	0	36	0	0	36	11	0	0	0	11	88
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	46.6	0	0	46.6	0	0	0	0	0	0	40.9	0	0	40.9	12.5	0	0	0	12.5	

	MAUDE AVE Southbound				SR-237 EB ON-RAMP Westbound				MAUDE AVE Northbound				MIDDLEFIELD RD CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	**2**	0	0	**2**	9
05:15 PM	0	**7**	0	**7**	0	0	0	0	0	**8**	0	**8**	0	0	0	0	**15**
05:30 PM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
05:45 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Total Volume	0	18	0	18	0	0	0	0	0	25	0	25	2	0	0	2	45
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.643	.000	.643	.000	.000	.000	.000	.000	.781	.000	.781	.250	.000	.000	.250	.750

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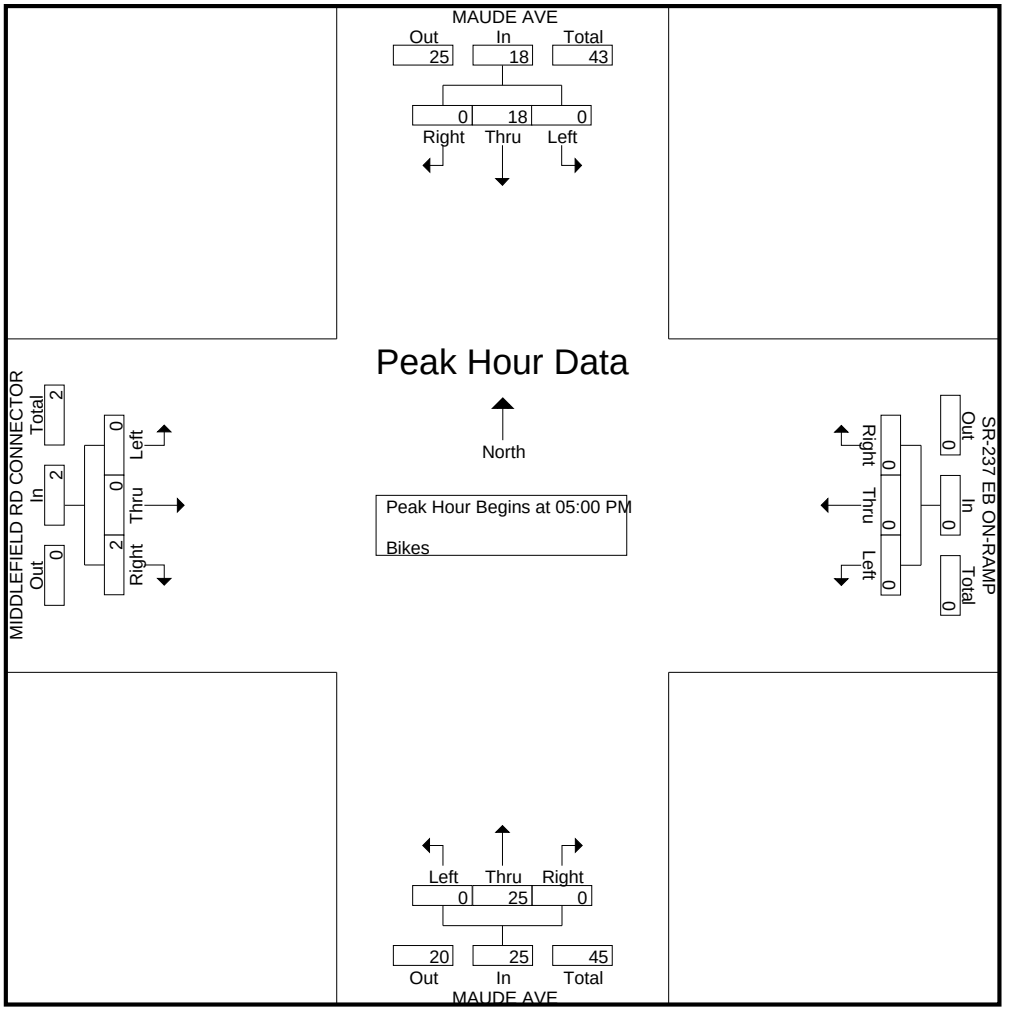

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 4/18/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	MACARA AVE Southbound					W MAUDE AVE Westbound					DRIVEWAY Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	1	0	2	4	55	4	0	63	3	0	0	0	3	6	36	12	0	54	122
07:15 AM	4	1	2	0	7	10	80	2	0	92	0	0	1	9	10	7	51	5	1	64	173
07:30 AM	2	0	3	0	5	12	89	7	4	112	2	0	0	6	8	5	52	6	0	63	188
07:45 AM	5	0	0	2	7	31	121	8	3	163	3	0	2	3	8	10	72	7	3	92	270
Total	12	1	6	2	21	57	345	21	7	430	8	0	3	18	29	28	211	30	4	273	753
08:00 AM	3	0	2	1	6	24	132	7	1	164	6	0	4	1	11	10	77	10	0	97	278
08:15 AM	7	0	0	2	9	8	117	7	3	135	1	0	2	2	5	15	87	16	0	118	267
08:30 AM	5	0	9	3	17	12	166	10	4	192	6	0	3	1	10	25	96	7	0	128	347
08:45 AM	10	0	6	1	17	15	178	8	1	202	3	0	3	2	8	25	99	10	0	134	361
Total	25	0	17	7	49	59	593	32	9	693	16	0	12	6	34	75	359	43	0	477	1253
09:00 AM	4	1	3	2	10	15	144	16	7	182	10	0	6	4	20	39	126	8	1	174	386
09:15 AM	9	1	4	4	18	11	129	28	7	175	5	0	3	2	10	41	138	9	0	188	391
09:30 AM	6	0	10	0	16	12	157	9	0	178	6	0	5	2	13	24	149	5	0	178	385
09:45 AM	7	1	3	4	15	10	118	22	13	163	10	0	5	0	15	35	163	18	0	216	409
Total	26	3	20	10	59	48	548	75	27	698	31	0	19	8	58	139	576	40	1	756	1571
Grand Total	63	4	43	19	129	164	1486	128	43	1821	55	0	34	32	121	242	1146	113	5	1506	3577
Apprch %	48.8	3.1	33.3	14.7		9	81.6	7	2.4		45.5	0	28.1	26.4		16.1	76.1	7.5	0.3		
Total %	1.8	0.1	1.2	0.5	3.6	4.6	41.5	3.6	1.2	50.9	1.5	0	1	0.9	3.4	6.8	32	3.2	0.1	42.1	
Lights	48	2	34	19	103	161	1444	125	43	1773	48	0	33	32	113	239	1092	113	5	1449	3438
% Lights	76.2	50	79.1	100	79.8	98.2	97.2	97.7	100	97.4	87.3	0	97.1	100	93.4	98.8	95.3	100	100	96.2	96.1
Buses	13	0	9	0	22	0	25	0	0	25	0	0	0	0	0	0	39	0	0	39	86
% Buses	20.6	0	20.9	0	17.1	0	1.7	0	0	1.4	0	0	0	0	0	0	3.4	0	0	2.6	2.4
Trucks	2	2	0	0	4	3	17	3	0	23	7	0	1	0	8	3	15	0	0	18	53
% Trucks	3.2	50	0	0	3.1	1.8	1.1	2.3	0	1.3	12.7	0	2.9	0	6.6	1.2	1.3	0	0	1.2	1.5

	MACARA AVE Southbound				W MAUDE AVE Westbound				DRIVEWAY Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	4	**1**	3	8	**15**	144	16	175	**10**	0	**6**	**16**	39	126	8	173	372
09:15 AM	**9**	1	4	14	11	129	**28**	168	5	0	3	8	**41**	138	9	188	378
09:30 AM	6	0	**10**	**16**	12	**157**	9	**178**	6	0	5	11	24	149	5	178	383
09:45 AM	7	1	3	11	10	118	22	150	10	0	5	15	35	**163**	**18**	**216**	**392**
Total Volume	26	3	20	49	48	548	75	671	31	0	19	50	139	576	40	755	1525
% App. Total	53.1	6.1	40.8		7.2	81.7	11.2		62	0	38		18.4	76.3	5.3		
PHF	.722	.750	.500	.766	.800	.873	.670	.942	.775	.000	.792	.781	.848	.883	.556	.874	.973

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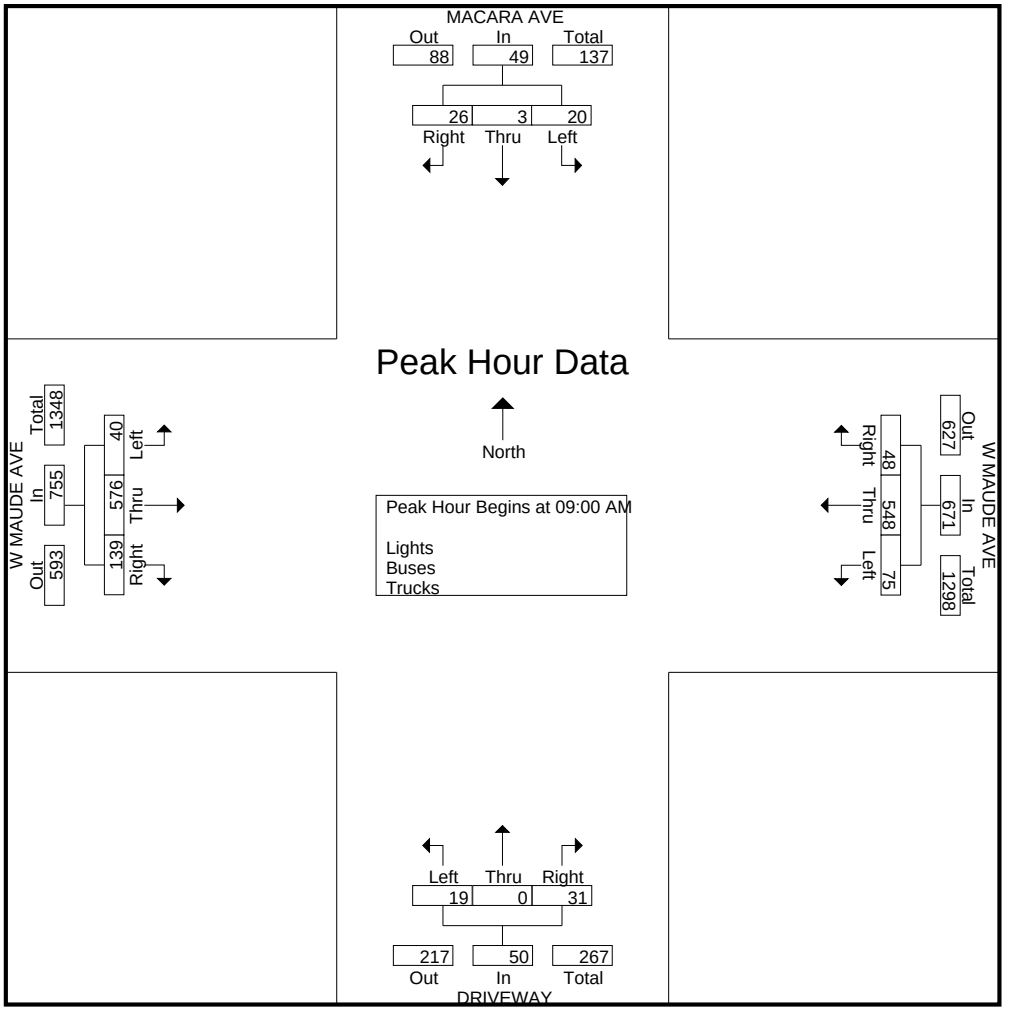

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Groups Printed- Bikes

	MACARA AVE Southbound					W MAUDE AVE Westbound					DRIVEWAY Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	7
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	7
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
Total	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	4	10	0	0	14	23
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
09:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	6
09:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	1	13	0	0	14	23
Grand Total	0	0	1	0	1	0	20	1	0	21	0	0	1	0	1	5	25	0	0	30	53
Apprch %	0	0	100	0		0	95.2	4.8	0		0	0	100	0		16.7	83.3	0	0		
Total %	0	0	1.9	0	1.9	0	37.7	1.9	0	39.6	0	0	1.9	0	1.9	9.4	47.2	0	0	56.6	

	MACARA AVE Southbound				W MAUDE AVE Westbound				DRIVEWAY Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	1	0	1	4
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**	3	0	**6**	7
08:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**4**	0	4	**8**
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	1	1	0	9	0	9	0	0	1	1	3	9	0	12	23
% App. Total	0	0	100		0	100	0		0	0	100		25	75	0		
PHF	.000	.000	.250	.250	.000	.563	.000	.563	.000	.000	.250	.250	.250	.563	.000	.500	.719

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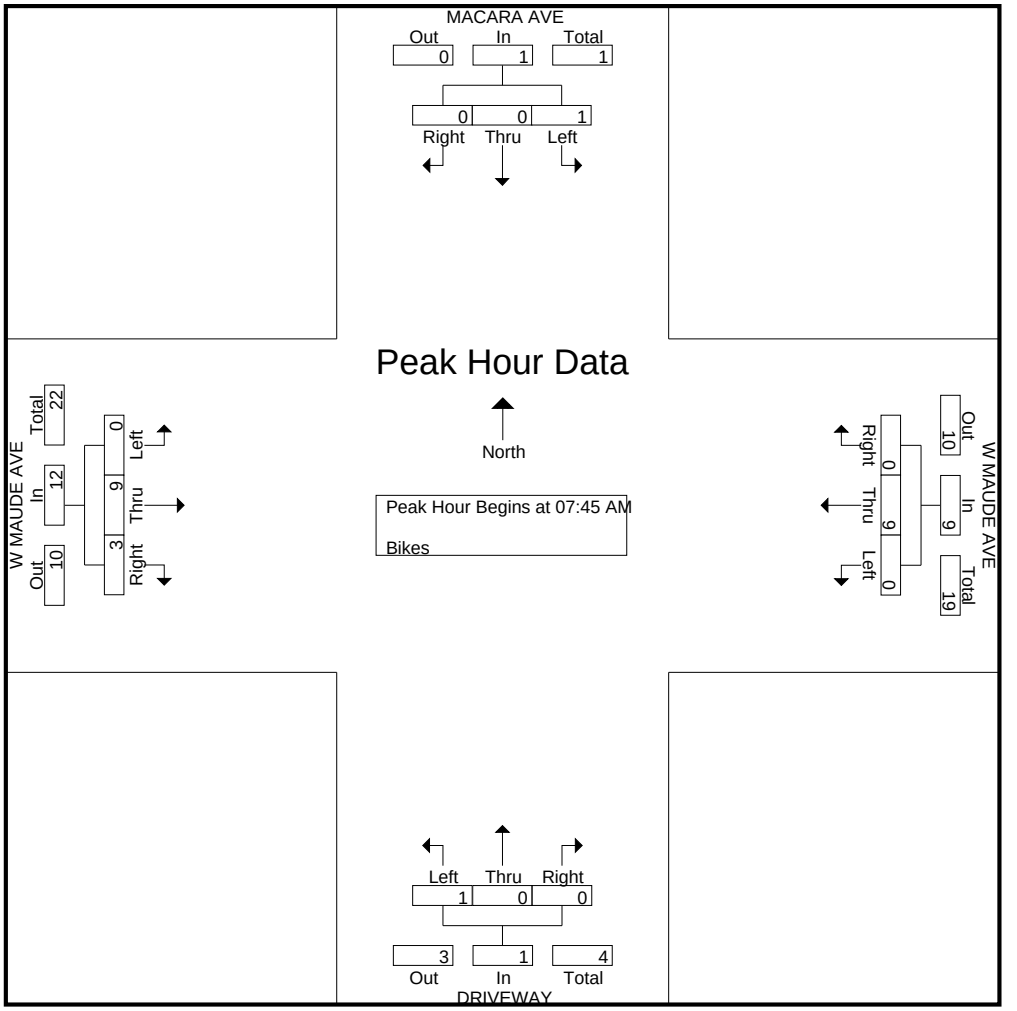

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Groups Printed- Lights - Buses - Trucks

	MACARA AVE Southbound					W MAUDE AVE Westbound					DRIVEWAY Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	0	18	5	43	5	90	4	1	100	9	1	17	2	29	0	94	3	0	97	269
04:15 PM	16	0	10	1	27	0	88	0	1	89	9	0	12	4	25	2	89	7	1	99	240
04:30 PM	26	1	14	4	45	2	101	2	0	105	11	0	11	4	26	4	104	2	2	112	288
04:45 PM	24	1	11	1	37	3	91	3	2	99	11	0	25	1	37	6	120	7	0	133	306
Total	86	2	53	11	152	10	370	9	4	393	40	1	65	11	117	12	407	19	3	441	1103
05:00 PM	27	0	13	1	41	6	123	3	2	134	24	0	17	2	43	7	151	5	1	164	382
05:15 PM	22	1	10	1	34	5	121	6	7	139	17	0	13	5	35	7	177	5	2	191	399
05:30 PM	26	0	12	2	40	5	126	5	1	137	9	0	25	6	40	15	169	0	1	185	402
05:45 PM	15	0	9	0	24	4	119	9	3	135	21	1	15	0	37	7	166	4	0	177	373
Total	90	1	44	4	139	20	489	23	13	545	71	1	70	13	155	36	663	14	4	717	1556
06:00 PM	16	1	9	0	26	3	117	3	7	130	15	0	23	3	41	7	136	1	0	144	341
06:15 PM	19	0	12	1	32	5	102	11	3	121	23	0	17	10	50	6	125	7	0	138	341
06:30 PM	19	0	15	4	38	4	127	1	6	138	12	0	19	5	36	3	123	4	1	131	343
06:45 PM	23	0	7	1	31	1	98	1	1	101	24	0	22	5	51	7	116	2	0	125	308
Total	77	1	43	6	127	13	444	16	17	490	74	0	81	23	178	23	500	14	1	538	1333
Grand Total	253	4	140	21	418	43	1303	48	34	1428	185	2	216	47	450	71	1570	47	8	1696	3992
Apprch %	60.5	1	33.5	5		3	91.2	3.4	2.4		41.1	0.4	48	10.4		4.2	92.6	2.8	0.5		
Total %	6.3	0.1	3.5	0.5	10.5	1.1	32.6	1.2	0.9	35.8	4.6	0.1	5.4	1.2	11.3	1.8	39.3	1.2	0.2	42.5	
Lights	221	4	105	21	351	40	1289	48	34	1411	184	1	215	47	447	69	1547	43	8	1667	3876
% Lights	87.4	100	75	100	84	93	98.9	100	100	98.8	99.5	50	99.5	100	99.3	97.2	98.5	91.5	100	98.3	97.1
Buses	30	0	29	0	59	1	10	0	0	11	0	0	0	0	0	0	22	0	0	22	92
% Buses	11.9	0	20.7	0	14.1	2.3	0.8	0	0	0.8	0	0	0	0	0	0	1.4	0	0	1.3	2.3
Trucks	2	0	6	0	8	2	4	0	0	6	1	1	1	0	3	2	1	4	0	7	24
% Trucks	0.8	0	4.3	0	1.9	4.7	0.3	0	0	0.4	0.5	50	0.5	0	0.7	2.8	0.1	8.5	0	0.4	0.6

	MACARA AVE Southbound				W MAUDE AVE Westbound				DRIVEWAY Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**27**	0	**13**	**40**	**6**	123	3	132	**24**	0	17	**41**	7	151	**5**	163	376
05:15 PM	22	**1**	10	33	5	121	6	132	17	0	13	30	7	**177**	5	**189**	384
05:30 PM	26	0	12	38	5	**126**	5	**136**	9	0	**25**	34	**15**	169	0	184	**392**
05:45 PM	15	0	9	24	4	119	**9**	132	21	**1**	15	37	7	166	4	177	370
Total Volume	90	1	44	135	20	489	23	532	71	1	70	142	36	663	14	713	1522
% App. Total	66.7	0.7	32.6		3.8	91.9	4.3		50	0.7	49.3		5	93	2		
PHF	.833	.250	.846	.844	.833	.970	.639	.978	.740	.250	.700	.866	.600	.936	.700	.943	.971

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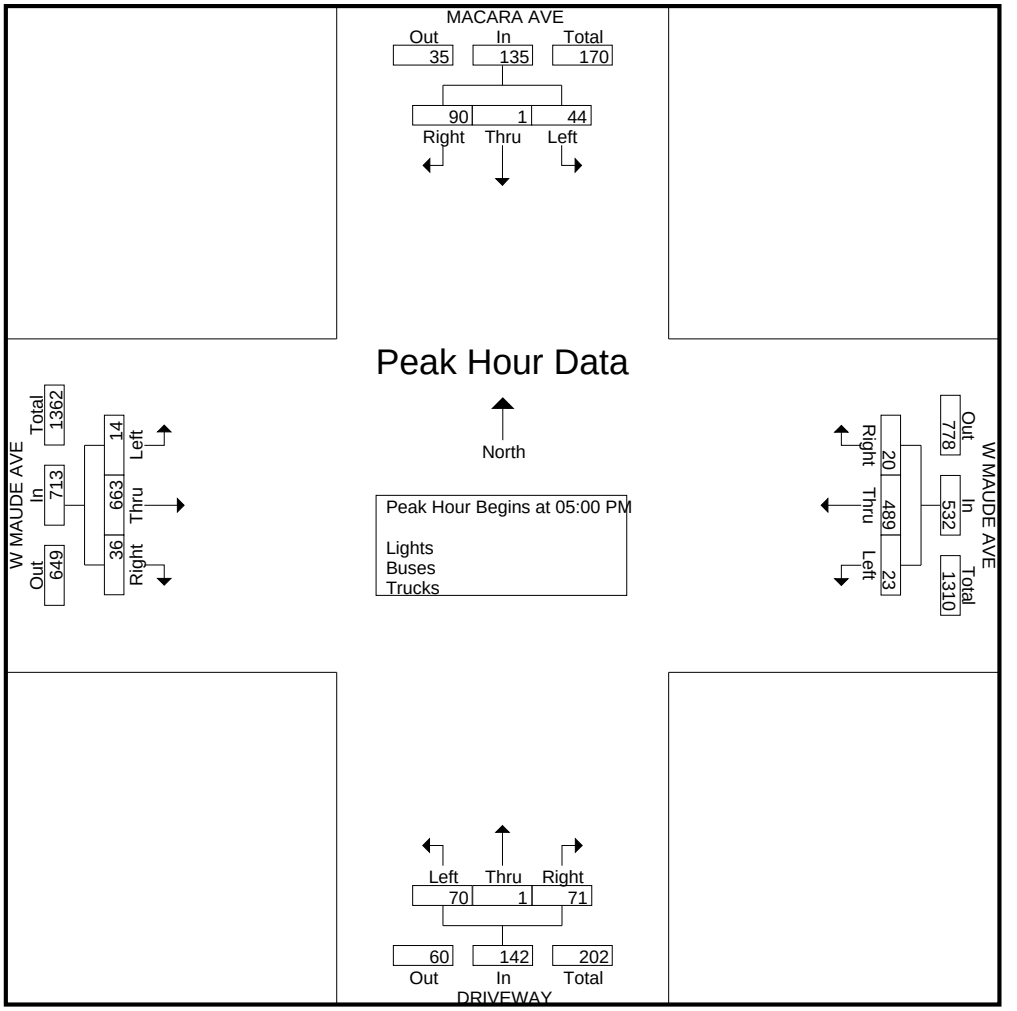

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Groups Printed- Bikes

	MACARA AVE Southbound					W MAUDE AVE Westbound					DRIVEWAY Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7
05:30 PM	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	10
05:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Total	2	0	0	0	2	0	10	1	0	11	0	0	0	0	0	3	12	0	0	15	28
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	6
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	1	0	0	0	1	0	9	0	0	9	0	0	2	0	2	0	6	0	0	6	18
Grand Total	3	0	0	0	3	0	22	1	0	23	0	0	2	0	2	6	20	0	0	26	54
Apprch %	100	0	0	0		0	95.7	4.3	0		0	0	100	0		23.1	76.9	0	0		
Total %	5.6	0	0	0	5.6	0	40.7	1.9	0	42.6	0	0	3.7	0	3.7	11.1	37	0	0	48.1	

	MACARA AVE Southbound				W MAUDE AVE Westbound				DRIVEWAY Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	**2**	**3**	0	**5**	7
05:30 PM	**1**	0	0	**1**	0	**4**	**1**	**5**	0	0	0	0	1	3	0	4	**10**
05:45 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
06:00 PM	0	0	0	0	0	3	0	3	0	0	**2**	**2**	0	1	0	1	6
Total Volume	2	0	0	2	0	13	1	14	0	0	2	2	3	9	0	12	30
% App. Total	100	0	0		0	92.9	7.1		0	0	100		25	75	0		
PHF	.500	.000	.000	.500	.000	.813	.250	.700	.000	.000	.250	.250	.375	.750	.000	.600	.750

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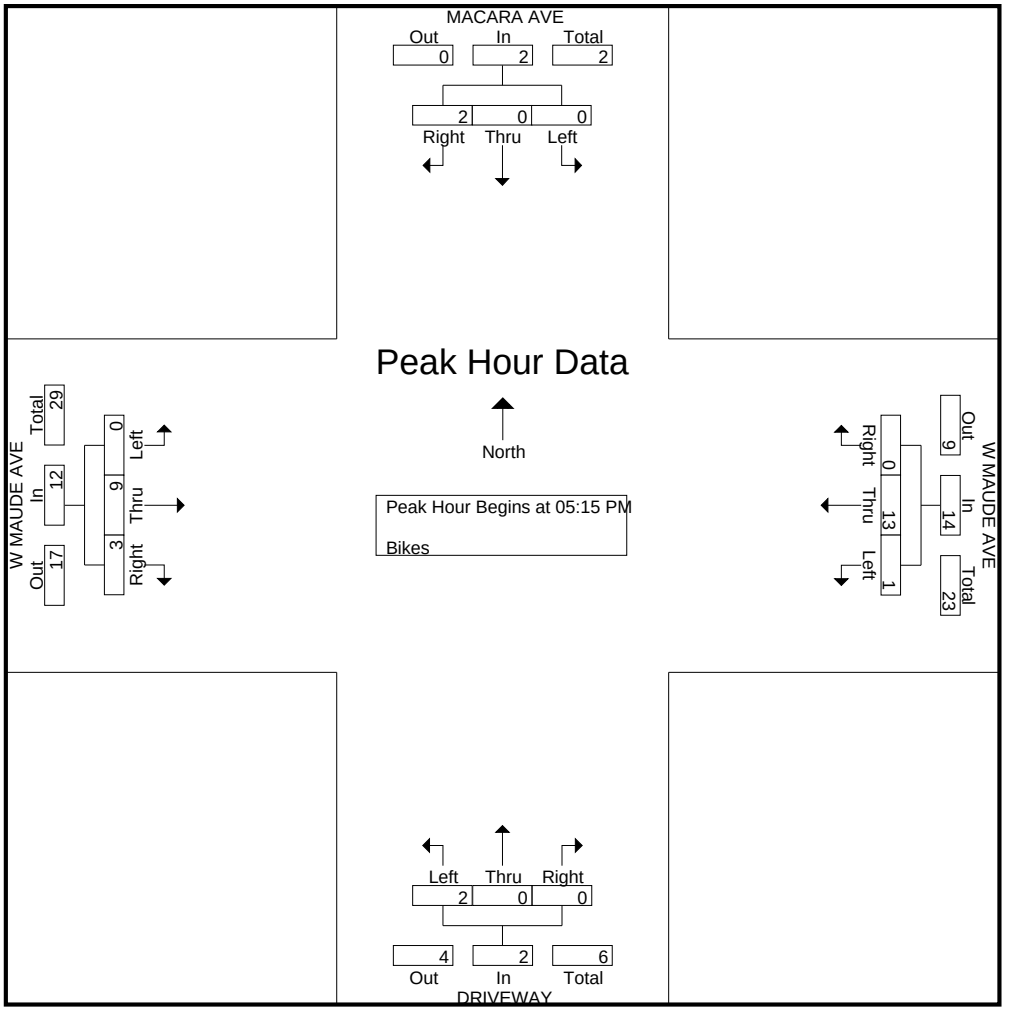

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File Name : 7AM FINAL
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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					W MAUDE AVE Westbound					N MARY AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	3	1	0	9	10	66	13	0	89	14	13	19	0	46	5	25	2	1	33	177
07:15 AM	3	5	1	2	11	6	89	19	3	117	10	21	25	6	62	10	41	3	2	56	246
07:30 AM	6	10	3	4	23	14	115	26	1	156	18	17	22	7	64	8	38	3	2	51	294
07:45 AM	2	5	6	1	14	25	143	32	4	204	27	23	57	7	114	17	48	6	2	73	405
Total	16	23	11	7	57	55	413	90	8	566	69	74	123	20	286	40	152	14	7	213	1122
08:00 AM	8	11	6	3	28	21	159	23	1	204	26	24	33	1	84	12	49	7	2	70	386
08:15 AM	6	6	5	4	21	32	163	39	6	240	47	47	53	10	157	23	67	12	1	103	521
08:30 AM	12	14	7	0	33	27	139	30	6	202	42	50	68	5	165	31	51	5	2	89	489
08:45 AM	6	12	3	2	23	37	169	36	8	250	55	50	66	13	184	28	69	14	1	112	569
Total	32	43	21	9	105	117	630	128	21	896	170	171	220	29	590	94	236	38	6	374	1965
09:00 AM	9	14	9	6	38	37	131	30	8	206	42	80	82	26	230	43	69	5	8	125	599
09:15 AM	11	10	9	3	33	29	146	40	5	220	62	84	77	28	251	36	90	16	6	148	652
09:30 AM	11	14	9	4	38	26	108	26	15	175	64	76	54	34	228	39	124	8	8	179	620
09:45 AM	12	8	11	8	39	40	107	37	22	206	66	43	54	14	177	43	105	18	7	173	595
Total	43	46	38	21	148	132	492	133	50	807	234	283	267	102	886	161	388	47	29	625	2466
Grand Total	91	112	70	37	310	304	1535	351	79	2269	473	528	610	151	1762	295	776	99	42	1212	5553
Apprch %	29.4	36.1	22.6	11.9		13.4	67.7	15.5	3.5		26.8	30	34.6	8.6		24.3	64	8.2	3.5		
Total %	1.6	2	1.3	0.7	5.6	5.5	27.6	6.3	1.4	40.9	8.5	9.5	11	2.7	31.7	5.3	14	1.8	0.8	21.8	
Lights	84	109	64	37	294	282	1503	339	79	2203	468	513	605	151	1737	286	720	97	42	1145	5379
% Lights	92.3	97.3	91.4	100	94.8	92.8	97.9	96.6	100	97.1	98.9	97.2	99.2	100	98.6	96.9	92.8	98	100	94.5	96.9
Buses	5	1	0	0	6	17	14	4	0	35	0	8	0	0	8	4	43	2	0	49	98
% Buses	5.5	0.9	0	0	1.9	5.6	0.9	1.1	0	1.5	0	1.5	0	0	0.5	1.4	5.5	2	0	4	1.8
Trucks	2	2	6	0	10	5	18	8	0	31	5	7	5	0	17	5	13	0	0	18	76
% Trucks	2.2	1.8	8.6	0	3.2	1.6	1.2	2.3	0	1.4	1.1	1.3	0.8	0	1	1.7	1.7	0	0	1.5	1.4

	N MARY AVE Southbound				W MAUDE AVE Westbound				N MARY AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	6	12	3	21	**37**	**169**	36	**242**	55	50	66	171	28	69	14	111	545
09:00 AM	9	**14**	**9**	32	37	131	30	198	42	80	**82**	204	**43**	69	5	117	551
09:15 AM	**11**	10	9	30	29	146	**40**	215	62	**84**	77	**223**	36	90	**16**	142	**610**
09:30 AM	11	14	9	**34**	26	108	26	160	**64**	76	54	194	39	**124**	8	**171**	559
Total Volume	37	50	30	117	129	554	132	815	223	290	279	792	146	352	43	541	2265
% App. Total	31.6	42.7	25.6		15.8	68	16.2		28.2	36.6	35.2		27	65.1	7.9		
PHF	.841	.893	.833	.860	.872	.820	.825	.842	.871	.863	.851	.888	.849	.710	.672	.791	.928

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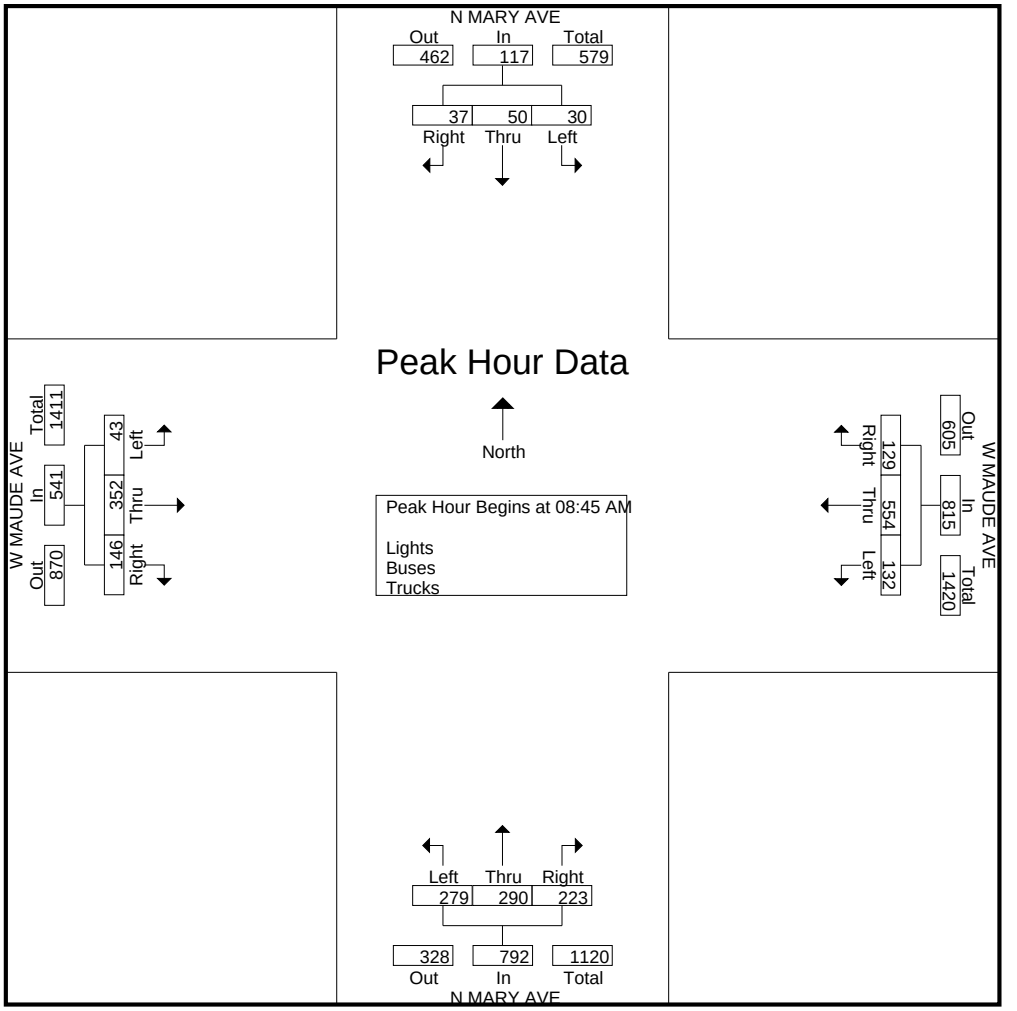

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File Name : 7AM FINAL
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Groups Printed- Bikes

	N MARY AVE Southbound					W MAUDE AVE Westbound					N MARY AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	5
07:45 AM	0	0	0	0	0	1	7	0	0	8	0	0	2	0	2	0	4	1	0	5	15
Total	0	0	0	0	0	1	13	0	0	14	0	4	2	0	6	0	6	1	0	7	27
08:00 AM	1	1	0	0	2	0	4	1	0	5	0	1	0	0	1	1	2	0	0	3	11
08:15 AM	0	0	0	0	0	0	6	1	0	7	0	1	0	0	1	1	3	0	0	4	12
08:30 AM	0	0	0	0	0	0	12	0	0	12	3	2	2	0	7	0	4	0	0	4	23
08:45 AM	0	0	0	0	0	1	11	1	0	13	2	1	0	0	3	1	9	1	0	11	27
Total	1	1	0	0	2	1	33	3	0	37	5	5	2	0	12	3	18	1	0	22	73
09:00 AM	0	0	0	0	0	0	5	1	0	6	6	1	0	0	7	0	10	0	0	10	23
09:15 AM	0	0	0	0	0	0	7	0	0	7	2	3	1	0	6	0	7	0	0	7	20
09:30 AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	13	1	0	14	24
09:45 AM	0	0	0	0	0	0	6	1	0	7	0	1	0	0	1	0	6	1	0	7	15
Total	0	0	0	0	0	1	27	2	0	30	8	5	1	0	14	0	36	2	0	38	82
Grand Total	1	1	0	0	2	3	73	5	0	81	13	14	5	0	32	3	60	4	0	67	182
Apprch %	50	50	0	0		3.7	90.1	6.2	0		40.6	43.8	15.6	0		4.5	89.6	6	0		
Total %	0.5	0.5	0	0	1.1	1.6	40.1	2.7	0	44.5	7.1	7.7	2.7	0	17.6	1.6	33	2.2	0	36.8	

	N MARY AVE Southbound				W MAUDE AVE Westbound				N MARY AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	**1**	**11**	**1**	**13**	2	1	0	3	**1**	9	**1**	11	**27**
09:00 AM	0	0	0	0	0	5	1	6	**6**	1	0	**7**	0	10	0	10	23
09:15 AM	0	0	0	0	0	7	0	7	2	**3**	**1**	6	0	7	0	7	20
09:30 AM	0	0	0	0	1	9	0	10	0	0	0	0	0	**13**	1	**14**	24
Total Volume	0	0	0	0	2	32	2	36	10	5	1	16	1	39	2	42	94
% App. Total	0	0	0		5.6	88.9	5.6		62.5	31.2	6.2		2.4	92.9	4.8		
PHF	.000	.000	.000	.000	.500	.727	.500	.692	.417	.417	.250	.571	.250	.750	.500	.750	.870

Traffic Data Service

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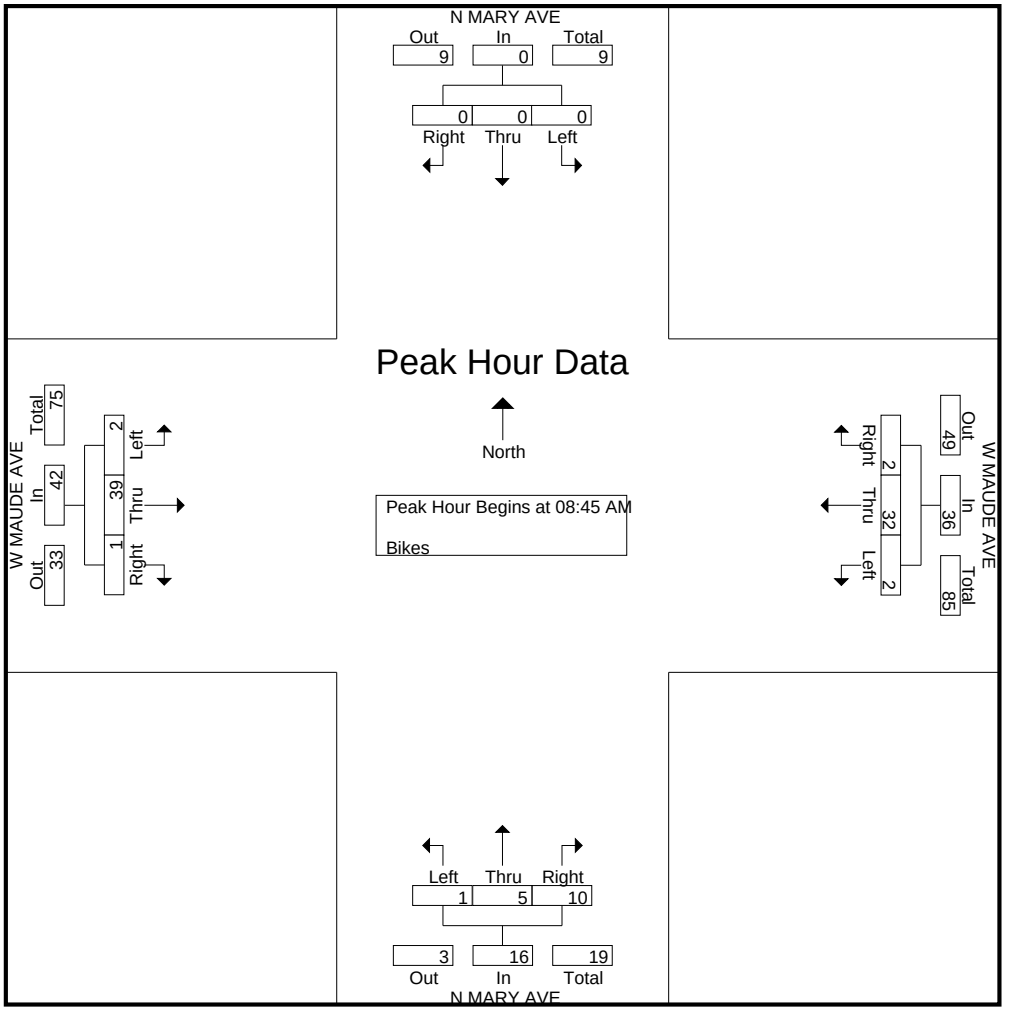

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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					W MAUDE AVE Westbound					N MARY AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	30	18	9	66	9	70	30	13	122	25	13	25	8	71	61	97	5	9	172	431
04:15 PM	17	36	13	5	71	13	62	40	13	128	40	10	23	5	78	33	79	8	4	124	401
04:30 PM	14	35	15	2	66	9	51	35	18	113	32	7	27	6	72	64	99	1	2	166	417
04:45 PM	13	50	21	2	86	10	53	53	8	124	42	4	23	10	79	47	105	4	1	157	446
Total	53	151	67	18	289	41	236	158	52	487	139	34	98	29	300	205	380	18	16	619	1695
05:00 PM	13	80	36	4	133	9	85	66	5	165	31	7	37	10	85	106	154	13	1	274	657
05:15 PM	20	76	22	3	121	10	85	83	7	185	44	10	25	5	84	100	150	10	4	264	654
05:30 PM	23	80	23	4	130	8	79	89	5	181	49	19	18	4	90	133	150	11	3	297	698
05:45 PM	23	90	21	1	135	12	98	96	1	207	44	9	30	7	90	101	117	7	2	227	659
Total	79	326	102	12	519	39	347	334	18	738	168	45	110	26	349	440	571	41	10	1062	2668
06:00 PM	17	59	24	3	103	3	76	83	6	168	49	14	29	4	96	91	137	11	1	240	607
06:15 PM	14	60	13	6	93	8	81	76	6	171	29	5	21	3	58	79	112	4	5	200	522
06:30 PM	8	39	11	4	62	7	62	53	1	123	27	11	17	5	60	90	107	7	3	207	452
06:45 PM	14	30	21	4	69	6	54	39	1	100	31	7	23	3	64	63	94	4	1	162	395
Total	53	188	69	17	327	24	273	251	14	562	136	37	90	15	278	323	450	26	10	809	1976
Grand Total	185	665	238	47	1135	104	856	743	84	1787	443	116	298	70	927	968	1401	85	36	2490	6339
Apprch %	16.3	58.6	21	4.1		5.8	47.9	41.6	4.7		47.8	12.5	32.1	7.6		38.9	56.3	3.4	1.4		
Total %	2.9	10.5	3.8	0.7	17.9	1.6	13.5	11.7	1.3	28.2	7	1.8	4.7	1.1	14.6	15.3	22.1	1.3	0.6	39.3	
Lights	183	661	236	47	1127	52	848	728	84	1712	436	111	298	70	915	957	1349	81	36	2423	6177
% Lights	98.9	99.4	99.2	100	99.3	50	99.1	98	100	95.8	98.4	95.7	100	100	98.7	98.9	96.3	95.3	100	97.3	97.4
Buses	1	2	0	0	3	52	5	11	0	68	1	4	0	0	5	9	45	2	0	56	132
% Buses	0.5	0.3	0	0	0.3	50	0.6	1.5	0	3.8	0.2	3.4	0	0	0.5	0.9	3.2	2.4	0	2.2	2.1
Trucks	1	2	2	0	5	0	3	4	0	7	6	1	0	0	7	2	7	2	0	11	30
% Trucks	0.5	0.3	0.8	0	0.4	0	0.4	0.5	0	0.4	1.4	0.9	0	0	0.8	0.2	0.5	2.4	0	0.4	0.5

	N MARY AVE Southbound				W MAUDE AVE Westbound				N MARY AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	80	**36**	129	9	85	66	160	31	7	**37**	75	106	**154**	**13**	273	637
05:15 PM	20	76	22	118	10	85	83	178	44	10	25	79	100	150	10	260	635
05:30 PM	**23**	80	23	126	8	79	89	176	**49**	**19**	18	**86**	**133**	150	11	**294**	**682**
05:45 PM	23	**90**	21	**134**	**12**	**98**	**96**	**206**	44	9	30	83	101	117	7	225	648
Total Volume	79	326	102	507	39	347	334	720	168	45	110	323	440	571	41	1052	2602
% App. Total	15.6	64.3	20.1		5.4	48.2	46.4		52	13.9	34.1		41.8	54.3	3.9		
PHF	.859	.906	.708	.946	.813	.885	.870	.874	.857	.592	.743	.939	.827	.927	.788	.895	.954

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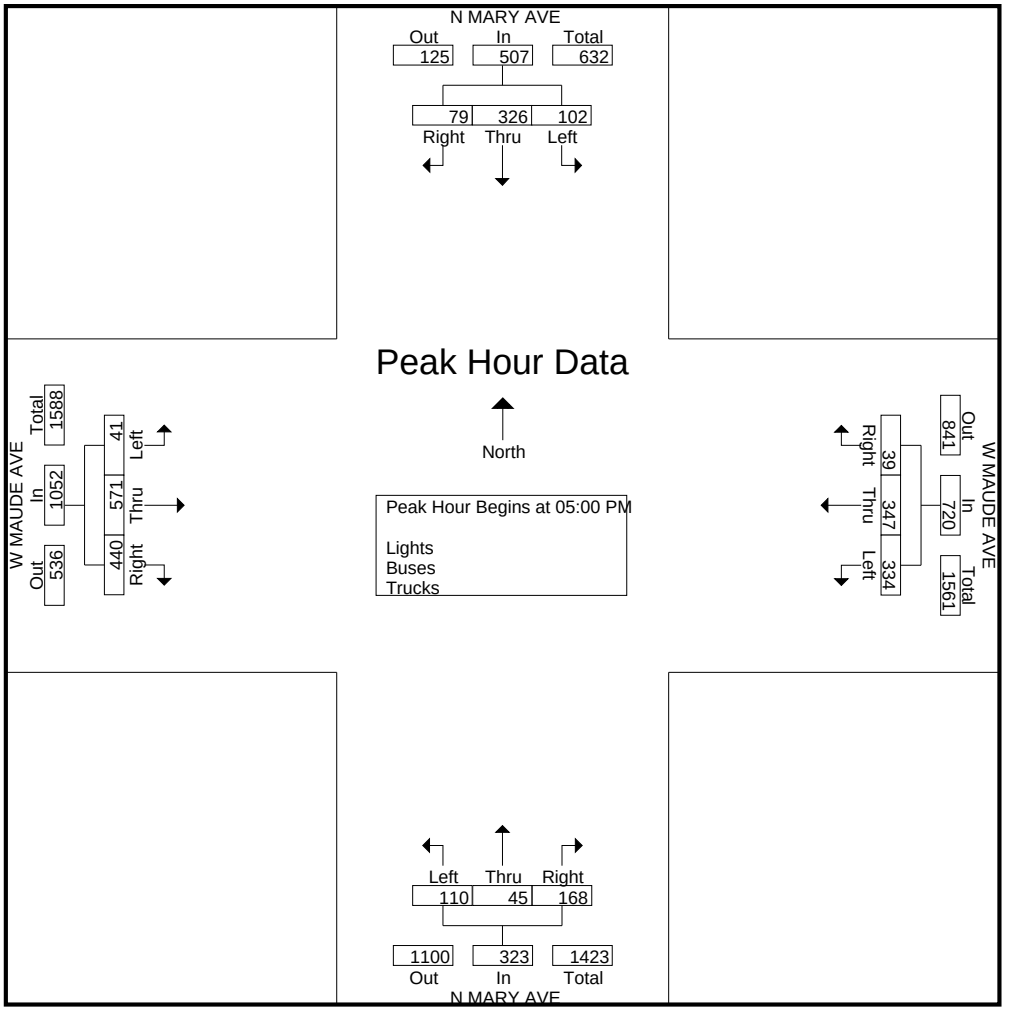

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Groups Printed- Bikes

	N MARY AVE Southbound					W MAUDE AVE Westbound					N MARY AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	9	1	0	10	0	0	0	0	0	2	7	0	0	9	20
04:15 PM	2	2	0	0	4	0	4	0	0	4	2	0	0	0	2	0	4	0	0	4	14
04:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
04:45 PM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	11
Total	3	5	0	0	8	0	19	1	0	20	2	0	0	0	2	2	20	0	0	22	52
05:00 PM	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	18
05:15 PM	1	1	1	0	3	0	8	2	0	10	1	0	1	0	2	0	11	0	0	11	26
05:30 PM	2	1	2	0	5	0	2	4	0	6	0	0	1	0	1	0	6	0	0	6	18
05:45 PM	0	2	0	0	2	0	3	3	0	6	0	0	0	0	0	0	8	0	0	8	16
Total	3	5	4	0	12	0	17	9	0	26	1	0	2	0	3	0	37	0	0	37	78
06:00 PM	0	2	0	0	2	0	9	2	0	11	0	0	0	0	0	1	5	0	0	6	19
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
06:30 PM	0	3	0	0	3	0	6	1	0	7	0	0	0	0	0	2	5	0	0	7	17
06:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	11	0	0	11	14
Total	0	7	0	0	7	0	19	3	0	22	1	0	0	0	1	3	25	0	0	28	58
Grand Total	6	17	4	0	27	0	55	13	0	68	4	0	2	0	6	5	82	0	0	87	188
Apprch %	22.2	63	14.8	0		0	80.9	19.1	0		66.7	0	33.3	0		5.7	94.3	0	0		
Total %	3.2	9	2.1	0	14.4	0	29.3	6.9	0	36.2	2.1	0	1.1	0	3.2	2.7	43.6	0	0	46.3	

	N MARY AVE Southbound				W MAUDE AVE Westbound				N MARY AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	1	1	1	3	0	8	2	10	**1**	0	**1**	**2**	0	**11**	0	**11**	**26**
05:30 PM	**2**	1	**2**	**5**	0	2	**4**	6	0	0	1	1	0	6	0	6	18
05:45 PM	0	**2**	0	2	0	3	3	6	0	0	0	0	0	8	0	8	16
06:00 PM	0	2	0	2	0	**9**	2	**11**	0	0	0	0	**1**	5	0	6	19
Total Volume	3	6	3	12	0	22	11	33	1	0	2	3	1	30	0	31	79
% App. Total	25	50	25		0	66.7	33.3		33.3	0	66.7		3.2	96.8	0		
PHF	.375	.750	.375	.600	.000	.611	.688	.750	.250	.000	.500	.375	.250	.682	.000	.705	.760

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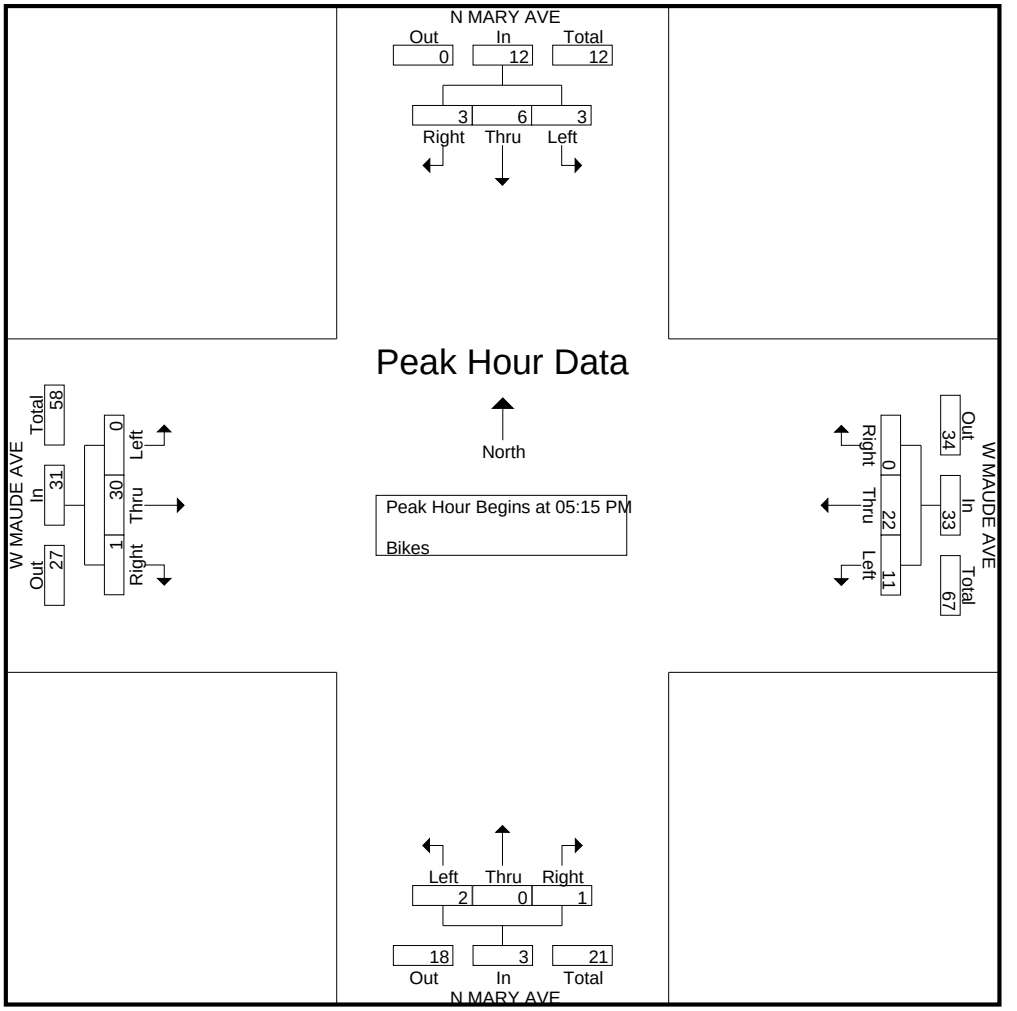

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File Name : 8AM FINAL
Site Code : 00000008
Start Date : 4/20/2017
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W MAUDE AVE Westbound					N MATHILDA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	44	187	25	1	257	49	35	34	4	122	8	195	33	1	237	8	14	9	0	31	647
07:15 AM	56	193	50	7	306	60	53	34	4	151	19	330	56	1	406	5	11	10	0	26	889
07:30 AM	56	151	35	6	248	42	56	24	3	125	16	405	64	1	486	11	11	9	1	32	891
07:45 AM	80	183	29	2	294	22	60	33	2	117	12	509	112	1	634	11	14	13	1	39	1084
Total	236	714	139	16	1105	173	204	125	13	515	55	1439	265	4	1763	35	50	41	2	128	3511
08:00 AM	72	170	32	4	278	83	108	33	5	229	8	471	100	2	581	20	8	17	1	46	1134
08:15 AM	73	180	31	6	290	79	73	29	5	186	18	595	116	8	737	14	17	20	7	58	1271
08:30 AM	75	144	33	8	260	71	86	31	4	192	8	590	138	7	743	19	18	16	6	59	1254
08:45 AM	99	179	34	8	320	75	116	22	9	222	17	534	146	8	705	30	17	17	7	71	1318
Total	319	673	130	26	1148	308	383	115	23	829	51	2190	500	25	2766	83	60	70	21	234	4977
09:00 AM	113	224	35	9	381	65	72	39	10	186	9	533	148	6	696	23	26	18	7	74	1337
09:15 AM	114	199	24	19	356	70	87	28	8	193	6	569	148	6	729	28	18	29	9	84	1362
09:30 AM	90	228	25	12	355	62	85	19	7	173	12	510	173	2	697	26	19	29	2	76	1301
09:45 AM	112	239	37	27	415	61	91	26	14	192	16	403	138	12	569	33	25	27	7	92	1268
Total	429	890	121	67	1507	258	335	112	39	744	43	2015	607	26	2691	110	88	103	25	326	5268
Grand Total	984	2277	390	109	3760	739	922	352	75	2088	149	5644	1372	55	7220	228	198	214	48	688	13756
Apprch %	26.2	60.6	10.4	2.9		35.4	44.2	16.9	3.6		2.1	78.2	19	0.8		33.1	28.8	31.1	7		
Total %	7.2	16.6	2.8	0.8	27.3	5.4	6.7	2.6	0.5	15.2	1.1	41	10	0.4	52.5	1.7	1.4	1.6	0.3	5	
Lights	964	2184	370	108	3626	717	910	339	75	2041	138	5562	1349	55	7104	210	193	191	48	642	13413
% Lights	98	95.9	94.9	99.1	96.4	97	98.7	96.3	100	97.7	92.6	98.5	98.3	100	98.4	92.1	97.5	89.3	100	93.3	97.5
Buses	5	35	11	0	51	1	4	5	0	10	4	18	15	0	37	6	0	11	0	17	115
% Buses	0.5	1.5	2.8	0	1.4	0.1	0.4	1.4	0	0.5	2.7	0.3	1.1	0	0.5	2.6	0	5.1	0	2.5	0.8
Trucks	15	58	9	1	83	21	8	8	0	37	7	64	8	0	79	12	5	12	0	29	228
% Trucks	1.5	2.5	2.3	0.9	2.2	2.8	0.9	2.3	0	1.8	4.7	1.1	0.6	0	1.1	5.3	2.5	5.6	0	4.2	1.7

	N MATHILDA AVE Southbound				W MAUDE AVE Westbound				N MATHILDA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	99	179	34	312	**75**	**116**	22	**213**	**17**	534	146	697	**30**	17	17	64	1286
09:00 AM	113	224	**35**	**372**	65	72	**39**	176	9	533	148	690	23	**26**	18	67	1305
09:15 AM	**114**	199	24	337	70	87	28	185	6	**569**	148	**723**	28	18	**29**	**75**	**1320**
09:30 AM	90	**228**	25	343	62	85	19	166	12	510	**173**	695	26	19	29	74	1278
Total Volume	416	830	118	1364	272	360	108	740	44	2146	615	2805	107	80	93	280	5189
% App. Total	30.5	60.9	8.7		36.8	48.6	14.6		1.6	76.5	21.9		38.2	28.6	33.2		
PHF	.912	.910	.843	.917	.907	.776	.692	.869	.647	.943	.889	.970	.892	.769	.802	.933	.983

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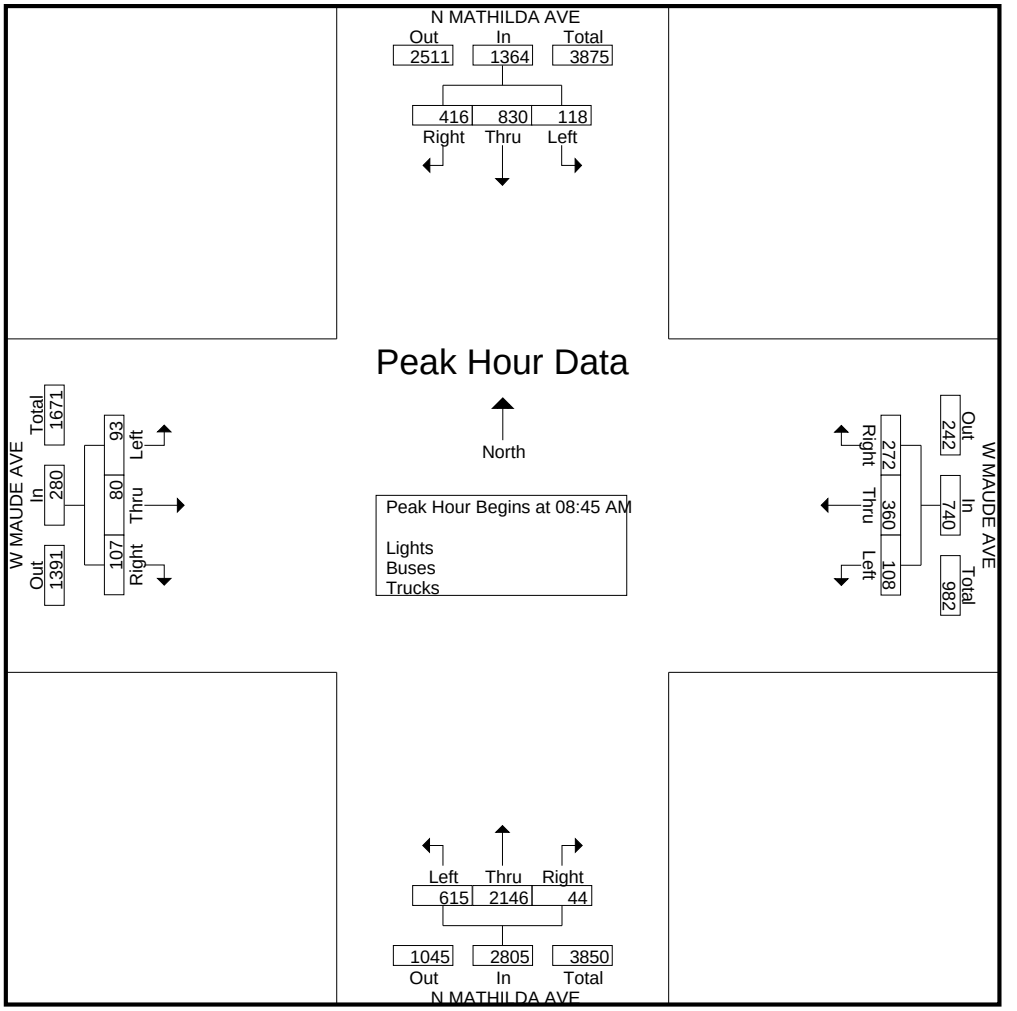

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W MAUDE AVE Westbound					N MATHILDA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	4	2	0	0	6	1	1	0	0	2	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	9
08:15 AM	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	0	1	0	0	1	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	12
08:45 AM	0	0	0	0	0	0	12	0	0	12	0	1	0	0	1	0	0	0	0	0	13
Total	0	2	0	0	2	0	39	0	0	39	0	4	0	0	4	0	0	0	0	0	45
09:00 AM	0	0	0	0	0	0	5	1	0	6	0	1	0	0	1	0	0	0	0	0	7
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	5
09:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	9	1	0	10	0	6	1	0	7	0	1	0	0	1	18
Grand Total	0	2	0	0	2	4	50	1	0	55	1	11	1	0	13	0	1	0	0	1	71
Apprch %	0	100	0	0		7.3	90.9	1.8	0		7.7	84.6	7.7	0		0	100	0	0		
Total %	0	2.8	0	0	2.8	5.6	70.4	1.4	0	77.5	1.4	15.5	1.4	0	18.3	0	1.4	0	0	1.4	

	N MATHILDA AVE Southbound				W MAUDE AVE Westbound				N MATHILDA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	7	0	7	0	**2**	0	**2**	0	0	0	0	9
08:15 AM	0	**1**	0	**1**	0	10	0	10	0	0	0	0	0	0	0	0	11
08:30 AM	0	1	0	1	0	10	0	10	0	1	0	1	0	0	0	0	12
08:45 AM	0	0	0	0	0	**12**	0	**12**	0	1	0	1	0	0	0	0	**13**
Total Volume	0	2	0	2	0	39	0	39	0	4	0	4	0	0	0	0	45
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.813	.000	.813	.000	.500	.000	.500	.000	.000	.000	.000	.865

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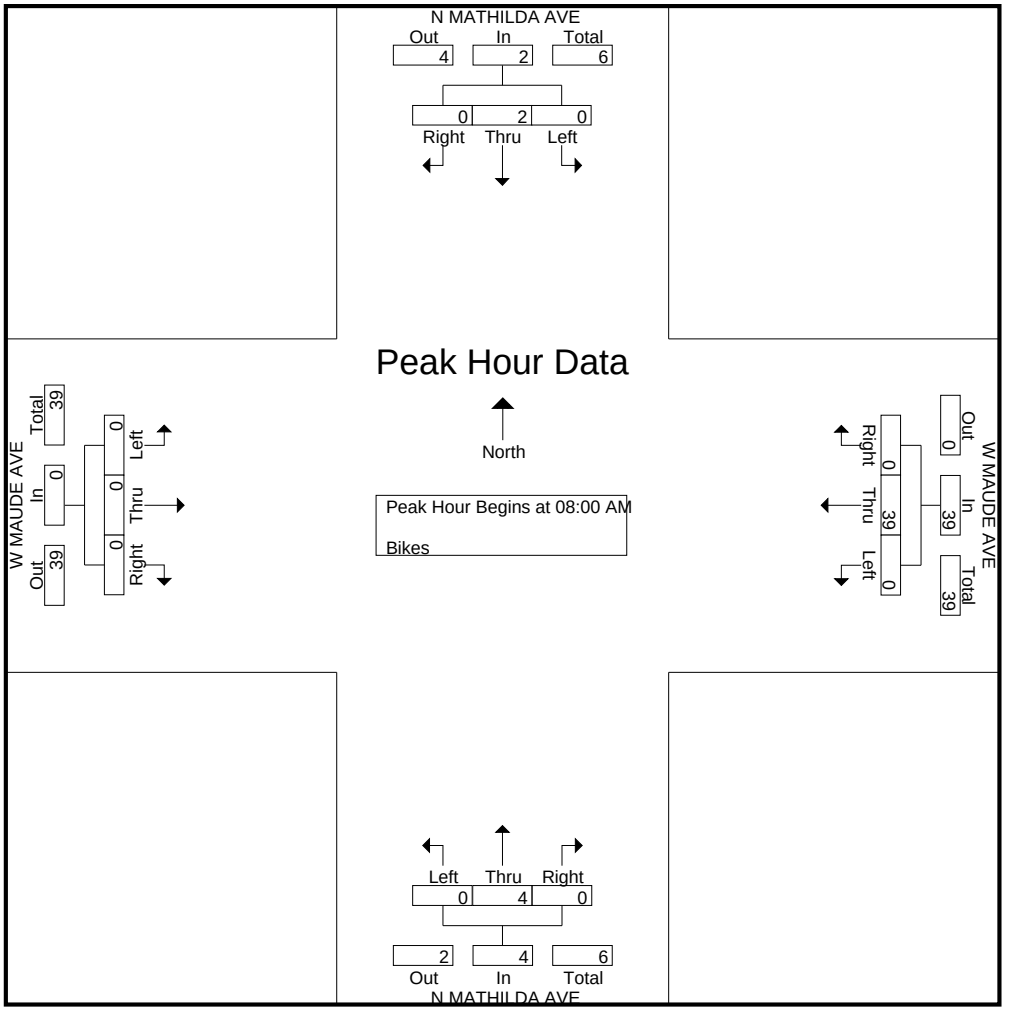

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W MAUDE AVE Westbound					N MATHILDA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	366	55	3	441	31	19	20	4	74	23	156	29	0	208	78	47	54	0	179	902
04:15 PM	26	441	55	6	528	24	16	19	5	64	29	197	24	0	250	94	59	55	0	208	1050
04:30 PM	21	423	75	8	527	42	32	29	7	110	24	153	29	0	206	123	72	63	0	258	1101
04:45 PM	31	564	63	2	660	31	25	26	6	88	30	185	36	0	251	142	54	53	0	249	1248
Total	95	1794	248	19	2156	128	92	94	22	336	106	691	118	0	915	437	232	225	0	894	4301
05:00 PM	35	534	55	4	628	35	26	26	8	95	25	215	22	15	277	188	99	101	19	407	1407
05:15 PM	38	497	91	7	633	37	32	22	10	101	31	165	20	16	232	194	98	85	6	383	1349
05:30 PM	36	522	70	12	640	41	25	26	7	99	37	225	20	10	292	172	87	96	13	368	1399
05:45 PM	34	390	94	20	538	38	25	24	10	97	33	166	27	13	239	140	101	103	10	354	1228
Total	143	1943	310	43	2439	151	108	98	35	392	126	771	89	54	1040	694	385	385	48	1512	5383
06:00 PM	43	556	103	8	710	25	31	18	4	78	22	185	43	7	257	120	75	65	14	274	1319
06:15 PM	35	541	72	7	655	24	16	33	8	81	24	208	28	10	270	146	88	85	13	332	1338
06:30 PM	33	440	75	10	558	31	43	27	18	119	27	177	22	11	237	108	90	67	16	281	1195
06:45 PM	24	501	82	3	610	34	28	26	16	104	28	176	24	9	237	84	56	53	6	199	1150
Total	135	2038	332	28	2533	114	118	104	46	382	101	746	117	37	1001	458	309	270	49	1086	5002
Grand Total	373	5775	890	90	7128	393	318	296	103	1110	333	2208	324	91	2956	1589	926	880	97	3492	14686
Apprch %	5.2	81	12.5	1.3		35.4	28.6	26.7	9.3		11.3	74.7	11	3.1		45.5	26.5	25.2	2.8		
Total %	2.5	39.3	6.1	0.6	48.5	2.7	2.2	2	0.7	7.6	2.3	15	2.2	0.6	20.1	10.8	6.3	6	0.7	23.8	
Lights	360	5710	877	90	7037	390	315	294	103	1102	330	2180	307	91	2908	1581	923	876	97	3477	14524
% Lights	96.5	98.9	98.5	100	98.7	99.2	99.1	99.3	100	99.3	99.1	98.7	94.8	100	98.4	99.5	99.7	99.5	100	99.6	98.9
Buses	9	50	9	0	68	1	2	1	0	4	0	17	16	0	33	6	3	0	0	9	114
% Buses	2.4	0.9	1	0	1	0.3	0.6	0.3	0	0.4	0	0.8	4.9	0	1.1	0.4	0.3	0	0	0.3	0.8
Trucks	4	15	4	0	23	2	1	1	0	4	3	11	1	0	15	2	0	4	0	6	48
% Trucks	1.1	0.3	0.4	0	0.3	0.5	0.3	0.3	0	0.4	0.9	0.5	0.3	0	0.5	0.1	0	0.5	0	0.2	0.3

	N MATHILDA AVE Southbound				W MAUDE AVE Westbound				N MATHILDA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	**564**	63	**658**	31	25	**26**	82	30	185	**36**	251	142	54	53	249	1240
05:00 PM	35	534	55	624	35	26	26	87	25	215	22	262	188	**99**	**101**	**388**	**1361**
05:15 PM	**38**	497	**91**	626	37	**32**	22	91	31	165	20	216	**194**	98	85	377	1310
05:30 PM	36	522	70	628	**41**	25	26	**92**	**37**	**225**	20	**282**	172	87	96	355	1357
Total Volume	140	2117	279	2536	144	108	100	352	123	790	98	1011	696	338	335	1369	5268
% App. Total	5.5	83.5	11		40.9	30.7	28.4		12.2	78.1	9.7		50.8	24.7	24.5		
PHF	.921	.938	.766	.964	.878	.844	.962	.957	.831	.878	.681	.896	.897	.854	.829	.882	.968

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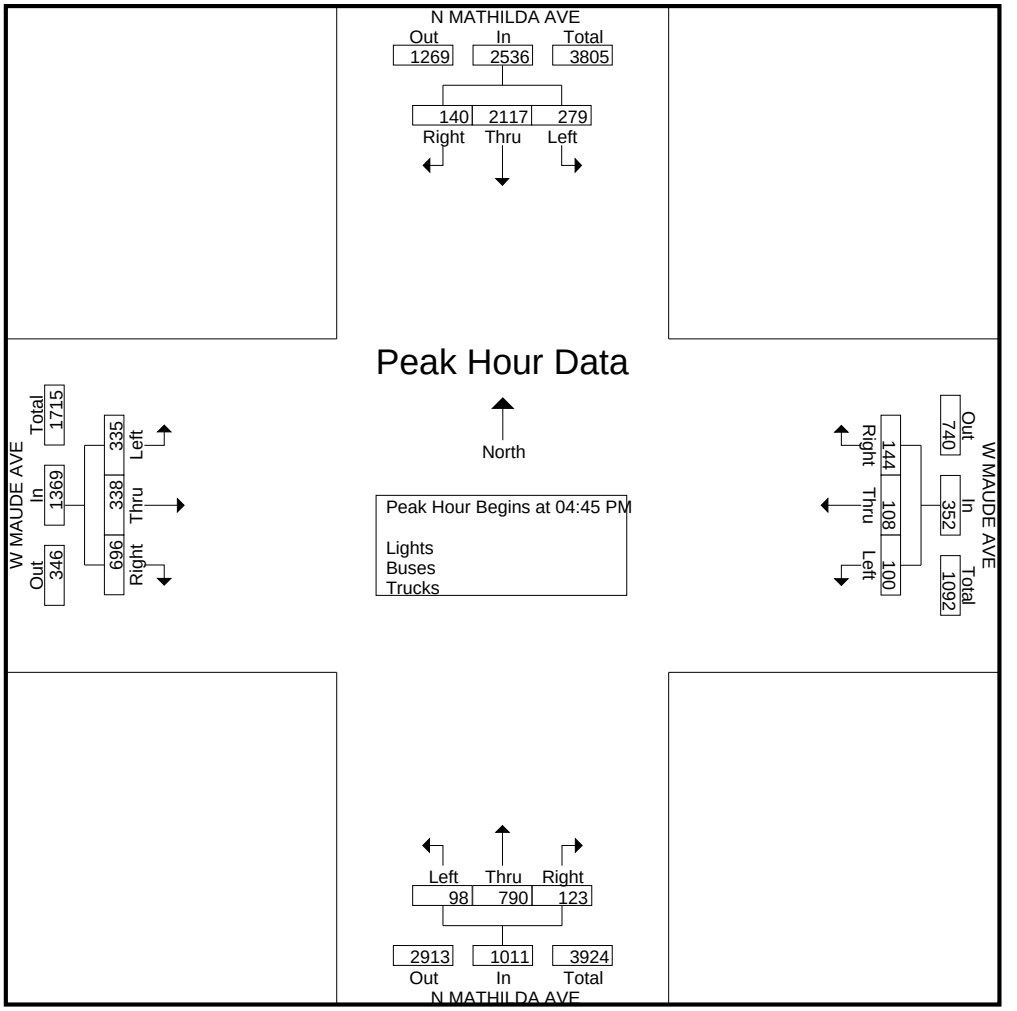

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W MAUDE AVE Westbound					N MATHILDA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	6
Total	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	4	6	0	0	10	14
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	4	0	0	7	8
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	0	6	0	0	6	0	0	0	0	0	3	5	0	0	8	16
06:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	15
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	21	1	0	22	27
Grand Total	0	4	1	0	5	1	10	0	0	11	1	0	0	0	1	7	32	1	0	40	57
Apprch %	0	80	20	0		9.1	90.9	0	0		100	0	0	0		17.5	80	2.5	0		
Total %	0	7	1.8	0	8.8	1.8	17.5	0	0	19.3	1.8	0	0	0	1.8	12.3	56.1	1.8	0	70.2	

	N MATHILDA AVE Southbound				W MAUDE AVE Westbound				N MATHILDA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	**2**	0	**2**	0	**2**	0	**2**	0	0	0	0	0	**11**	0	**11**	**15**
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	**1**	5	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total Volume	0	3	0	3	0	2	0	2	0	0	0	0	0	21	1	22	27
% App. Total	0	100	0		0	100	0		0	0	0		0	95.5	4.5		
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	.000	.477	.250	.500	.450

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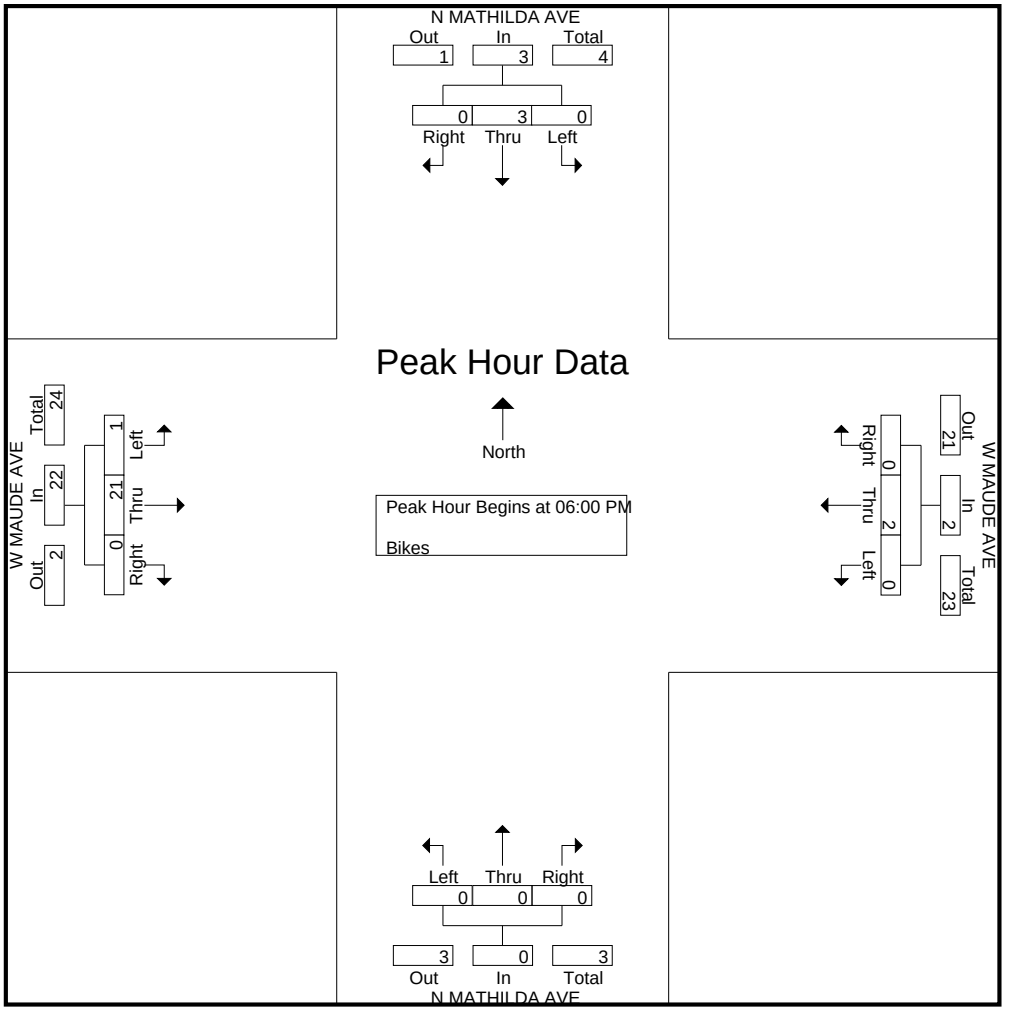

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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 4/18/2017
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Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	17	9	1	31	17	46	24	1	88	18	10	16	0	44	8	23	7	2	40	203
07:15 AM	5	20	7	0	32	14	65	25	1	105	24	14	14	0	52	31	35	12	3	81	270
07:30 AM	10	70	9	4	93	17	63	15	3	98	19	22	20	1	62	26	38	18	2	84	337
07:45 AM	10	40	9	4	63	39	80	25	1	145	21	21	30	1	73	36	51	16	6	109	390
Total	29	147	34	9	219	87	254	89	6	436	82	67	80	2	231	101	147	53	13	314	1200
08:00 AM	7	42	7	1	57	31	79	16	2	128	23	50	37	1	111	35	63	22	4	124	420
08:15 AM	11	27	12	1	51	27	79	17	2	125	40	47	36	2	125	23	77	19	2	121	422
08:30 AM	14	31	17	3	65	42	90	11	4	147	60	67	30	1	158	29	79	30	6	144	514
08:45 AM	11	45	16	1	73	43	88	16	4	151	43	52	38	2	135	31	76	25	1	133	492
Total	43	145	52	6	246	143	336	60	12	551	166	216	141	6	529	118	295	96	13	522	1848
09:00 AM	12	33	20	3	68	48	68	23	0	139	47	65	26	0	138	16	68	18	3	105	450
09:15 AM	10	23	18	0	51	27	68	11	1	107	49	31	34	0	114	19	78	24	5	126	398
09:30 AM	21	25	16	2	64	30	50	19	2	101	21	25	27	2	75	22	94	23	1	140	380
09:45 AM	16	33	9	1	59	29	62	12	1	104	39	33	23	2	97	29	52	11	3	95	355
Total	59	114	63	6	242	134	248	65	4	451	156	154	110	4	424	86	292	76	12	466	1583
Grand Total	131	406	149	21	707	364	838	214	22	1438	404	437	331	12	1184	305	734	225	38	1302	4631
Apprch %	18.5	57.4	21.1	3		25.3	58.3	14.9	1.5		34.1	36.9	28	1		23.4	56.4	17.3	2.9		
Total %	2.8	8.8	3.2	0.5	15.3	7.9	18.1	4.6	0.5	31.1	8.7	9.4	7.1	0.3	25.6	6.6	15.8	4.9	0.8	28.1	
Lights	123	399	141	21	684	362	805	195	21	1383	394	421	317	12	1144	288	714	220	37	1259	4470
% Lights	93.9	98.3	94.6	100	96.7	99.5	96.1	91.1	95.5	96.2	97.5	96.3	95.8	100	96.6	94.4	97.3	97.8	97.4	96.7	96.5
Buses	4	5	1	0	10	0	15	11	0	26	6	11	1	0	18	6	9	1	0	16	70
% Buses	3.1	1.2	0.7	0	1.4	0	1.8	5.1	0	1.8	1.5	2.5	0.3	0	1.5	2	1.2	0.4	0	1.2	1.5
Trucks	4	2	7	0	13	2	18	8	1	29	4	5	13	0	22	11	11	4	1	27	91
% Trucks	3.1	0.5	4.7	0	1.8	0.5	2.1	3.7	4.5	2	1	1.1	3.9	0	1.9	3.6	1.5	1.8	2.6	2.1	2

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	11	27	12	50	27	79	17	123	40	47	36	123	23	77	19	119	415
08:30 AM	**14**	31	17	62	42	**90**	11	143	**60**	**67**	30	**157**	29	**79**	**30**	**138**	**500**
08:45 AM	11	**45**	16	**72**	43	88	16	**147**	43	52	**38**	133	**31**	76	25	132	484
09:00 AM	12	33	**20**	65	**48**	68	**23**	139	47	65	26	138	16	68	18	102	444
Total Volume	48	136	65	249	160	325	67	552	190	231	130	551	99	300	92	491	1843
% App. Total	19.3	54.6	26.1		29	58.9	12.1		34.5	41.9	23.6		20.2	61.1	18.7		
PHF	.857	.756	.813	.865	.833	.903	.728	.939	.792	.862	.855	.877	.798	.949	.767	.889	.922

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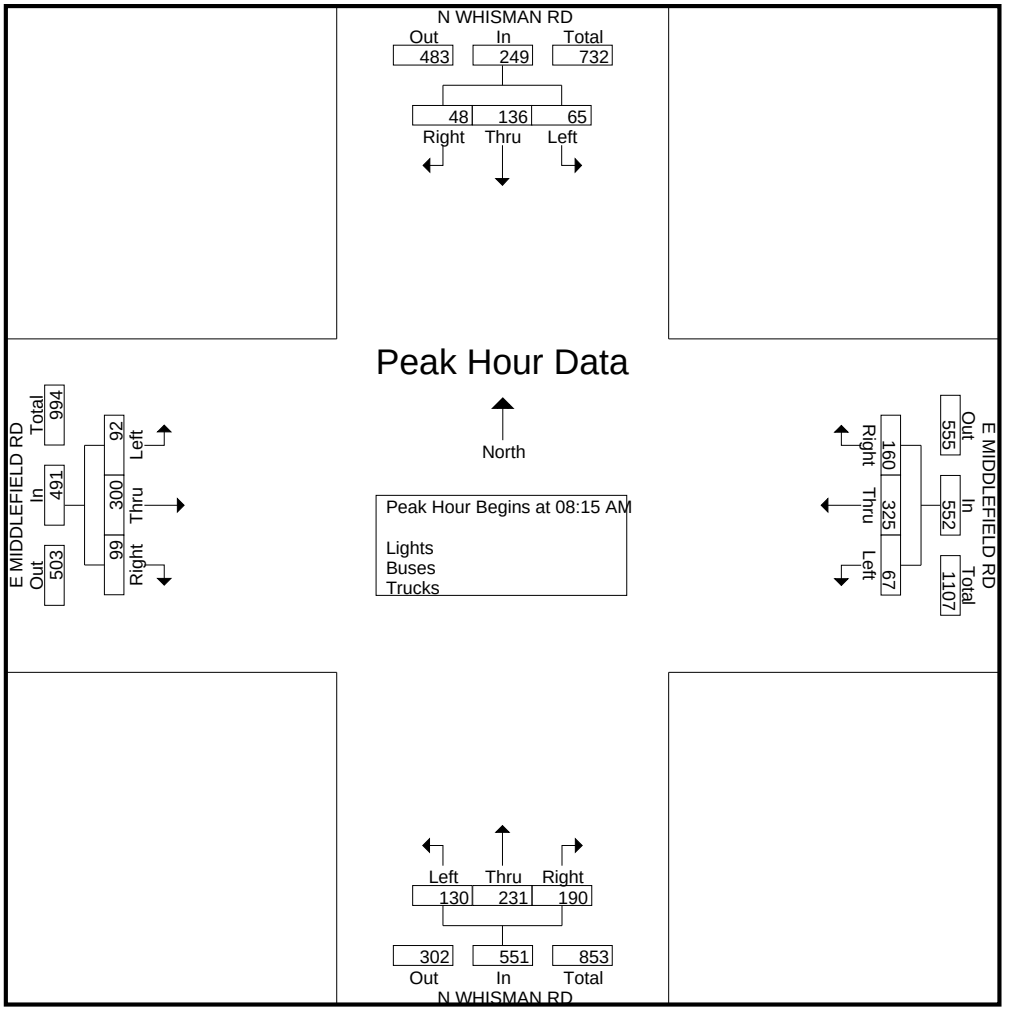

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File Name : 9AM FINAL
Site Code : 00000009
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Groups Printed- Bikes

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	2	0	5	7
Total	0	2	0	0	2	0	0	0	0	0	3	5	0	0	8	0	6	4	0	10	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
08:15 AM	1	1	0	0	2	0	1	0	0	1	1	5	0	0	6	0	3	0	0	3	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	2	1	0	3	7
08:45 AM	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	0	3	0	0	3	8
Total	1	1	0	0	2	0	1	1	0	2	4	10	1	0	15	0	10	1	0	11	30
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
09:15 AM	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	9
09:30 AM	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	4	2	0	6	10
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	6
Total	2	1	0	0	3	0	4	0	0	4	3	6	0	0	9	0	11	2	0	13	29
Grand Total	3	4	0	0	7	0	5	1	0	6	10	21	1	0	32	0	27	7	0	34	79
Apprch %	42.9	57.1	0	0		0	83.3	16.7	0		31.2	65.6	3.1	0		0	79.4	20.6	0		
Total %	3.8	5.1	0	0	8.9	0	6.3	1.3	0	7.6	12.7	26.6	1.3	0	40.5	0	34.2	8.9	0	43	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	**1**	0	**2**	0	**1**	0	**1**	**1**	**5**	0	**6**	0	**3**	0	**3**	**12**
08:30 AM	0	0	0	0	0	0	0	0	1	2	**1**	4	0	2	**1**	3	7
08:45 AM	0	0	0	0	0	0	**1**	1	1	3	0	4	0	3	0	3	8
09:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total Volume	1	1	0	2	0	2	1	3	3	11	1	15	0	10	1	11	31
% App. Total	50	50	0		0	66.7	33.3		20	73.3	6.7		0	90.9	9.1		
PHF	.250	.250	.000	.250	.000	.500	.250	.750	.750	.550	.250	.625	.000	.833	.250	.917	.646

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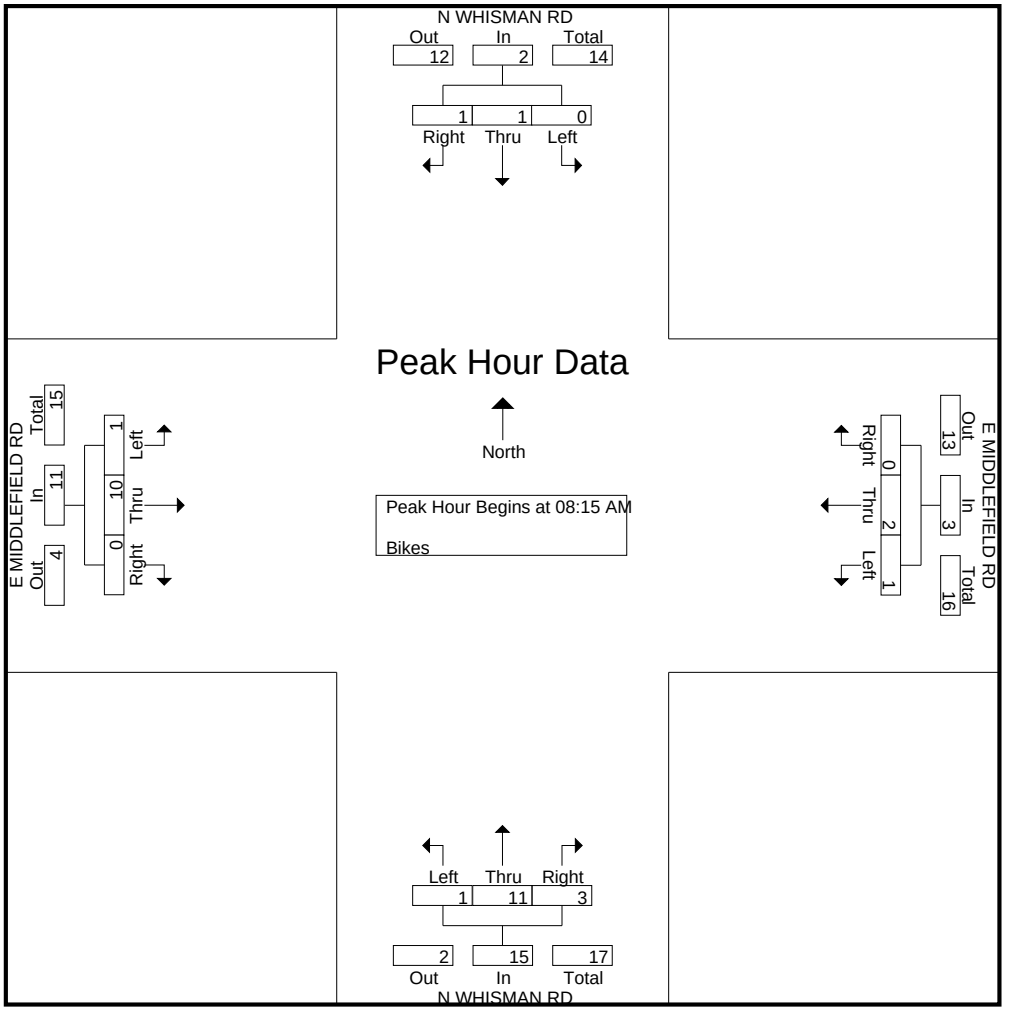

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Groups Printed- Lights - Buses - Trucks

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	33	17	1	59	13	46	26	1	86	7	8	17	1	33	28	52	13	4	97	275
04:15 PM	9	39	20	0	68	12	51	27	2	92	12	13	15	5	45	41	105	19	2	167	372
04:30 PM	19	43	19	2	83	14	77	27	3	121	21	13	12	4	50	45	66	14	8	133	387
04:45 PM	16	50	25	0	91	8	75	45	4	132	11	19	18	2	50	43	91	11	0	145	418
Total	52	165	81	3	301	47	249	125	10	431	51	53	62	12	178	157	314	57	14	542	1452
05:00 PM	22	72	35	1	130	20	116	49	6	191	16	18	25	3	62	53	75	16	9	153	536
05:15 PM	23	80	21	7	131	12	104	62	2	180	12	14	12	0	38	94	78	17	7	196	545
05:30 PM	18	84	19	1	122	10	90	92	1	193	6	19	21	2	48	102	69	28	7	206	569
05:45 PM	14	72	15	2	103	7	103	100	5	215	11	21	25	4	61	82	76	17	4	179	558
Total	77	308	90	11	486	49	413	303	14	779	45	72	83	9	209	331	298	78	27	734	2208
06:00 PM	17	82	18	2	119	9	82	77	1	169	19	26	20	6	71	60	63	20	11	154	513
06:15 PM	9	46	15	4	74	9	86	55	4	154	7	16	19	6	48	52	84	24	1	161	437
06:30 PM	13	31	18	3	65	9	66	32	0	107	12	19	18	2	51	40	53	25	9	127	350
06:45 PM	10	38	18	1	67	13	54	34	1	102	14	11	12	2	39	33	46	18	3	100	308
Total	49	197	69	10	325	40	288	198	6	532	52	72	69	16	209	185	246	87	24	542	1608
Grand Total	178	670	240	24	1112	136	950	626	30	1742	148	197	214	37	596	673	858	222	65	1818	5268
Apprch %	16	60.3	21.6	2.2		7.8	54.5	35.9	1.7		24.8	33.1	35.9	6.2		37	47.2	12.2	3.6		
Total %	3.4	12.7	4.6	0.5	21.1	2.6	18	11.9	0.6	33.1	2.8	3.7	4.1	0.7	11.3	12.8	16.3	4.2	1.2	34.5	
Lights	162	649	235	24	1070	136	942	618	30	1726	135	197	209	37	578	663	841	219	64	1787	5161
% Lights	91	96.9	97.9	100	96.2	100	99.2	98.7	100	99.1	91.2	100	97.7	100	97	98.5	98	98.6	98.5	98.3	98
Buses	14	20	4	0	38	0	5	5	0	10	10	0	4	0	14	7	11	2	0	20	82
% Buses	7.9	3	1.7	0	3.4	0	0.5	0.8	0	0.6	6.8	0	1.9	0	2.3	1	1.3	0.9	0	1.1	1.6
Trucks	2	1	1	0	4	0	3	3	0	6	3	0	1	0	4	3	6	1	1	11	25
% Trucks	1.1	0.1	0.4	0	0.4	0	0.3	0.5	0	0.3	2	0	0.5	0	0.7	0.4	0.7	0.5	1.5	0.6	0.5

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	72	**35**	**129**	**20**	**116**	49	185	**16**	18	**25**	**59**	53	75	16	144	517
05:15 PM	**23**	80	21	124	12	104	62	178	12	14	12	38	94	**78**	17	189	529
05:30 PM	18	**84**	19	121	10	90	92	192	6	19	21	46	**102**	69	**28**	**199**	**558**
05:45 PM	14	72	15	101	7	103	**100**	**210**	11	**21**	25	57	82	76	17	175	543
Total Volume	77	308	90	475	49	413	303	765	45	72	83	200	331	298	78	707	2147
% App. Total	16.2	64.8	18.9		6.4	54	39.6		22.5	36	41.5		46.8	42.1	11		
PHF	.837	.917	.643	.921	.613	.890	.758	.911	.703	.857	.830	.847	.811	.955	.696	.888	.962

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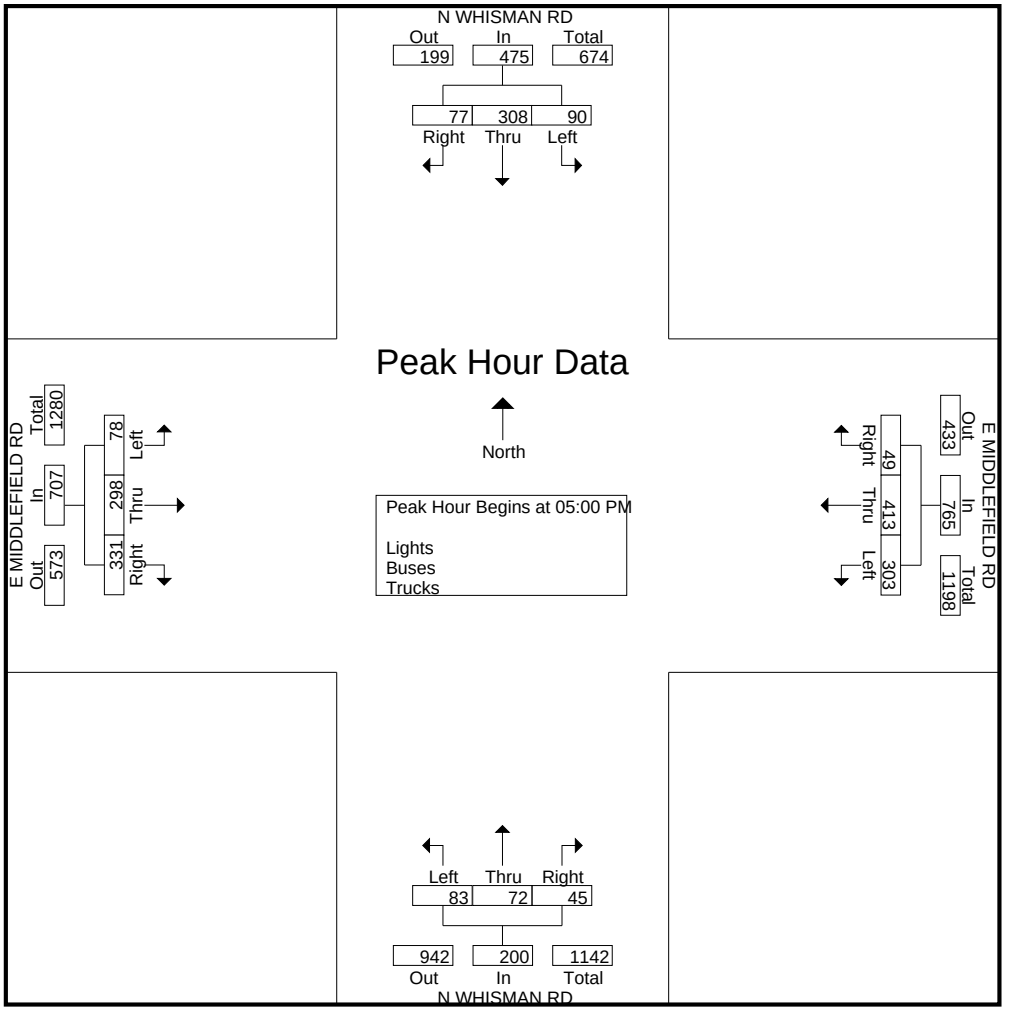

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Groups Printed- Bikes

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	6	0	0	6	0	4	0	0	4	1	1	0	0	2	0	2	0	0	2	14
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	5	0	0	6	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	8
05:30 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	8
05:45 PM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	8
Total	3	8	0	0	11	0	5	2	0	7	0	0	0	0	0	3	4	0	0	7	25
06:00 PM	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	7
06:15 PM	1	2	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	2	10	0	0	12	0	8	2	0	10	0	0	0	0	0	0	1	0	0	1	23
Grand Total	5	24	0	0	29	0	17	4	0	21	1	1	0	0	2	3	7	0	0	10	62
Apprch %	17.2	82.8	0	0		0	81	19	0		50	50	0	0		30	70	0	0		
Total %	8.1	38.7	0	0	46.8	0	27.4	6.5	0	33.9	1.6	1.6	0	0	3.2	4.8	11.3	0	0	16.1	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	1	**5**	0	**6**	0	0	**1**	1	0	0	0	0	**1**	0	0	1	**8**
05:30 PM	0	1	0	1	0	**5**	0	**5**	0	0	0	0	1	1	0	2	8
05:45 PM	**2**	1	0	3	0	0	1	1	0	0	0	0	1	**3**	0	**4**	8
06:00 PM	0	4	0	4	0	1	1	2	0	0	0	0	0	1	0	1	7
Total Volume	3	11	0	14	0	6	3	9	0	0	0	0	3	5	0	8	31
% App. Total	21.4	78.6	0		0	66.7	33.3		0	0	0		37.5	62.5	0		
PHF	.375	.550	.000	.583	.000	.300	.750	.450	.000	.000	.000	.000	.750	.417	.000	.500	.969

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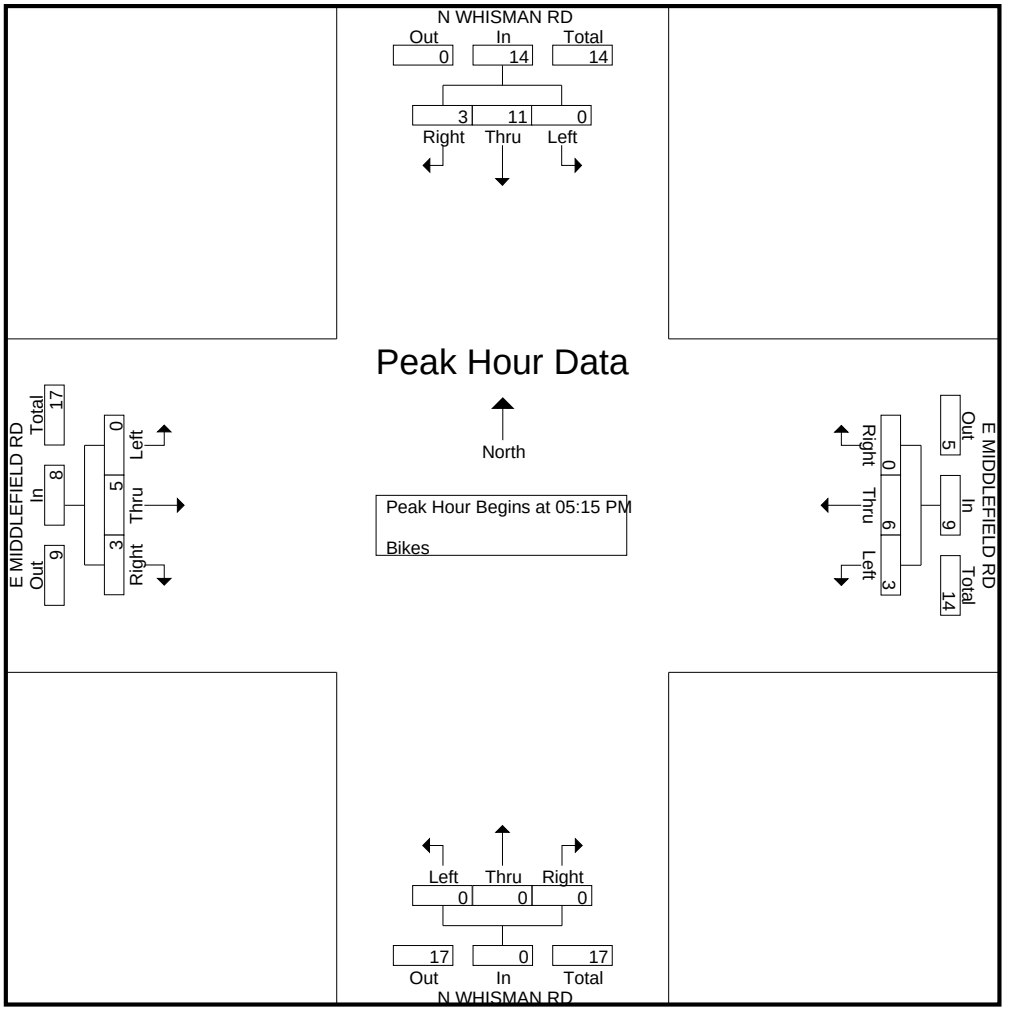

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File Name : 10AM FINAL
Site Code : 00000010
Start Date : 4/18/2017
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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	0	14	1	36	56	84	0	0	140	0	0	0	0	0	0	22	20	0	42	218
07:15 AM	15	0	18	11	44	80	104	0	4	188	0	0	0	0	0	0	34	28	0	62	294
07:30 AM	19	0	22	2	43	87	116	0	0	203	0	0	0	0	0	0	30	33	1	64	310
07:45 AM	24	0	25	2	51	104	149	0	2	255	0	0	0	0	0	0	48	36	2	86	392
Total	79	0	79	16	174	327	453	0	6	786	0	0	0	0	0	0	134	117	3	254	1214
08:00 AM	35	0	23	0	58	112	125	0	2	239	0	0	0	0	0	0	57	35	1	93	390
08:15 AM	21	0	19	1	41	143	148	0	3	294	0	0	0	0	0	0	84	52	8	144	479
08:30 AM	28	0	31	2	61	135	132	0	2	269	0	0	0	0	0	0	71	60	5	136	466
08:45 AM	33	0	28	2	63	141	164	0	3	308	0	0	0	0	0	0	71	75	9	155	526
Total	117	0	101	5	223	531	569	0	10	1110	0	0	0	0	0	0	283	222	23	528	1861
09:00 AM	27	0	34	6	67	141	136	0	2	279	0	0	0	0	0	0	63	59	8	130	476
09:15 AM	30	0	35	1	66	162	121	0	1	284	0	0	0	0	0	0	70	70	6	146	496
09:30 AM	26	0	23	3	52	132	98	0	0	230	0	0	0	0	0	0	71	46	3	120	402
09:45 AM	27	0	40	0	67	152	101	0	1	254	0	0	0	0	0	0	60	43	3	106	427
Total	110	0	132	10	252	587	456	0	4	1047	0	0	0	0	0	0	264	218	20	502	1801
Grand Total	306	0	312	31	649	1445	1478	0	20	2943	0	0	0	0	0	0	681	557	46	1284	4876
Apprch %	47.1	0	48.1	4.8		49.1	50.2	0	0.7		0	0	0	0		0	53	43.4	3.6		
Total %	6.3	0	6.4	0.6	13.3	29.6	30.3	0	0.4	60.4	0	0	0	0	0	0	14	11.4	0.9	26.3	
Lights	290	0	293	31	614	1432	1434	0	20	2886	0	0	0	0	0	0	664	535	46	1245	4745
% Lights	94.8	0	93.9	100	94.6	99.1	97	0	100	98.1	0	0	0	0	0	0	97.5	96.1	100	97	97.3
Buses	6	0	13	0	19	5	24	0	0	29	0	0	0	0	0	0	8	12	0	20	68
% Buses	2	0	4.2	0	2.9	0.3	1.6	0	0	1	0	0	0	0	0	0	1.2	2.2	0	1.6	1.4
Trucks	10	0	6	0	16	8	20	0	0	28	0	0	0	0	0	0	9	10	0	19	63
% Trucks	3.3	0	1.9	0	2.5	0.6	1.4	0	0	1	0	0	0	0	0	0	1.3	1.8	0	1.5	1.3

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	28	0	31	59	135	132	0	267	0	0	0	0	0	**71**	60	131	457
08:45 AM	**33**	0	28	61	141	**164**	0	**305**	0	0	0	0	0	71	**75**	**146**	**512**
09:00 AM	27	0	34	61	141	136	0	277	0	0	0	0	0	63	59	122	460
09:15 AM	30	0	**35**	**65**	**162**	121	0	283	0	0	0	0	0	70	70	140	488
Total Volume	118	0	128	246	579	553	0	1132	0	0	0	0	0	275	264	539	1917
% App. Total	48	0	52		51.1	48.9	0		0	0	0		0	51	49		
PHF	.894	.000	.914	.946	.894	.843	.000	.928	.000	.000	.000	.000	.000	.968	.880	.923	.936

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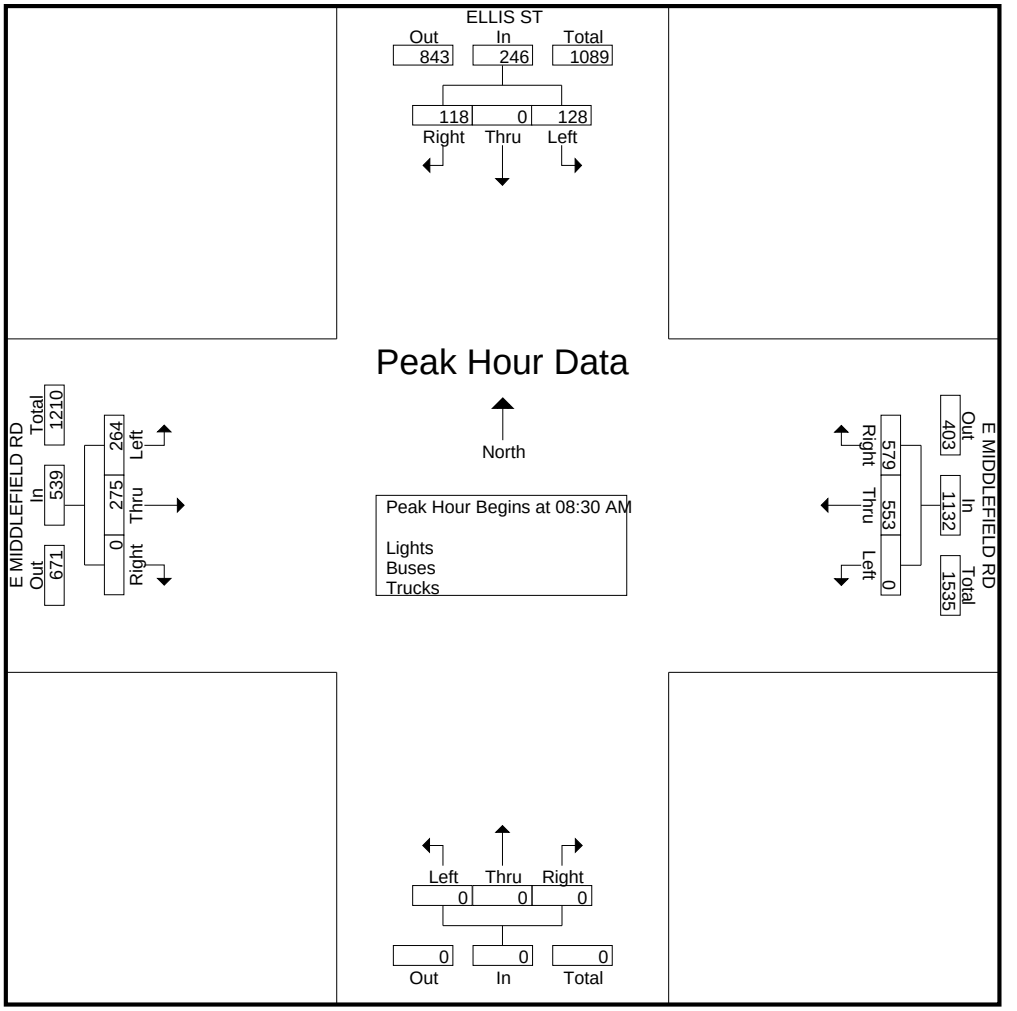

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File Name : 10AM FINAL
Site Code : 00000010
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Groups Printed- Bikes

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6	2	0	8	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
08:45 AM	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	0	3	1	0	4	9
Total	0	0	1	0	1	5	2	0	0	7	0	0	0	0	0	0	10	6	0	16	24
09:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6
09:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	1	0	6	8
09:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	8
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	12	4	0	16	27
Grand Total	0	0	1	0	1	12	8	0	0	20	0	0	0	0	0	0	28	12	0	40	61
Apprch %	0	0	100	0		60	40	0	0		0	0	0	0		0	70	30	0		
Total %	0	0	1.6	0	1.6	19.7	13.1	0	0	32.8	0	0	0	0	0	0	45.9	19.7	0	65.6	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	**1**	**1**	**3**	1	0	**4**	0	0	0	0	0	3	**1**	4	**9**
09:00 AM	0	0	0	0	1	**2**	0	3	0	0	0	0	0	3	0	3	6
09:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	**5**	1	**6**	8
09:30 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	4	0	4	8
Total Volume	0	0	1	1	8	5	0	13	0	0	0	0	0	15	2	17	31
% App. Total	0	0	100		61.5	38.5	0		0	0	0		0	88.2	11.8		
PHF	.000	.000	.250	.250	.667	.625	.000	.813	.000	.000	.000	.000	.000	.750	.500	.708	.861

Traffic Data Service

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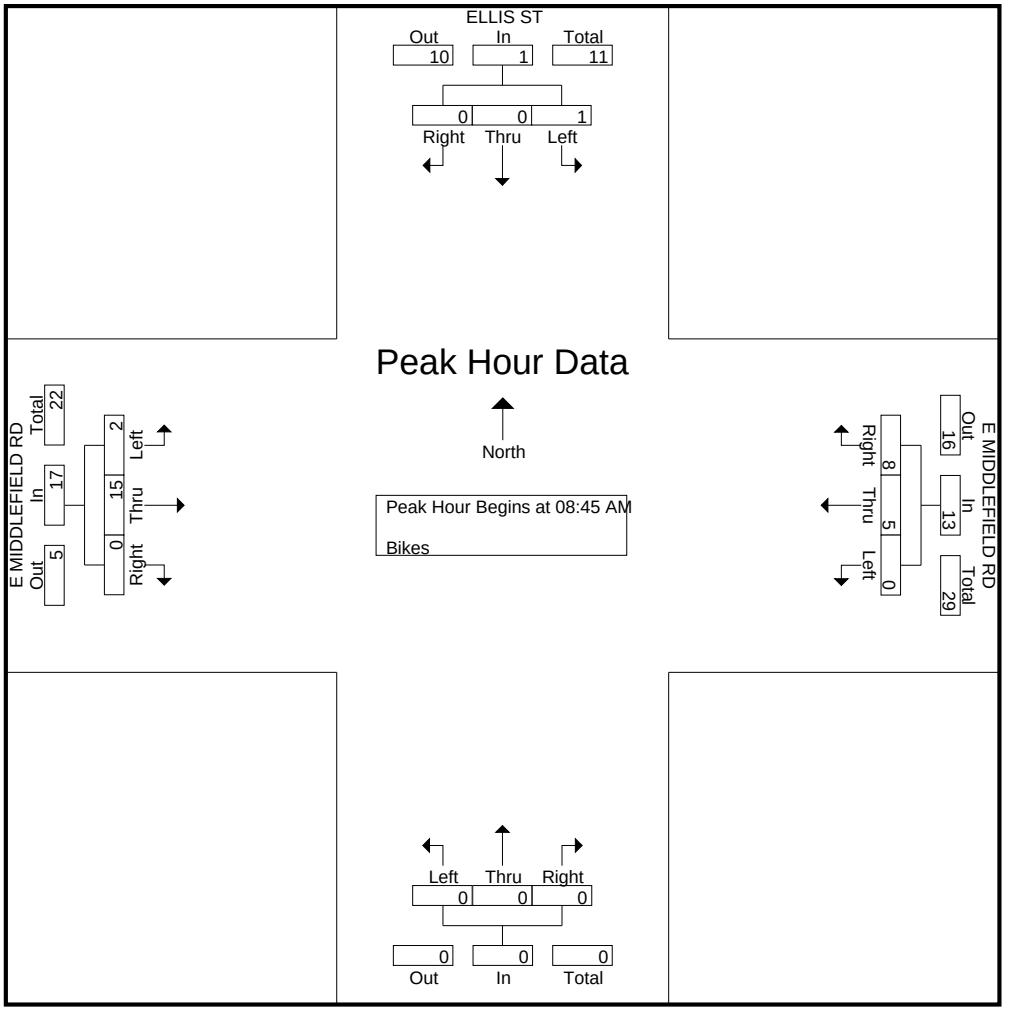

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Groups Printed- Lights - Buses - Trucks

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	0	116	1	146	32	56	0	1	89	0	0	0	0	0	0	100	10	6	116	351
04:15 PM	42	0	96	3	141	25	41	0	5	71	0	0	0	0	0	0	138	20	4	162	374
04:30 PM	45	0	141	1	187	28	66	0	1	95	0	0	0	0	0	0	108	28	3	139	421
04:45 PM	40	0	110	1	151	26	65	0	1	92	0	0	0	0	0	0	136	21	5	162	405
Total	156	0	463	6	625	111	228	0	8	347	0	0	0	0	0	0	482	79	18	579	1551
05:00 PM	72	0	157	3	232	25	98	1	4	128	0	0	0	0	0	0	157	26	4	187	547
05:15 PM	65	0	115	1	181	33	100	0	1	134	0	0	0	0	0	0	123	24	1	148	463
05:30 PM	99	0	115	5	219	24	92	0	4	120	0	0	0	0	0	0	116	21	1	138	477
05:45 PM	84	0	106	3	193	35	107	0	1	143	0	0	0	0	0	0	107	15	2	124	460
Total	320	0	493	12	825	117	397	1	10	525	0	0	0	0	0	0	503	86	8	597	1947
06:00 PM	59	0	97	6	162	24	113	0	2	139	0	0	0	0	0	0	101	18	1	120	421
06:15 PM	49	0	83	5	137	25	99	0	5	129	0	0	0	0	0	0	101	27	0	128	394
06:30 PM	38	0	72	2	112	18	73	0	0	91	0	0	0	0	0	0	90	18	1	109	312
06:45 PM	34	0	47	5	86	26	62	0	2	90	0	0	0	0	0	0	78	21	0	99	275
Total	180	0	299	18	497	93	347	0	9	449	0	0	0	0	0	0	370	84	2	456	1402
Grand Total	656	0	1255	36	1947	321	972	1	27	1321	0	0	0	0	0	0	1355	249	28	1632	4900
Apprch %	33.7	0	64.5	1.8		24.3	73.6	0.1	2		0	0	0	0		0	83	15.3	1.7		
Total %	13.4	0	25.6	0.7	39.7	6.6	19.8	0	0.6	27	0	0	0	0	0	0	27.7	5.1	0.6	33.3	
Lights	653	0	1253	36	1942	317	960	1	27	1305	0	0	0	0	0	0	1329	234	28	1591	4838
% Lights	99.5	0	99.8	100	99.7	98.8	98.8	100	100	98.8	0	0	0	0	0	0	98.1	94	100	97.5	98.7
Buses	1	0	0	0	1	2	9	0	0	11	0	0	0	0	0	0	20	13	0	33	45
% Buses	0.2	0	0	0	0.1	0.6	0.9	0	0	0.8	0	0	0	0	0	0	1.5	5.2	0	2	0.9
Trucks	2	0	2	0	4	2	3	0	0	5	0	0	0	0	0	0	6	2	0	8	17
% Trucks	0.3	0	0.2	0	0.2	0.6	0.3	0	0	0.4	0	0	0	0	0	0	0.4	0.8	0	0.5	0.3

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	72	0	**157**	**229**	25	98	**1**	124	0	0	0	0	0	**157**	**26**	**183**	**536**
05:15 PM	65	0	115	180	33	100	0	133	0	0	0	0	0	123	24	147	460
05:30 PM	**99**	0	115	214	24	92	0	116	0	0	0	0	0	116	21	137	467
05:45 PM	84	0	106	190	**35**	**107**	0	**142**	0	0	0	0	0	107	15	122	454
Total Volume	320	0	493	813	117	397	1	515	0	0	0	0	0	503	86	589	1917
% App. Total	39.4	0	60.6		22.7	77.1	0.2		0	0	0		0	85.4	14.6		
PHF	.808	.000	.785	.888	.836	.928	.250	.907	.000	.000	.000	.000	.000	.801	.827	.805	.894

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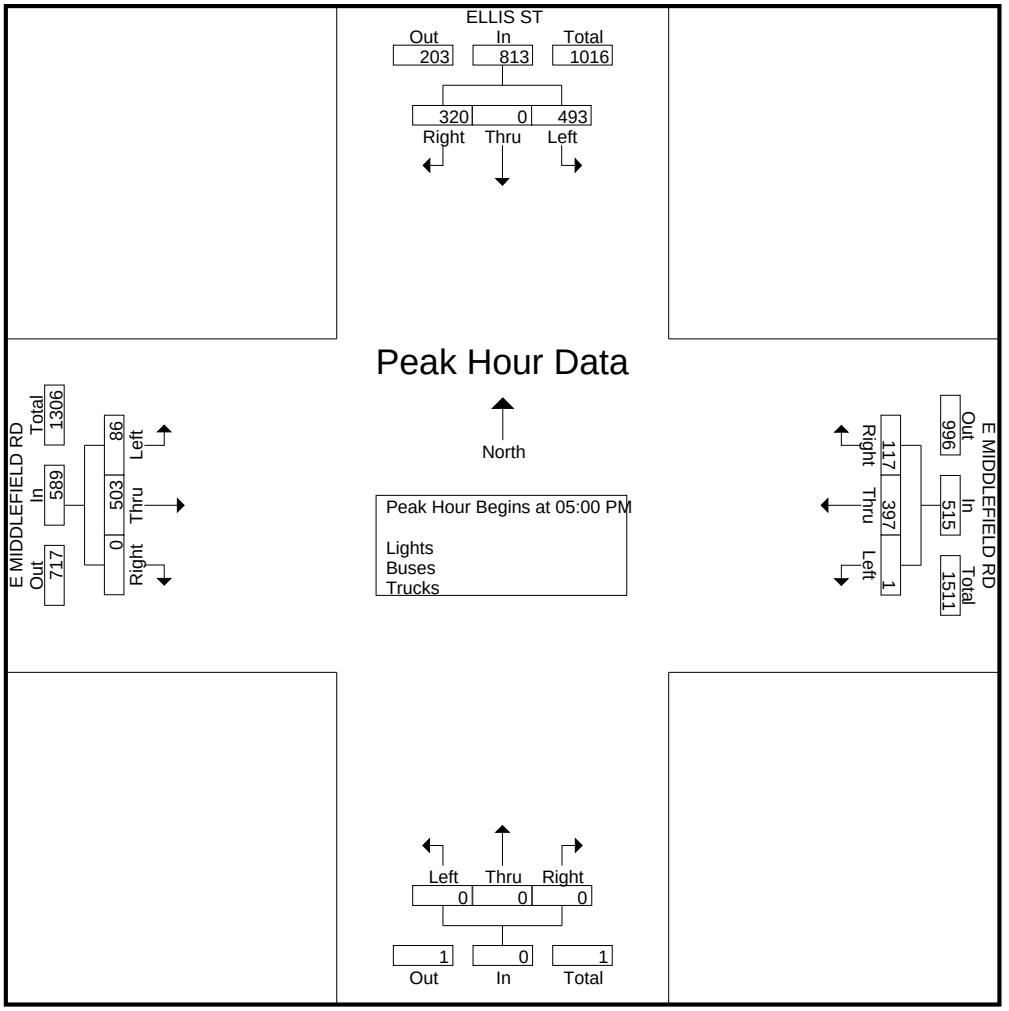

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Groups Printed- Bikes

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	12
06:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	1	0	7	0	8	2	9	0	0	11	0	0	0	0	0	0	10	1	0	11	30
Apprch %	12.5	0	87.5	0		18.2	81.8	0	0		0	0	0	0		0	90.9	9.1	0		
Total %	3.3	0	23.3	0	26.7	6.7	30	0	0	36.7	0	0	0	0	0	0	33.3	3.3	0	36.7	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	**1**	0	0	1	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**5**
05:45 PM	0	0	1	1	**1**	1	0	2	0	0	0	0	0	1	0	1	4
06:00 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	4
Total Volume	1	0	3	4	1	5	0	6	0	0	0	0	0	5	0	5	15
% App. Total	25	0	75		16.7	83.3	0		0	0	0		0	100	0		
PHF	.250	.000	.375	.500	.250	.417	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.750

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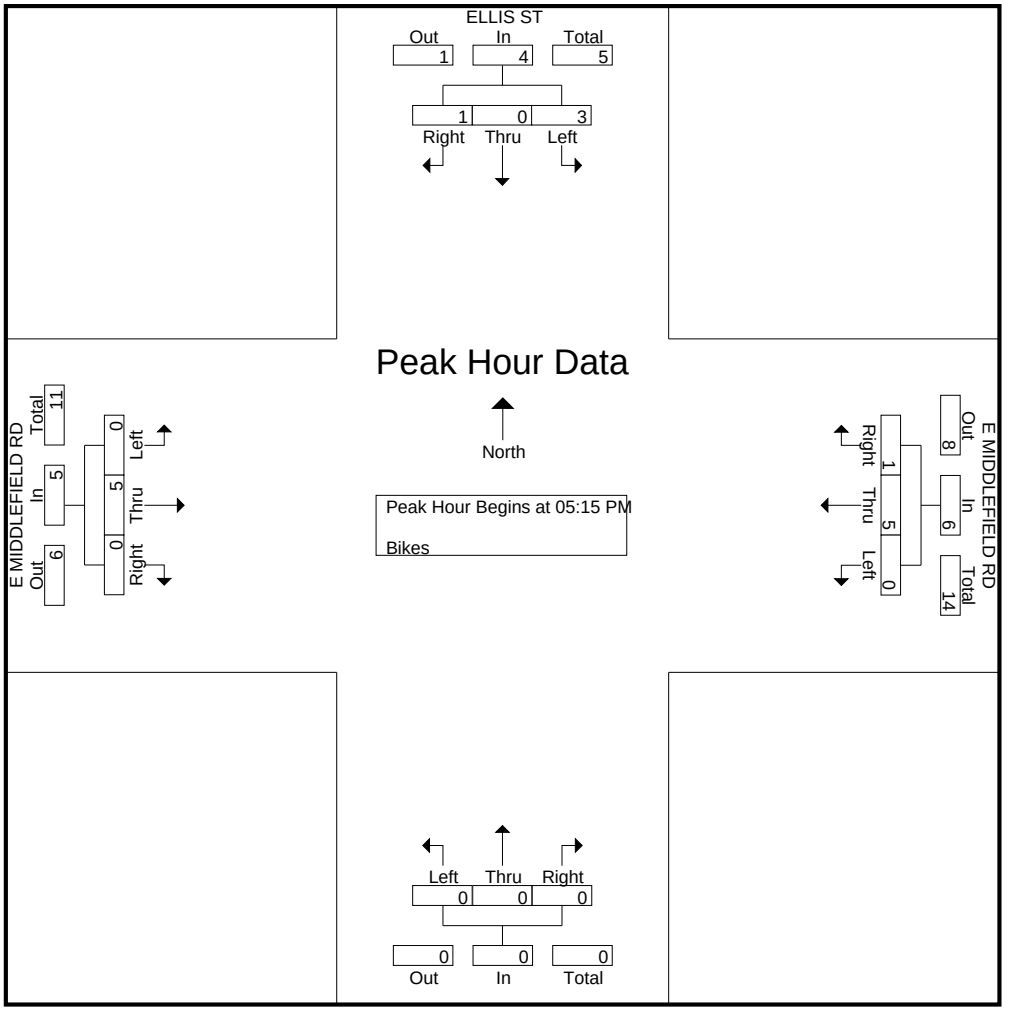

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					LOGUE AVE Westbound					E MIDDLEFIELD RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	33	3	0	38	13	0	1	3	17	16	132	7	0	155	4	0	0	0	4	214
07:15 AM	2	40	6	0	48	13	0	1	0	14	6	182	7	0	195	0	0	0	3	3	260
07:30 AM	0	37	7	0	44	11	0	3	1	15	11	198	11	0	220	0	0	0	3	3	282
07:45 AM	1	56	9	0	66	15	1	1	5	22	19	253	8	0	280	1	0	0	0	1	369
Total	5	166	25	0	196	52	1	6	9	68	52	765	33	0	850	5	0	0	6	11	1125
08:00 AM	3	64	11	0	78	18	2	3	2	25	20	223	10	1	254	0	0	2	1	3	360
08:15 AM	7	80	12	1	100	26	0	2	2	30	33	279	10	2	324	0	0	1	4	5	459
08:30 AM	1	68	23	0	92	37	2	3	4	46	20	238	10	0	268	1	0	2	1	4	410
08:45 AM	3	71	19	0	93	29	3	4	3	39	41	275	15	0	331	0	1	3	4	8	471
Total	14	283	65	1	363	110	7	12	11	140	114	1015	45	3	1177	1	1	8	10	20	1700
09:00 AM	1	68	19	0	88	34	1	9	6	50	48	248	13	1	310	3	0	1	1	5	453
09:15 AM	2	83	22	0	107	24	1	7	2	34	33	275	11	2	321	0	0	0	2	2	464
09:30 AM	0	74	15	0	89	24	0	5	5	34	42	224	6	1	273	1	0	0	2	3	399
09:45 AM	2	71	16	0	89	24	0	0	4	28	41	254	9	0	304	0	0	1	0	1	422
Total	5	296	72	0	373	106	2	21	17	146	164	1001	39	4	1208	4	0	2	5	11	1738
Grand Total	24	745	162	1	932	268	10	39	37	354	330	2781	117	7	3235	10	1	10	21	42	4563
Apprch %	2.6	79.9	17.4	0.1		75.7	2.8	11	10.5		10.2	86	3.6	0.2		23.8	2.4	23.8	50		
Total %	0.5	16.3	3.6	0	20.4	5.9	0.2	0.9	0.8	7.8	7.2	60.9	2.6	0.2	70.9	0.2	0	0.2	0.5	0.9	
Lights	24	707	162	1	894	256	10	37	37	340	327	2745	116	7	3195	9	0	10	21	40	4469
% Lights	100	94.9	100	100	95.9	95.5	100	94.9	100	96	99.1	98.7	99.1	100	98.8	90	0	100	100	95.2	97.9
Buses	0	22	0	0	22	7	0	1	0	8	0	12	1	0	13	1	0	0	0	1	44
% Buses	0	3	0	0	2.4	2.6	0	2.6	0	2.3	0	0.4	0.9	0	0.4	10	0	0	0	2.4	1
Trucks	0	16	0	0	16	5	0	1	0	6	3	24	0	0	27	0	1	0	0	1	50
% Trucks	0	2.1	0	0	1.7	1.9	0	2.6	0	1.7	0.9	0.9	0	0	0.8	0	100	0	0	2.4	1.1

	E MIDDLEFIELD RD Southbound				LOGUE AVE Westbound				E MIDDLEFIELD RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	68	**23**	92	**37**	2	3	42	20	238	10	268	1	0	2	3	405
08:45 AM	**3**	71	19	93	29	**3**	4	36	41	**275**	**15**	**331**	0	**1**	**3**	**4**	**464**
09:00 AM	1	68	19	88	34	1	**9**	**44**	**48**	248	13	309	**3**	0	1	4	445
09:15 AM	2	**83**	22	**107**	24	1	7	32	33	275	11	319	0	0	0	0	458
Total Volume	7	290	83	380	124	7	23	154	142	1036	49	1227	4	1	6	11	1772
% App. Total	1.8	76.3	21.8		80.5	4.5	14.9		11.6	84.4	4		36.4	9.1	54.5		
PHF	.583	.873	.902	.888	.838	.583	.639	.875	.740	.942	.817	.927	.333	.250	.500	.688	.955

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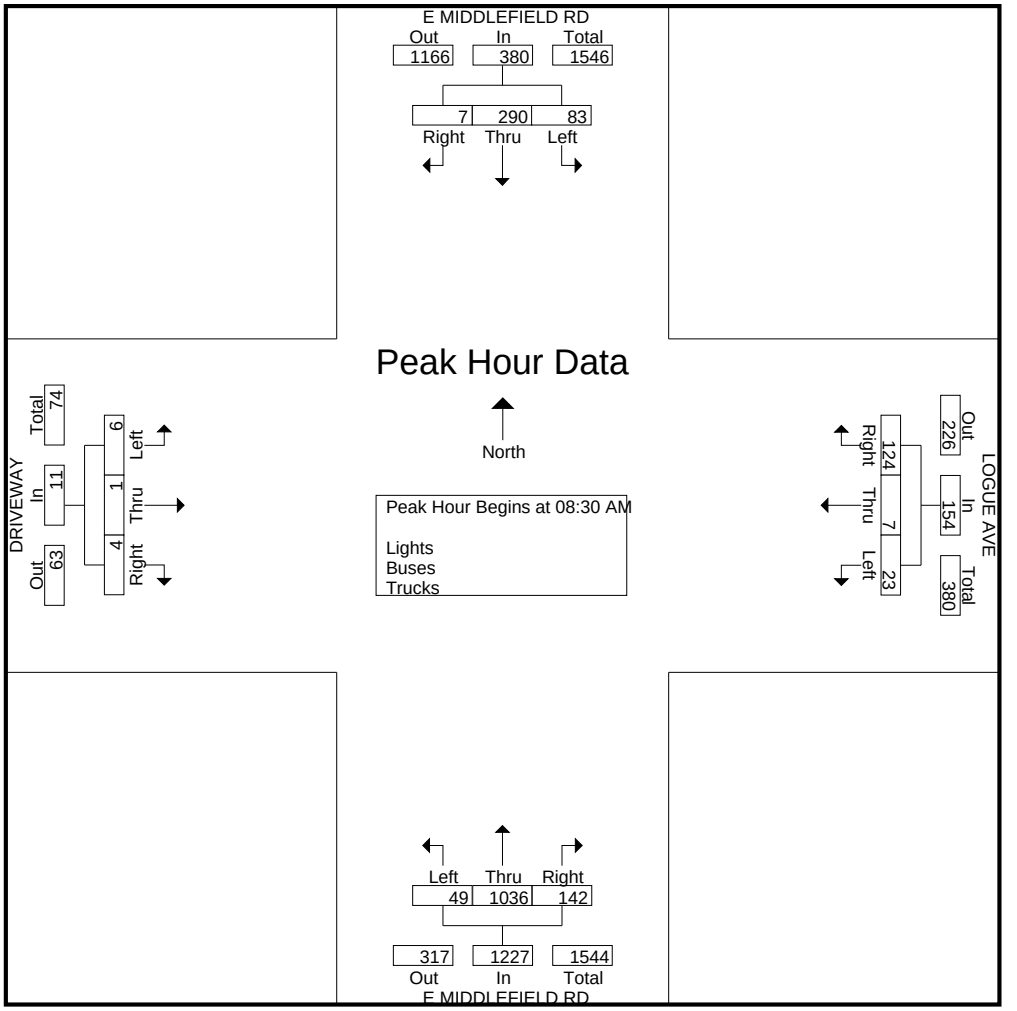

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					LOGUE AVE Westbound					E MIDDLEFIELD RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
09:00 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	2	4	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
Grand Total	0	5	9	0	14	0	0	0	0	0	2	16	0	0	18	0	0	0	0	0	32
Apprch %	0	35.7	64.3	0		0	0	0	0		11.1	88.9	0	0		0	0	0	0		
Total %	0	15.6	28.1	0	43.8	0	0	0	0	0	6.2	50	0	0	56.2	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				LOGUE AVE Westbound				E MIDDLEFIELD RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	**4**
09:00 AM	0	0	**3**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
09:15 AM	0	**1**	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
09:30 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	2	6	8	0	0	0	0	0	8	0	8	0	0	0	0	16
% App. Total	0	25	75		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.500	.667	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	1.00

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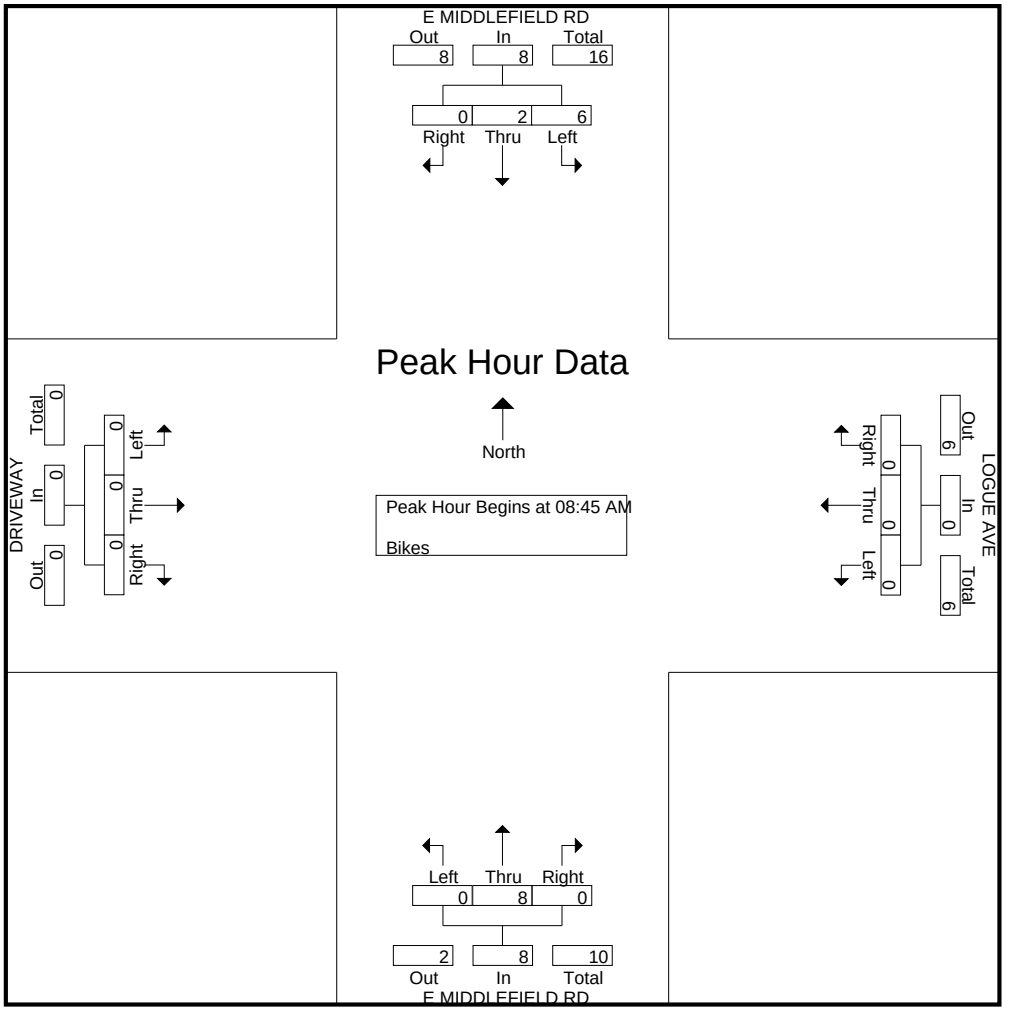

Traffic Data Service

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File Name : 11PM FINAL
Site Code : 00000011
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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					LOGUE AVE Westbound					E MIDDLEFIELD RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	217	9	0	227	13	0	20	2	35	7	61	8	0	76	15	0	7	1	23	361
04:15 PM	0	226	8	2	236	15	1	19	4	39	7	52	3	0	62	11	0	4	1	16	353
04:30 PM	0	238	12	0	250	23	1	36	1	61	3	60	4	0	67	14	0	4	1	19	397
04:45 PM	1	232	9	1	243	19	0	35	1	55	11	62	5	0	78	6	0	2	0	8	384
Total	2	913	38	3	956	70	2	110	8	190	28	235	20	0	283	46	0	17	3	66	1495
05:00 PM	0	292	12	0	304	32	1	32	3	68	4	78	7	1	90	12	0	8	3	23	485
05:15 PM	1	239	9	0	249	34	0	27	8	69	8	86	5	0	99	10	1	5	0	16	433
05:30 PM	1	228	9	1	239	33	0	23	7	63	5	82	6	0	93	13	1	2	0	16	411
05:45 PM	0	201	8	0	209	30	0	24	4	58	6	102	5	0	113	10	0	4	0	14	394
Total	2	960	38	1	1001	129	1	106	22	258	23	348	23	1	395	45	2	19	3	69	1723
06:00 PM	3	199	8	1	211	29	0	15	7	51	6	109	5	0	120	11	0	4	1	16	398
06:15 PM	0	189	7	0	196	21	0	19	3	43	9	74	4	0	87	11	1	5	2	19	345
06:30 PM	0	169	3	0	172	14	0	14	3	31	5	69	1	0	75	9	0	1	2	12	290
06:45 PM	0	126	5	0	131	15	0	16	5	36	4	68	3	1	76	5	0	2	4	11	254
Total	3	683	23	1	710	79	0	64	18	161	24	320	13	1	358	36	1	12	9	58	1287
Grand Total	7	2556	99	5	2667	278	3	280	48	609	75	903	56	2	1036	127	3	48	15	193	4505
Apprch %	0.3	95.8	3.7	0.2		45.6	0.5	46	7.9		7.2	87.2	5.4	0.2		65.8	1.6	24.9	7.8		
Total %	0.2	56.7	2.2	0.1	59.2	6.2	0.1	6.2	1.1	13.5	1.7	20	1.2	0	23	2.8	0.1	1.1	0.3	4.3	
Lights	7	2535	89	5	2636	272	3	279	48	602	75	893	56	2	1026	127	3	47	15	192	4456
% Lights	100	99.2	89.9	100	98.8	97.8	100	99.6	100	98.9	100	98.9	100	100	99	100	100	97.9	100	99.5	98.9
Buses	0	13	10	0	23	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	33
% Buses	0	0.5	10.1	0	0.9	1.1	0	0	0	0.5	0	0.8	0	0	0.7	0	0	0	0	0	0.7
Trucks	0	8	0	0	8	3	0	1	0	4	0	3	0	0	3	0	0	1	0	1	16
% Trucks	0	0.3	0	0	0.3	1.1	0	0.4	0	0.7	0	0.3	0	0	0.3	0	0	2.1	0	0.5	0.4

	E MIDDLEFIELD RD Southbound				LOGUE AVE Westbound				E MIDDLEFIELD RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**292**	**12**	**304**	32	**1**	**32**	**65**	4	78	**7**	89	12	0	**8**	**20**	**478**
05:15 PM	**1**	239	9	249	**34**	0	27	61	**8**	86	5	99	10	**1**	5	16	425
05:30 PM	1	228	9	238	33	0	23	56	5	82	6	93	**13**	1	2	16	403
05:45 PM	0	201	8	209	30	0	24	54	6	**102**	5	**113**	10	0	4	14	390
Total Volume	2	960	38	1000	129	1	106	236	23	348	23	394	45	2	19	66	1696
% App. Total	0.2	96	3.8		54.7	0.4	44.9		5.8	88.3	5.8		68.2	3	28.8		
PHF	.500	.822	.792	.822	.949	.250	.828	.908	.719	.853	.821	.872	.865	.500	.594	.825	.887

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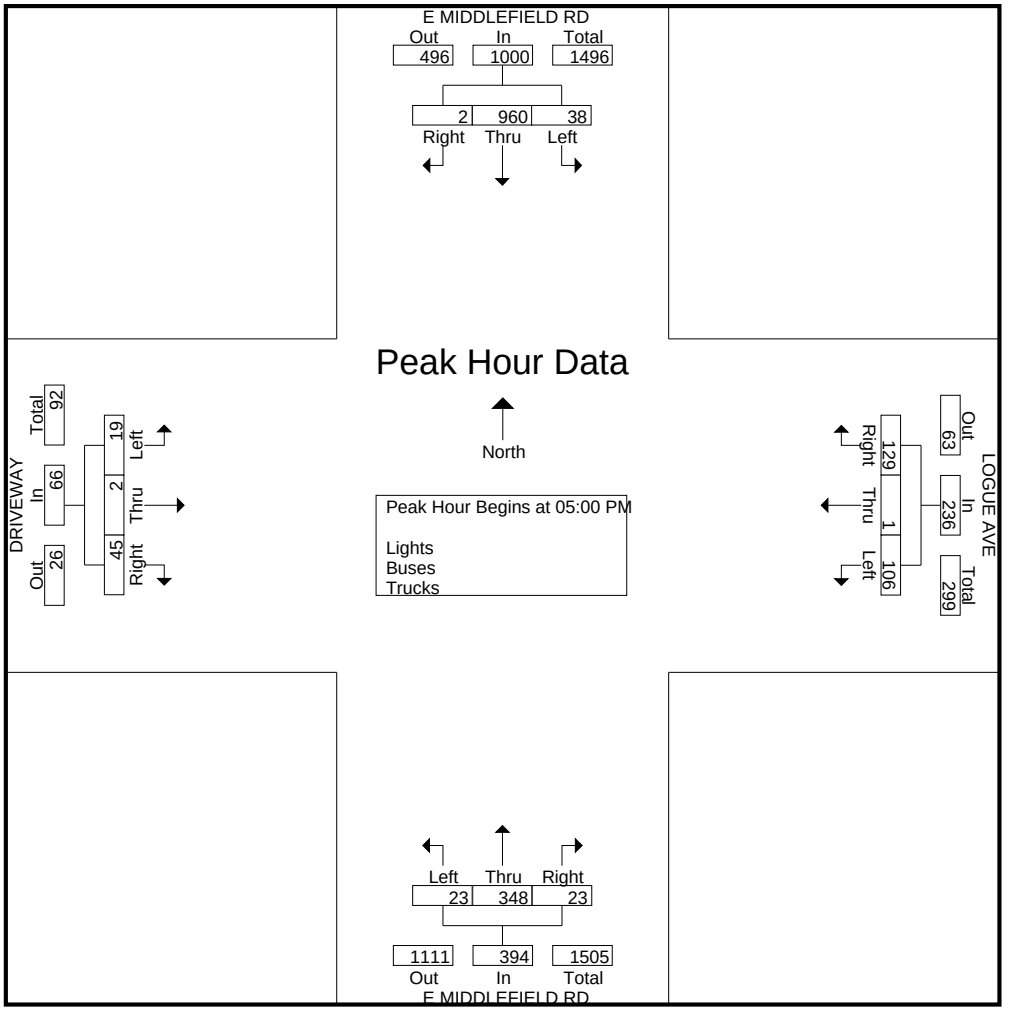

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File Name : 11PM FINAL
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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					LOGUE AVE Westbound					E MIDDLEFIELD RD Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Grand Total	0	8	0	0	8	1	0	1	0	2	0	7	0	0	7	1	0	0	0	1	18
Apprch %	0	100	0	0		50	0	50	0		0	100	0	0		100	0	0	0		
Total %	0	44.4	0	0	44.4	5.6	0	5.6	0	11.1	0	38.9	0	0	38.9	5.6	0	0	0	5.6	

	E MIDDLEFIELD RD Southbound				LOGUE AVE Westbound				E MIDDLEFIELD RD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
06:00 PM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	**4**
06:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	5	0	5	0	0	0	0	0	6	0	6	1	0	0	1	12
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.750

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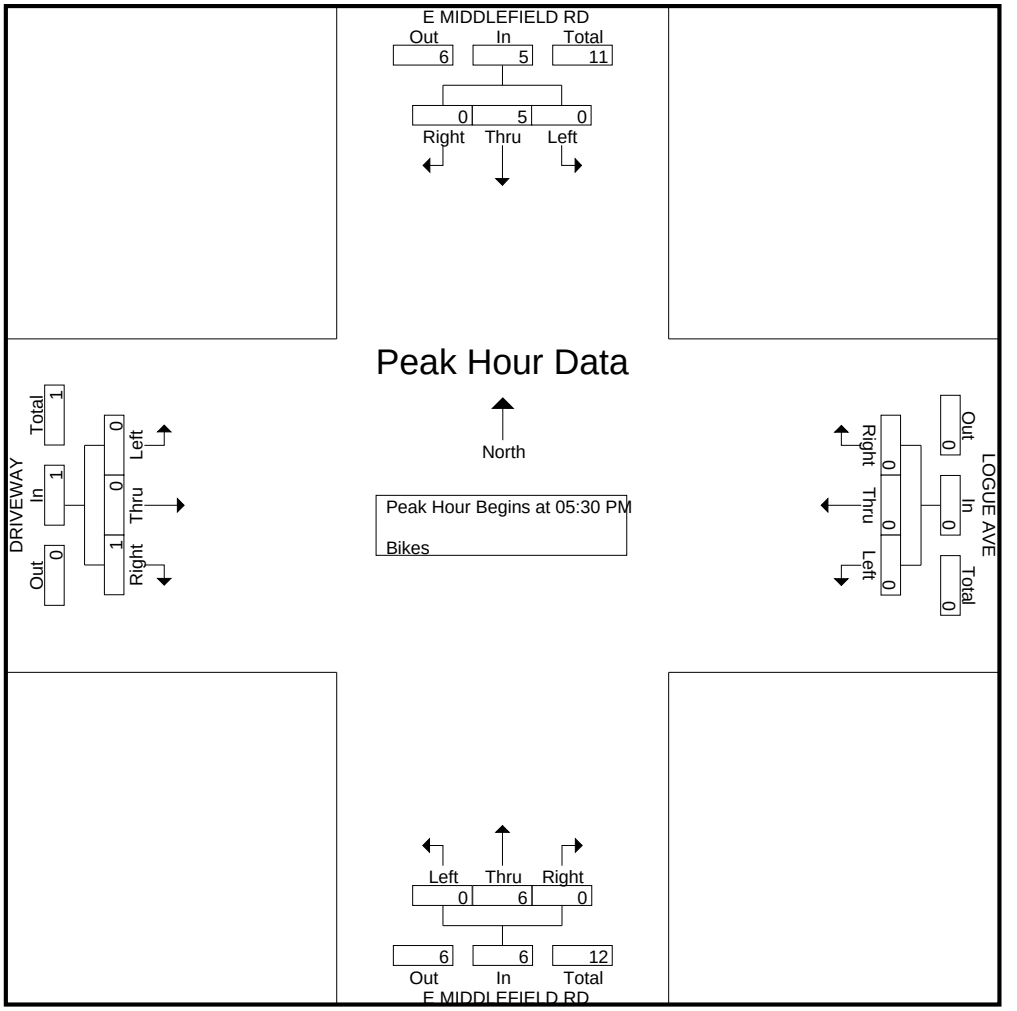

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File Name : 12AM FINAL
Site Code : 00000012
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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					Westbound					E MIDDLEFIELD RD Northbound					FERGUSON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	32	0	0	35	0	0	0	0	0	0	169	16	0	185	5	0	5	0	10	230
07:15 AM	1	39	0	0	40	0	0	0	0	0	0	182	19	0	201	5	0	6	2	13	254
07:30 AM	9	31	0	1	41	0	0	0	0	0	0	238	14	0	252	16	0	3	2	21	314
07:45 AM	1	50	0	1	52	0	0	0	0	0	0	287	15	0	302	19	0	6	0	25	379
Total	14	152	0	2	168	0	0	0	0	0	0	876	64	0	940	45	0	20	4	69	1177
08:00 AM	2	66	0	0	68	0	0	0	0	0	0	287	14	0	301	27	0	7	1	35	404
08:15 AM	5	80	0	0	85	0	0	0	0	0	0	317	12	0	329	19	0	10	0	29	443
08:30 AM	1	69	0	0	70	0	0	0	0	0	0	278	6	0	284	27	0	18	0	45	399
08:45 AM	3	71	0	1	75	0	0	0	0	0	0	350	8	0	358	34	0	17	1	52	485
Total	11	286	0	1	298	0	0	0	0	0	0	1232	40	0	1272	107	0	52	2	161	1731
09:00 AM	4	78	0	0	82	0	0	0	0	0	0	313	8	0	321	28	0	28	2	58	461
09:15 AM	4	89	0	0	93	0	0	0	0	0	0	326	4	0	330	24	0	14	1	39	462
09:30 AM	1	79	0	0	80	0	0	0	0	0	0	286	17	0	303	8	0	14	1	23	406
09:45 AM	2	71	0	0	73	0	0	0	0	0	0	321	7	0	328	17	0	10	1	28	429
Total	11	317	0	0	328	0	0	0	0	0	0	1246	36	0	1282	77	0	66	5	148	1758
Grand Total	36	755	0	3	794	0	0	0	0	0	0	3354	140	0	3494	229	0	138	11	378	4666
Apprch %	4.5	95.1	0	0.4		0	0	0	0		0	96	4	0		60.6	0	36.5	2.9		
Total %	0.8	16.2	0	0.1	17	0	0	0	0	0	0	71.9	3	0	74.9	4.9	0	3	0.2	8.1	
Lights	33	721	0	3	757	0	0	0	0	0	0	3311	131	0	3442	220	0	138	11	369	4568
% Lights	91.7	95.5	0	100	95.3	0	0	0	0	0	0	98.7	93.6	0	98.5	96.1	0	100	100	97.6	97.9
Buses	1	21	0	0	22	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	35
% Buses	2.8	2.8	0	0	2.8	0	0	0	0	0	0	0.4	0.7	0	0.4	0	0	0	0	0	0.8
Trucks	2	13	0	0	15	0	0	0	0	0	0	31	8	0	39	9	0	0	0	9	63
% Trucks	5.6	1.7	0	0	1.9	0	0	0	0	0	0	0.9	5.7	0	1.1	3.9	0	0	0	2.4	1.4

	E MIDDLEFIELD RD Southbound				Westbound				E MIDDLEFIELD RD Northbound				FERGUSON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	3	71	0	74	0	0	0	0	0	**350**	8	**358**	**34**	0	17	51	**483**
09:00 AM	**4**	78	0	82	0	0	0	0	0	313	8	321	28	0	**28**	**56**	459
09:15 AM	4	**89**	0	**93**	0	0	0	0	0	326	4	330	24	0	14	38	461
09:30 AM	1	79	0	80	0	0	0	0	0	286	**17**	303	8	0	14	22	405
Total Volume	12	317	0	329	0	0	0	0	0	1275	37	1312	94	0	73	167	1808
% App. Total	3.6	96.4	0		0	0	0		0	97.2	2.8		56.3	0	43.7		
PHF	.750	.890	.000	.884	.000	.000	.000	.000	.000	.911	.544	.916	.691	.000	.652	.746	.936

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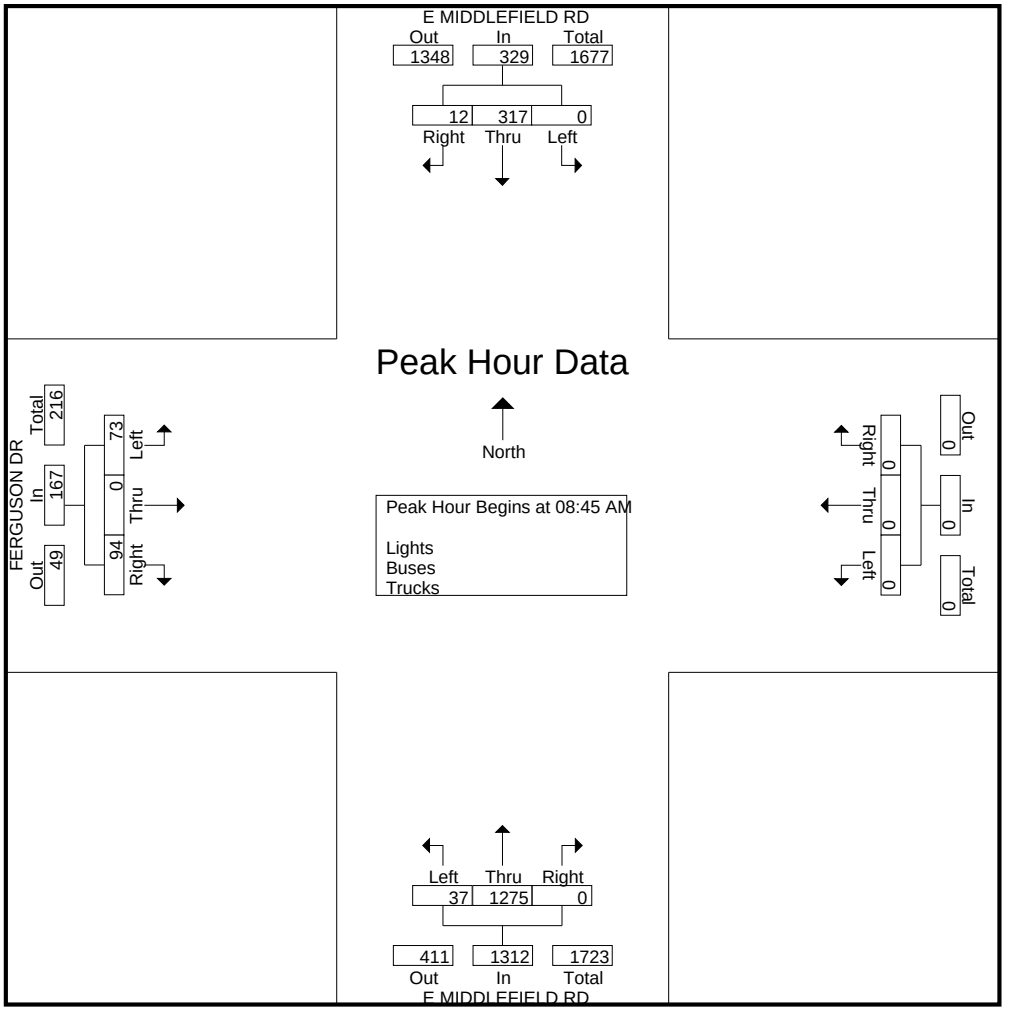

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File Name : 12AM FINAL
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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					Westbound					E MIDDLEFIELD RD Northbound					FERGUSON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
Grand Total	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	3	0	1	0	4	27
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		75	0	25	0		
Total %	0	22.2	0	0	22.2	0	0	0	0	0	0	63	0	0	63	11.1	0	3.7	0	14.8	

	E MIDDLEFIELD RD Southbound				Westbound				E MIDDLEFIELD RD Northbound				FERGUSON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	**2**	0	0	**2**	**4**
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:45 AM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	4
Total Volume	0	4	0	4	0	0	0	0	0	5	0	5	3	0	0	3	12
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.375	.000	.000	.375	.750

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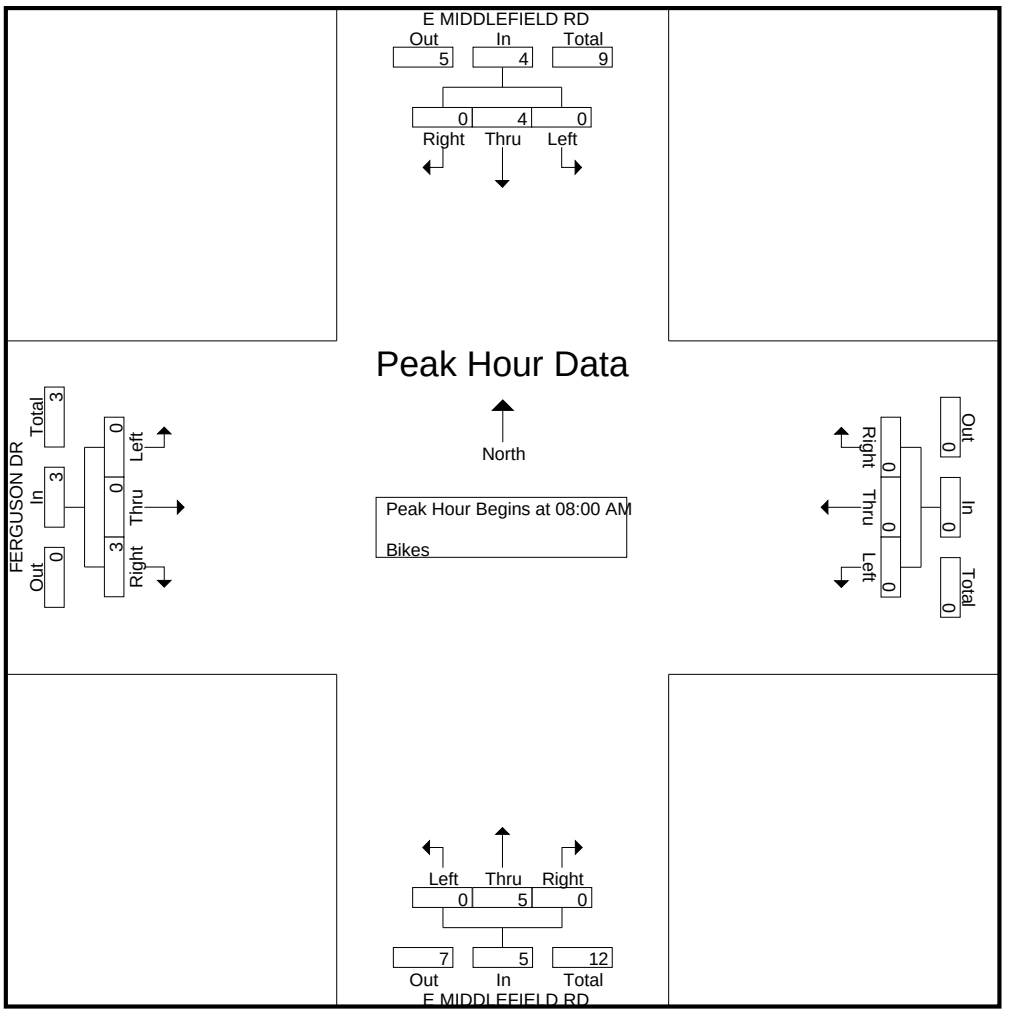

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File Name : 12PM FINAL
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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					Westbound					E MIDDLEFIELD RD Northbound					FERGUSON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	249	0	0	260	0	0	0	0	0	0	64	11	0	75	15	0	0	2	17	352
04:15 PM	12	246	0	1	259	0	0	0	0	0	0	53	5	0	58	16	0	3	0	19	336
04:30 PM	18	278	0	0	296	0	0	0	0	0	0	73	16	0	89	14	0	3	2	19	404
04:45 PM	20	249	0	0	269	0	0	0	0	0	0	70	28	0	98	17	0	2	0	19	386
Total	61	1022	0	1	1084	0	0	0	0	0	0	260	60	0	320	62	0	8	4	74	1478
05:00 PM	18	322	0	0	340	0	0	0	0	0	0	70	36	0	106	11	0	1	0	12	458
05:15 PM	12	259	0	1	272	0	0	0	0	0	0	89	46	0	135	8	0	6	0	14	421
05:30 PM	24	258	0	0	282	0	0	0	0	0	0	93	36	0	129	7	0	2	0	9	420
05:45 PM	22	209	0	0	231	0	0	0	0	0	0	97	42	0	139	8	0	5	0	13	383
Total	76	1048	0	1	1125	0	0	0	0	0	0	349	160	0	509	34	0	14	0	48	1682
06:00 PM	12	214	0	0	226	0	0	0	0	0	0	105	32	0	137	13	0	3	0	16	379
06:15 PM	17	216	0	1	234	0	0	0	0	0	0	77	34	0	111	5	0	2	0	7	352
06:30 PM	9	187	0	0	196	0	0	0	0	0	0	67	35	0	102	6	0	5	1	12	310
06:45 PM	8	134	0	2	144	0	0	0	0	0	0	67	23	0	90	6	0	3	1	10	244
Total	46	751	0	3	800	0	0	0	0	0	0	316	124	0	440	30	0	13	2	45	1285
Grand Total	183	2821	0	5	3009	0	0	0	0	0	0	925	344	0	1269	126	0	35	6	167	4445
Apprch %	6.1	93.8	0	0.2		0	0	0	0		0	72.9	27.1	0		75.4	0	21	3.6		
Total %	4.1	63.5	0	0.1	67.7	0	0	0	0	0	0	20.8	7.7	0	28.5	2.8	0	0.8	0.1	3.8	
Lights	182	2803	0	5	2990	0	0	0	0	0	0	916	342	0	1258	124	0	34	6	164	4412
% Lights	99.5	99.4	0	100	99.4	0	0	0	0	0	0	99	99.4	0	99.1	98.4	0	97.1	100	98.2	99.3
Buses	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4
Trucks	1	7	0	0	8	0	0	0	0	0	0	3	2	0	5	2	0	1	0	3	16
% Trucks	0.5	0.2	0	0	0.3	0	0	0	0	0	0	0.3	0.6	0	0.4	1.6	0	2.9	0	1.8	0.4

	E MIDDLEFIELD RD Southbound				Westbound				E MIDDLEFIELD RD Northbound				FERGUSON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	249	0	269	0	0	0	0	0	70	28	98	**17**	0	2	**19**	386
05:00 PM	18	**322**	0	**340**	0	0	0	0	0	70	36	106	11	0	1	12	**458**
05:15 PM	12	259	0	271	0	0	0	0	0	89	**46**	**135**	8	0	**6**	14	420
05:30 PM	**24**	258	0	282	0	0	0	0	0	**93**	36	129	7	0	2	9	420
Total Volume	74	1088	0	1162	0	0	0	0	0	322	146	468	43	0	11	54	1684
% App. Total	6.4	93.6	0		0	0	0		0	68.8	31.2		79.6	0	20.4		
PHF	.771	.845	.000	.854	.000	.000	.000	.000	.000	.866	.793	.867	.632	.000	.458	.711	.919

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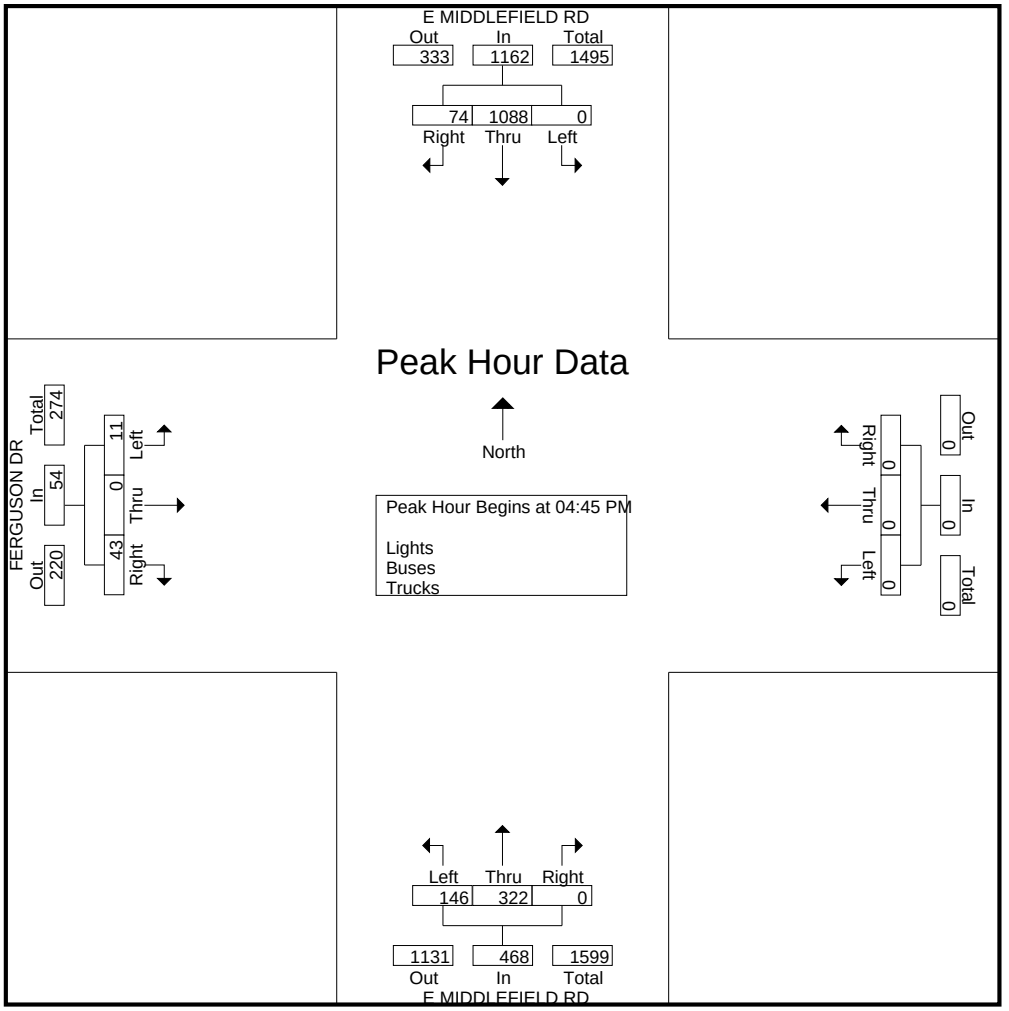

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					Westbound					E MIDDLEFIELD RD Northbound					FERGUSON DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	7	0	0	7	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	13
Apprch %	0	100	0	0		0	0	0	0		0	66.7	33.3	0		0	0	0	0		
Total %	0	53.8	0	0	53.8	0	0	0	0	0	0	30.8	15.4	0	46.2	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				Westbound				E MIDDLEFIELD RD Northbound				FERGUSON DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
06:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	75	25		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.000	.000	.583

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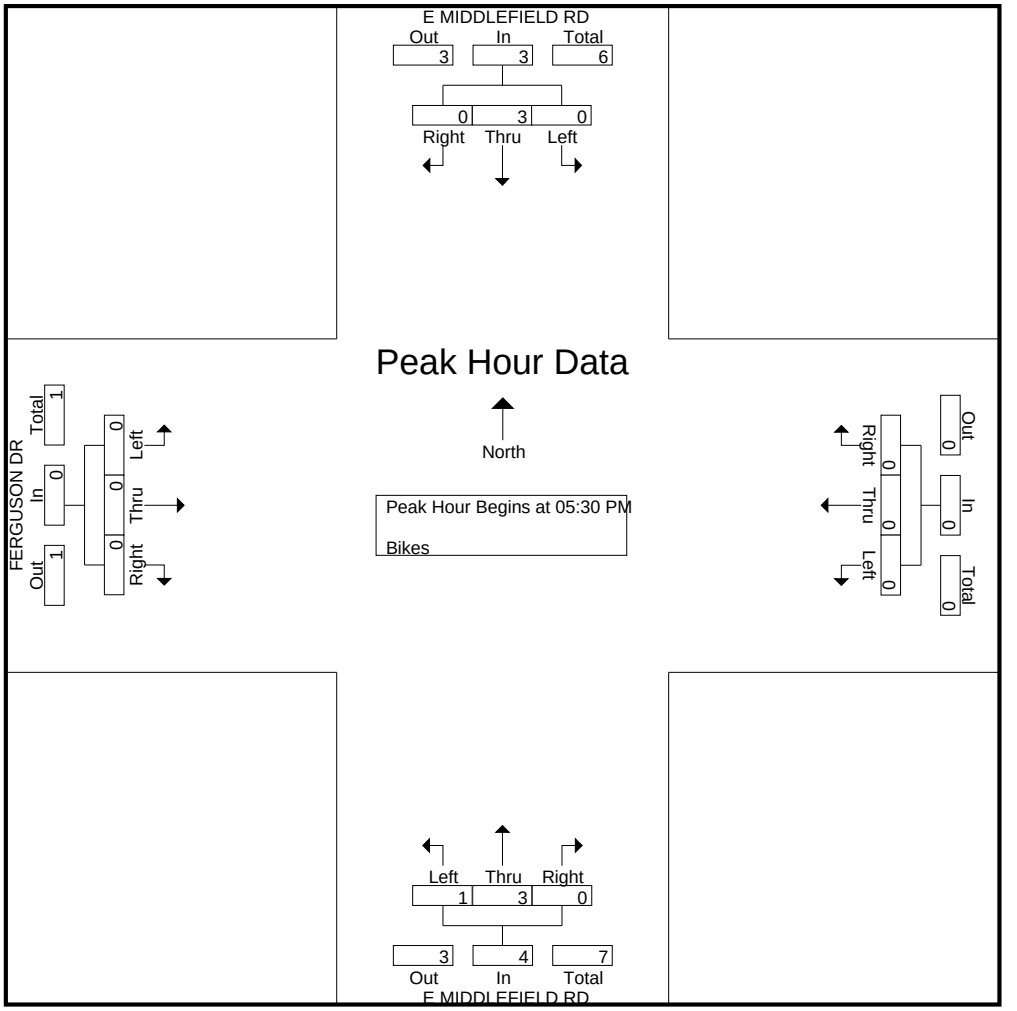

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	29	0	0	37	69	19	29	2	119	0	116	19	0	135	0	0	0	0	0	291
07:15 AM	5	39	0	0	44	71	34	29	0	134	0	130	29	0	159	0	0	0	1	1	338
07:30 AM	9	36	0	0	45	71	29	18	1	119	0	189	37	0	226	0	0	0	2	2	392
07:45 AM	18	52	0	0	70	105	32	33	7	177	0	192	24	0	216	0	0	0	0	0	463
Total	40	156	0	0	196	316	114	109	10	549	0	627	109	0	736	0	0	0	3	3	1484
08:00 AM	13	79	0	0	92	96	38	33	0	167	0	208	31	0	239	0	0	0	1	1	499
08:15 AM	10	90	0	0	100	98	26	34	0	158	0	234	34	0	268	0	0	0	0	0	526
08:30 AM	16	82	0	0	98	85	42	23	2	152	0	196	29	0	225	0	0	0	0	0	475
08:45 AM	14	91	0	2	107	87	40	18	1	146	0	264	29	0	293	0	0	0	1	1	547
Total	53	342	0	2	397	366	146	108	3	623	0	902	123	0	1025	0	0	0	2	2	2047
09:00 AM	18	87	0	0	105	95	21	43	3	162	0	227	16	0	243	0	0	0	1	1	511
09:15 AM	17	95	0	0	112	69	26	46	3	144	0	273	29	0	302	0	0	0	1	1	559
09:30 AM	12	73	0	0	85	70	34	37	3	144	0	245	29	0	274	0	0	0	1	1	504
09:45 AM	18	69	0	0	87	75	46	50	3	174	0	258	34	0	292	0	0	0	1	1	554
Total	65	324	0	0	389	309	127	176	12	624	0	1003	108	0	1111	0	0	0	4	4	2128
Grand Total	158	822	0	2	982	991	387	393	25	1796	0	2532	340	0	2872	0	0	0	9	9	5659
Apprch %	16.1	83.7	0	0.2		55.2	21.5	21.9	1.4		0	88.2	11.8	0		0	0	0	100		
Total %	2.8	14.5	0	0	17.4	17.5	6.8	6.9	0.4	31.7	0	44.7	6	0	50.8	0	0	0	0.2	0.2	
Lights	145	792	0	2	939	968	356	374	25	1723	0	2503	328	0	2831	0	0	0	9	9	5502
% Lights	91.8	96.4	0	100	95.6	97.7	92	95.2	100	95.9	0	98.9	96.5	0	98.6	0	0	0	100	100	97.2
Buses	5	17	0	0	22	6	26	8	0	40	0	11	2	0	13	0	0	0	0	0	75
% Buses	3.2	2.1	0	0	2.2	0.6	6.7	2	0	2.2	0	0.4	0.6	0	0.5	0	0	0	0	0	1.3
Trucks	8	13	0	0	21	17	5	11	0	33	0	18	10	0	28	0	0	0	0	0	82
% Trucks	5.1	1.6	0	0	2.1	1.7	1.3	2.8	0	1.8	0	0.7	2.9	0	1	0	0	0	0	0	1.4

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**18**	87	0	105	**95**	21	43	159	0	227	16	243	0	0	0	0	507
09:15 AM	17	**95**	0	**112**	69	26	46	141	0	**273**	29	**302**	0	0	0	0	**555**
09:30 AM	12	73	0	85	70	34	37	141	0	245	29	274	0	0	0	0	500
09:45 AM	18	69	0	87	75	**46**	**50**	**171**	0	258	**34**	292	0	0	0	0	550
Total Volume	65	324	0	389	309	127	176	612	0	1003	108	1111	0	0	0	0	2112
% App. Total	16.7	83.3	0		50.5	20.8	28.8		0	90.3	9.7		0	0	0		
PHF	.903	.853	.000	.868	.813	.690	.880	.895	.000	.918	.794	.920	.000	.000	.000	.000	.951

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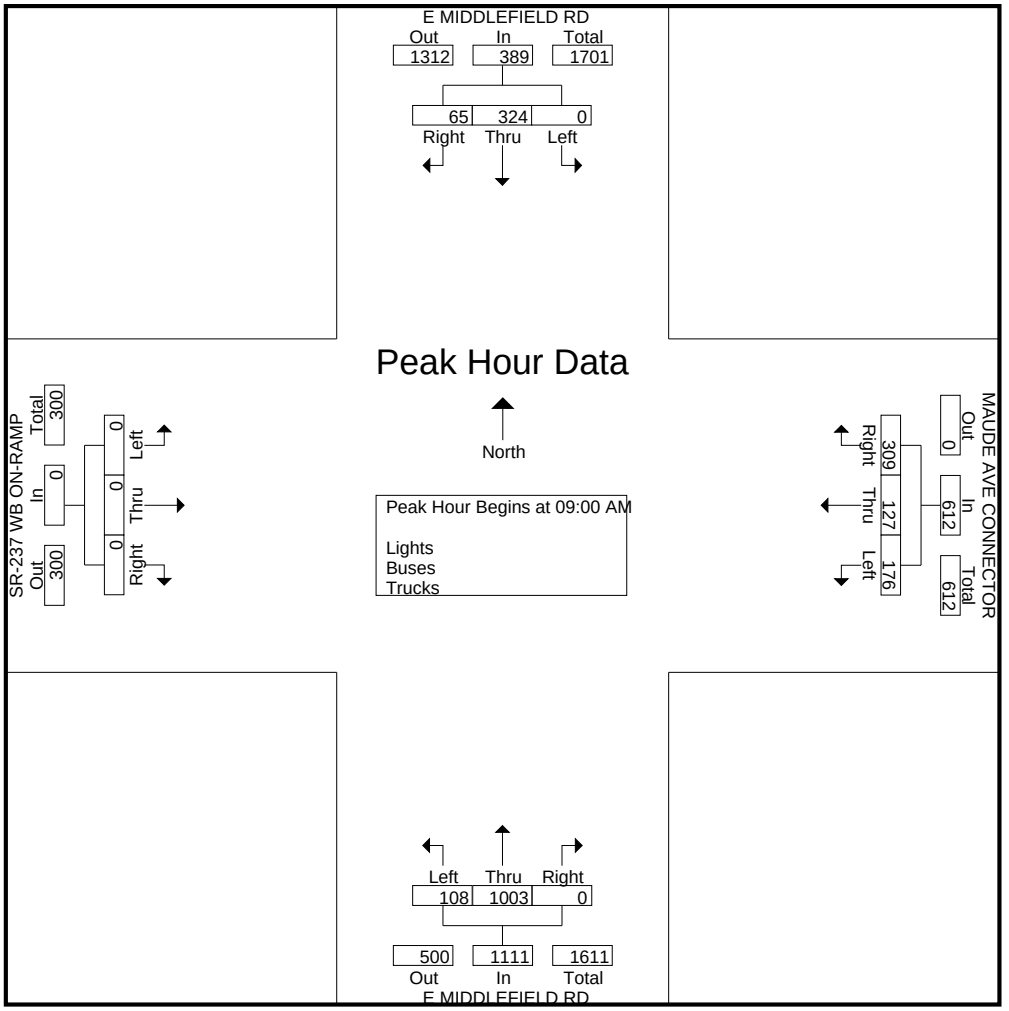

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	14
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	10
Grand Total	0	11	0	0	11	1	0	2	0	3	0	16	0	0	16	0	0	0	0	0	30
Apprch %	0	100	0	0		33.3	0	66.7	0		0	100	0	0		0	0	0	0		
Total %	0	36.7	0	0	36.7	3.3	0	6.7	0	10	0	53.3	0	0	53.3	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0	3
08:45 AM	0	2	0	2	0	0	1	1	0	**2**	0	**2**	0	0	0	0	**5**
Total Volume	0	7	0	7	0	0	2	2	0	5	0	5	0	0	0	0	14
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.500	.500	.000	.625	.000	.625	.000	.000	.000	.000	.700

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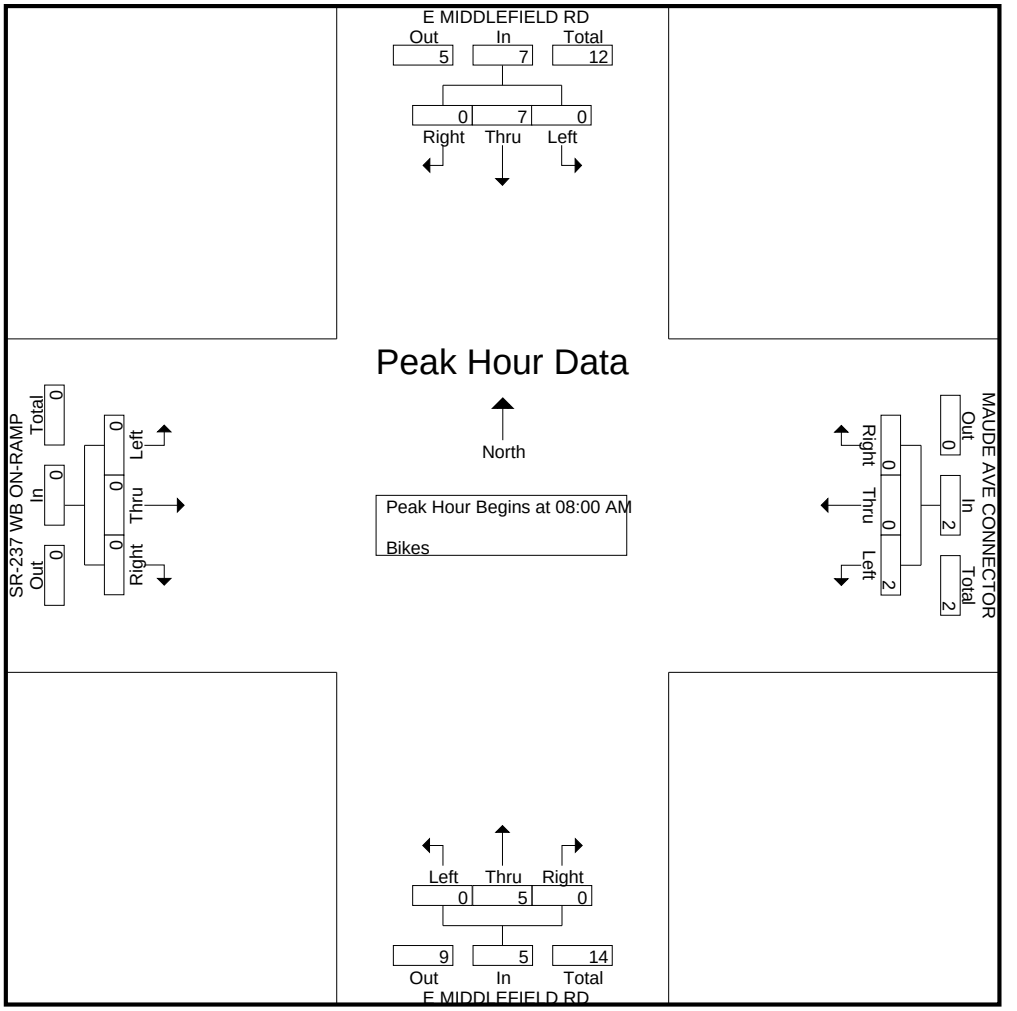

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	62	195	0	0	257	31	70	36	0	137	0	41	28	0	69	0	0	0	1	1	464
04:15 PM	49	203	0	0	252	18	66	25	2	111	0	38	36	0	74	0	0	0	0	0	437
04:30 PM	60	228	0	1	289	40	72	47	0	159	0	50	36	0	86	0	0	0	2	2	536
04:45 PM	63	208	0	0	271	50	88	40	0	178	0	46	27	0	73	0	0	0	0	0	522
Total	234	834	0	1	1069	139	296	148	2	585	0	175	127	0	302	0	0	0	3	3	1959
05:00 PM	76	237	0	1	314	71	101	62	2	236	0	38	25	0	63	0	0	0	1	1	614
05:15 PM	56	214	0	0	270	90	93	60	3	246	0	44	33	0	77	0	0	0	0	0	593
05:30 PM	55	196	0	0	251	93	111	56	4	264	0	39	36	0	75	0	0	0	0	0	590
05:45 PM	40	178	0	0	218	83	92	57	2	234	0	56	24	0	80	0	0	0	1	1	533
Total	227	825	0	1	1053	337	397	235	11	980	0	177	118	0	295	0	0	0	2	2	2330
06:00 PM	43	178	0	0	221	88	93	47	4	232	0	48	30	0	78	0	0	0	0	0	531
06:15 PM	36	154	0	0	190	63	86	42	4	195	0	43	40	0	83	0	0	0	0	0	468
06:30 PM	40	168	0	1	209	63	86	47	3	199	0	40	32	0	72	0	0	0	0	0	480
06:45 PM	34	105	0	0	139	51	82	45	5	183	0	40	34	0	74	0	0	0	0	0	396
Total	153	605	0	1	759	265	347	181	16	809	0	171	136	0	307	0	0	0	0	0	1875
Grand Total	614	2264	0	3	2881	741	1040	564	29	2374	0	523	381	0	904	0	0	0	5	5	6164
Apprch %	21.3	78.6	0	0.1		31.2	43.8	23.8	1.2		0	57.9	42.1	0		0	0	0	100		
Total %	10	36.7	0	0	46.7	12	16.9	9.1	0.5	38.5	0	8.5	6.2	0	14.7	0	0	0	0.1	0.1	
Lights	610	2244	0	3	2857	738	1010	558	29	2335	0	516	377	0	893	0	0	0	5	5	6090
% Lights	99.3	99.1	0	100	99.2	99.6	97.1	98.9	100	98.4	0	98.7	99	0	98.8	0	0	0	100	100	98.8
Buses	3	9	0	0	12	3	29	4	0	36	0	7	2	0	9	0	0	0	0	0	57
% Buses	0.5	0.4	0	0	0.4	0.4	2.8	0.7	0	1.5	0	1.3	0.5	0	1	0	0	0	0	0	0.9
Trucks	1	11	0	0	12	0	1	2	0	3	0	0	2	0	2	0	0	0	0	0	17
% Trucks	0.2	0.5	0	0	0.4	0	0.1	0.4	0	0.1	0	0	0.5	0	0.2	0	0	0	0	0	0.3

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**76**	**237**	0	**313**	71	101	**62**	234	0	38	25	63	0	0	0	0	**610**
05:15 PM	56	214	0	270	90	93	60	243	0	44	33	77	0	0	0	0	590
05:30 PM	55	196	0	251	**93**	**111**	56	**260**	0	39	**36**	75	0	0	0	0	586
05:45 PM	40	178	0	218	83	92	57	232	0	**56**	24	**80**	0	0	0	0	530
Total Volume	227	825	0	1052	337	397	235	969	0	177	118	295	0	0	0	0	2316
% App. Total	21.6	78.4	0		34.8	41	24.3		0	60	40		0	0	0		
PHF	.747	.870	.000	.840	.906	.894	.948	.932	.000	.790	.819	.922	.000	.000	.000	.000	.949

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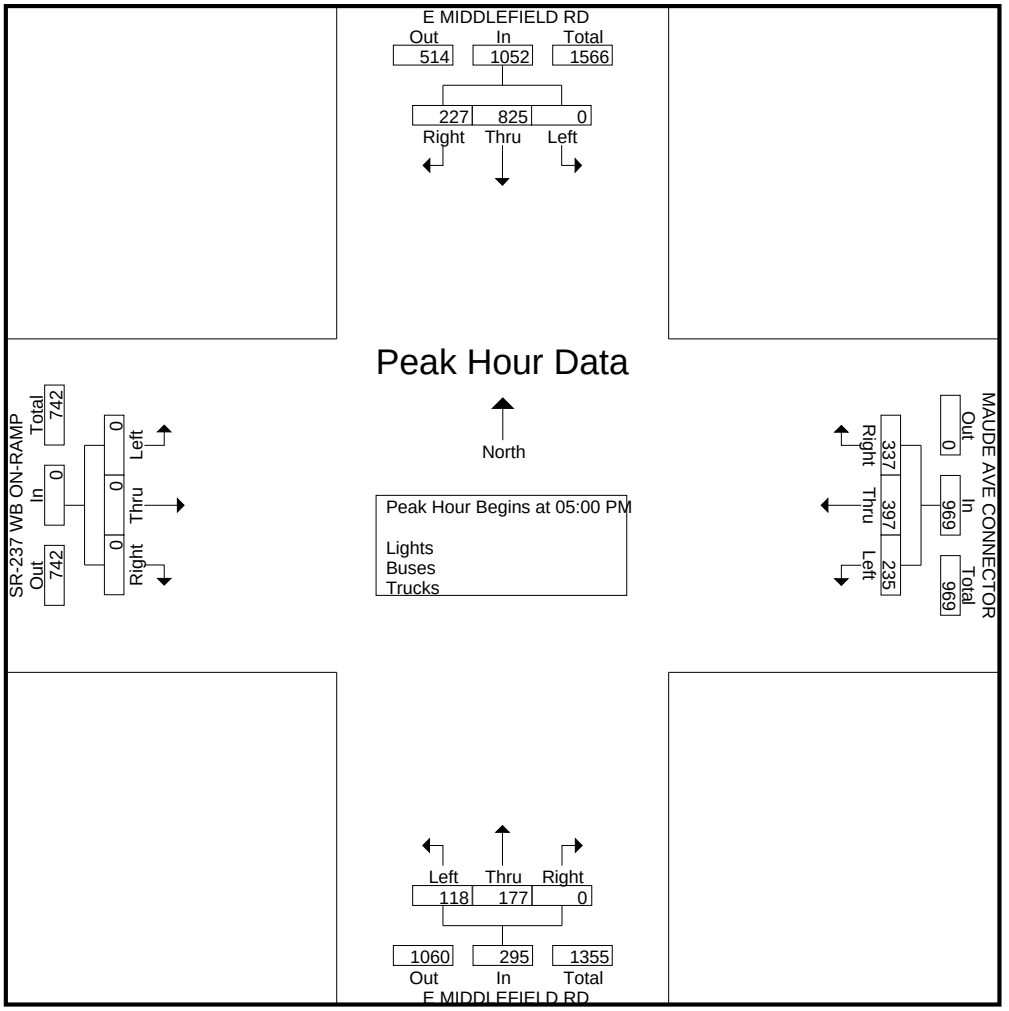

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	7	0	0	7	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	15
Apprch %	0	100	0	0		50	0	50	0		0	100	0	0		0	0	0	0		
Total %	0	46.7	0	0	46.7	6.7	0	6.7	0	13.3	0	40	0	0	40	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	**3**
05:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	0	5	0	5	0	0	0	0	8
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.667

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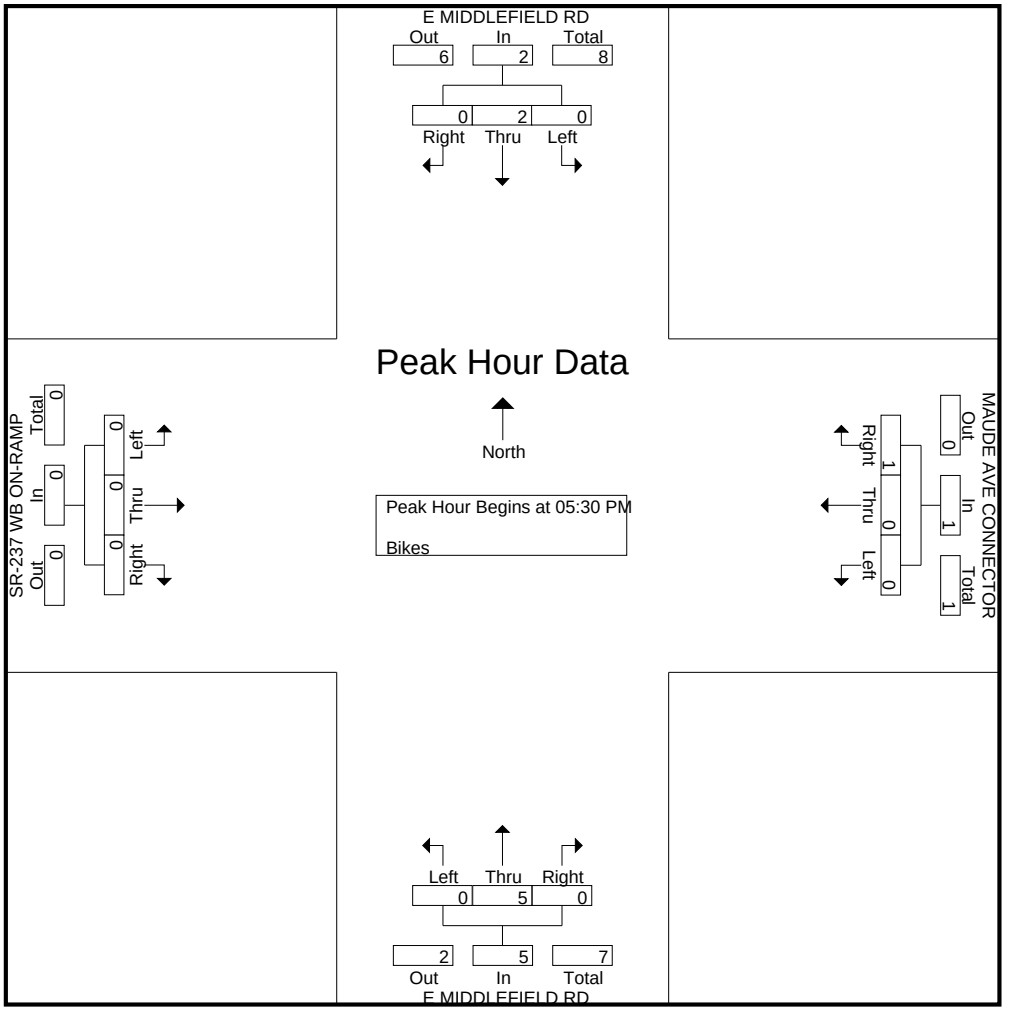

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	46	16	0	62	0	0	0	1	1	12	85	0	0	97	34	34	47	0	115	275
07:15 AM	0	45	22	0	67	0	0	0	0	0	14	113	0	0	127	30	44	44	2	120	314
07:30 AM	0	37	21	0	58	0	0	0	0	0	23	148	0	0	171	45	50	62	2	159	388
07:45 AM	0	46	40	0	86	0	0	0	5	5	16	144	0	0	160	52	59	71	0	182	433
Total	0	174	99	0	273	0	0	0	6	6	65	490	0	0	555	161	187	224	4	576	1410
08:00 AM	0	59	57	0	116	0	0	0	1	1	25	157	0	1	183	45	67	78	1	191	491
08:15 AM	0	74	46	0	120	0	0	0	0	0	17	166	0	0	183	49	61	91	0	201	504
08:30 AM	0	52	61	0	113	0	0	0	2	2	19	179	0	0	198	48	67	56	0	171	484
08:45 AM	0	42	58	0	100	0	0	0	2	2	27	206	0	0	233	44	68	79	1	192	527
Total	0	227	222	0	449	0	0	0	5	5	88	708	0	1	797	186	263	304	2	755	2006
09:00 AM	0	74	67	0	141	0	0	0	2	2	31	178	0	0	209	39	78	70	1	188	540
09:15 AM	0	75	60	0	135	0	0	0	4	4	36	189	0	1	226	51	92	104	1	248	613
09:30 AM	0	69	46	0	115	0	0	0	1	1	24	152	0	1	177	50	103	126	1	280	573
09:45 AM	0	77	40	0	117	0	0	0	4	4	32	184	0	1	217	45	97	94	1	237	575
Total	0	295	213	0	508	0	0	0	11	11	123	703	0	3	829	185	370	394	4	953	2301
Grand Total	0	696	534	0	1230	0	0	0	22	22	276	1901	0	4	2181	532	820	922	10	2284	5717
Apprch %	0	56.6	43.4	0		0	0	0	100		12.7	87.2	0	0.2		23.3	35.9	40.4	0.4		
Total %	0	12.2	9.3	0	21.5	0	0	0	0.4	0.4	4.8	33.3	0	0.1	38.1	9.3	14.3	16.1	0.2	40	
Lights	0	668	515	0	1183	0	0	0	22	22	263	1872	0	4	2139	522	792	907	10	2231	5575
% Lights	0	96	96.4	0	96.2	0	0	0	100	100	95.3	98.5	0	100	98.1	98.1	96.6	98.4	100	97.7	97.5
Buses	0	12	8	0	20	0	0	0	0	0	5	8	0	0	13	3	25	6	0	34	67
% Buses	0	1.7	1.5	0	1.6	0	0	0	0	0	1.8	0.4	0	0	0.6	0.6	3	0.7	0	1.5	1.2
Trucks	0	16	11	0	27	0	0	0	0	0	8	21	0	0	29	7	3	9	0	19	75
% Trucks	0	2.3	2.1	0	2.2	0	0	0	0	0	2.9	1.1	0	0	1.3	1.3	0.4	1	0	0.8	1.3

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	74	**67**	**141**	0	0	0	0	31	178	0	209	39	78	70	187	537
09:15 AM	0	75	60	135	0	0	0	0	**36**	**189**	0	**225**	**51**	92	104	247	**607**
09:30 AM	0	69	46	115	0	0	0	0	24	152	0	176	50	**103**	**126**	**279**	570
09:45 AM	0	**77**	40	117	0	0	0	0	32	184	0	216	45	97	94	236	569
Total Volume	0	295	213	508	0	0	0	0	123	703	0	826	185	370	394	949	2283
% App. Total	0	58.1	41.9		0	0	0		14.9	85.1	0		19.5	39	41.5		
PHF	.000	.958	.795	.901	.000	.000	.000	.000	.854	.930	.000	.918	.907	.898	.782	.850	.940

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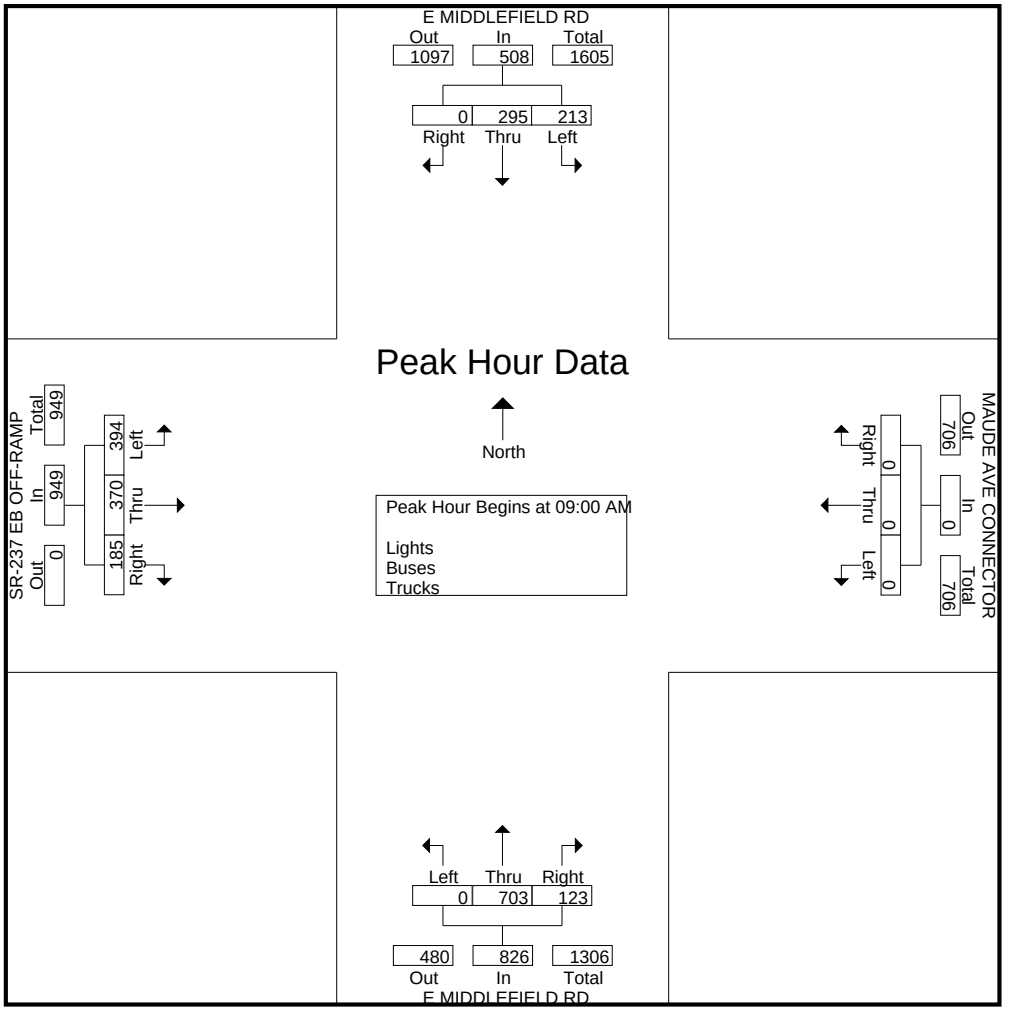

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	5	3	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
Apprch %	0	62.5	37.5	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	27.8	16.7	0	44.4	0	0	0	0	0	0	55.6	0	0	55.6	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
Total Volume	0	4	1	5	0	0	0	0	0	4	0	4	0	0	0	0	9
% App. Total	0	80	20		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.563

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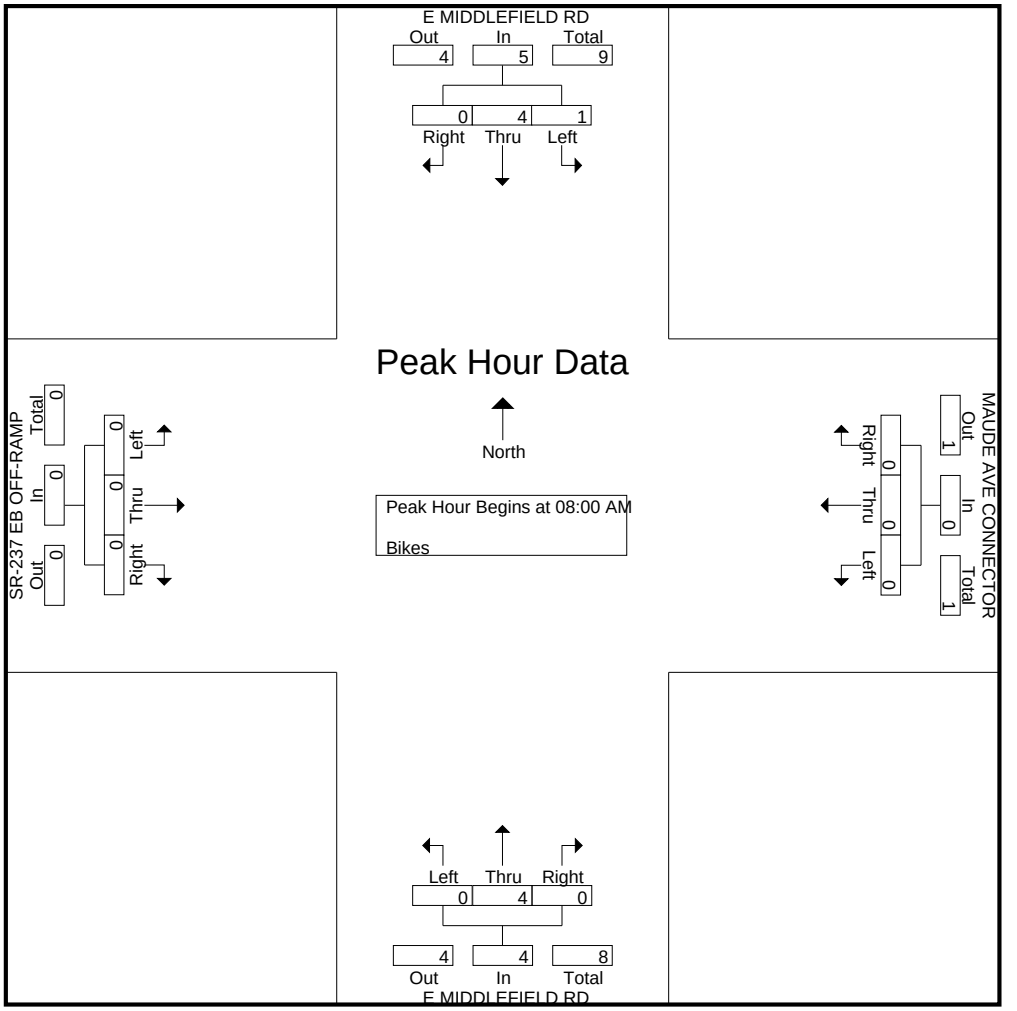

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	153	83	0	236	0	0	0	0	0	31	55	0	0	86	49	31	15	2	97	419
04:15 PM	0	145	85	0	230	0	0	0	4	4	24	55	0	1	80	51	40	17	0	108	422
04:30 PM	0	207	66	0	273	0	0	0	1	1	25	65	0	0	90	36	39	20	2	97	461
04:45 PM	0	157	88	0	245	1	0	0	0	1	31	53	0	0	84	36	40	15	0	91	421
Total	0	662	322	0	984	1	0	0	5	6	111	228	0	1	340	172	150	67	4	393	1723
05:00 PM	0	232	83	0	315	0	0	0	2	2	38	53	0	1	92	34	48	14	3	99	508
05:15 PM	0	192	81	0	273	0	0	0	1	1	32	51	0	1	84	32	44	20	0	96	454
05:30 PM	0	181	79	0	260	0	0	0	6	6	29	60	0	2	91	28	45	13	0	86	443
05:45 PM	0	157	78	0	235	0	0	0	0	0	29	58	0	1	88	26	37	20	1	84	407
Total	0	762	321	0	1083	0	0	0	9	9	128	222	0	5	355	120	174	67	4	365	1812
06:00 PM	0	162	71	0	233	0	0	0	8	8	33	71	0	0	104	28	34	15	1	78	423
06:15 PM	0	152	70	0	222	0	0	0	5	5	39	64	0	0	103	46	39	16	0	101	431
06:30 PM	0	146	63	0	209	0	0	0	3	3	21	52	0	0	73	34	52	17	2	105	390
06:45 PM	0	122	39	0	161	0	0	0	4	4	20	59	0	1	80	30	37	14	1	82	327
Total	0	582	243	0	825	0	0	0	20	20	113	246	0	1	360	138	162	62	4	366	1571
Grand Total	0	2006	886	0	2892	1	0	0	34	35	352	696	0	7	1055	430	486	196	12	1124	5106
Apprch %	0	69.4	30.6	0		2.9	0	0	97.1		33.4	66	0	0.7		38.3	43.2	17.4	1.1		
Total %	0	39.3	17.4	0	56.6	0	0	0	0.7	0.7	6.9	13.6	0	0.1	20.7	8.4	9.5	3.8	0.2	22	
Lights	0	1990	877	0	2867	1	0	0	34	35	348	686	0	7	1041	423	470	196	12	1101	5044
% Lights	0	99.2	99	0	99.1	100	0	0	100	100	98.9	98.6	0	100	98.7	98.4	96.7	100	100	98	98.8
Buses	0	10	2	0	12	0	0	0	0	0	1	7	0	0	8	3	12	0	0	15	35
% Buses	0	0.5	0.2	0	0.4	0	0	0	0	0	0.3	1	0	0	0.8	0.7	2.5	0	0	1.3	0.7
Trucks	0	6	7	0	13	0	0	0	0	0	3	3	0	0	6	4	4	0	0	8	27
% Trucks	0	0.3	0.8	0	0.4	0	0	0	0	0	0.9	0.4	0	0	0.6	0.9	0.8	0	0	0.7	0.5

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	207	66	273	0	0	0	0	25	**65**	0	90	**36**	39	**20**	95	458
04:45 PM	0	157	**88**	245	**1**	0	0	**1**	31	53	0	84	36	40	15	91	421
05:00 PM	0	**232**	83	**315**	0	0	0	0	**38**	53	0	**91**	34	**48**	14	**96**	**502**
05:15 PM	0	192	81	273	0	0	0	0	32	51	0	83	32	44	20	96	452
Total Volume	0	788	318	1106	1	0	0	1	126	222	0	348	138	171	69	378	1833
% App. Total	0	71.2	28.8		100	0	0		36.2	63.8	0		36.5	45.2	18.3		
PHF	.000	.849	.903	.878	.250	.000	.000	.250	.829	.854	.000	.956	.958	.891	.863	.984	.913

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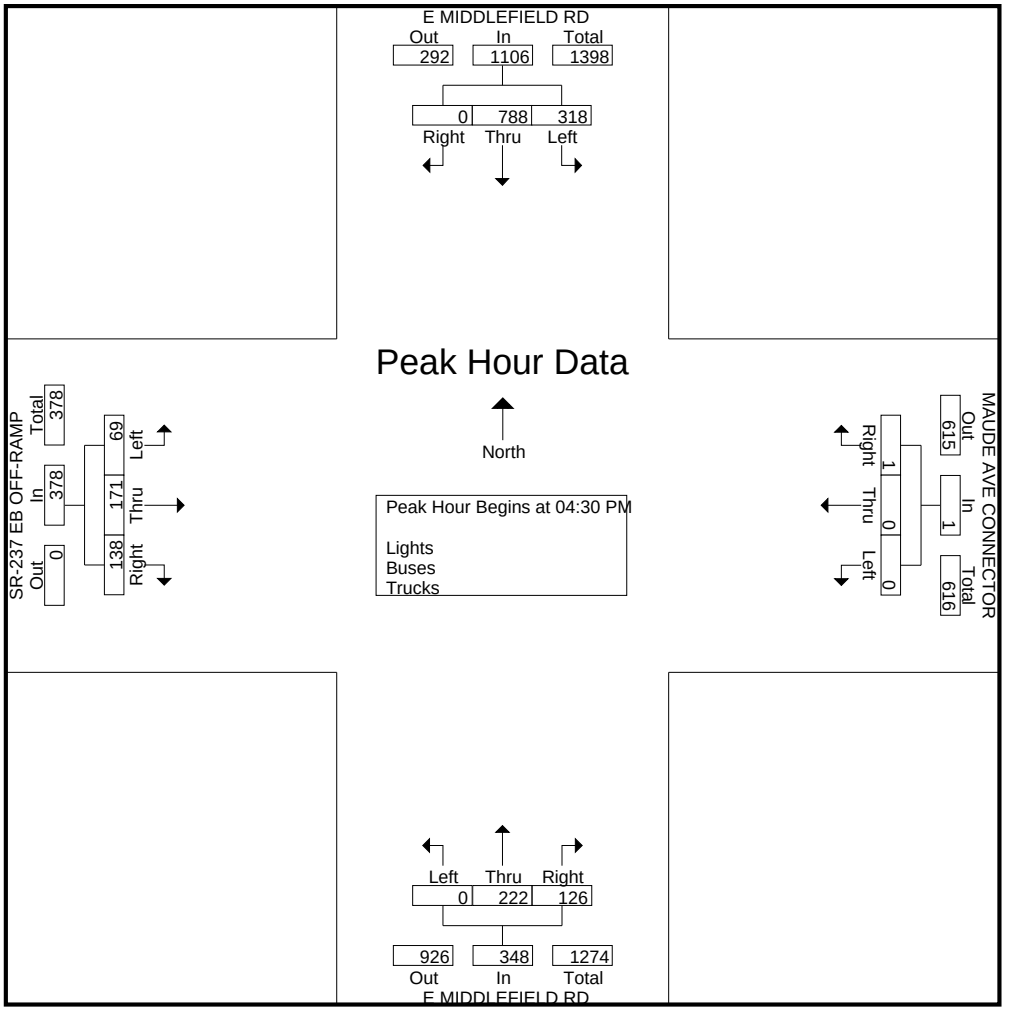

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					MAUDE AVE CONNECTOR Westbound					E MIDDLEFIELD RD Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	12	0	0	12	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	17
Apprch %	0	100	0	0		0	0	0	0		20	80	0	0		0	0	0	0		
Total %	0	70.6	0	0	70.6	0	0	0	0	0	5.9	23.5	0	0	29.4	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				MAUDE AVE CONNECTOR Westbound				E MIDDLEFIELD RD Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
06:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.625

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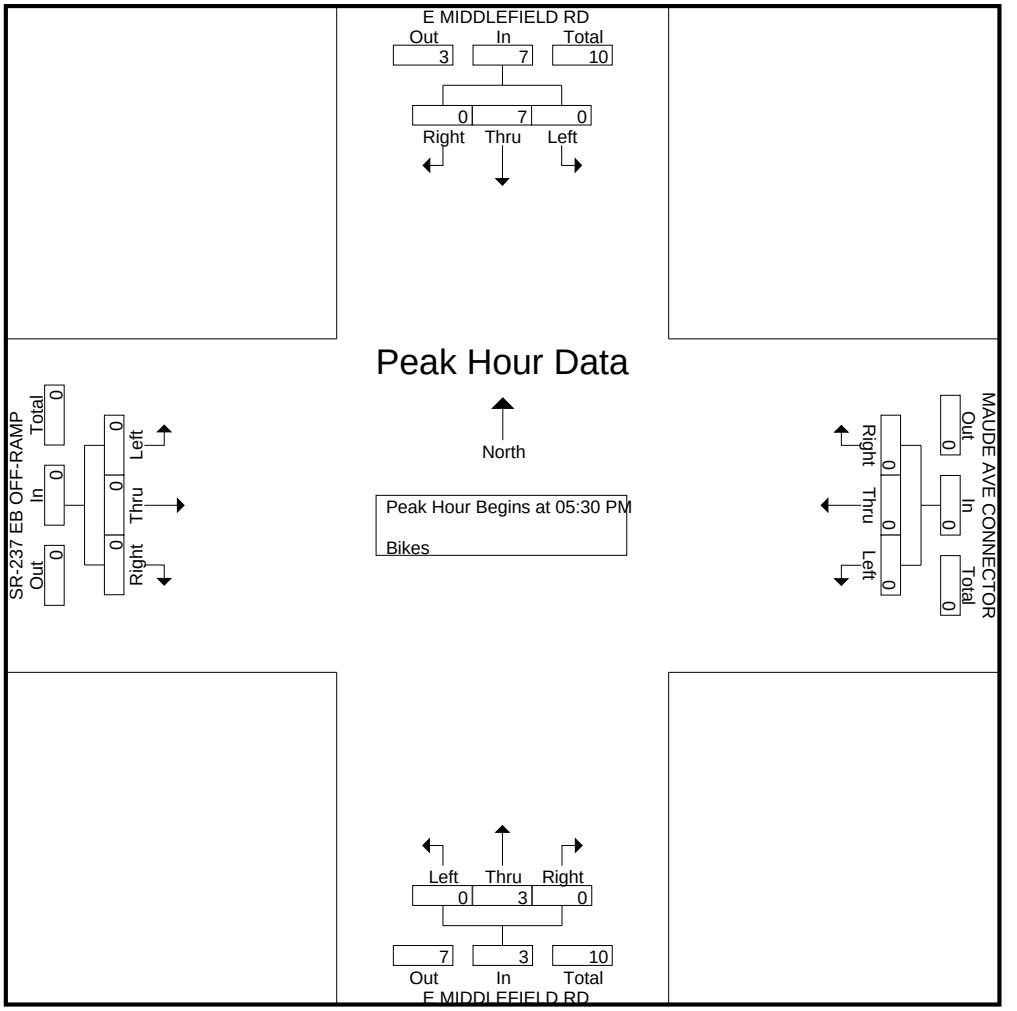

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File Name : 15AM FINAL
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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					DRIVEWAY Westbound					E MIDDLEFIELD RD Northbound					N BERNARDO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	40	38	2	1	81	2	0	0	2	4	0	92	7	0	99	0	0	4	0	4	188
07:15 AM	23	47	3	0	73	1	0	0	1	2	1	138	9	0	148	0	0	1	1	2	225
07:30 AM	25	52	1	0	78	3	0	1	0	4	2	165	6	0	173	0	0	7	0	7	262
07:45 AM	42	48	2	0	92	1	0	0	9	10	1	165	9	0	175	0	0	4	0	4	281
Total	130	185	8	1	324	7	0	1	12	20	4	560	31	0	595	0	0	16	1	17	956
08:00 AM	41	57	2	0	100	3	0	0	0	3	2	175	6	0	183	3	1	4	1	9	295
08:15 AM	44	68	2	1	115	2	0	0	0	2	1	191	6	0	198	2	0	4	0	6	321
08:30 AM	38	61	1	0	100	1	0	0	3	4	0	197	9	0	206	2	0	8	0	10	320
08:45 AM	27	51	1	0	79	1	0	0	4	5	1	218	8	0	227	1	0	8	1	10	321
Total	150	237	6	1	394	7	0	0	7	14	4	781	29	0	814	8	1	24	2	35	1257
09:00 AM	43	58	4	2	107	3	0	0	2	5	0	203	17	1	221	3	1	8	1	13	346
09:15 AM	52	68	2	2	124	2	0	0	1	3	0	206	17	0	223	1	0	13	1	15	365
09:30 AM	51	52	5	0	108	2	0	0	5	7	1	180	12	0	193	5	0	4	0	9	317
09:45 AM	52	58	5	4	119	5	0	2	4	11	3	198	12	0	213	5	0	8	0	13	356
Total	198	236	16	8	458	12	0	2	12	26	4	787	58	1	850	14	1	33	2	50	1384
Grand Total	478	658	30	10	1176	26	0	3	31	60	12	2128	118	1	2259	22	2	73	5	102	3597
Apprch %	40.6	56	2.6	0.9		43.3	0	5	51.7		0.5	94.2	5.2	0		21.6	2	71.6	4.9		
Total %	13.3	18.3	0.8	0.3	32.7	0.7	0	0.1	0.9	1.7	0.3	59.2	3.3	0	62.8	0.6	0.1	2	0.1	2.8	
Lights	469	631	26	10	1136	20	0	2	31	53	10	2097	117	1	2225	22	2	67	5	96	3510
% Lights	98.1	95.9	86.7	100	96.6	76.9	0	66.7	100	88.3	83.3	98.5	99.2	100	98.5	100	100	91.8	100	94.1	97.6
Buses	1	12	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	25
% Buses	0.2	1.8	0	0	1.1	0	0	0	0	0	0	0.5	0	0	0.5	0	0	1.4	0	1	0.7
Trucks	8	15	4	0	27	6	0	1	0	7	2	20	1	0	23	0	0	5	0	5	62
% Trucks	1.7	2.3	13.3	0	2.3	23.1	0	33.3	0	11.7	16.7	0.9	0.8	0	1	0	0	6.8	0	4.9	1.7

	E MIDDLEFIELD RD Southbound				DRIVEWAY Westbound				E MIDDLEFIELD RD Northbound				N BERNARDO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	43	58	4	105	3	0	0	3	0	203	**17**	220	3	**1**	8	12	340
09:15 AM	**52**	**68**	2	**122**	2	0	0	2	0	**206**	17	**223**	1	0	**13**	**14**	**361**
09:30 AM	51	52	**5**	108	2	0	0	2	1	180	12	193	**5**	0	4	9	312
09:45 AM	52	58	5	115	**5**	0	**2**	**7**	**3**	198	12	213	5	0	8	13	348
Total Volume	198	236	16	450	12	0	2	14	4	787	58	849	14	1	33	48	1361
% App. Total	44	52.4	3.6		85.7	0	14.3		0.5	92.7	6.8		29.2	2.1	68.8		
PHF	.952	.868	.800	.922	.600	.000	.250	.500	.333	.955	.853	.952	.700	.250	.635	.857	.943

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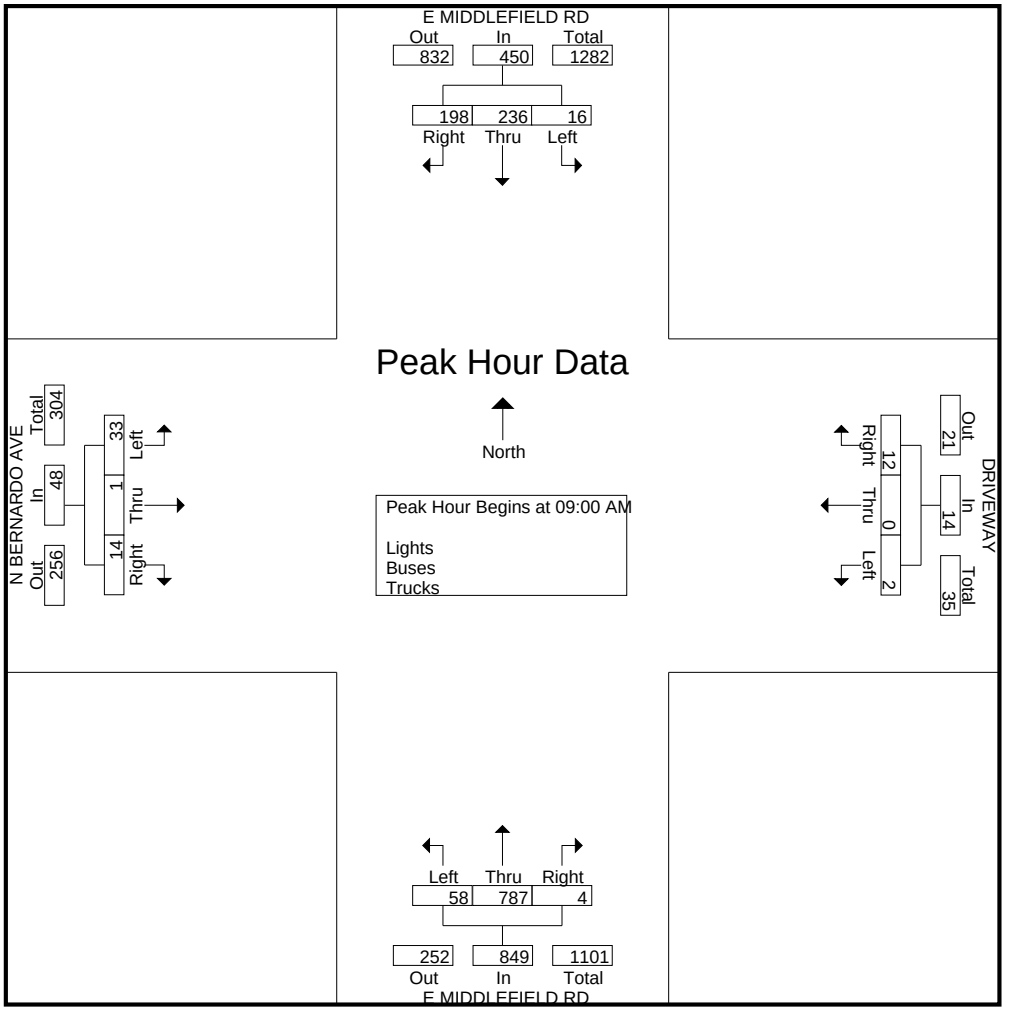

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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					DRIVEWAY Westbound					E MIDDLEFIELD RD Northbound					N BERNARDO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	2	0	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4
Total	1	0	0	0	1	1	0	0	0	1	1	7	2	0	10	0	0	0	0	0	12
Grand Total	3	0	1	0	4	1	0	0	0	1	1	16	2	0	19	0	0	0	0	0	24
Apprch %	75	0	25	0		100	0	0	0		5.3	84.2	10.5	0		0	0	0	0		
Total %	12.5	0	4.2	0	16.7	4.2	0	0	0	4.2	4.2	66.7	8.3	0	79.2	0	0	0	0	0	

	E MIDDLEFIELD RD Southbound				DRIVEWAY Westbound				E MIDDLEFIELD RD Northbound				N BERNARDO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	3
09:30 AM	0	0	0	0	**1**	0	0	**1**	**1**	1	**1**	3	0	0	0	0	**4**
09:45 AM	0	0	0	0	0	0	0	0	0	3	1	**4**	0	0	0	0	4
Total Volume	1	0	0	1	1	0	0	1	1	7	2	10	0	0	0	0	12
% App. Total	100	0	0		100	0	0		10	70	20		0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.583	.500	.625	.000	.000	.000	.000	.750

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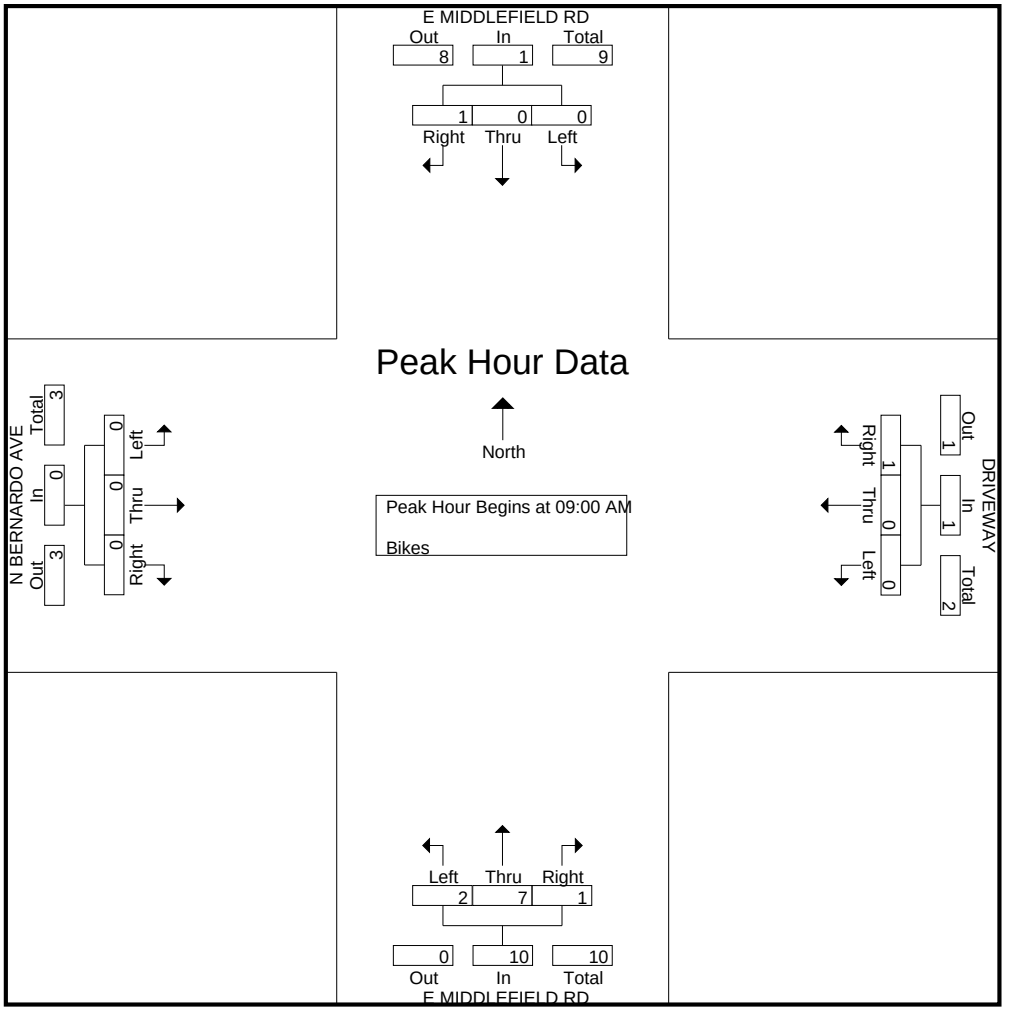

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Groups Printed- Lights - Buses - Trucks

	E MIDDLEFIELD RD Southbound					DRIVEWAY Westbound					E MIDDLEFIELD RD Northbound					N BERNARDO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	204	4	0	213	0	0	1	2	3	0	58	3	0	61	10	0	29	4	43	320
04:15 PM	11	176	6	0	193	0	0	0	5	5	0	43	2	0	45	12	0	27	0	39	282
04:30 PM	8	247	5	1	261	0	0	0	3	3	0	57	1	0	58	19	0	27	1	47	369
04:45 PM	8	189	3	0	200	2	0	1	1	4	1	53	4	1	59	21	1	33	1	56	319
Total	32	816	18	1	867	2	0	2	11	15	1	211	10	1	223	62	1	116	6	185	1290
05:00 PM	11	232	3	2	248	0	0	0	2	2	0	40	1	0	41	20	0	46	1	67	358
05:15 PM	10	226	5	0	241	0	0	0	5	5	0	45	0	0	45	12	0	36	1	49	340
05:30 PM	8	186	4	1	199	0	0	0	2	2	0	54	1	0	55	15	0	33	0	48	304
05:45 PM	8	192	5	2	207	0	0	0	5	5	0	50	1	1	52	12	0	30	2	44	308
Total	37	836	17	5	895	0	0	0	14	14	0	189	3	1	193	59	0	145	4	208	1310
06:00 PM	12	183	3	2	200	0	0	0	9	9	0	69	2	1	72	22	0	41	0	63	344
06:15 PM	6	179	4	1	190	0	0	1	3	4	0	55	0	0	55	18	0	38	2	58	307
06:30 PM	4	186	2	0	192	0	0	0	7	7	0	47	3	0	50	21	0	27	0	48	297
06:45 PM	7	148	3	0	158	0	0	0	3	3	0	54	3	0	57	10	0	19	0	29	247
Total	29	696	12	3	740	0	0	1	22	23	0	225	8	1	234	71	0	125	2	198	1195
Grand Total	98	2348	47	9	2502	2	0	3	47	52	1	625	21	3	650	192	1	386	12	591	3795
Apprch %	3.9	93.8	1.9	0.4		3.8	0	5.8	90.4		0.2	96.2	3.2	0.5		32.5	0.2	65.3	2		
Total %	2.6	61.9	1.2	0.2	65.9	0.1	0	0.1	1.2	1.4	0	16.5	0.6	0.1	17.1	5.1	0	10.2	0.3	15.6	
Lights	92	2329	47	9	2477	2	0	3	47	52	1	615	21	3	640	192	1	383	12	588	3757
% Lights	93.9	99.2	100	100	99	100	0	100	100	100	100	98.4	100	100	98.5	100	100	99.2	100	99.5	99
Buses	2	10	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	21
% Buses	2	0.4	0	0	0.5	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0.5	0	0.3	0.6
Trucks	4	9	0	0	13	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	17
% Trucks	4.1	0.4	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0.3	0	0.2	0.4

	E MIDDLEFIELD RD Southbound				DRIVEWAY Westbound				E MIDDLEFIELD RD Northbound				N BERNARDO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	**247**	**5**	**260**	0	0	0	0	0	**57**	1	**58**	19	0	27	46	**364**
04:45 PM	8	189	3	200	**2**	0	**1**	**3**	**1**	53	**4**	58	**21**	**1**	33	55	316
05:00 PM	**11**	232	3	246	0	0	0	0	0	40	1	41	20	0	**46**	**66**	353
05:15 PM	10	226	5	241	0	0	0	0	0	45	0	45	12	0	36	48	334
Total Volume	37	894	16	947	2	0	1	3	1	195	6	202	72	1	142	215	1367
% App. Total	3.9	94.4	1.7		66.7	0	33.3		0.5	96.5	3		33.5	0.5	66		
PHF	.841	.905	.800	.911	.250	.000	.250	.250	.250	.855	.375	.871	.857	.250	.772	.814	.939

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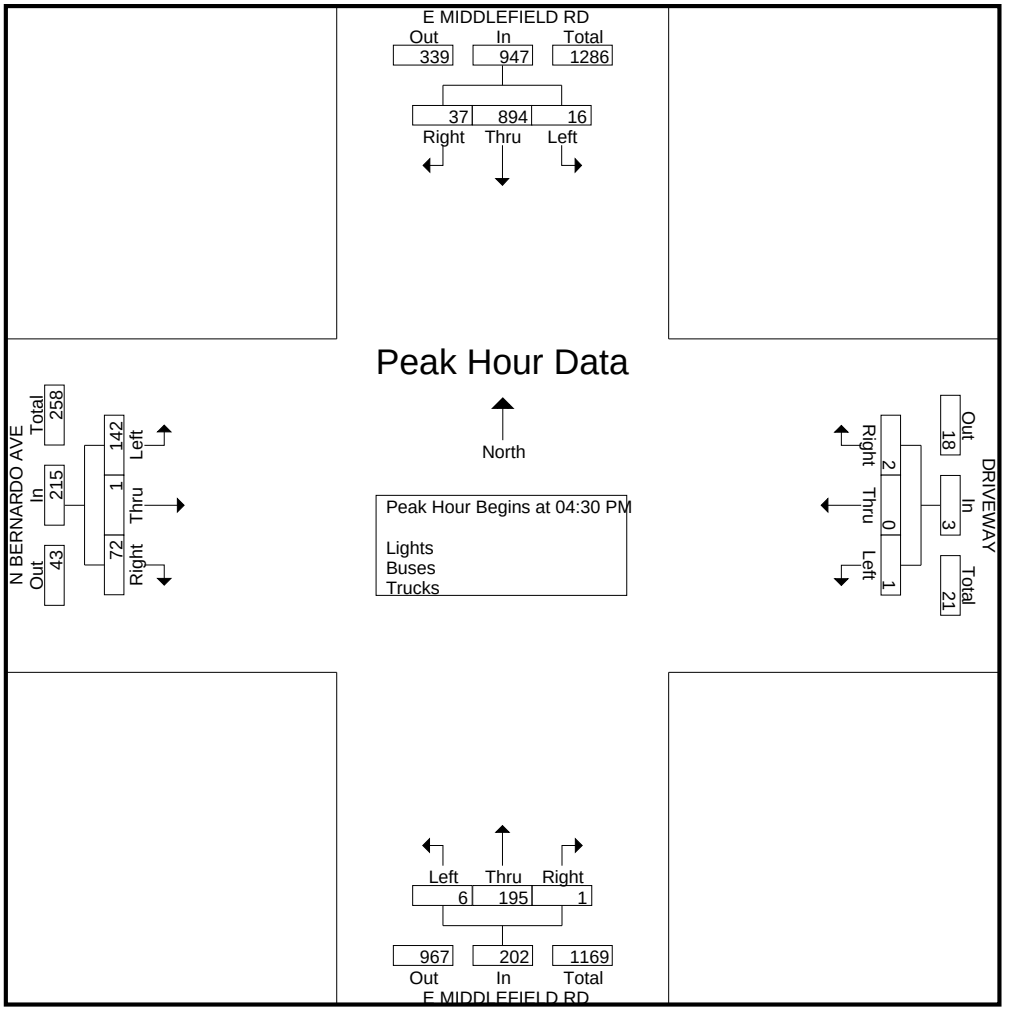

Traffic Data Service

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File Name : 15PM FINAL
Site Code : 00000015
Start Date : 4/18/2017
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Groups Printed- Bikes

	E MIDDLEFIELD RD Southbound					DRIVEWAY Westbound					E MIDDLEFIELD RD Northbound					N BERNARDO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	7
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
06:00 PM	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	7
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	0	8	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	13
Grand Total	0	16	0	0	16	0	0	0	0	0	1	5	0	0	6	1	1	4	0	6	28
Apprch %	0	100	0	0		0	0	0	0		16.7	83.3	0	0		16.7	16.7	66.7	0		
Total %	0	57.1	0	0	57.1	0	0	0	0	0	3.6	17.9	0	0	21.4	3.6	3.6	14.3	0	21.4	

	E MIDDLEFIELD RD Southbound				DRIVEWAY Westbound				E MIDDLEFIELD RD Northbound				N BERNARDO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	**5**	0	**5**	0	0	0	0	**1**	0	0	1	0	0	1	1	**7**
06:15 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	4
Total Volume	0	8	0	8	0	0	0	0	1	2	0	3	1	0	2	3	14
% App. Total	0	100	0		0	0	0		33.3	66.7	0		33.3	0	66.7		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.250	.250	.000	.375	.250	.000	.500	.750	.500

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File Name : 15PM FINAL
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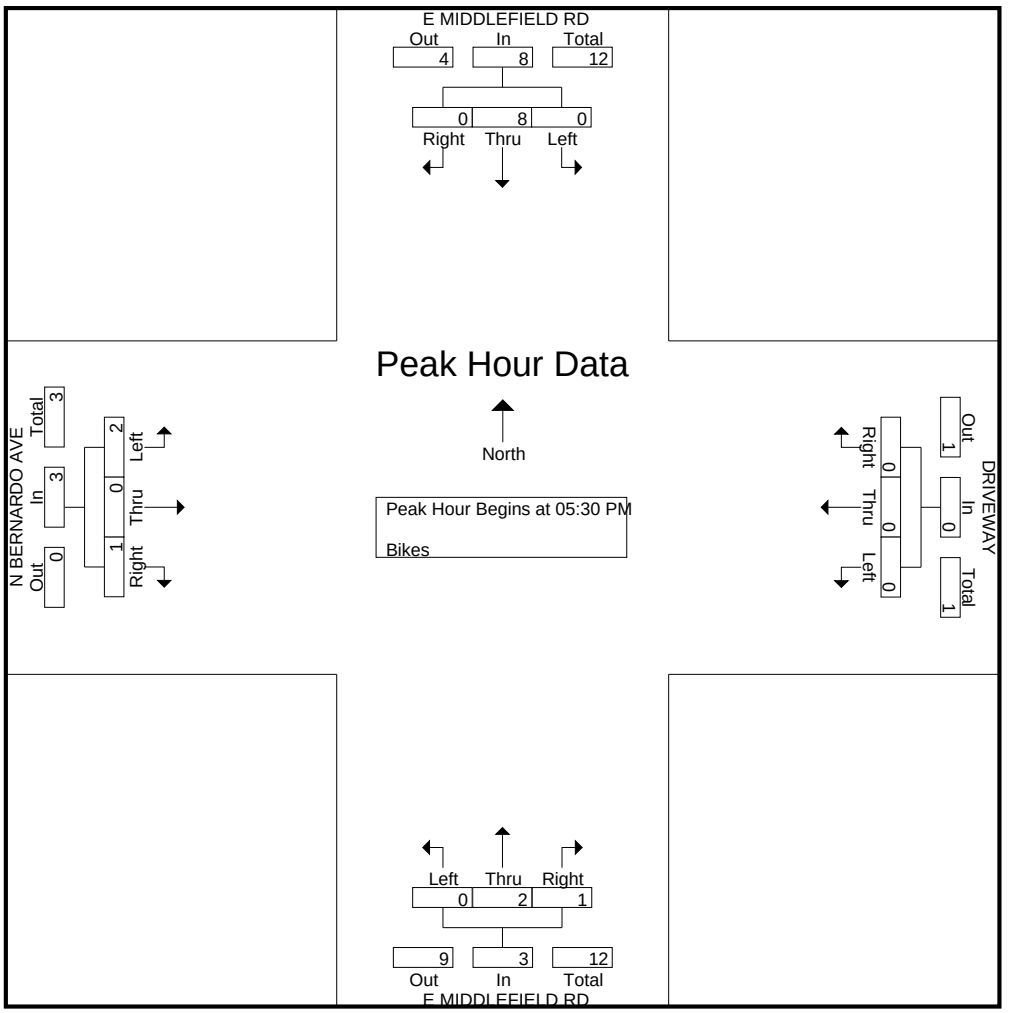

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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 4/25/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	SR-85 SB OFF-RAMP Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	0	28	0	33	0	275	0	0	275	0	0	0	0	0	0	61	0	0	61	369
07:15 AM	4	0	28	0	32	0	373	0	0	373	0	0	0	0	0	0	107	0	0	107	512
07:30 AM	5	0	36	0	41	0	363	0	0	363	0	0	0	0	0	0	108	0	0	108	512
07:45 AM	4	0	29	0	33	0	395	0	0	395	0	0	0	0	0	0	150	0	0	150	578
Total	18	0	121	0	139	0	1406	0	0	1406	0	0	0	0	0	0	426	0	0	426	1971
08:00 AM	3	0	32	0	35	0	355	0	0	355	0	0	0	0	0	0	171	0	1	172	562
08:15 AM	3	0	52	0	55	0	335	0	0	335	0	0	0	0	0	0	194	0	0	194	584
08:30 AM	5	0	43	0	48	0	369	0	0	369	0	0	0	0	0	0	233	0	0	233	650
08:45 AM	7	0	73	0	80	0	311	0	0	311	0	0	0	0	0	0	249	0	0	249	640
Total	18	0	200	0	218	0	1370	0	0	1370	0	0	0	0	0	0	847	0	1	848	2436
09:00 AM	10	0	82	0	92	0	305	0	0	305	0	0	0	0	0	0	236	0	0	236	633
09:15 AM	9	0	73	0	82	0	327	0	0	327	0	0	0	0	0	0	191	0	0	191	600
09:30 AM	12	0	54	0	66	0	290	0	0	290	0	0	0	0	0	0	179	0	1	180	536
09:45 AM	12	0	56	0	68	0	273	0	0	273	0	0	0	0	0	0	164	0	0	164	505
Total	43	0	265	0	308	0	1195	0	0	1195	0	0	0	0	0	0	770	0	1	771	2274
Grand Total	79	0	586	0	665	0	3971	0	0	3971	0	0	0	0	0	0	2043	0	2	2045	6681
Apprch %	11.9	0	88.1	0		0	100	0	0		0	0	0	0		0	99.9	0	0.1		
Total %	1.2	0	8.8	0	10	0	59.4	0	0	59.4	0	0	0	0	0	0	30.6	0	0	30.6	
Lights	79	0	576	0	655	0	3900	0	0	3900	0	0	0	0	0	0	2008	0	2	2010	6565
% Lights	100	0	98.3	0	98.5	0	98.2	0	0	98.2	0	0	0	0	0	0	98.3	0	100	98.3	98.3
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0.2
Trucks	0	0	10	0	10	0	66	0	0	66	0	0	0	0	0	0	27	0	0	27	103
% Trucks	0	0	1.7	0	1.5	0	1.7	0	0	1.7	0	0	0	0	0	0	1.3	0	0	1.3	1.5

	SR-85 SB OFF-RAMP Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	5	0	43	48	0	**369**	0	**369**	0	0	0	0	0	233	0	233	**650**
08:45 AM	7	0	73	80	0	311	0	311	0	0	0	0	0	**249**	0	**249**	640
09:00 AM	**10**	0	**82**	**92**	0	305	0	305	0	0	0	0	0	236	0	236	633
09:15 AM	9	0	73	82	0	327	0	327	0	0	0	0	0	191	0	191	600
Total Volume	31	0	271	302	0	1312	0	1312	0	0	0	0	0	909	0	909	2523
% App. Total	10.3	0	89.7		0	100	0		0	0	0		0	100	0		
PHF	.775	.000	.826	.821	.000	.889	.000	.889	.000	.000	.000	.000	.000	.913	.000	.913	.970

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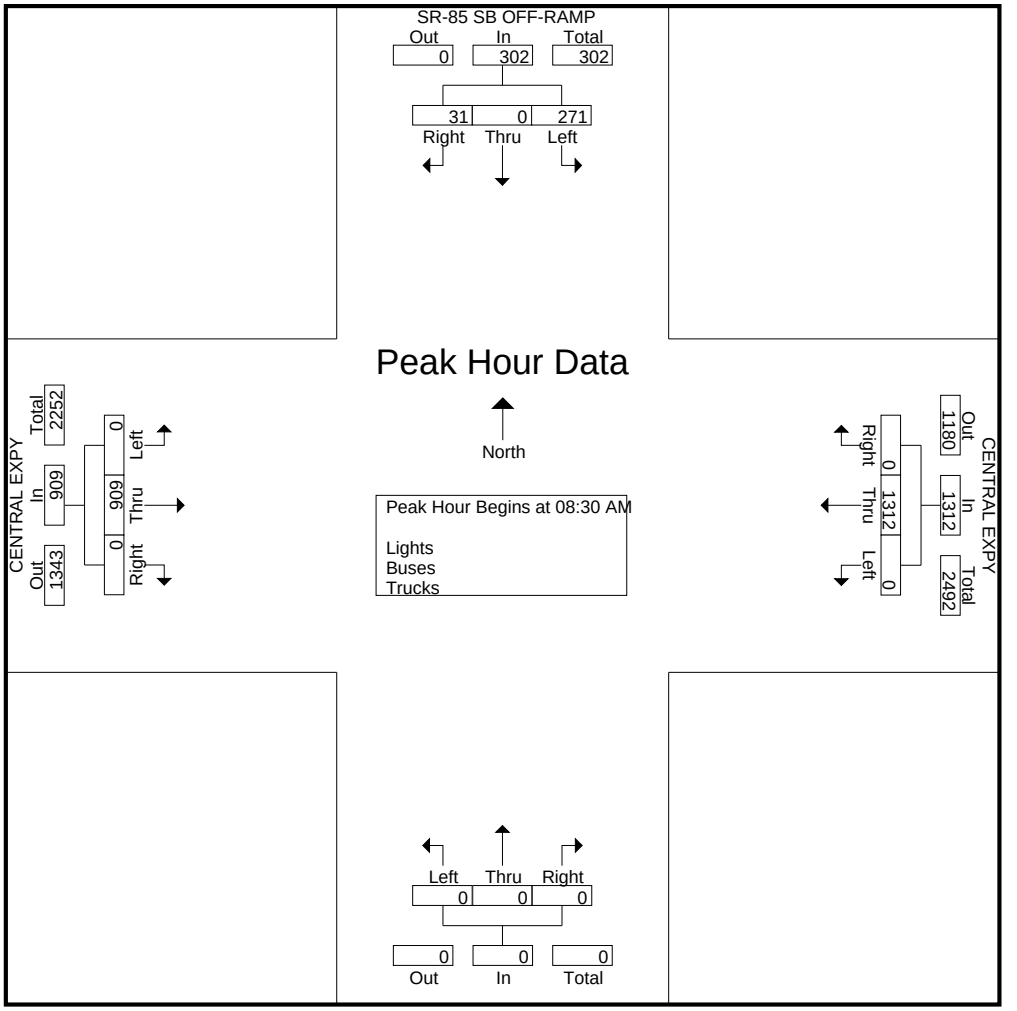

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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 4/25/2017
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Groups Printed- Bikes

	SR-85 SB OFF-RAMP Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
08:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	1	0	0	1	10
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	16
Grand Total	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	19	0	0	19	38
Apprch %	0	0	0	0		5.3	94.7	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	2.6	47.4	0	0	50	0	0	0	0	0	0	50	0	0	50	

	SR-85 SB OFF-RAMP Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	**5**	**7**
08:00 AM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	1	10	0	11	0	0	0	0	0	6	0	6	17
% App. Total	0	0	0		9.1	90.9	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.688	.000	.000	.000	.000	.000	.300	.000	.300	.607

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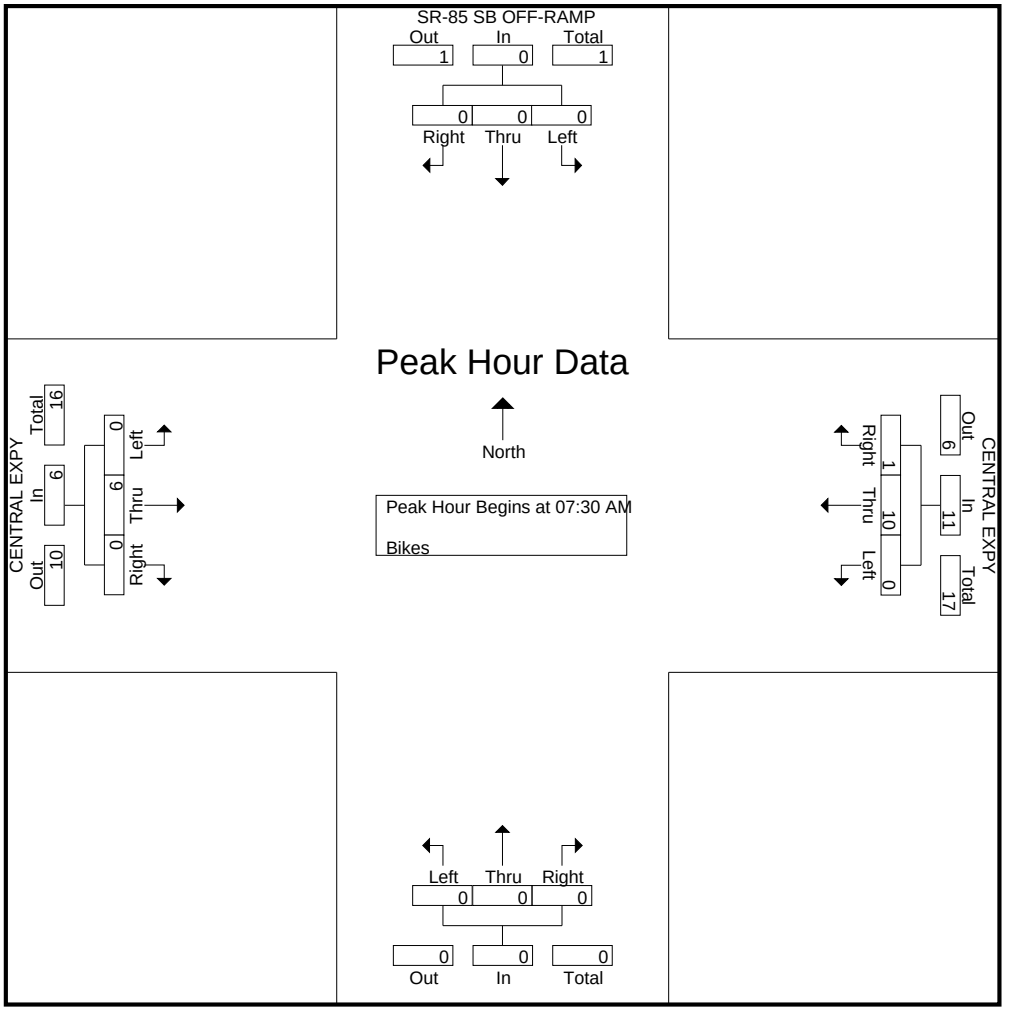

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File Name : 16PM FINAL
Site Code : 00000016
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Groups Printed- Lights - Buses - Trucks

	SR-85 SB OFF-RAMP Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	0	86	0	94	0	201	0	0	201	0	0	0	0	0	0	304	0	0	304	599
04:15 PM	5	0	85	0	90	0	219	0	0	219	0	0	0	0	0	0	337	0	0	337	646
04:30 PM	10	0	78	0	88	0	209	0	0	209	0	0	0	0	0	0	322	0	1	323	620
04:45 PM	6	0	129	0	135	0	244	0	0	244	0	0	0	0	0	0	330	0	1	331	710
Total	29	0	378	0	407	0	873	0	0	873	0	0	0	0	0	0	1293	0	2	1295	2575
05:00 PM	6	0	130	0	136	0	290	0	0	290	0	0	0	0	0	0	326	0	0	326	752
05:15 PM	7	0	128	1	136	0	316	0	0	316	0	0	0	0	0	0	305	0	0	305	757
05:30 PM	6	0	101	0	107	0	373	0	0	373	0	0	0	0	0	0	317	0	0	317	797
05:45 PM	6	0	96	2	104	0	333	0	0	333	0	0	0	0	0	0	315	0	0	315	752
Total	25	0	455	3	483	0	1312	0	0	1312	0	0	0	0	0	0	1263	0	0	1263	3058
06:00 PM	11	0	95	0	106	0	319	0	0	319	0	0	0	0	0	0	252	0	0	252	677
06:15 PM	6	0	100	0	106	0	282	0	0	282	0	0	0	0	0	0	271	0	0	271	659
06:30 PM	12	0	135	0	147	0	231	0	0	231	0	0	0	0	0	0	295	0	0	295	673
06:45 PM	14	0	113	0	127	0	193	0	0	193	0	0	0	0	0	0	294	0	1	295	615
Total	43	0	443	0	486	0	1025	0	0	1025	0	0	0	0	0	0	1112	0	1	1113	2624
Grand Total	97	0	1276	3	1376	0	3210	0	0	3210	0	0	0	0	0	0	3668	0	3	3671	8257
Apprch %	7	0	92.7	0.2		0	100	0	0		0	0	0	0		0	99.9	0	0.1		
Total %	1.2	0	15.5	0	16.7	0	38.9	0	0	38.9	0	0	0	0	0	0	44.4	0	0	44.5	
Lights	97	0	1271	3	1371	0	3195	0	0	3195	0	0	0	0	0	0	3645	0	3	3648	8214
% Lights	100	0	99.6	100	99.6	0	99.5	0	0	99.5	0	0	0	0	0	0	99.4	0	100	99.4	99.5
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Trucks	0	0	5	0	5	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	34
% Trucks	0	0	0.4	0	0.4	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0.4

	SR-85 SB OFF-RAMP Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	0	**130**	**136**	0	290	0	290	0	0	0	0	0	**326**	0	**326**	752
05:15 PM	**7**	0	128	135	0	316	0	316	0	0	0	0	0	305	0	305	756
05:30 PM	6	0	101	107	0	**373**	0	**373**	0	0	0	0	0	317	0	317	**797**
05:45 PM	6	0	96	102	0	333	0	333	0	0	0	0	0	315	0	315	750
Total Volume	25	0	455	480	0	1312	0	1312	0	0	0	0	0	1263	0	1263	3055
% App. Total	5.2	0	94.8		0	100	0		0	0	0		0	100	0		
PHF	.893	.000	.875	.882	.000	.879	.000	.879	.000	.000	.000	.000	.000	.969	.000	.969	.958

Traffic Data Service

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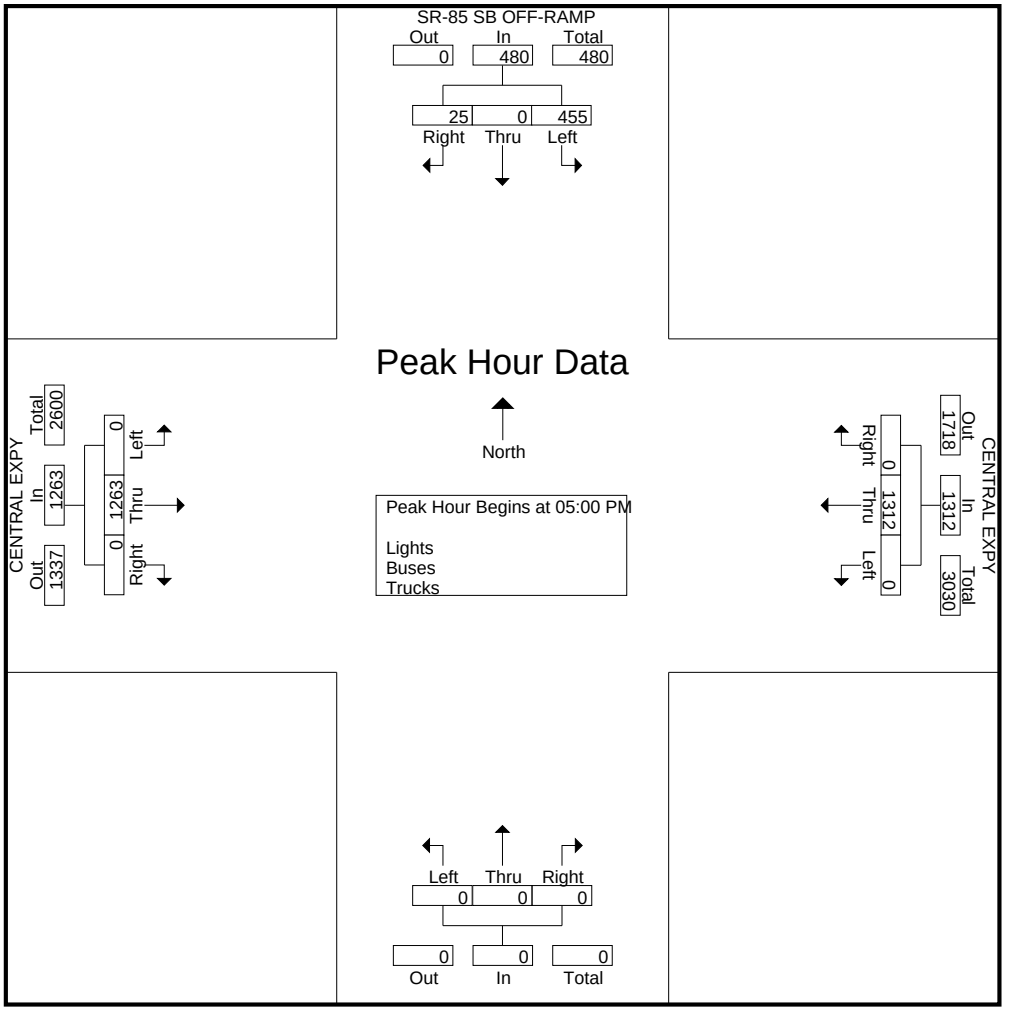

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File Name : 16PM FINAL
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Start Date : 4/25/2017
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Groups Printed- Bikes

	SR-85 SB OFF-RAMP Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	1	0	0	1	16
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	13
Grand Total	0	0	2	0	2	1	31	0	0	32	0	0	0	0	0	0	3	0	0	3	37
Apprch %	0	0	100	0		3.1	96.9	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	5.4	0	5.4	2.7	83.8	0	0	86.5	0	0	0	0	0	0	8.1	0	0	8.1	

	SR-85 SB OFF-RAMP Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	**1**	**5**	0	**6**	0	0	0	0	0	0	0	0	**6**
05:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
Total Volume	0	0	0	0	1	16	0	17	0	0	0	0	0	2	0	2	19
% App. Total	0	0	0		5.9	94.1	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.800	.000	.708	.000	.000	.000	.000	.000	.250	.000	.250	.792

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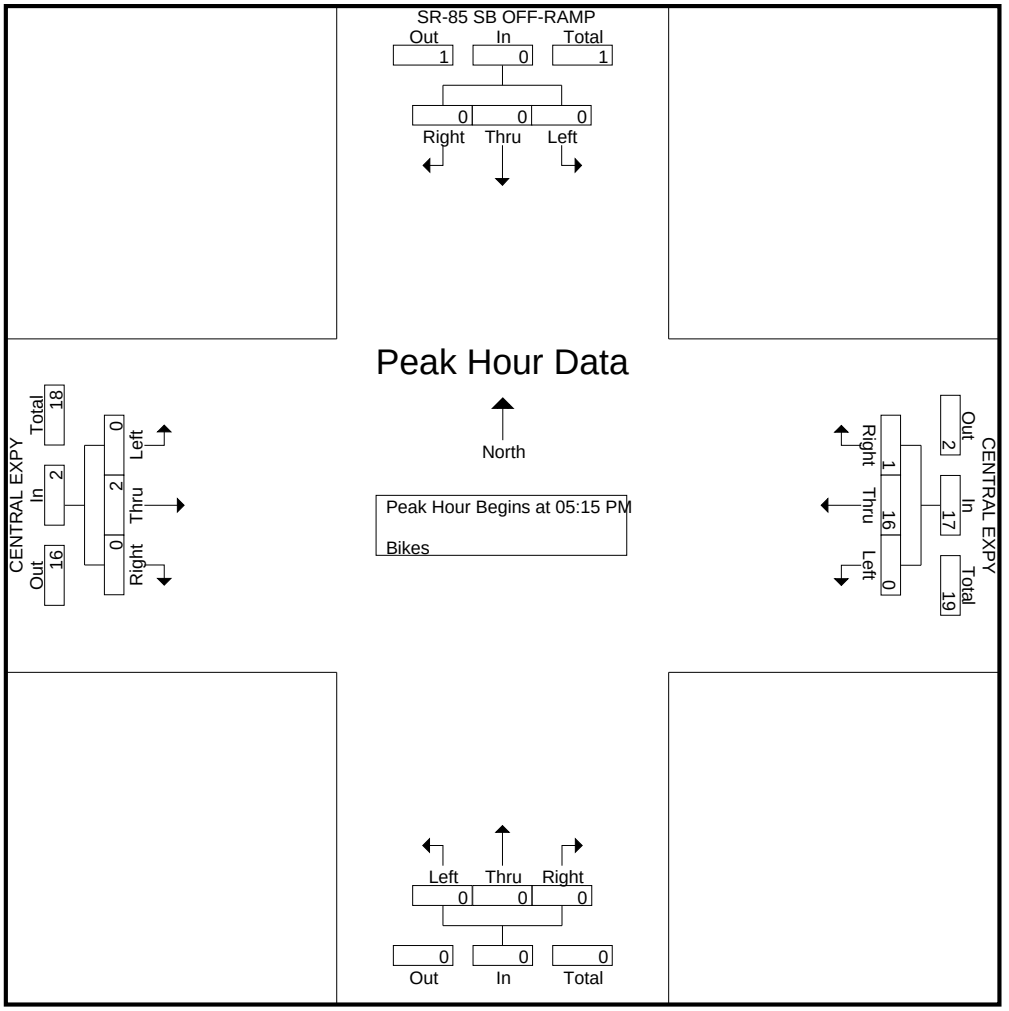

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Groups Printed- Lights - Buses - Trucks

	WHISMAN STATION DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	0	2	0	41	16	300	0	0	316	0	0	0	0	0	0	83	11	0	94	451
07:15 AM	45	0	9	1	55	14	396	0	0	410	0	0	0	0	0	0	102	16	0	118	583
07:30 AM	64	0	5	0	69	12	469	0	0	481	0	0	0	0	0	0	132	18	0	150	700
07:45 AM	72	0	9	0	81	20	478	0	0	498	0	0	0	0	0	0	143	27	0	170	749
Total	220	0	25	1	246	62	1643	0	0	1705	0	0	0	0	0	0	460	72	0	532	2483
08:00 AM	82	0	7	2	91	21	418	0	0	439	0	0	0	0	0	0	171	37	0	208	738
08:15 AM	84	0	9	0	93	10	438	0	0	448	0	0	0	0	0	0	229	36	0	265	806
08:30 AM	84	0	11	1	96	18	363	0	0	381	0	0	0	0	0	0	247	43	0	290	767
08:45 AM	78	0	10	0	88	11	383	0	0	394	0	0	0	0	0	0	257	54	0	311	793
Total	328	0	37	3	368	60	1602	0	0	1662	0	0	0	0	0	0	904	170	0	1074	3104
09:00 AM	81	0	9	0	90	15	343	0	0	358	0	0	0	0	0	0	256	46	0	302	750
09:15 AM	71	0	12	0	83	14	326	0	0	340	0	0	0	0	0	0	230	37	0	267	690
09:30 AM	60	0	7	0	67	27	391	0	0	418	0	0	0	0	0	0	176	26	0	202	687
09:45 AM	51	0	6	0	57	22	320	0	0	342	0	0	0	0	0	0	202	40	0	242	641
Total	263	0	34	0	297	78	1380	0	0	1458	0	0	0	0	0	0	864	149	0	1013	2768
Grand Total	811	0	96	4	911	200	4625	0	0	4825	0	0	0	0	0	0	2228	391	0	2619	8355
Apprch %	89	0	10.5	0.4		4.1	95.9	0	0		0	0	0	0		0	85.1	14.9	0		
Total %	9.7	0	1.1	0	10.9	2.4	55.4	0	0	57.7	0	0	0	0	0	0	26.7	4.7	0	31.3	
Lights	793	0	93	4	890	190	4541	0	0	4731	0	0	0	0	0	0	2184	381	0	2565	8186
% Lights	97.8	0	96.9	100	97.7	95	98.2	0	0	98.1	0	0	0	0	0	0	98	97.4	0	97.9	98
Buses	8	0	1	0	9	7	17	0	0	24	0	0	0	0	0	0	13	2	0	15	48
% Buses	1	0	1	0	1	3.5	0.4	0	0	0.5	0	0	0	0	0	0	0.6	0.5	0	0.6	0.6
Trucks	10	0	2	0	12	3	67	0	0	70	0	0	0	0	0	0	31	8	0	39	121
% Trucks	1.2	0	2.1	0	1.3	1.5	1.4	0	0	1.5	0	0	0	0	0	0	1.4	2	0	1.5	1.4

	WHISMAN STATION DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**84**	0	9	93	10	**438**	0	**448**	0	0	0	0	0	229	36	265	**806**
08:30 AM	84	0	**11**	**95**	**18**	363	0	381	0	0	0	0	0	247	43	290	766
08:45 AM	78	0	10	88	11	383	0	394	0	0	0	0	0	**257**	**54**	**311**	793
09:00 AM	81	0	9	90	15	343	0	358	0	0	0	0	0	256	46	302	750
Total Volume	327	0	39	366	54	1527	0	1581	0	0	0	0	0	989	179	1168	3115
% App. Total	89.3	0	10.7		3.4	96.6	0		0	0	0		0	84.7	15.3		
PHF	.973	.000	.886	.963	.750	.872	.000	.882	.000	.000	.000	.000	.000	.962	.829	.939	.966

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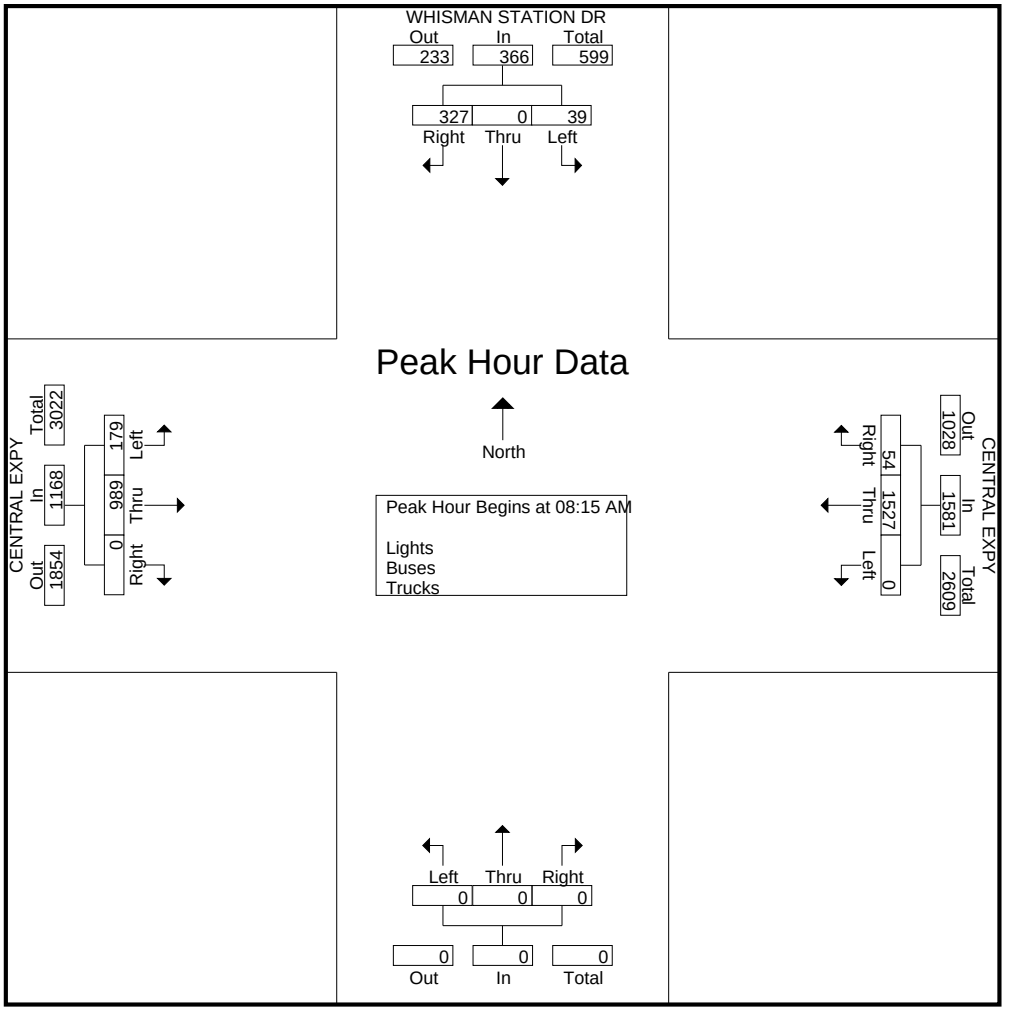

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Groups Printed- Bikes

	WHISMAN STATION DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
09:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	14
Grand Total	3	0	0	0	3	1	6	0	0	7	0	0	0	0	0	0	15	0	0	15	25
Apprch %	100	0	0	0		14.3	85.7	0	0		0	0	0	0		0	100	0	0		
Total %	12	0	0	0	12	4	24	0	0	28	0	0	0	0	0	0	60	0	0	60	

	WHISMAN STATION DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
09:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3	**6**
09:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	0	9	0	9	14
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.583

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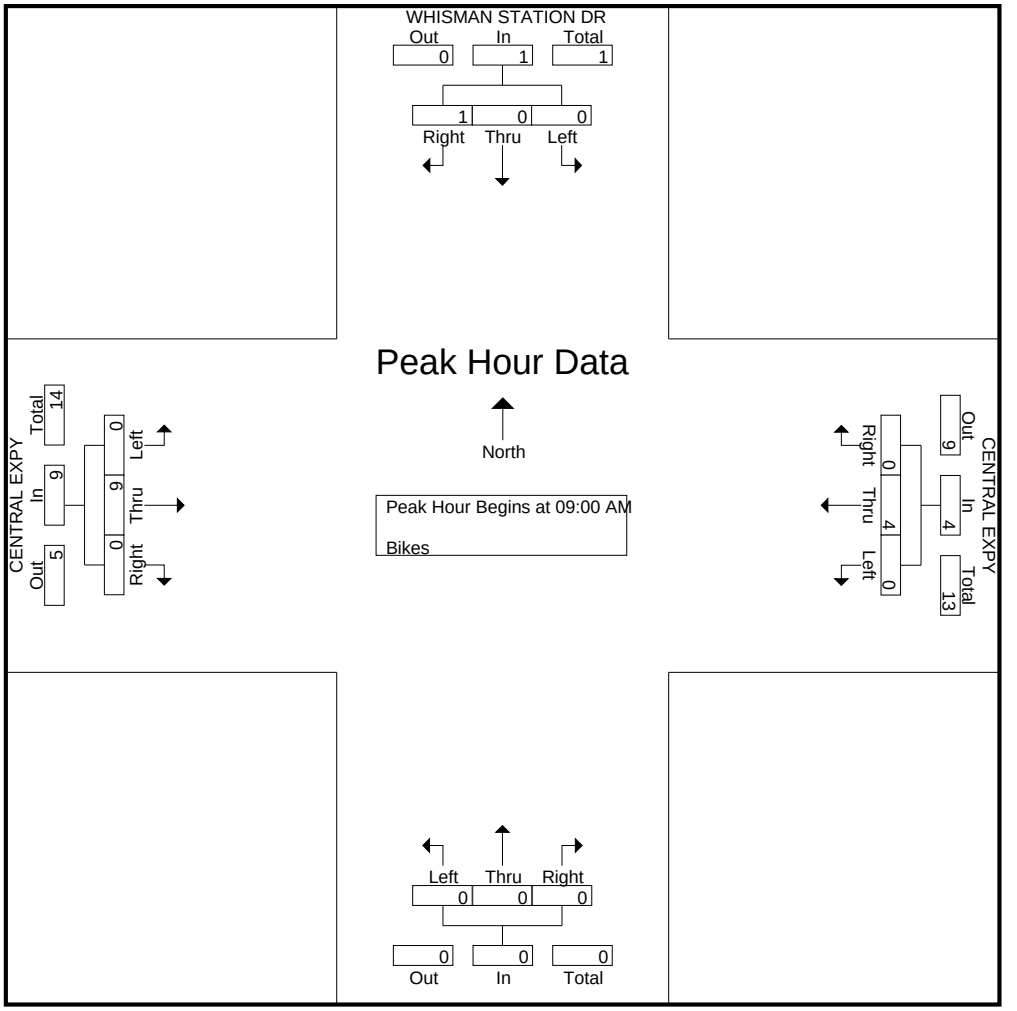

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Groups Printed- Lights - Buses - Trucks

	WHISMAN STATION DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	50	0	10	0	60	20	204	0	0	224	0	0	0	0	0	0	353	34	0	387	671
04:15 PM	37	0	11	0	48	20	246	0	0	266	0	0	0	0	0	0	338	37	0	375	689
04:30 PM	52	0	13	0	65	20	279	0	0	299	0	0	0	0	0	0	381	36	0	417	781
04:45 PM	47	0	7	0	54	29	272	0	0	301	0	0	0	0	0	0	448	49	0	497	852
Total	186	0	41	0	227	89	1001	0	0	1090	0	0	0	0	0	0	1520	156	0	1676	2993
05:00 PM	79	0	10	0	89	34	291	0	0	325	0	0	0	0	0	0	370	51	0	421	835
05:15 PM	68	0	12	0	80	43	375	0	0	418	0	0	0	0	0	0	293	61	0	354	852
05:30 PM	52	0	7	0	59	55	362	0	0	417	0	0	0	0	0	0	312	81	0	393	869
05:45 PM	55	0	6	0	61	41	395	0	0	436	0	0	0	0	0	0	285	48	0	333	830
Total	254	0	35	0	289	173	1423	0	0	1596	0	0	0	0	0	0	1260	241	0	1501	3386
06:00 PM	42	0	10	1	53	70	345	0	0	415	0	0	0	0	0	0	243	78	0	321	789
06:15 PM	59	0	13	1	73	59	369	0	0	428	0	0	0	0	0	0	285	63	0	348	849
06:30 PM	47	0	12	0	59	34	331	0	0	365	0	0	0	0	0	0	332	65	1	398	822
06:45 PM	39	0	10	1	50	36	303	0	0	339	0	0	0	0	0	0	313	78	0	391	780
Total	187	0	45	3	235	199	1348	0	0	1547	0	0	0	0	0	0	1173	284	1	1458	3240
Grand Total	627	0	121	3	751	461	3772	0	0	4233	0	0	0	0	0	0	3953	681	1	4635	9619
Apprch %	83.5	0	16.1	0.4		10.9	89.1	0	0		0	0	0	0		0	85.3	14.7	0		
Total %	6.5	0	1.3	0	7.8	4.8	39.2	0	0	44	0	0	0	0	0	0	41.1	7.1	0	48.2	
Lights	620	0	121	3	744	451	3758	0	0	4209	0	0	0	0	0	0	3911	678	1	4590	9543
% Lights	98.9	0	100	100	99.1	97.8	99.6	0	0	99.4	0	0	0	0	0	0	98.9	99.6	100	99	99.2
Buses	5	0	0	0	5	9	4	0	0	13	0	0	0	0	0	0	12	1	0	13	31
% Buses	0.8	0	0	0	0.7	2	0.1	0	0	0.3	0	0	0	0	0	0	0.3	0.1	0	0.3	0.3
Trucks	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	0	30	2	0	32	45
% Trucks	0.3	0	0	0	0.3	0.2	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0.3	0	0.7	0.5

	WHISMAN STATION DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	0	7	54	29	272	0	301	0	0	0	0	0	**448**	49	**497**	852
05:00 PM	**79**	0	10	**89**	34	291	0	325	0	0	0	0	0	370	51	421	835
05:15 PM	68	0	**12**	80	43	**375**	0	**418**	0	0	0	0	0	293	61	354	852
05:30 PM	52	0	7	59	**55**	362	0	417	0	0	0	0	0	312	**81**	393	**869**
Total Volume	246	0	36	282	161	1300	0	1461	0	0	0	0	0	1423	242	1665	3408
% App. Total	87.2	0	12.8		11	89	0		0	0	0		0	85.5	14.5		
PHF	.778	.000	.750	.792	.732	.867	.000	.874	.000	.000	.000	.000	.000	.794	.747	.838	.980

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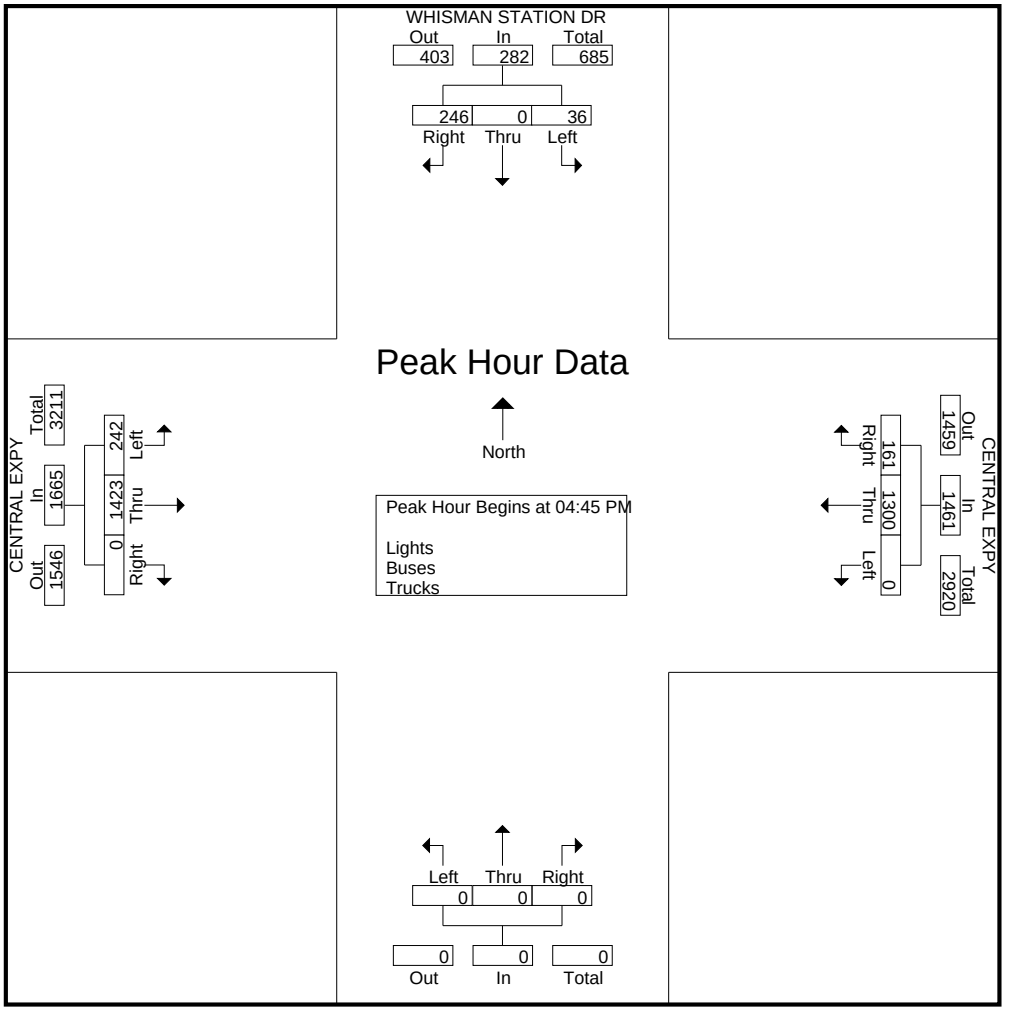

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File Name : 17PM FINAL
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Groups Printed- Bikes

	WHISMAN STATION DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	6
Grand Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	13
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	7.7	0	7.7	7.7	0	0	0	7.7	0	0	0	0	0	0	84.6	0	0	84.6	

	WHISMAN STATION DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1	0	1	2
06:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	1	0	0	1	0	0	0	0	0	7	0	7	9
% App. Total	0	0	100		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.438	.000	.438	.563

Traffic Data Service

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File Name : 17PM FINAL
Site Code : 00000017
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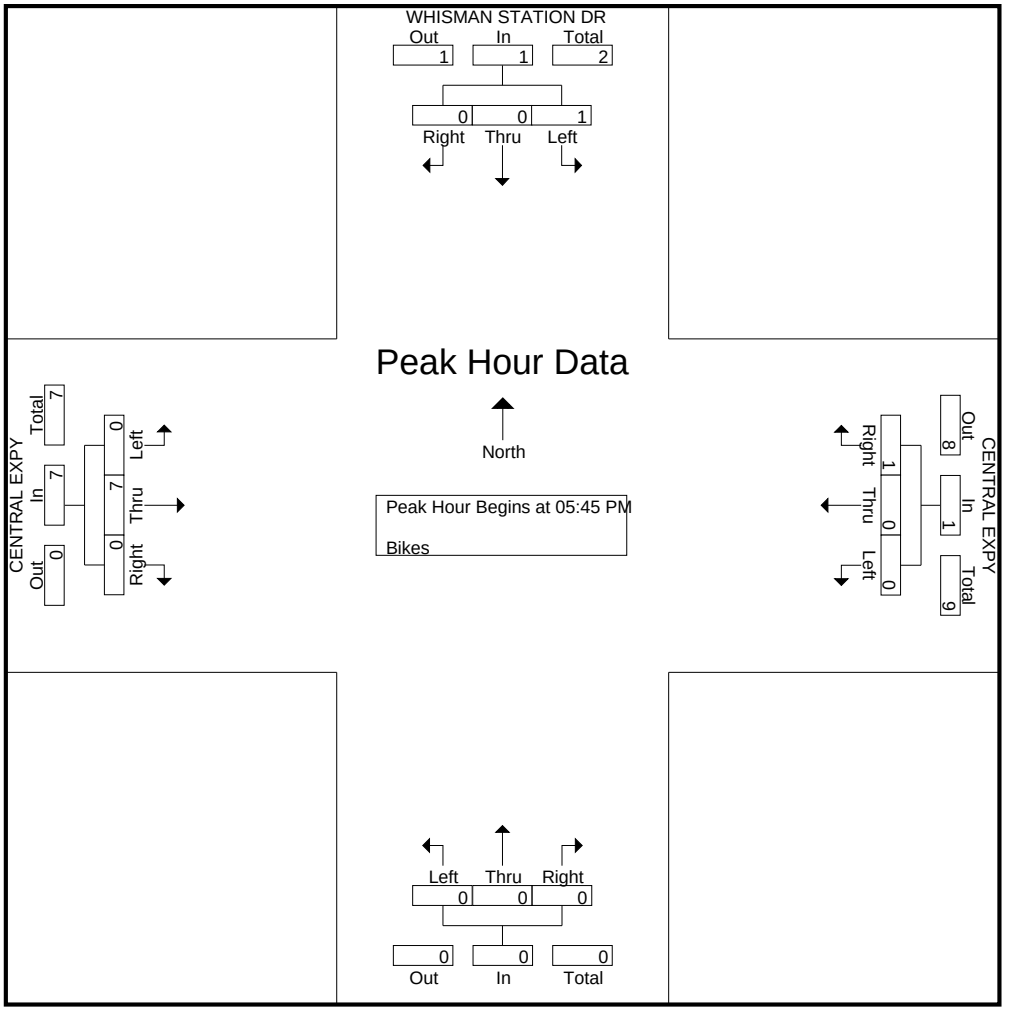

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File Name : 18AM FINAL
Site Code : 00000018
Start Date : 4/20/2017
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Groups Printed- Lights - Buses - Trucks

	FERGUSON DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	0	6	0	17	5	329	0	0	334	0	0	0	0	0	0	80	3	0	83	434
07:15 AM	22	0	1	0	23	0	378	0	0	378	0	0	0	0	0	0	100	7	0	107	508
07:30 AM	21	0	0	0	21	5	461	0	0	466	0	0	0	0	0	0	130	7	0	137	624
07:45 AM	23	0	5	0	28	9	443	0	0	452	0	0	0	0	0	0	143	9	0	152	632
Total	77	0	12	0	89	19	1611	0	0	1630	0	0	0	0	0	0	453	26	0	479	2198
08:00 AM	24	0	6	0	30	3	461	0	0	464	0	0	0	0	0	0	163	15	0	178	672
08:15 AM	13	0	6	0	19	4	451	0	0	455	0	0	0	0	0	0	210	26	0	236	710
08:30 AM	14	0	7	0	21	3	371	0	0	374	0	0	0	0	0	0	224	23	0	247	642
08:45 AM	13	0	9	0	22	6	399	0	0	405	0	0	0	0	0	0	246	25	0	271	698
Total	64	0	28	0	92	16	1682	0	0	1698	0	0	0	0	0	0	843	89	0	932	2722
09:00 AM	23	0	5	1	29	5	320	0	0	325	0	0	0	0	0	0	249	27	0	276	630
09:15 AM	9	0	2	0	11	7	331	0	0	338	0	0	0	0	0	0	225	17	0	242	591
09:30 AM	12	0	8	0	20	5	374	0	0	379	0	0	0	0	0	0	175	22	0	197	596
09:45 AM	11	0	6	0	17	7	328	0	0	335	0	0	0	0	0	0	191	13	0	204	556
Total	55	0	21	1	77	24	1353	0	0	1377	0	0	0	0	0	0	840	79	0	919	2373
Grand Total	196	0	61	1	258	59	4646	0	0	4705	0	0	0	0	0	0	2136	194	0	2330	7293
Apprch %	76	0	23.6	0.4		1.3	98.7	0	0		0	0	0	0		0	91.7	8.3	0		
Total %	2.7	0	0.8	0	3.5	0.8	63.7	0	0	64.5	0	0	0	0	0	0	29.3	2.7	0	31.9	
Lights	190	0	60	1	251	54	4556	0	0	4610	0	0	0	0	0	0	2096	187	0	2283	7144
% Lights	96.9	0	98.4	100	97.3	91.5	98.1	0	0	98	0	0	0	0	0	0	98.1	96.4	0	98	98
Buses	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	13	0	0	13	36
% Buses	0.5	0	1.6	0	0.8	0	0.5	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0.5
Trucks	5	0	0	0	5	5	69	0	0	74	0	0	0	0	0	0	27	7	0	34	113
% Trucks	2.6	0	0	0	1.9	8.5	1.5	0	0	1.6	0	0	0	0	0	0	1.3	3.6	0	1.5	1.5

	FERGUSON DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**24**	0	6	**30**	3	**461**	0	**464**	0	0	0	0	0	163	15	178	672
08:15 AM	13	0	6	19	4	451	0	455	0	0	0	0	0	210	**26**	236	**710**
08:30 AM	14	0	7	21	3	371	0	374	0	0	0	0	0	224	23	247	642
08:45 AM	13	0	**9**	22	**6**	399	0	405	0	0	0	0	0	**246**	25	**271**	698
Total Volume	64	0	28	92	16	1682	0	1698	0	0	0	0	0	843	89	932	2722
% App. Total	69.6	0	30.4		0.9	99.1	0		0	0	0		0	90.5	9.5		
PHF	.667	.000	.778	.767	.667	.912	.000	.915	.000	.000	.000	.000	.000	.857	.856	.860	.958

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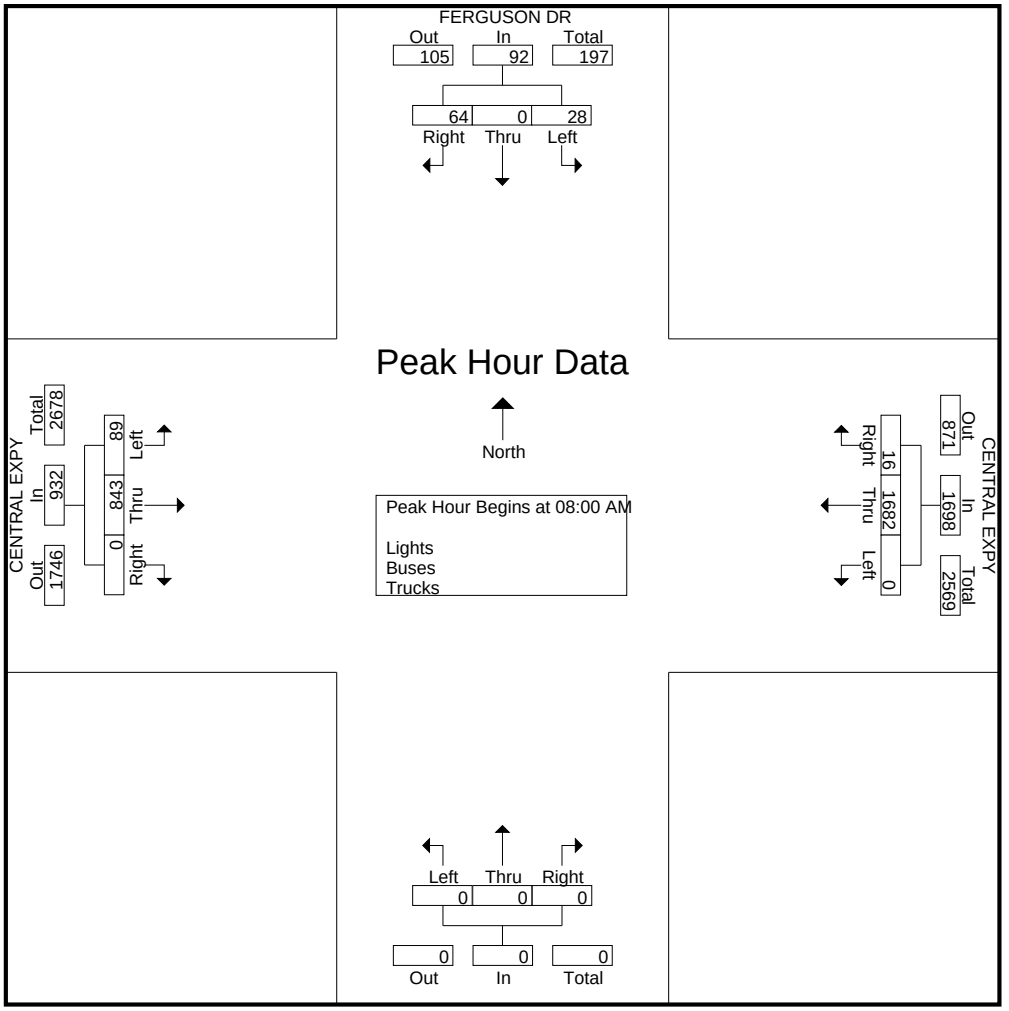

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File Name : 18AM FINAL
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Groups Printed- Bikes

	FERGUSON DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	22	0	0	22	26
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	17
Grand Total	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	38	1	0	39	51
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	97.4	2.6	0		
Total %	0	0	0	0	0	0	23.5	0	0	23.5	0	0	0	0	0	0	74.5	2	0	76.5	

	FERGUSON DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**6**	0	**6**	**7**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	5	0	5	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	22	0	22	26
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.917	.000	.917	.929

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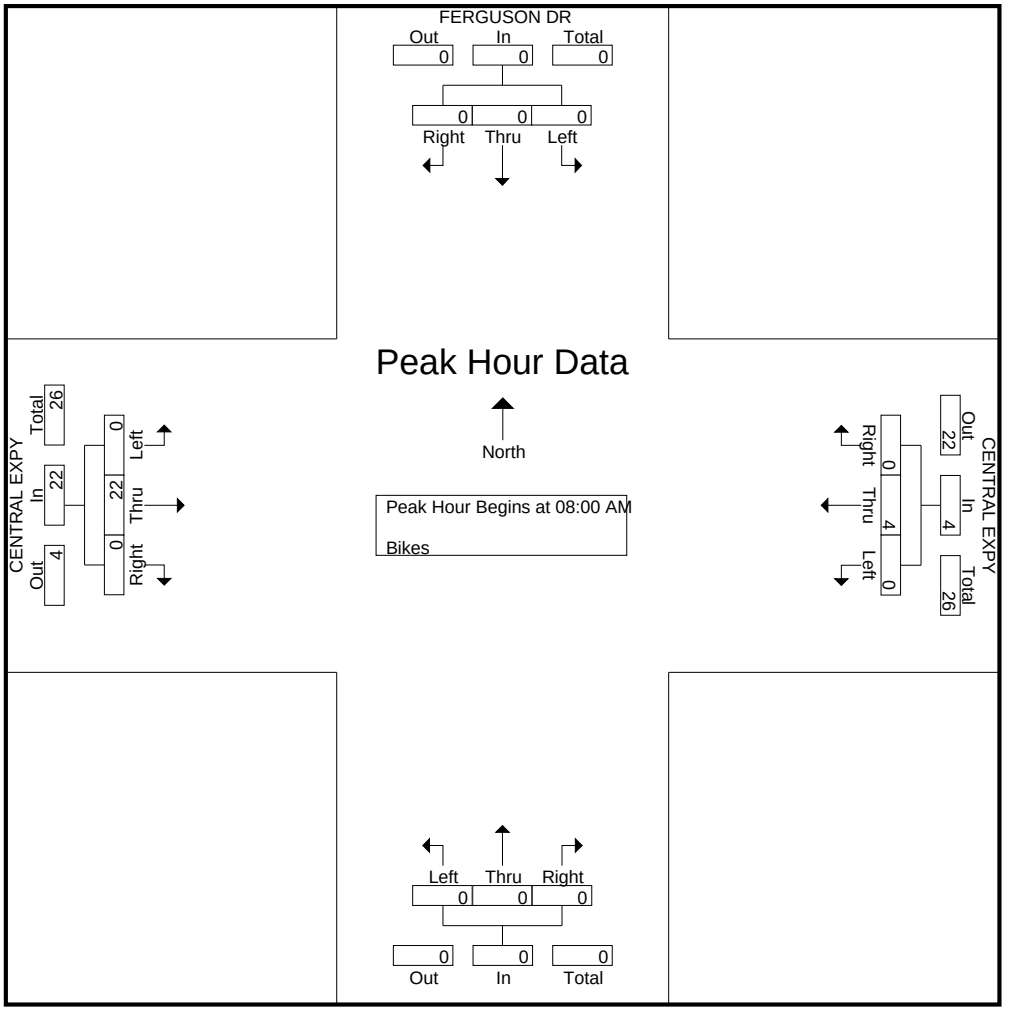

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Groups Printed- Lights - Buses - Trucks

	FERGUSON DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	0	21	0	33	4	223	0	0	227	0	0	0	0	0	0	351	7	0	358	618
04:15 PM	14	0	4	0	18	10	258	0	0	268	0	0	0	0	0	0	346	7	0	353	639
04:30 PM	20	0	9	0	29	9	289	0	0	298	0	0	0	0	0	0	354	11	0	365	692
04:45 PM	22	0	9	0	31	2	272	0	0	274	0	0	0	0	0	0	469	12	0	481	786
Total	68	0	43	0	111	25	1042	0	0	1067	0	0	0	0	0	0	1520	37	0	1557	2735
05:00 PM	31	0	7	0	38	2	309	0	0	311	0	0	0	0	0	0	357	25	0	382	731
05:15 PM	41	0	10	0	51	12	372	0	0	384	0	0	0	0	0	0	283	25	0	308	743
05:30 PM	58	0	9	0	67	14	372	0	0	386	0	0	0	0	0	0	298	23	0	321	774
05:45 PM	64	0	5	0	69	11	375	0	0	386	0	0	0	0	0	0	273	10	0	283	738
Total	194	0	31	0	225	39	1428	0	0	1467	0	0	0	0	0	0	1211	83	0	1294	2986
06:00 PM	66	0	6	0	72	1	355	0	0	356	0	0	0	0	0	0	240	9	0	249	677
06:15 PM	43	0	11	1	55	7	394	0	0	401	0	0	0	0	0	0	287	14	0	301	757
06:30 PM	65	0	6	0	71	5	303	0	0	308	0	0	0	0	0	0	331	12	0	343	722
06:45 PM	40	0	7	0	47	8	296	0	0	304	0	0	0	0	0	0	313	12	0	325	676
Total	214	0	30	1	245	21	1348	0	0	1369	0	0	0	0	0	0	1171	47	0	1218	2832
Grand Total	476	0	104	1	581	85	3818	0	0	3903	0	0	0	0	0	0	3902	167	0	4069	8553
Apprch %	81.9	0	17.9	0.2		2.2	97.8	0	0		0	0	0	0		0	95.9	4.1	0		
Total %	5.6	0	1.2	0	6.8	1	44.6	0	0	45.6	0	0	0	0	0	0	45.6	2	0	47.6	
Lights	476	0	104	1	581	85	3794	0	0	3879	0	0	0	0	0	0	3858	167	0	4025	8485
% Lights	100	0	100	100	100	100	99.4	0	0	99.4	0	0	0	0	0	0	98.9	100	0	98.9	99.2
Buses	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	27
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Trucks	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31	41
% Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.8	0.5

	FERGUSON DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	22	0	9	31	2	272	0	274	0	0	0	0	0	**469**	12	**481**	**786**
05:00 PM	31	0	7	38	2	309	0	311	0	0	0	0	0	357	**25**	382	731
05:15 PM	41	0	**10**	51	12	**372**	0	384	0	0	0	0	0	283	25	308	743
05:30 PM	**58**	0	9	**67**	**14**	372	0	**386**	0	0	0	0	0	298	23	321	774
Total Volume	152	0	35	187	30	1325	0	1355	0	0	0	0	0	1407	85	1492	3034
% App. Total	81.3	0	18.7		2.2	97.8	0		0	0	0		0	94.3	5.7		
PHF	.655	.000	.875	.698	.536	.890	.000	.878	.000	.000	.000	.000	.000	.750	.850	.775	.965

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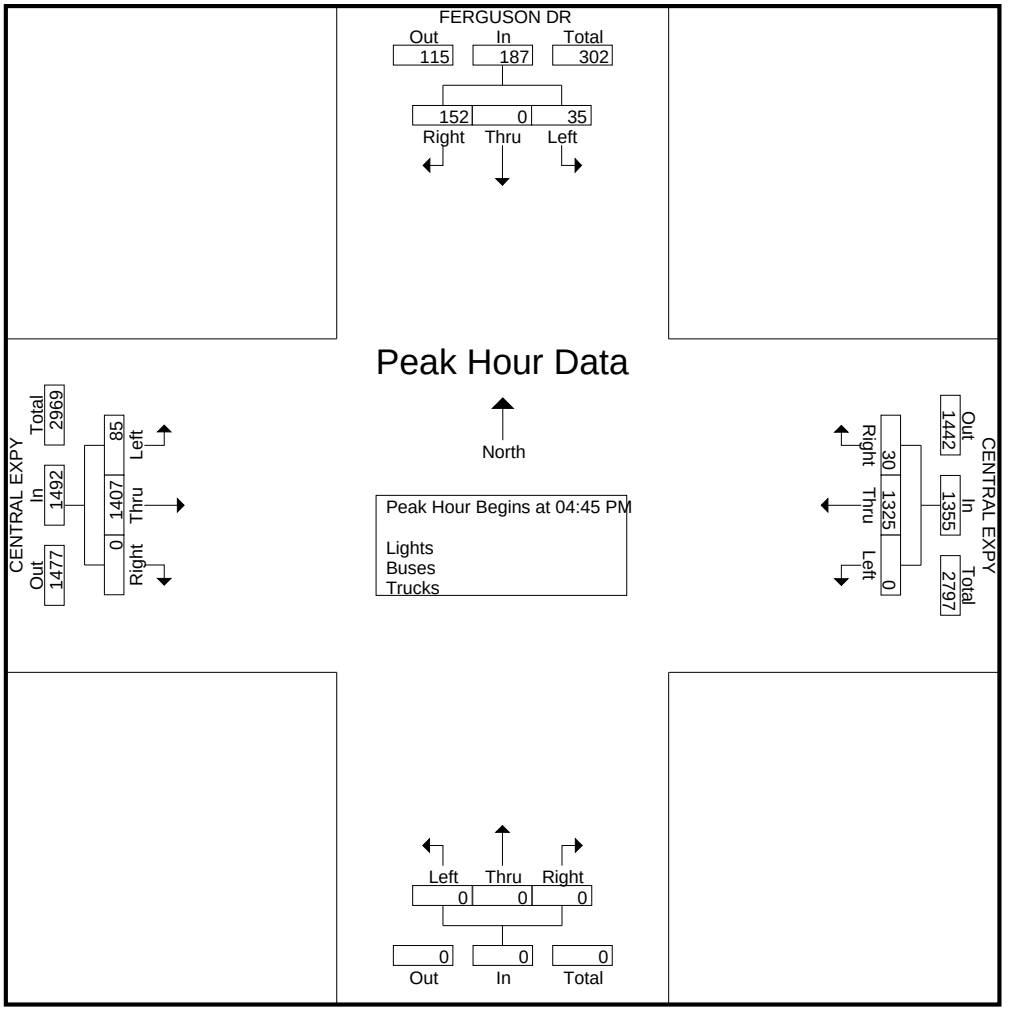

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File Name : 18PM FINAL
Site Code : 00000018
Start Date : 4/20/2017
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Groups Printed- Bikes

	FERGUSON DR Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	4	0	0	4	19
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11
Grand Total	1	0	0	0	1	2	28	0	0	30	0	0	0	0	0	0	8	0	0	8	39
Apprch %	100	0	0	0		6.7	93.3	0	0		0	0	0	0		0	100	0	0		
Total %	2.6	0	0	0	2.6	5.1	71.8	0	0	76.9	0	0	0	0	0	0	20.5	0	0	20.5	

	FERGUSON DR Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	**2**	**7**	0	**9**	0	0	0	0	0	0	0	0	**9**
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**	7
06:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	1	0	0	1	2	15	0	17	0	0	0	0	0	7	0	7	25
% App. Total	100	0	0		11.8	88.2	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.536	.000	.472	.000	.000	.000	.000	.000	.438	.000	.438	.694

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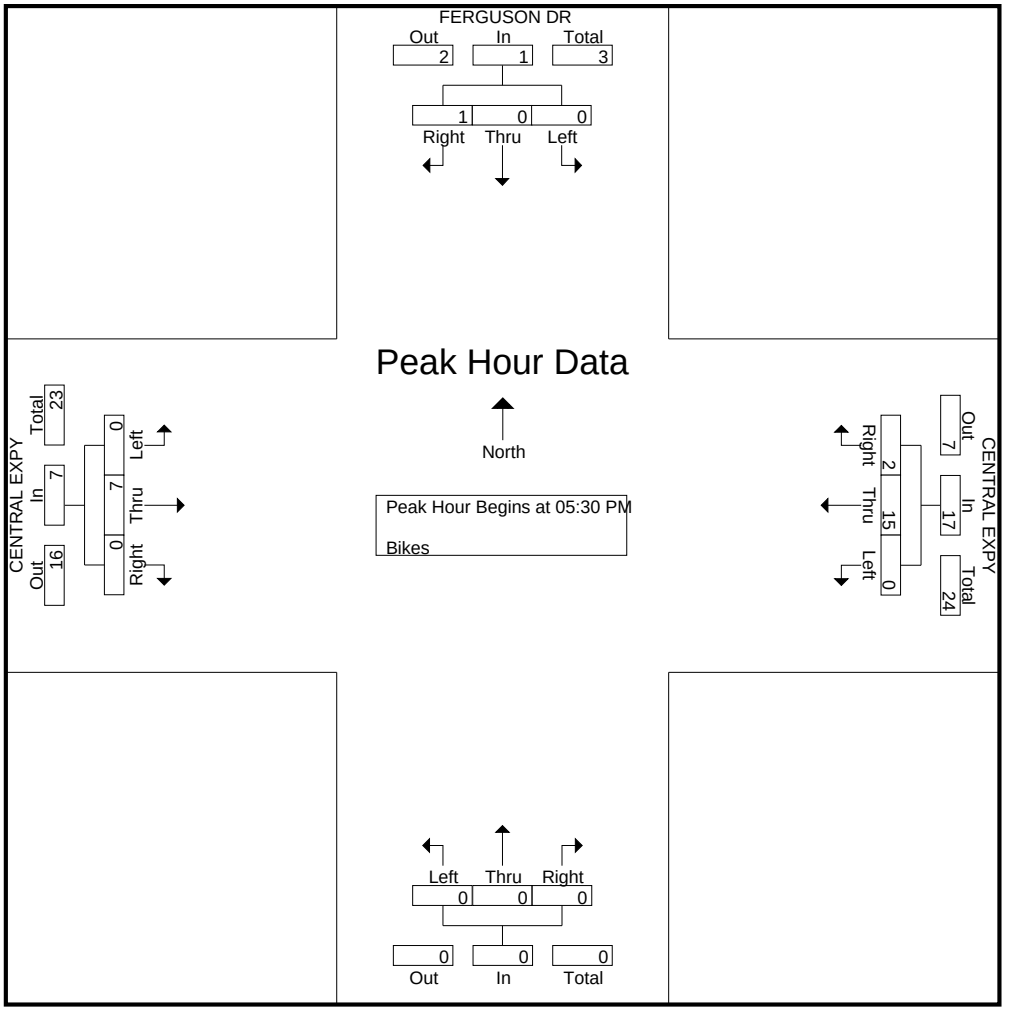

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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 4/20/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N BERNARDO AVE Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	12	343	0	0	355	0	0	0	0	0	0	71	12	0	83	439
07:15 AM	4	0	2	0	6	20	412	1	0	433	0	0	0	0	0	0	94	9	0	103	542
07:30 AM	4	0	1	0	5	13	471	0	0	484	0	0	0	0	0	0	120	7	0	127	616
07:45 AM	1	0	3	0	4	26	430	1	0	457	0	0	0	0	0	0	127	13	0	140	601
Total	9	0	7	0	16	71	1656	2	0	1729	0	0	0	0	0	0	412	41	0	453	2198
08:00 AM	3	0	1	0	4	25	475	0	0	500	0	0	0	0	0	0	162	15	0	177	681
08:15 AM	2	0	3	0	5	25	460	0	0	485	0	0	0	0	0	0	198	15	0	213	703
08:30 AM	5	0	2	0	7	26	400	0	0	426	0	0	0	0	0	0	212	19	1	232	665
08:45 AM	2	0	1	0	3	29	386	0	0	415	0	0	0	0	0	0	234	17	0	251	669
Total	12	0	7	0	19	105	1721	0	0	1826	0	0	0	0	0	0	806	66	1	873	2718
09:00 AM	4	0	2	0	6	32	352	1	0	385	0	0	0	0	0	0	224	30	1	255	646
09:15 AM	2	0	4	0	6	42	390	1	0	433	0	0	0	0	0	0	209	23	0	232	671
09:30 AM	6	0	0	0	6	39	367	2	0	408	0	0	0	0	0	0	164	21	1	186	600
09:45 AM	6	0	3	0	9	47	361	3	1	412	0	0	0	0	0	0	189	12	0	201	622
Total	18	0	9	0	27	160	1470	7	1	1638	0	0	0	0	0	0	786	86	2	874	2539
Grand Total	39	0	23	0	62	336	4847	9	1	5193	0	0	0	0	0	0	2004	193	3	2200	7455
Apprch %	62.9	0	37.1	0		6.5	93.3	0.2	0		0	0	0	0		0	91.1	8.8	0.1		
Total %	0.5	0	0.3	0	0.8	4.5	65	0.1	0	69.7	0	0	0	0	0	0	26.9	2.6	0	29.5	
Lights	38	0	19	0	57	333	4751	9	1	5094	0	0	0	0	0	0	1964	192	0	2156	7307
% Lights	97.4	0	82.6	0	91.9	99.1	98	100	100	98.1	0	0	0	0	0	0	98	99.5	0	98	98
Buses	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	11	0	3	14	35
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5	0	100	0.6	0.5
Trucks	1	0	4	0	5	3	75	0	0	78	0	0	0	0	0	0	29	1	0	30	113
% Trucks	2.6	0	17.4	0	8.1	0.9	1.5	0	0	1.5	0	0	0	0	0	0	1.4	0.5	0	1.4	1.5

	N BERNARDO AVE Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	0	1	4	25	**475**	0	**500**	0	0	0	0	0	162	15	177	681
08:15 AM	2	0	**3**	5	25	460	0	485	0	0	0	0	0	198	15	213	**703**
08:30 AM	**5**	0	2	**7**	26	400	0	426	0	0	0	0	0	212	**19**	231	664
08:45 AM	2	0	1	3	**29**	386	0	415	0	0	0	0	0	**234**	17	**251**	669
Total Volume	12	0	7	19	105	1721	0	1826	0	0	0	0	0	806	66	872	2717
% App. Total	63.2	0	36.8		5.8	94.2	0		0	0	0		0	92.4	7.6		
PHF	.600	.000	.583	.679	.905	.906	.000	.913	.000	.000	.000	.000	.000	.861	.868	.869	.966

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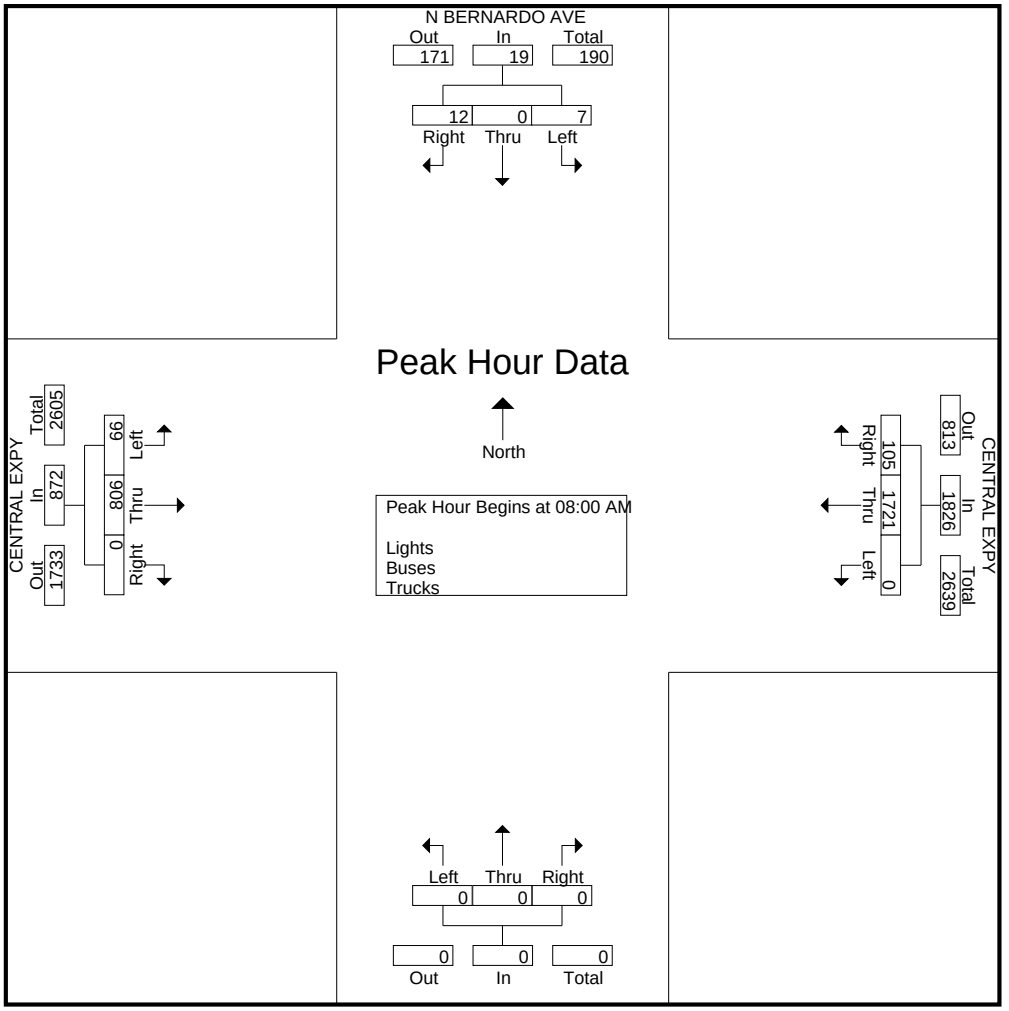

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Groups Printed- Bikes

	N BERNARDO AVE Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	8
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	9
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14	3	0	17	22
09:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	4	0	5	9
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	8	4	0	12	20
Grand Total	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	24	9	0	33	50
Apprch %	0	0	0	0		5.9	94.1	0	0		0	0	0	0		0	72.7	27.3	0		
Total %	0	0	0	0	0	2	32	0	0	34	0	0	0	0	0	0	48	18	0	66	

	N BERNARDO AVE Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**3**	0	3	0	0	0	0	0	**4**	2	**6**	**9**
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
09:00 AM	0	0	0	0	**1**	3	0	**4**	0	0	0	0	0	1	**4**	5	9
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total Volume	0	0	0	0	1	10	0	11	0	0	0	0	0	12	6	18	29
% App. Total	0	0	0		9.1	90.9	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.250	.833	.000	.688	.000	.000	.000	.000	.000	.750	.375	.750	.806

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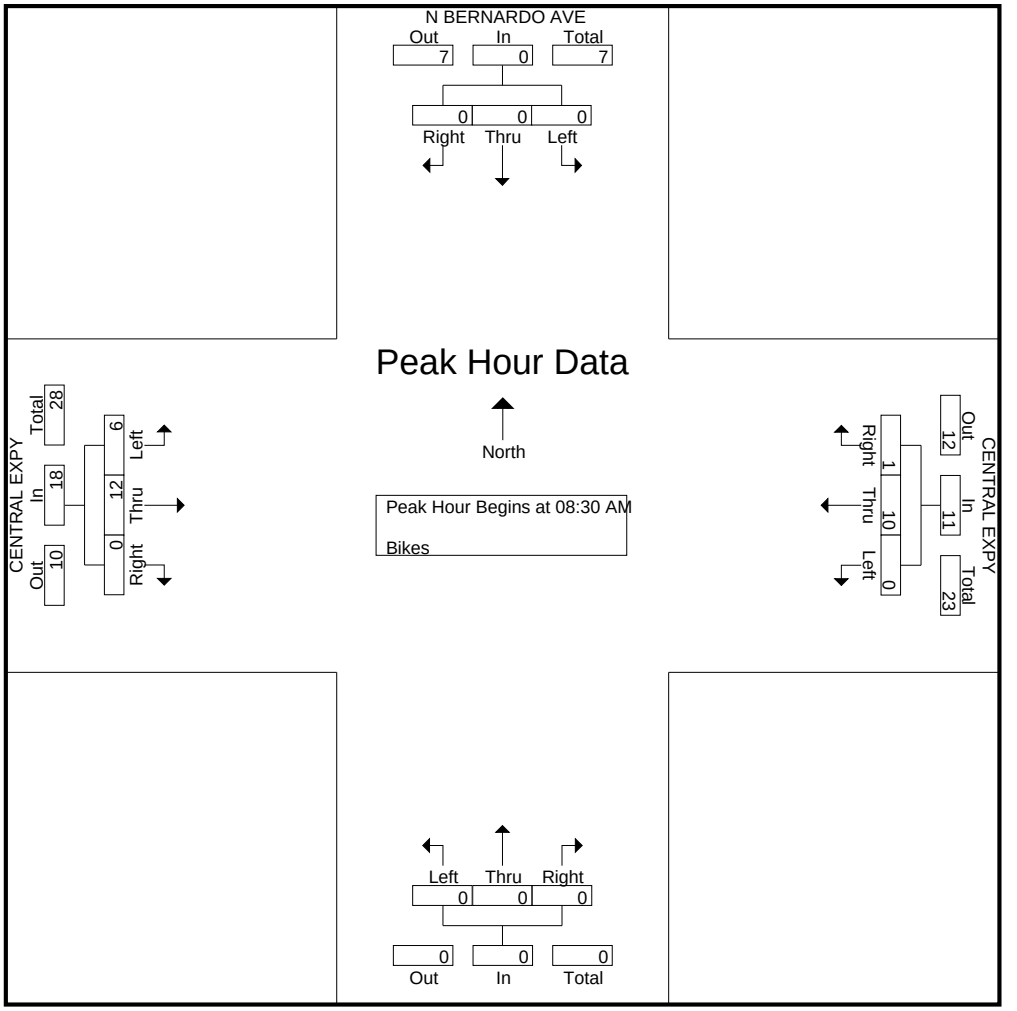

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Groups Printed- Lights - Buses - Trucks

	N BERNARDO AVE Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	0	15	0	28	4	197	0	0	201	0	0	0	0	0	0	379	5	0	384	613
04:15 PM	11	0	15	0	26	1	249	1	0	251	0	0	0	0	0	0	348	4	1	353	630
04:30 PM	14	0	23	0	37	2	274	2	0	278	0	0	0	0	0	0	361	0	0	361	676
04:45 PM	19	0	19	0	38	3	251	0	0	254	0	0	0	0	0	0	425	3	1	429	721
Total	57	0	72	0	129	10	971	3	0	984	0	0	0	0	0	0	1513	12	2	1527	2640
05:00 PM	18	0	24	0	42	9	275	2	0	286	0	0	0	0	0	0	319	6	0	325	653
05:15 PM	21	0	47	1	69	6	335	2	0	343	0	0	0	0	0	0	330	7	1	338	750
05:30 PM	17	0	34	0	51	3	365	3	0	371	0	0	0	0	0	0	317	7	0	324	746
05:45 PM	13	0	13	0	26	1	374	0	0	375	0	0	0	0	0	0	291	3	0	294	695
Total	69	0	118	1	188	19	1349	7	0	1375	0	0	0	0	0	0	1257	23	1	1281	2844
06:00 PM	21	0	19	0	40	1	306	0	0	307	0	0	0	0	0	0	250	2	0	252	599
06:15 PM	14	0	16	0	30	1	381	1	0	383	0	0	0	0	0	0	304	1	1	306	719
06:30 PM	13	0	13	0	26	4	302	0	0	306	0	0	0	0	0	0	330	2	0	332	664
06:45 PM	15	0	17	0	32	2	259	1	0	262	0	0	0	0	0	0	315	6	0	321	615
Total	63	0	65	0	128	8	1248	2	0	1258	0	0	0	0	0	0	1199	11	1	1211	2597
Grand Total	189	0	255	1	445	37	3568	12	0	3617	0	0	0	0	0	0	3969	46	4	4019	8081
Apprch %	42.5	0	57.3	0.2		1	98.6	0.3	0		0	0	0	0		0	98.8	1.1	0.1		
Total %	2.3	0	3.2	0	5.5	0.5	44.2	0.1	0	44.8	0	0	0	0	0	0	49.1	0.6	0	49.7	
Lights	188	0	254	1	443	37	3548	12	0	3597	0	0	0	0	0	0	3928	45	0	3973	8013
% Lights	99.5	0	99.6	100	99.6	100	99.4	100	0	99.4	0	0	0	0	0	0	99	97.8	0	98.9	99.2
Buses	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	4	13	25
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	100	0.3	0.3
Trucks	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	32	1	0	33	43
% Trucks	0.5	0	0.4	0	0.4	0	0.2	0	0	0.2	0	0	0	0	0	0	0.8	2.2	0	0.8	0.5

	N BERNARDO AVE Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	0	19	38	3	251	0	254	0	0	0	0	0	**425**	3	**428**	720
05:00 PM	18	0	24	42	**9**	275	2	286	0	0	0	0	0	319	6	325	653
05:15 PM	**21**	0	**47**	**68**	6	335	2	343	0	0	0	0	0	330	**7**	337	**748**
05:30 PM	17	0	34	51	3	**365**	**3**	**371**	0	0	0	0	0	317	7	324	746
Total Volume	75	0	124	199	21	1226	7	1254	0	0	0	0	0	1391	23	1414	2867
% App. Total	37.7	0	62.3		1.7	97.8	0.6		0	0	0		0	98.4	1.6		
PHF	.893	.000	.660	.732	.583	.840	.583	.845	.000	.000	.000	.000	.000	.818	.821	.826	.958

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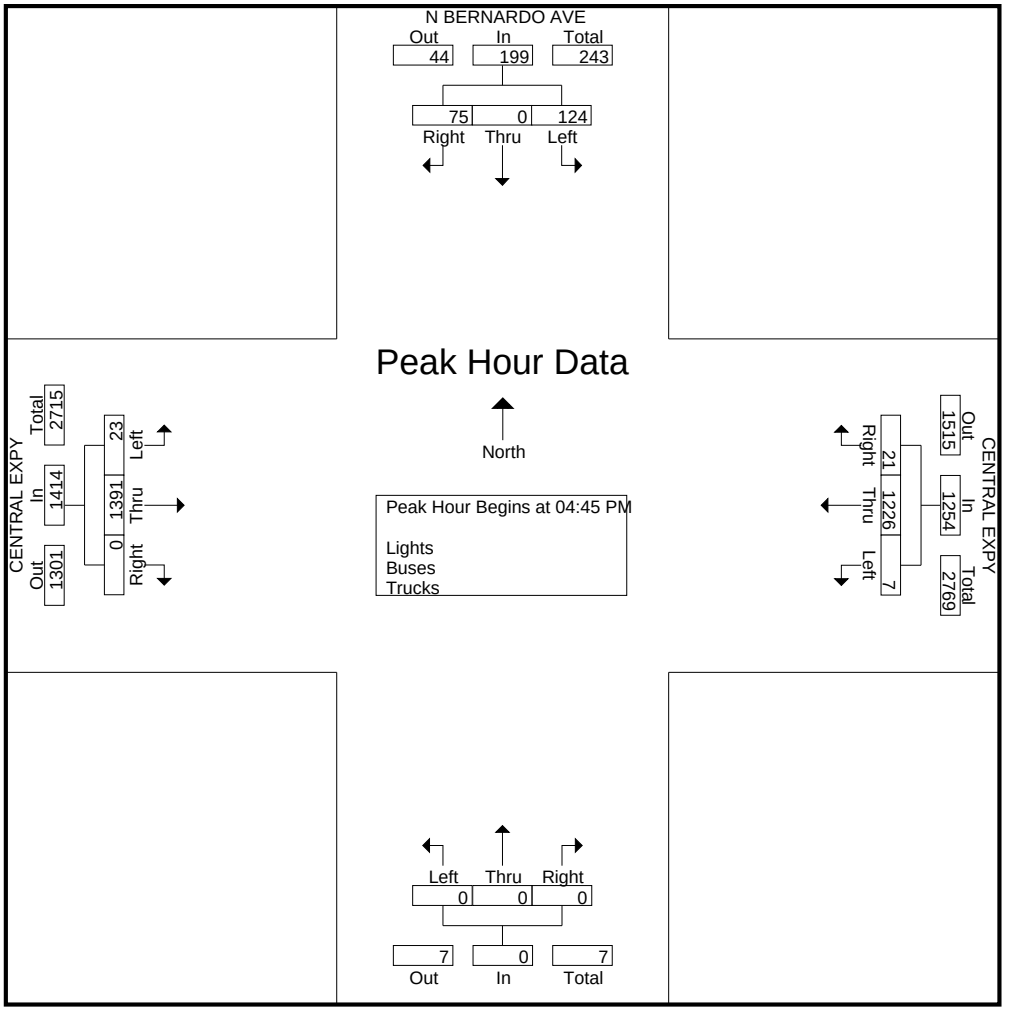

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Groups Printed- Bikes

	N BERNARDO AVE Southbound					CENTRAL EXPY Westbound					Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	16
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Grand Total	6	0	0	0	6	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	29
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	20.7	0	0	0	20.7	0	41.4	0	0	41.4	0	0	0	0	0	0	37.9	0	0	37.9	

	N BERNARDO AVE Southbound				CENTRAL EXPY Westbound				Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
05:30 PM	**3**	0	0	**3**	0	1	0	1	0	0	0	0	0	1	0	1	**5**
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**	5
Total Volume	4	0	0	4	0	6	0	6	0	0	0	0	0	6	0	6	16
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.333	.000	.000	.333	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.800

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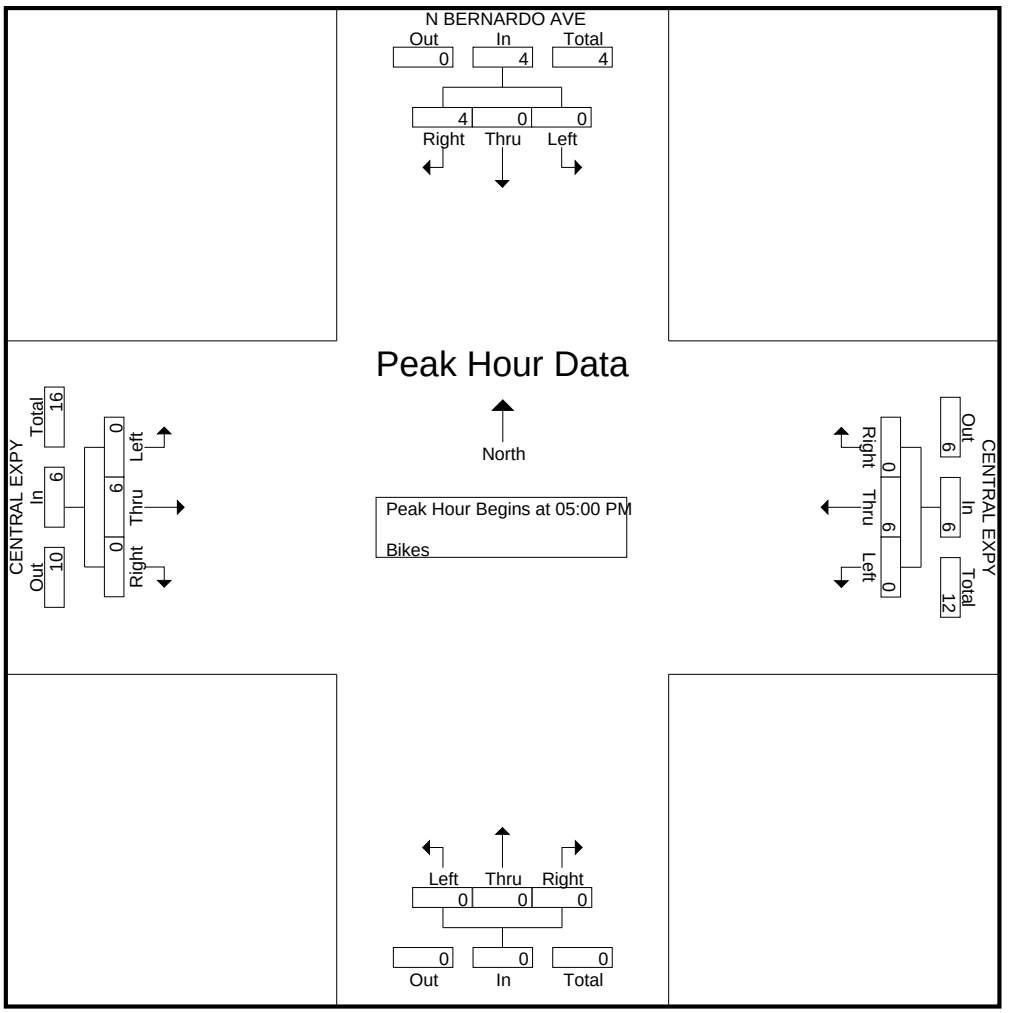

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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	19	16	4	1	40	20	330	39	2	391	35	20	67	1	123	19	66	6	1	92	646
07:15 AM	24	14	6	0	44	14	485	45	2	546	46	26	59	0	131	26	123	9	3	161	882
07:30 AM	15	19	9	0	43	18	462	65	1	546	83	43	117	0	243	22	106	10	4	142	974
07:45 AM	23	21	9	0	53	43	456	70	3	572	89	66	106	0	261	33	136	22	0	191	1077
Total	81	70	28	1	180	95	1733	219	8	2055	253	155	349	1	758	100	431	47	8	586	3579
08:00 AM	30	30	6	2	68	32	533	66	9	640	123	80	94	0	297	28	152	16	3	199	1204
08:15 AM	35	24	6	2	67	48	436	27	5	516	130	130	165	0	425	31	182	22	5	240	1248
08:30 AM	35	20	14	5	74	47	418	41	8	514	104	83	159	0	346	29	214	49	2	294	1228
08:45 AM	45	25	19	4	93	74	422	40	3	539	130	142	140	1	413	44	195	39	5	283	1328
Total	145	99	45	13	302	201	1809	174	25	2209	487	435	558	1	1481	132	743	126	15	1016	5008
09:00 AM	32	11	20	5	68	66	424	39	8	537	130	125	139	2	396	47	221	53	5	326	1327
09:15 AM	43	25	25	2	95	101	404	55	9	569	111	165	145	1	422	43	172	27	3	245	1331
09:30 AM	47	20	23	1	91	92	429	62	8	591	128	126	128	2	384	31	168	40	2	241	1307
09:45 AM	32	15	27	7	81	109	439	67	6	621	89	96	107	3	295	42	185	30	4	261	1258
Total	154	71	95	15	335	368	1696	223	31	2318	458	512	519	8	1497	163	746	150	14	1073	5223
Grand Total	380	240	168	29	817	664	5238	616	64	6582	1198	1102	1426	10	3736	395	1920	323	37	2675	13810
Apprch %	46.5	29.4	20.6	3.5		10.1	79.6	9.4	1		32.1	29.5	38.2	0.3		14.8	71.8	12.1	1.4		
Total %	2.8	1.7	1.2	0.2	5.9	4.8	37.9	4.5	0.5	47.7	8.7	8	10.3	0.1	27.1	2.9	13.9	2.3	0.3	19.4	
Lights	374	234	163	29	800	652	5117	596	63	6428	1180	1080	1415	10	3685	377	1875	318	37	2607	13520
% Lights	98.4	97.5	97	100	97.9	98.2	97.7	96.8	98.4	97.7	98.5	98	99.2	100	98.6	95.4	97.7	98.5	100	97.5	97.9
Buses	0	2	4	0	6	6	30	4	0	40	7	11	1	0	19	4	11	4	0	19	84
% Buses	0	0.8	2.4	0	0.7	0.9	0.6	0.6	0	0.6	0.6	1	0.1	0	0.5	1	0.6	1.2	0	0.7	0.6
Trucks	6	4	1	0	11	6	91	16	1	114	11	11	10	0	32	14	34	1	0	49	206
% Trucks	1.6	1.7	0.6	0	1.3	0.9	1.7	2.6	1.6	1.7	0.9	1	0.7	0	0.9	3.5	1.8	0.3	0	1.8	1.5

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	45	**25**	19	89	74	422	40	536	**130**	142	140	412	44	195	39	278	1315
09:00 AM	32	11	20	63	66	424	39	529	130	125	139	394	**47**	**221**	**53**	**321**	1307
09:15 AM	43	25	**25**	**93**	**101**	404	55	560	111	**165**	**145**	**421**	43	172	27	242	**1316**
09:30 AM	**47**	20	23	90	92	**429**	**62**	**583**	128	126	128	382	31	168	40	239	1294
Total Volume	167	81	87	335	333	1679	196	2208	499	558	552	1609	165	756	159	1080	5232
% App. Total	49.9	24.2	26		15.1	76	8.9		31	34.7	34.3		15.3	70	14.7		
PHF	.888	.810	.870	.901	.824	.978	.790	.947	.960	.845	.952	.955	.878	.855	.750	.841	.994

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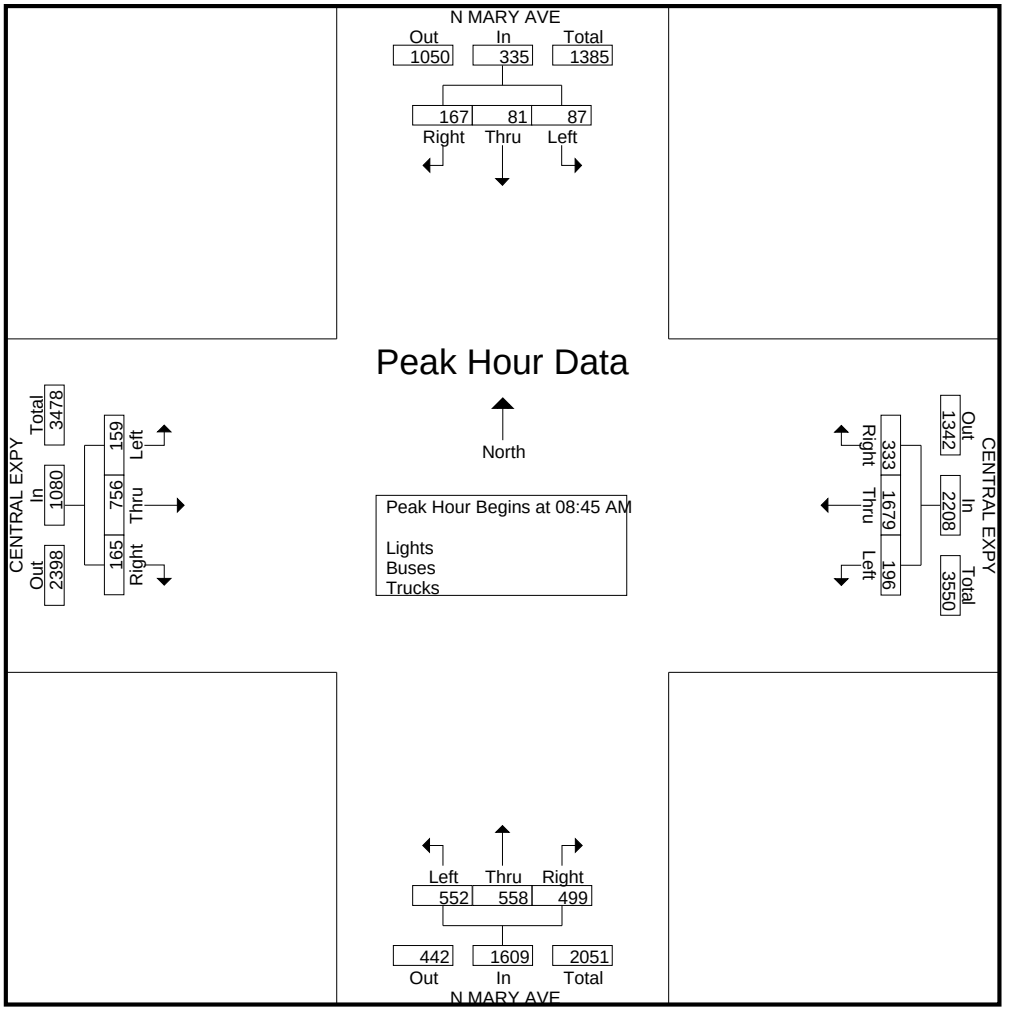

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Groups Printed- Bikes

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	5
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	6
Total	0	0	1	0	1	0	0	0	0	0	1	9	0	0	10	0	2	1	0	3	14
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	14
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	1	0	0	1	10
Total	0	0	0	0	0	0	2	0	0	2	5	21	0	0	26	0	3	0	0	3	31
09:00 AM	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	0	1	1	0	2	16
09:15 AM	0	1	0	0	1	1	1	0	0	2	1	9	1	0	11	0	1	1	0	2	16
09:30 AM	0	1	1	0	2	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	8
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	1	0	0	1	8
Total	0	2	1	0	3	1	11	0	0	12	1	23	1	0	25	0	5	3	0	8	48
Grand Total	0	2	2	0	4	1	13	0	0	14	7	53	1	0	61	0	10	4	0	14	93
Apprch %	0	50	50	0		7.1	92.9	0	0		11.5	86.9	1.6	0		0	71.4	28.6	0		
Total %	0	2.2	2.2	0	4.3	1.1	14	0	0	15.1	7.5	57	1.1	0	65.6	0	10.8	4.3	0	15.1	

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	**2**	7	0	9	0	1	0	1	10
09:00 AM	0	0	0	0	0	**7**	0	**7**	0	7	0	7	0	1	**1**	2	**16**
09:15 AM	0	**1**	0	1	**1**	1	0	2	1	**9**	**1**	**11**	0	1	1	2	16
09:30 AM	0	1	**1**	**2**	0	1	0	1	0	2	0	2	0	**2**	1	**3**	8
Total Volume	0	2	1	3	1	9	0	10	3	25	1	29	0	5	3	8	50
% App. Total	0	66.7	33.3		10	90	0		10.3	86.2	3.4		0	62.5	37.5		
PHF	.000	.500	.250	.375	.250	.321	.000	.357	.375	.694	.250	.659	.000	.625	.750	.667	.781

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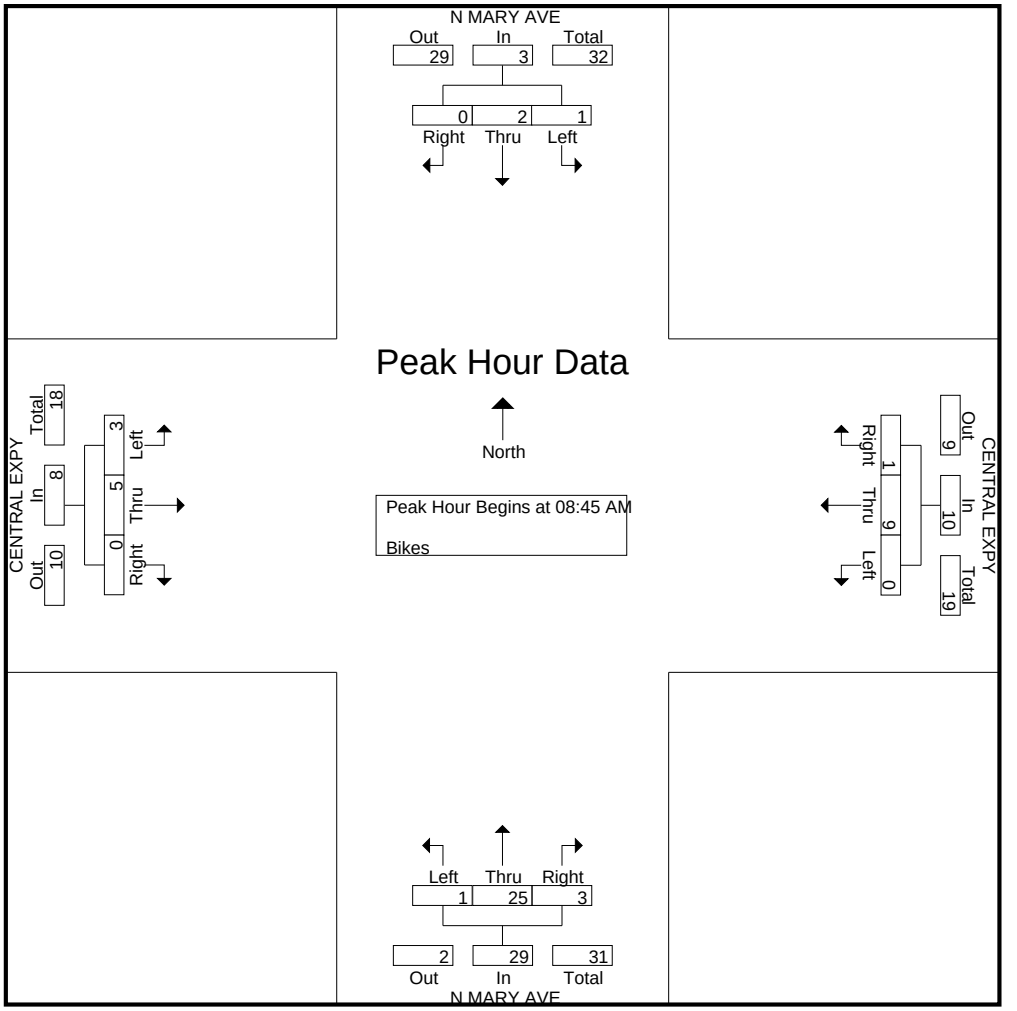

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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	43	58	0	127	15	167	86	1	269	90	27	37	1	155	109	486	9	4	608	1159
04:15 PM	33	49	64	2	148	14	214	122	3	353	82	31	38	0	151	107	456	12	3	578	1230
04:30 PM	35	51	67	2	155	14	261	111	0	386	99	28	36	0	163	129	466	9	3	607	1311
04:45 PM	36	111	98	0	245	16	210	141	3	370	101	40	40	0	181	147	481	13	3	644	1440
Total	130	254	287	4	675	59	852	460	7	1378	372	126	151	1	650	492	1889	43	13	2437	5140
05:00 PM	37	141	95	7	280	14	259	197	3	473	132	28	47	0	207	169	324	12	3	508	1468
05:15 PM	43	170	92	5	310	22	305	184	3	514	112	44	46	0	202	173	394	11	4	582	1608
05:30 PM	57	178	95	6	336	11	334	179	6	530	151	23	56	0	230	192	386	11	5	594	1690
05:45 PM	66	162	91	0	319	19	327	190	4	540	121	43	46	0	210	171	364	15	3	553	1622
Total	203	651	373	18	1245	66	1225	750	16	2057	516	138	195	0	849	705	1468	49	15	2237	6388
06:00 PM	55	105	87	3	250	17	274	159	4	454	89	47	43	0	179	152	398	15	0	565	1448
06:15 PM	52	104	94	2	252	14	348	180	4	546	82	25	27	1	135	140	407	12	0	559	1492
06:30 PM	32	80	88	6	206	21	237	150	4	412	94	39	44	2	179	120	419	11	0	550	1347
06:45 PM	33	95	66	12	206	13	227	138	3	381	85	34	40	0	159	127	360	21	0	508	1254
Total	172	384	335	23	914	65	1086	627	15	1793	350	145	154	3	652	539	1584	59	0	2182	5541
Grand Total	505	1289	995	45	2834	190	3163	1837	38	5228	1238	409	500	4	2151	1736	4941	151	28	6856	17069
Apprch %	17.8	45.5	35.1	1.6		3.6	60.5	35.1	0.7		57.6	19	23.2	0.2		25.3	72.1	2.2	0.4		
Total %	3	7.6	5.8	0.3	16.6	1.1	18.5	10.8	0.2	30.6	7.3	2.4	2.9	0	12.6	10.2	28.9	0.9	0.2	40.2	
Lights	505	1286	989	45	2825	189	3137	1831	38	5195	1217	394	498	4	2113	1725	4886	149	28	6788	16921
% Lights	100	99.8	99.4	100	99.7	99.5	99.2	99.7	100	99.4	98.3	96.3	99.6	100	98.2	99.4	98.9	98.7	100	99	99.1
Buses	0	0	2	0	2	0	19	2	0	21	11	9	0	0	20	3	14	0	0	17	60
% Buses	0	0	0.2	0	0.1	0	0.6	0.1	0	0.4	0.9	2.2	0	0	0.9	0.2	0.3	0	0	0.2	0.4
Trucks	0	3	4	0	7	1	7	4	0	12	10	6	2	0	18	8	41	2	0	51	88
% Trucks	0	0.2	0.4	0	0.2	0.5	0.2	0.2	0	0.2	0.8	1.5	0.4	0	0.8	0.5	0.8	1.3	0	0.7	0.5

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	37	141	**95**	273	14	259	**197**	470	132	28	47	207	169	324	12	505	1455
05:15 PM	43	170	92	305	**22**	305	184	511	112	**44**	46	202	173	**394**	11	578	1596
05:30 PM	57	**178**	95	**330**	11	**334**	179	524	**151**	23	**56**	**230**	**192**	386	11	**589**	**1673**
05:45 PM	**66**	162	91	319	19	327	190	**536**	121	43	46	210	171	364	**15**	550	1615
Total Volume	203	651	373	1227	66	1225	750	2041	516	138	195	849	705	1468	49	2222	6339
% App. Total	16.5	53.1	30.4		3.2	60	36.7		60.8	16.3	23		31.7	66.1	2.2		
PHF	.769	.914	.982	.930	.750	.917	.952	.952	.854	.784	.871	.923	.918	.931	.817	.943	.947

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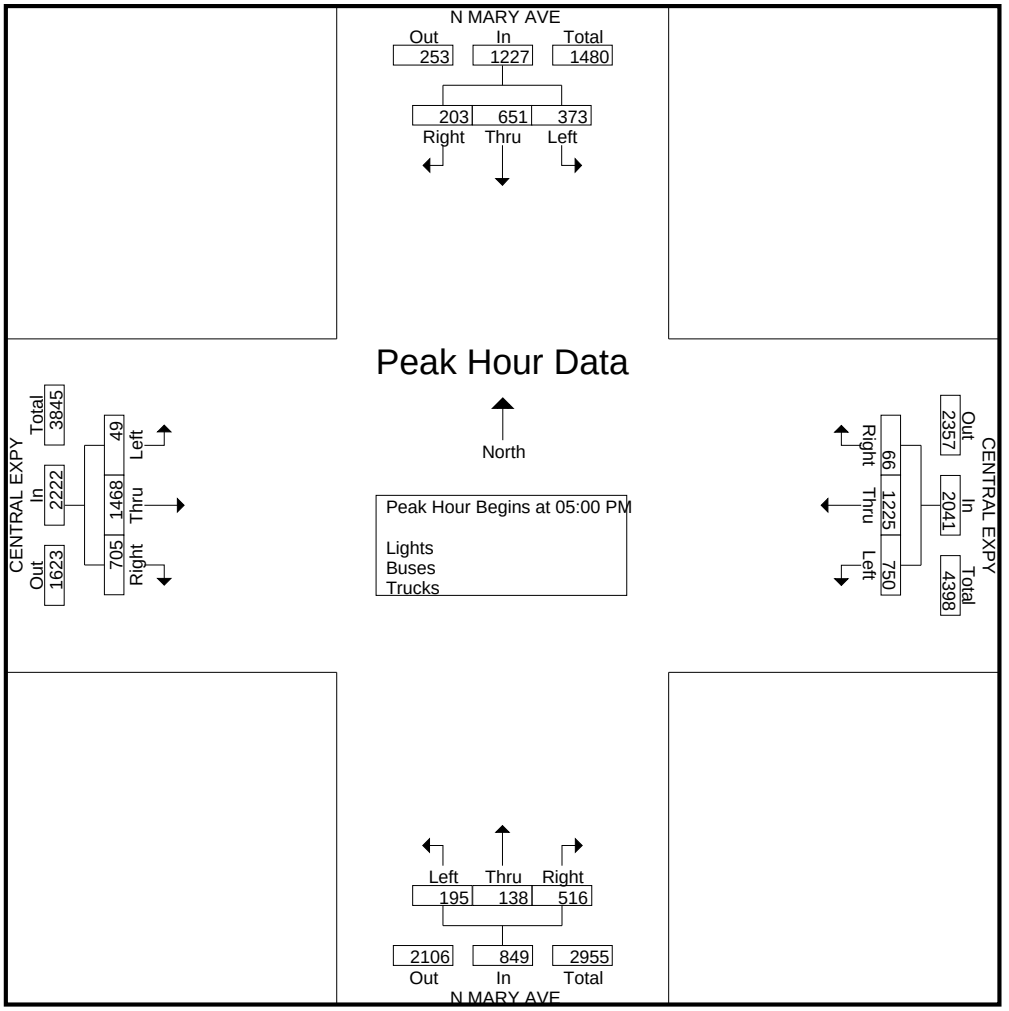

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Groups Printed- Bikes

	N MARY AVE Southbound					CENTRAL EXPY Westbound					N MARY AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
04:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	3	1	0	0	4	11
05:00 PM	0	5	0	0	5	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	10
05:15 PM	0	9	0	0	9	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	14
05:30 PM	0	6	0	0	6	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	9
05:45 PM	0	6	0	0	6	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	11
Total	0	26	0	0	26	1	8	0	0	9	0	2	4	0	6	0	3	0	0	3	44
06:00 PM	2	0	0	0	2	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	8
06:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
06:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	2	2	0	0	4	0	5	0	0	5	2	1	0	0	3	0	7	0	0	7	19
Grand Total	2	30	0	0	32	1	17	0	0	18	3	3	4	0	10	3	11	0	0	14	74
Apprch %	6.2	93.8	0	0		5.6	94.4	0	0		30	30	40	0		21.4	78.6	0	0		
Total %	2.7	40.5	0	0	43.2	1.4	23	0	0	24.3	4.1	4.1	5.4	0	13.5	4.1	14.9	0	0	18.9	

	N MARY AVE Southbound				CENTRAL EXPY Westbound				N MARY AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	5	0	5	**1**	1	0	2	0	**1**	0	1	0	**2**	0	**2**	10
05:15 PM	0	**9**	0	**9**	0	2	0	2	0	0	**2**	**2**	0	1	0	1	**14**
05:30 PM	0	6	0	6	0	2	0	2	0	0	1	1	0	0	0	0	9
05:45 PM	0	6	0	6	0	**3**	0	**3**	0	1	1	2	0	0	0	0	11
Total Volume	0	26	0	26	1	8	0	9	0	2	4	6	0	3	0	3	44
% App. Total	0	100	0		11.1	88.9	0		0	33.3	66.7		0	100	0		
PHF	.000	.722	.000	.722	.250	.667	.000	.750	.000	.500	.500	.750	.000	.375	.000	.375	.786

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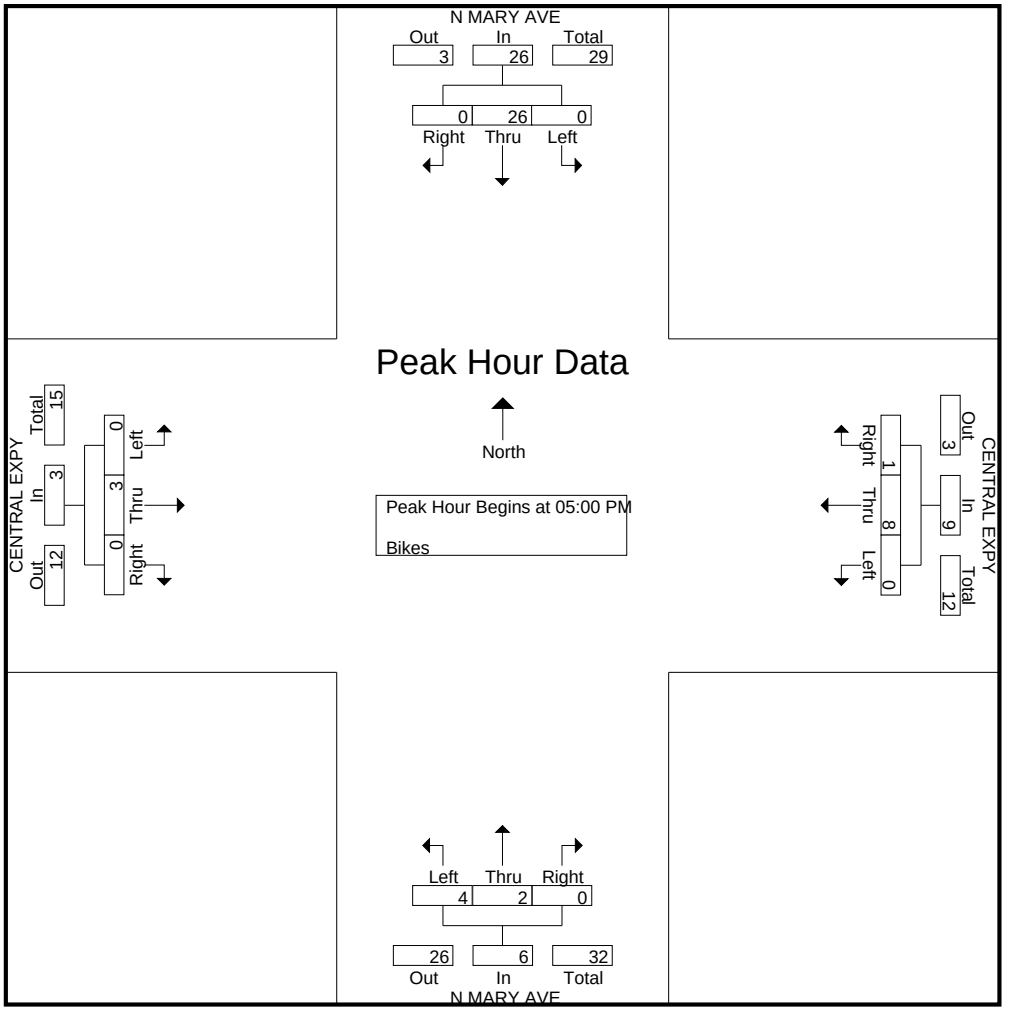

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Groups Printed- Lights - Buses - Trucks

	EL CAMINO REAL Southbound					SR-237 Westbound					EL CAMINO REAL Northbound					GRANT RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	109	81	0	195	155	152	28	4	339	4	232	51	0	287	20	93	13	2	128	949
07:15 AM	2	127	126	1	256	153	182	34	4	373	8	224	50	1	283	25	112	17	3	157	1069
07:30 AM	7	176	151	0	334	163	188	35	2	388	12	329	77	1	419	50	172	23	5	250	1391
07:45 AM	7	264	196	3	470	179	252	36	4	471	12	354	95	4	465	69	223	19	3	314	1720
Total	21	676	554	4	1255	650	774	133	14	1571	36	1139	273	6	1454	164	600	72	13	849	5129
08:00 AM	8	241	185	4	438	168	133	32	5	338	7	254	74	1	336	73	261	15	3	352	1464
08:15 AM	8	261	162	4	435	160	172	40	1	373	8	223	51	2	284	45	215	22	7	289	1381
08:30 AM	16	245	209	8	478	164	188	41	3	396	20	364	89	2	475	52	282	15	10	359	1708
08:45 AM	9	308	193	6	516	165	179	52	5	401	23	280	74	4	381	64	267	16	6	353	1651
Total	41	1055	749	22	1867	657	672	165	14	1508	58	1121	288	9	1476	234	1025	68	26	1353	6204
09:00 AM	15	243	171	1	430	181	181	39	4	405	16	257	86	1	360	54	263	20	7	344	1539
09:15 AM	9	239	170	3	421	155	173	37	1	366	7	254	82	0	343	68	242	27	3	340	1470
09:30 AM	16	193	164	4	377	170	202	39	6	417	17	221	102	4	344	40	205	24	6	275	1413
09:45 AM	23	234	171	4	432	168	173	47	6	394	13	249	85	5	352	52	178	29	0	259	1437
Total	63	909	676	12	1660	674	729	162	17	1582	53	981	355	10	1399	214	888	100	16	1218	5859
Grand Total	125	2640	1979	38	4782	1981	2175	460	45	4661	147	3241	916	25	4329	612	2513	240	55	3420	17192
Apprch %	2.6	55.2	41.4	0.8		42.5	46.7	9.9	1		3.4	74.9	21.2	0.6		17.9	73.5	7	1.6		
Total %	0.7	15.4	11.5	0.2	27.8	11.5	12.7	2.7	0.3	27.1	0.9	18.9	5.3	0.1	25.2	3.6	14.6	1.4	0.3	19.9	
Lights	114	2556	1930	38	4638	1898	2100	436	45	4479	145	3156	908	25	4234	598	2471	235	55	3359	16710
% Lights	91.2	96.8	97.5	100	97	95.8	96.6	94.8	100	96.1	98.6	97.4	99.1	100	97.8	97.7	98.3	97.9	100	98.2	97.2
Buses	2	37	4	0	43	13	4	2	0	19	0	35	0	0	35	3	6	1	0	10	107
% Buses	1.6	1.4	0.2	0	0.9	0.7	0.2	0.4	0	0.4	0	1.1	0	0	0.8	0.5	0.2	0.4	0	0.3	0.6
Trucks	9	47	45	0	101	70	71	22	0	163	2	50	8	0	60	11	36	4	0	51	375
% Trucks	7.2	1.8	2.3	0	2.1	3.5	3.3	4.8	0	3.5	1.4	1.5	0.9	0	1.4	1.8	1.4	1.7	0	1.5	2.2

	EL CAMINO REAL Southbound				SR-237 Westbound				EL CAMINO REAL Northbound				GRANT RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**16**	245	**209**	470	164	**188**	41	393	20	**364**	**89**	**473**	52	**282**	15	**349**	**1685**
08:45 AM	9	**308**	193	**510**	165	179	**52**	396	**23**	280	74	377	64	267	16	347	1630
09:00 AM	15	243	171	429	**181**	181	39	**401**	16	257	86	359	54	263	20	337	1526
09:15 AM	9	239	170	418	155	173	37	365	7	254	82	343	**68**	242	**27**	337	1463
Total Volume	49	1035	743	1827	665	721	169	1555	66	1155	331	1552	238	1054	78	1370	6304
% App. Total	2.7	56.7	40.7		42.8	46.4	10.9		4.3	74.4	21.3		17.4	76.9	5.7		
PHF	.766	.840	.889	.896	.919	.959	.813	.969	.717	.793	.930	.820	.875	.934	.722	.981	.935

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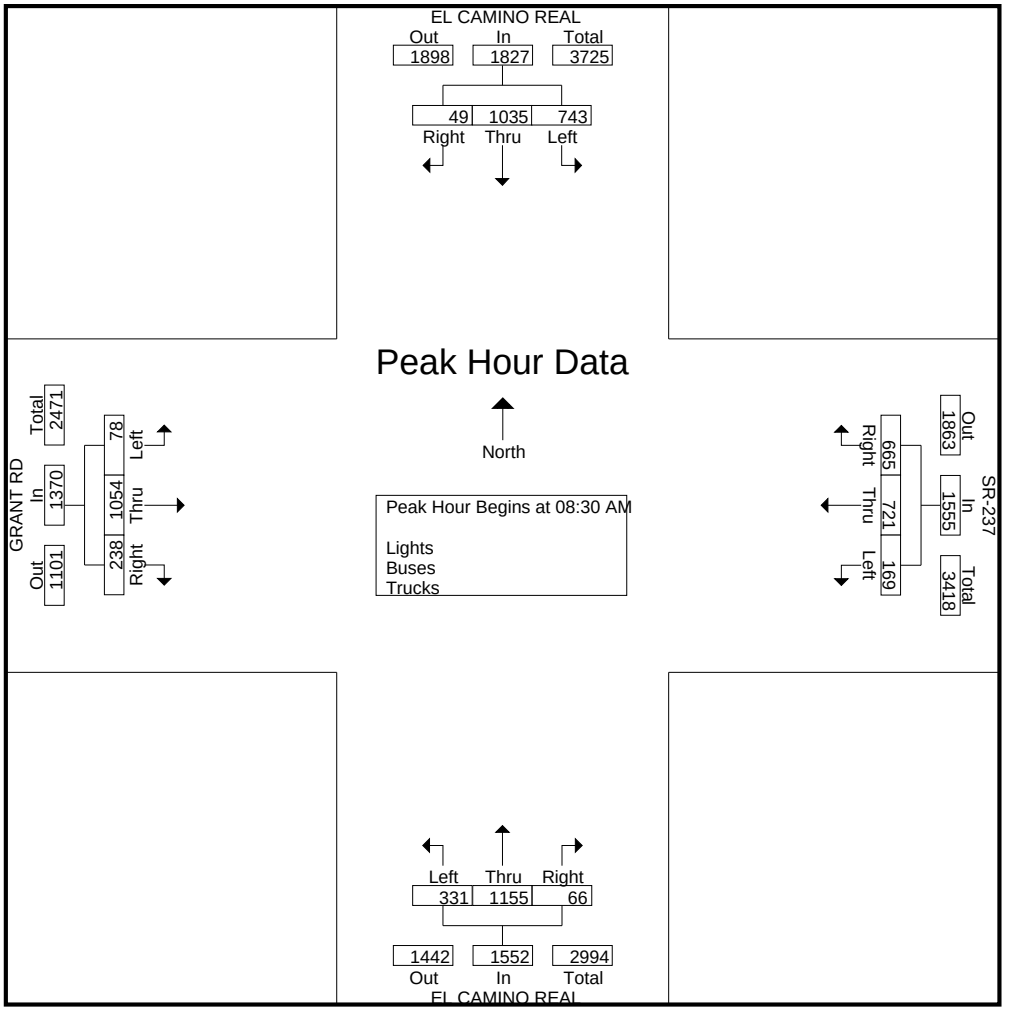

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					SR-237 Westbound					EL CAMINO REAL Northbound					GRANT RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	8
Grand Total	0	5	2	0	7	0	0	0	0	0	0	5	0	0	5	1	3	0	0	4	16
Apprch %	0	71.4	28.6	0		0	0	0	0		0	100	0	0		25	75	0	0		
Total %	0	31.2	12.5	0	43.8	0	0	0	0	0	0	31.2	0	0	31.2	6.2	18.8	0	0	25	

	EL CAMINO REAL Southbound				SR-237 Westbound				EL CAMINO REAL Northbound				GRANT RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
09:15 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
09:30 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	1	1	0	2	8
% App. Total	0	100	0		0	0	0		0	100	0		50	50	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.250	.250	.000	.500	.667

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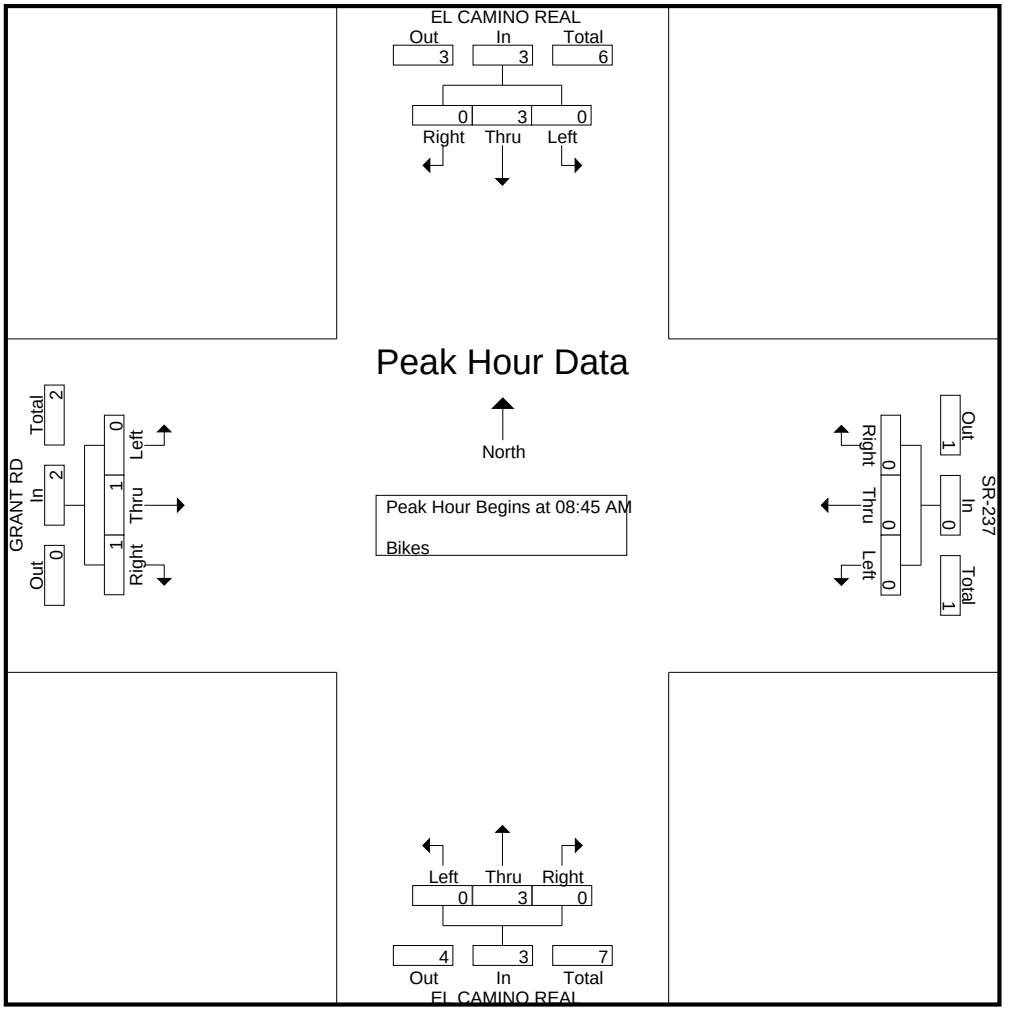

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Groups Printed- Lights - Buses - Trucks

	EL CAMINO REAL Southbound					SR-237 Westbound					EL CAMINO REAL Northbound					GRANT RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	342	113	4	473	143	265	127	2	537	7	202	68	0	277	111	231	26	5	373	1660
04:15 PM	18	379	133	2	532	123	228	77	0	428	10	254	115	0	379	109	168	30	4	311	1650
04:30 PM	16	377	154	0	547	159	270	93	2	524	16	227	93	0	336	93	178	40	2	313	1720
04:45 PM	16	344	125	9	494	154	285	111	1	551	14	256	92	0	362	105	216	32	3	356	1763
Total	64	1442	525	15	2046	579	1048	408	5	2040	47	939	368	0	1354	418	793	128	14	1353	6793
05:00 PM	12	326	103	5	446	136	258	105	1	500	19	250	105	0	374	125	233	34	2	394	1714
05:15 PM	11	404	118	8	541	122	242	81	2	447	8	289	99	0	396	112	171	37	6	326	1710
05:30 PM	20	424	128	3	575	132	297	100	3	532	17	285	92	3	397	105	158	39	7	309	1813
05:45 PM	19	371	124	0	514	137	336	104	2	579	11	261	81	2	355	94	183	29	4	310	1758
Total	62	1525	473	16	2076	527	1133	390	8	2058	55	1085	377	5	1522	436	745	139	19	1339	6995
06:00 PM	14	324	88	4	430	134	238	98	3	473	11	290	103	0	404	92	142	25	4	263	1570
06:15 PM	19	403	140	2	564	149	226	94	1	470	7	246	34	0	287	84	143	29	4	260	1581
06:30 PM	16	305	132	4	457	138	255	94	1	488	7	226	68	0	301	86	160	36	3	285	1531
06:45 PM	21	321	112	1	455	160	196	78	2	436	15	249	75	0	339	73	136	25	7	241	1471
Total	70	1353	472	11	1906	581	915	364	7	1867	40	1011	280	0	1331	335	581	115	18	1049	6153
Grand Total	196	4320	1470	42	6028	1687	3096	1162	20	5965	142	3035	1025	5	4207	1189	2119	382	51	3741	19941
Apprch %	3.3	71.7	24.4	0.7		28.3	51.9	19.5	0.3		3.4	72.1	24.4	0.1		31.8	56.6	10.2	1.4		
Total %	1	21.7	7.4	0.2	30.2	8.5	15.5	5.8	0.1	29.9	0.7	15.2	5.1	0	21.1	6	10.6	1.9	0.3	18.8	
Lights	195	4254	1454	42	5945	1679	3083	1157	20	5939	139	2990	1016	5	4150	1174	2091	381	51	3697	19731
% Lights	99.5	98.5	98.9	100	98.6	99.5	99.6	99.6	100	99.6	97.9	98.5	99.1	100	98.6	98.7	98.7	99.7	100	98.8	98.9
Buses	0	42	2	0	44	0	4	0	0	4	0	32	1	0	33	3	7	0	0	10	91
% Buses	0	1	0.1	0	0.7	0	0.1	0	0	0.1	0	1.1	0.1	0	0.8	0.3	0.3	0	0	0.3	0.5
Trucks	1	24	14	0	39	8	9	5	0	22	3	13	8	0	24	12	21	1	0	34	119
% Trucks	0.5	0.6	1	0	0.6	0.5	0.3	0.4	0	0.4	2.1	0.4	0.8	0	0.6	1	1	0.3	0	0.9	0.6

	EL CAMINO REAL Southbound				SR-237 Westbound				EL CAMINO REAL Northbound				GRANT RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	344	125	485	**154**	285	**111**	**550**	14	256	92	362	105	216	32	353	1750
05:00 PM	12	326	103	441	136	258	105	499	**19**	250	**105**	374	**125**	**233**	34	**392**	1706
05:15 PM	11	404	118	533	122	242	81	445	8	**289**	99	**396**	112	171	37	320	1694
05:30 PM	**20**	**424**	**128**	**572**	132	**297**	100	529	17	285	92	394	105	158	**39**	302	**1797**
Total Volume	59	1498	474	2031	544	1082	397	2023	58	1080	388	1526	447	778	142	1367	6947
% App. Total	2.9	73.8	23.3		26.9	53.5	19.6		3.8	70.8	25.4		32.7	56.9	10.4		
PHF	.738	.883	.926	.888	.883	.911	.894	.920	.763	.934	.924	.963	.894	.835	.910	.872	.966

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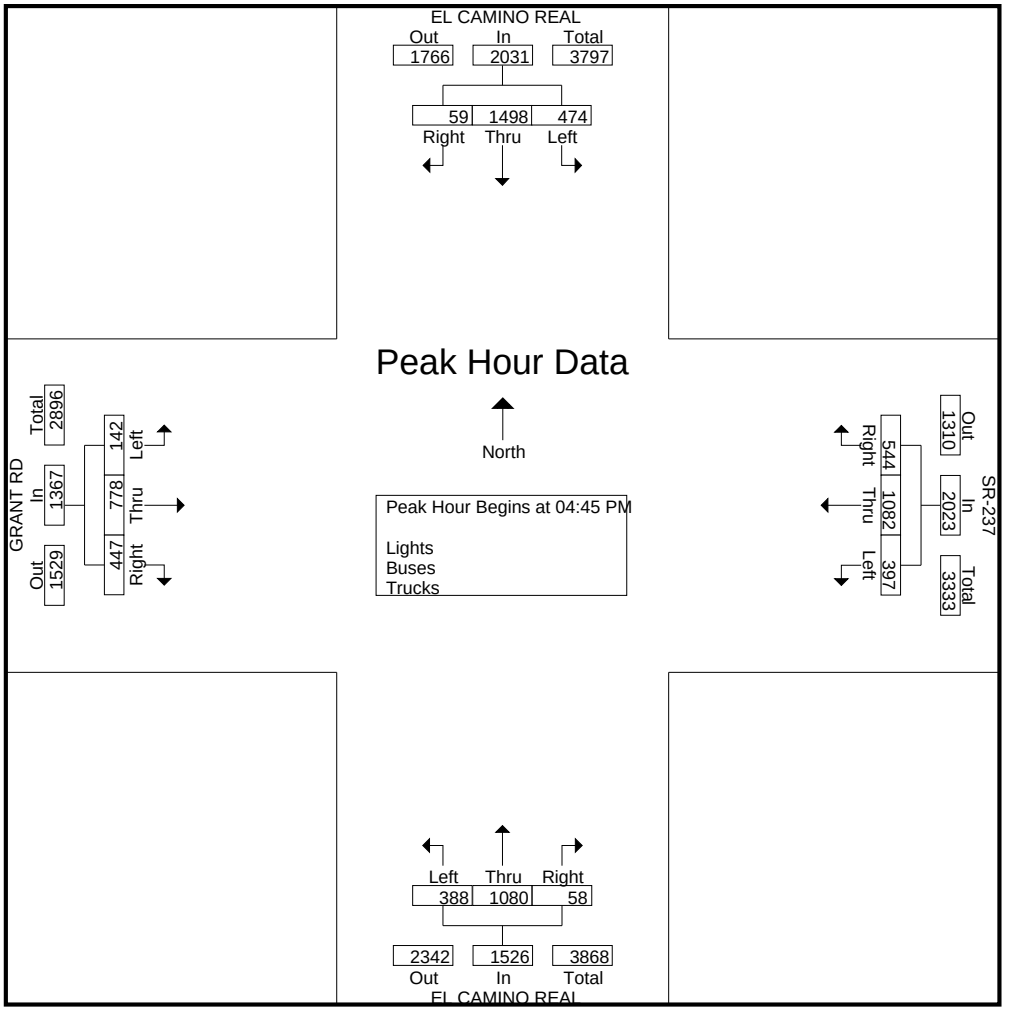

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					SR-237 Westbound					EL CAMINO REAL Northbound					GRANT RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
Grand Total	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	18
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	61.1	0	0	61.1	0	0	0	0	0	0	33.3	0	0	33.3	5.6	0	0	0	5.6	

	EL CAMINO REAL Southbound				SR-237 Westbound				EL CAMINO REAL Northbound				GRANT RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.667

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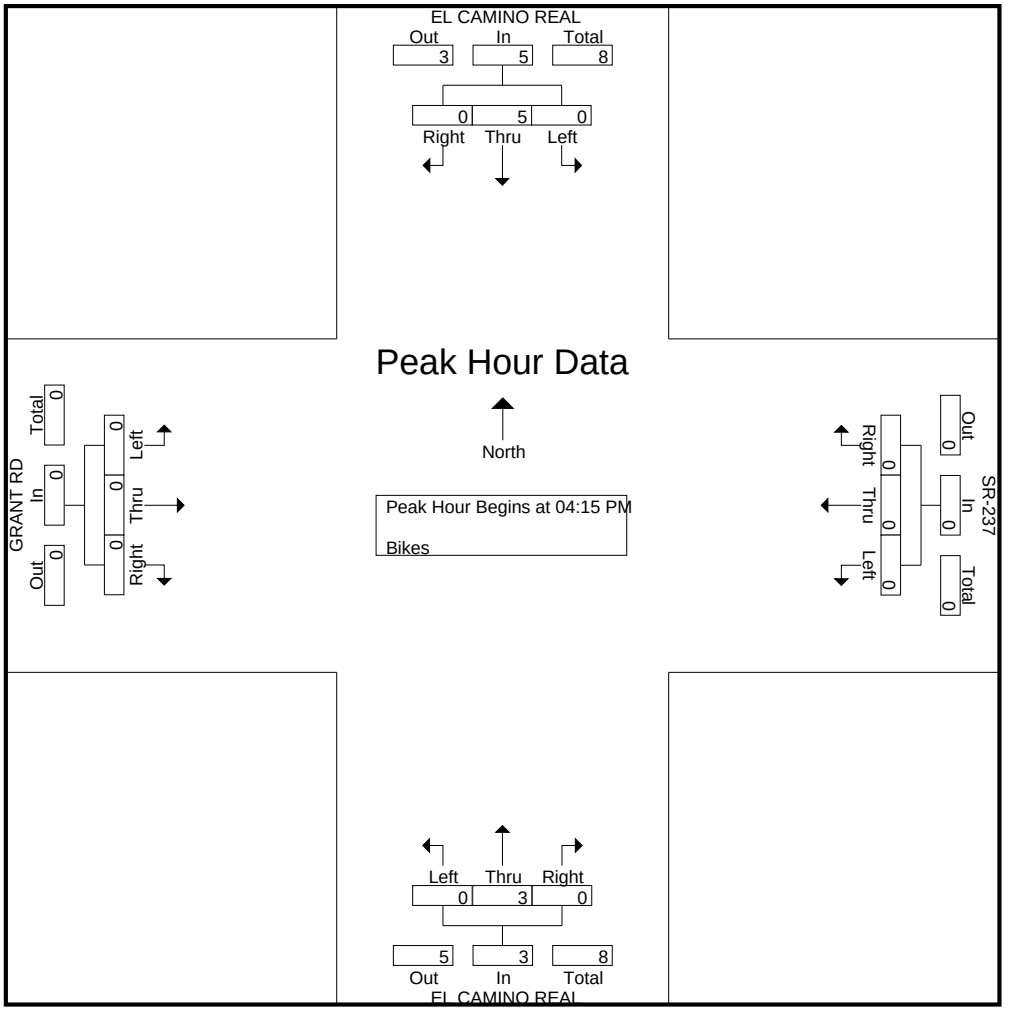

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Start Date : 4/18/2017
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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					W EVELYN AVE Westbound					N MARY AVE Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	44	14	0	88	20	37	5	3	65	7	59	4	0	70	6	22	16	2	46	269
07:15 AM	43	82	8	0	133	16	57	11	2	86	6	97	5	1	109	5	14	24	0	43	371
07:30 AM	43	63	11	0	117	26	58	11	1	96	5	124	15	3	147	8	30	32	1	71	431
07:45 AM	33	84	11	0	128	38	83	13	2	136	6	160	15	4	185	4	33	34	0	71	520
Total	149	273	44	0	466	100	235	40	8	383	24	440	39	8	511	23	99	106	3	231	1591
08:00 AM	49	112	14	0	175	44	85	20	6	155	18	221	18	6	263	6	40	27	5	78	671
08:15 AM	39	66	13	0	118	78	114	17	2	211	5	272	12	2	291	5	42	48	3	98	718
08:30 AM	44	66	16	0	126	69	100	4	3	176	10	258	20	2	290	2	27	45	1	75	667
08:45 AM	38	51	7	0	96	76	99	11	2	188	5	228	24	0	257	6	41	51	3	101	642
Total	170	295	50	0	515	267	398	52	13	730	38	979	74	10	1101	19	150	171	12	352	2698
09:00 AM	40	49	13	0	102	59	96	9	0	164	4	238	24	5	271	3	35	40	0	78	615
09:15 AM	55	66	9	0	130	66	90	10	0	166	4	273	17	3	297	3	43	52	1	99	692
09:30 AM	46	58	15	0	119	64	96	8	0	168	6	243	13	4	266	5	32	54	3	94	647
09:45 AM	36	51	14	0	101	38	66	9	2	115	7	193	8	4	212	8	42	56	2	108	536
Total	177	224	51	0	452	227	348	36	2	613	21	947	62	16	1046	19	152	202	6	379	2490
Grand Total	496	792	145	0	1433	594	981	128	23	1726	83	2366	175	34	2658	61	401	479	21	962	6779
Apprch %	34.6	55.3	10.1	0		34.4	56.8	7.4	1.3		3.1	89	6.6	1.3		6.3	41.7	49.8	2.2		
Total %	7.3	11.7	2.1	0	21.1	8.8	14.5	1.9	0.3	25.5	1.2	34.9	2.6	0.5	39.2	0.9	5.9	7.1	0.3	14.2	
Lights	462	768	142	0	1372	579	965	125	23	1692	78	2353	171	34	2636	58	390	458	21	927	6627
% Lights	93.1	97	97.9	0	95.7	97.5	98.4	97.7	100	98	94	99.5	97.7	100	99.2	95.1	97.3	95.6	100	96.4	97.8
Buses	13	8	0	0	21	6	3	0	0	9	2	4	2	0	8	1	0	7	0	8	46
% Buses	2.6	1	0	0	1.5	1	0.3	0	0	0.5	2.4	0.2	1.1	0	0.3	1.6	0	1.5	0	0.8	0.7
Trucks	21	16	3	0	40	9	13	3	0	25	3	9	2	0	14	2	11	14	0	27	106
% Trucks	4.2	2	2.1	0	2.8	1.5	1.3	2.3	0	1.4	3.6	0.4	1.1	0	0.5	3.3	2.7	2.9	0	2.8	1.6

	N MARY AVE Southbound				W EVELYN AVE Westbound				N MARY AVE Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**49**	**112**	14	**175**	44	85	**20**	149	**18**	221	18	257	**6**	40	27	73	654
08:15 AM	39	66	13	118	**78**	**114**	17	**209**	5	**272**	12	**289**	5	**42**	48	95	**711**
08:30 AM	44	66	**16**	126	69	100	4	173	10	258	20	288	2	27	45	74	661
08:45 AM	38	51	7	96	76	99	11	186	5	228	**24**	257	6	41	**51**	**98**	637
Total Volume	170	295	50	515	267	398	52	717	38	979	74	1091	19	150	171	340	2663
% App. Total	33	57.3	9.7		37.2	55.5	7.3		3.5	89.7	6.8		5.6	44.1	50.3		
PHF	.867	.658	.781	.736	.856	.873	.650	.858	.528	.900	.771	.944	.792	.893	.838	.867	.936

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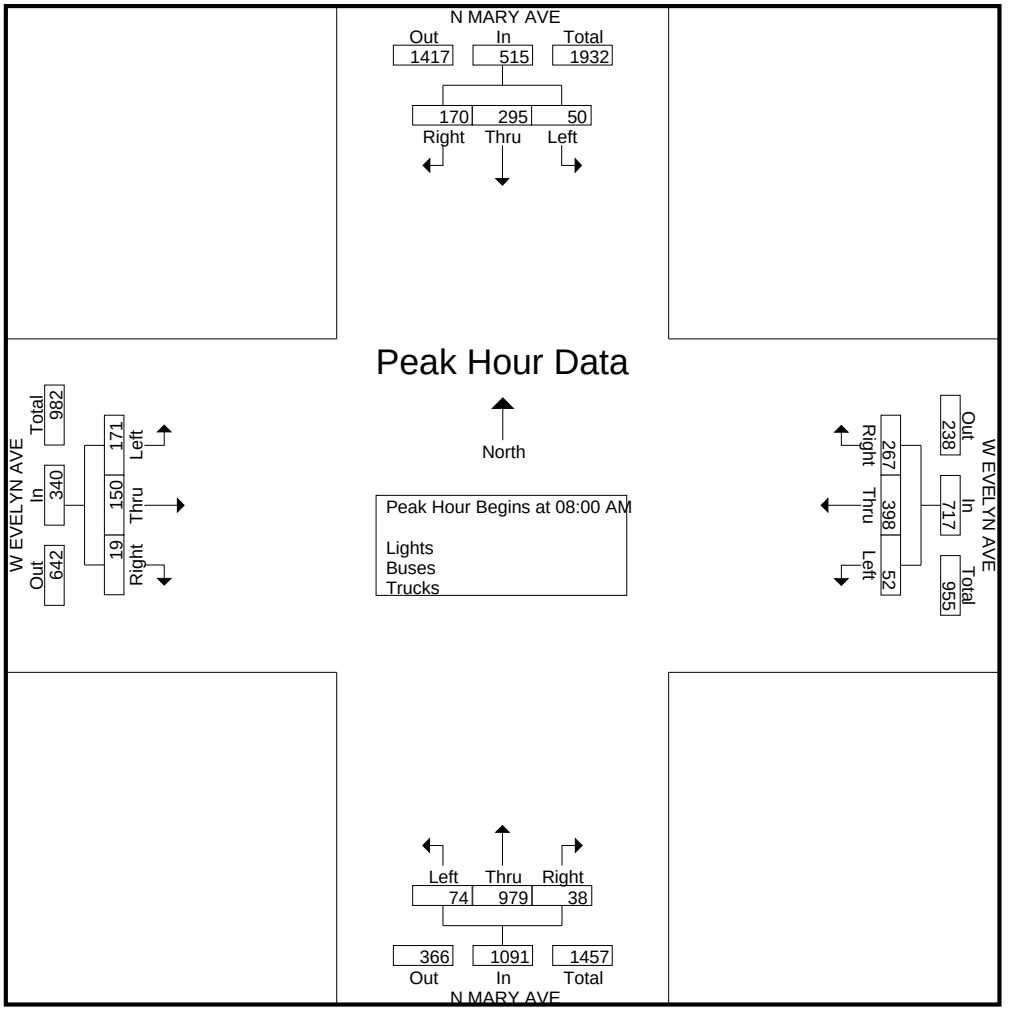

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Groups Printed- Bikes

	N MARY AVE Southbound					W EVELYN AVE Westbound					N MARY AVE Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	3	1	0	0	4	0	2	1	0	3	9
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	6
07:30 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
07:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	7
Total	2	0	1	0	3	0	10	0	0	10	3	1	0	0	4	1	8	2	0	11	28
08:00 AM	0	0	1	0	1	0	2	0	0	2	1	2	0	0	3	0	3	1	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	2	0	6	7
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	7
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	5	1	0	7	0	1	1	0	2	10
Total	1	1	1	0	3	0	2	0	0	2	2	9	2	0	13	0	12	4	0	16	34
09:00 AM	0	0	0	0	0	2	5	0	0	7	0	3	0	0	3	1	2	3	0	6	16
09:15 AM	0	0	1	0	1	0	3	0	0	3	0	4	0	0	4	0	2	1	0	3	11
09:30 AM	0	1	0	0	1	3	5	0	0	8	0	3	0	0	3	0	1	1	0	2	14
09:45 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	8
Total	0	1	1	0	2	5	16	0	0	21	0	12	0	0	12	1	8	5	0	14	49
Grand Total	3	2	3	0	8	5	28	0	0	33	5	22	2	0	29	2	28	11	0	41	111
Apprch %	37.5	25	37.5	0		15.2	84.8	0	0		17.2	75.9	6.9	0		4.9	68.3	26.8	0		
Total %	2.7	1.8	2.7	0	7.2	4.5	25.2	0	0	29.7	4.5	19.8	1.8	0	26.1	1.8	25.2	9.9	0	36.9	

	N MARY AVE Southbound				W EVELYN AVE Westbound				N MARY AVE Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	0	0	**1**	0	0	0	0	**1**	**5**	**1**	**7**	0	1	1	2	10
09:00 AM	0	0	0	0	2	**5**	0	7	0	3	0	3	**1**	**2**	**3**	**6**	**16**
09:15 AM	0	0	**1**	1	0	3	0	3	0	4	0	4	0	2	1	3	11
09:30 AM	0	**1**	0	1	**3**	5	0	**8**	0	3	0	3	0	1	1	2	14
Total Volume	1	1	1	3	5	13	0	18	1	15	1	17	1	6	6	13	51
% App. Total	33.3	33.3	33.3		27.8	72.2	0		5.9	88.2	5.9		7.7	46.2	46.2		
PHF	.250	.250	.250	.750	.417	.650	.000	.563	.250	.750	.250	.607	.250	.750	.500	.542	.797

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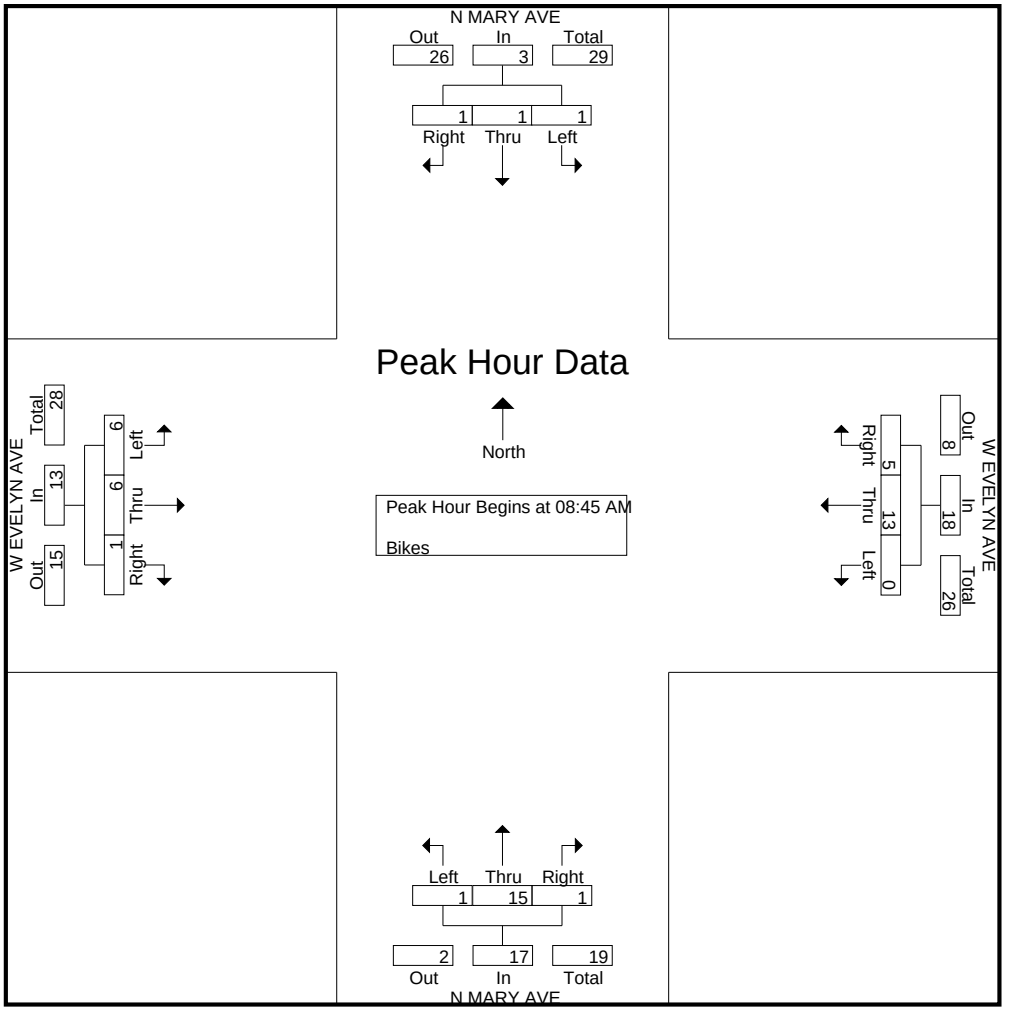

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File Name : 22PM FINAL
Site Code : 00000022
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Groups Printed- Lights - Buses - Trucks

	N MARY AVE Southbound					W EVELYN AVE Westbound					N MARY AVE Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	124	26	0	177	23	41	9	1	74	4	89	12	1	106	14	71	50	4	139	496
04:15 PM	45	175	31	0	251	21	50	6	3	80	1	84	6	1	92	14	59	61	5	139	562
04:30 PM	41	179	36	0	256	22	33	5	1	61	8	88	2	3	101	9	64	62	4	139	557
04:45 PM	48	150	33	0	231	27	46	10	2	85	6	82	7	4	99	22	95	54	3	174	589
Total	161	628	126	0	915	93	170	30	7	300	19	343	27	9	398	59	289	227	16	591	2204
05:00 PM	70	278	39	0	387	30	52	15	2	99	6	88	5	1	100	18	102	63	3	186	772
05:15 PM	61	234	35	0	330	26	53	8	2	89	5	77	3	3	88	35	111	74	3	223	730
05:30 PM	81	341	46	0	468	34	60	20	2	116	9	114	2	0	125	33	106	64	0	203	912
05:45 PM	63	219	34	0	316	26	60	17	3	106	3	98	6	0	107	25	111	70	6	212	741
Total	275	1072	154	0	1501	116	225	60	9	410	23	377	16	4	420	111	430	271	12	824	3155
06:00 PM	79	266	44	0	389	29	46	12	5	92	3	84	8	0	95	22	91	72	5	190	766
06:15 PM	62	250	42	0	354	21	59	7	2	89	5	66	18	0	89	18	117	57	2	194	726
06:30 PM	65	254	44	0	363	27	53	17	4	101	5	72	3	0	80	19	68	57	3	147	691
06:45 PM	43	171	33	0	247	20	48	10	4	82	6	57	5	0	68	14	71	42	6	133	530
Total	249	941	163	0	1353	97	206	46	15	364	19	279	34	0	332	73	347	228	16	664	2713
Grand Total	685	2641	443	0	3769	306	601	136	31	1074	61	999	77	13	1150	243	1066	726	44	2079	8072
Apprch %	18.2	70.1	11.8	0		28.5	56	12.7	2.9		5.3	86.9	6.7	1.1		11.7	51.3	34.9	2.1		
Total %	8.5	32.7	5.5	0	46.7	3.8	7.4	1.7	0.4	13.3	0.8	12.4	1	0.2	14.2	3	13.2	9	0.5	25.8	
Lights	674	2636	442	0	3752	300	598	136	31	1065	61	987	75	13	1136	242	1058	703	44	2047	8000
% Lights	98.4	99.8	99.8	0	99.5	98	99.5	100	100	99.2	100	98.8	97.4	100	98.8	99.6	99.2	96.8	100	98.5	99.1
Buses	4	1	0	0	5	3	0	0	0	3	0	1	1	0	2	0	1	11	0	12	22
% Buses	0.6	0	0	0	0.1	1	0	0	0	0.3	0	0.1	1.3	0	0.2	0	0.1	1.5	0	0.6	0.3
Trucks	7	4	1	0	12	3	3	0	0	6	0	11	1	0	12	1	7	12	0	20	50
% Trucks	1	0.2	0.2	0	0.3	1	0.5	0	0	0.6	0	1.1	1.3	0	1	0.4	0.7	1.7	0	1	0.6

	N MARY AVE Southbound				W EVELYN AVE Westbound				N MARY AVE Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	70	278	39	387	30	52	15	97	6	88	5	99	18	102	63	183	766
05:15 PM	61	234	35	330	26	53	8	87	5	77	3	85	**35**	**111**	**74**	**220**	722
05:30 PM	**81**	**341**	**46**	**468**	**34**	**60**	**20**	**114**	**9**	**114**	2	**125**	33	106	64	203	**910**
05:45 PM	63	219	34	316	26	60	17	103	3	98	**6**	107	25	111	70	206	732
Total Volume	275	1072	154	1501	116	225	60	401	23	377	16	416	111	430	271	812	3130
% App. Total	18.3	71.4	10.3		28.9	56.1	15		5.5	90.6	3.8		13.7	53	33.4		
PHF	.849	.786	.837	.802	.853	.938	.750	.879	.639	.827	.667	.832	.793	.968	.916	.923	.860

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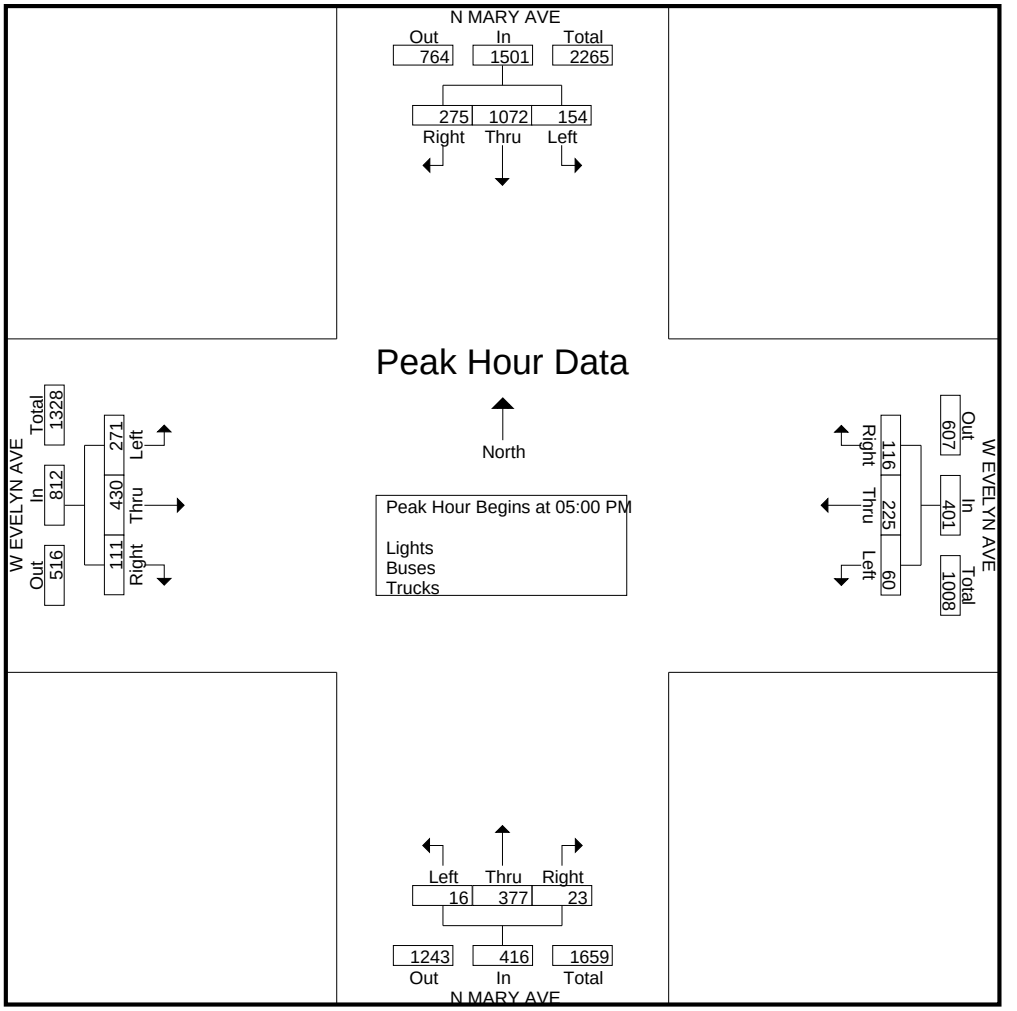

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Groups Printed- Bikes

	N MARY AVE Southbound					W EVELYN AVE Westbound					N MARY AVE Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	3	1	0	0	4	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	9
04:30 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	9
04:45 PM	2	1	0	0	3	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	8
Total	5	7	0	0	12	0	9	0	0	9	0	0	1	0	1	0	8	1	0	9	31
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	8	1	0	10	23
06:00 PM	0	6	1	0	7	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	11
06:15 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	4	1	0	5	9
06:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	6	2	0	8	13
06:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
Total	0	8	2	0	10	1	10	0	0	11	1	0	0	0	1	0	17	3	0	20	42
Grand Total	5	15	2	0	22	1	32	0	0	33	1	0	1	0	2	1	33	5	0	39	96
Apprch %	22.7	68.2	9.1	0		3	97	0	0		50	0	50	0		2.6	84.6	12.8	0		
Total %	5.2	15.6	2.1	0	22.9	1	33.3	0	0	34.4	1	0	1	0	2.1	1	34.4	5.2	0	40.6	

	N MARY AVE Southbound				W EVELYN AVE Westbound				N MARY AVE Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	**6**	**1**	**7**	**1**	0	0	1	0	0	0	0	0	3	0	3	11
06:15 PM	0	1	0	1	0	2	0	2	**1**	0	0	**1**	0	4	1	5	9
06:30 PM	0	0	1	1	0	**4**	0	**4**	0	0	0	0	0	**6**	**2**	**8**	**13**
06:45 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
Total Volume	0	8	2	10	1	10	0	11	1	0	0	1	0	17	3	20	42
% App. Total	0	80	20		9.1	90.9	0		100	0	0		0	85	15		
PHF	.000	.333	.500	.357	.250	.625	.000	.688	.250	.000	.000	.250	.000	.708	.375	.625	.808

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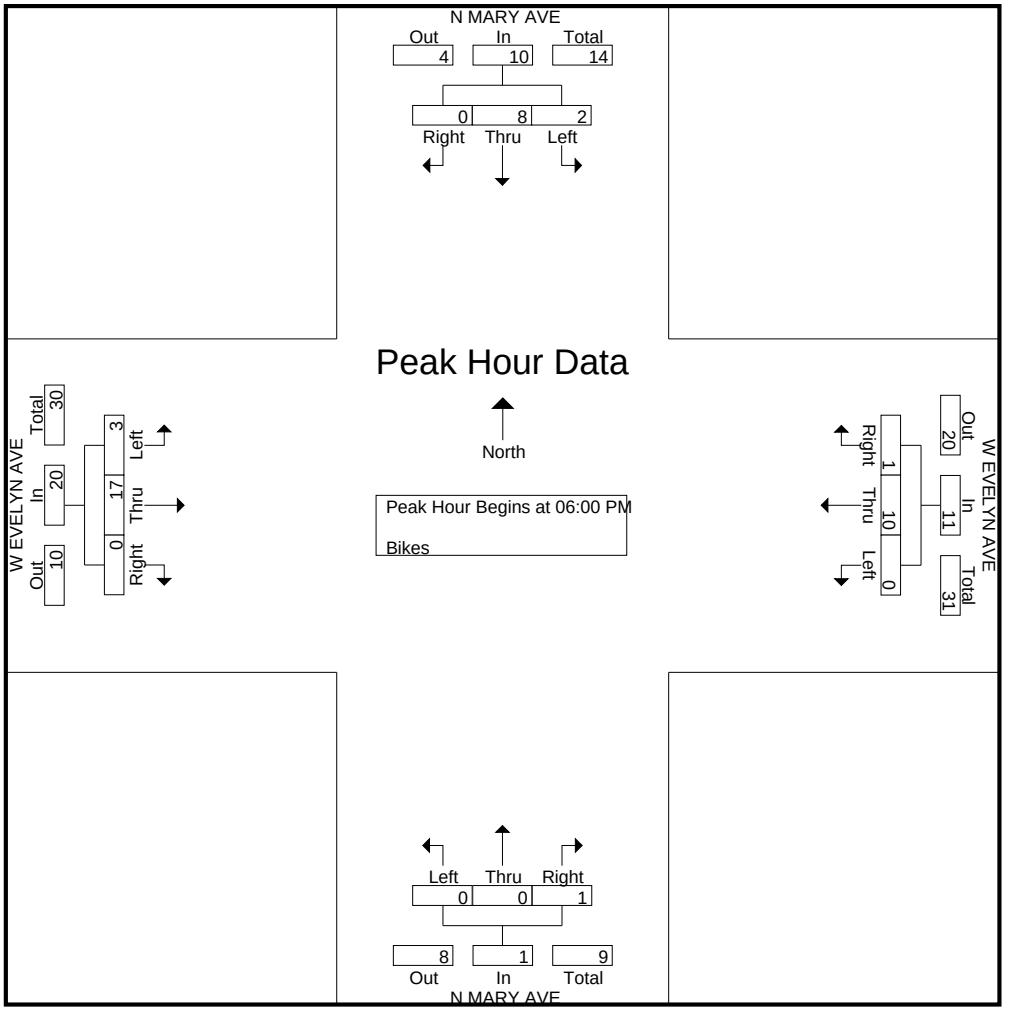

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Site Code : 00000023
Start Date : 4/18/2017
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Groups Printed- Lights - Buses - Trucks

	S MARY AVE Southbound					W WASHINGTON AVE Westbound					S MARY AVE Northbound					W WASHINGTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	38	0	0	40	5	4	5	2	16	4	59	3	2	68	1	2	6	5	14	138
07:15 AM	5	89	2	1	97	5	8	12	1	26	3	94	2	3	102	9	4	10	2	25	250
07:30 AM	4	81	0	0	85	14	8	7	0	29	10	115	1	1	127	7	12	10	3	32	273
07:45 AM	8	71	2	0	81	10	13	22	1	46	12	167	10	4	193	5	2	14	2	23	343
Total	19	279	4	1	303	34	33	46	4	117	29	435	16	10	490	22	20	40	12	94	1004
08:00 AM	8	115	7	0	130	22	18	23	0	63	8	175	11	1	195	7	9	21	1	38	426
08:15 AM	9	92	10	1	112	29	9	5	0	43	8	276	14	2	300	10	16	20	3	49	504
08:30 AM	3	54	9	1	67	17	9	11	1	38	11	198	5	2	216	12	11	23	4	50	371
08:45 AM	3	58	2	0	63	9	8	11	1	29	11	213	5	1	230	5	7	14	2	28	350
Total	23	319	28	2	372	77	44	50	2	173	38	862	35	6	941	34	43	78	10	165	1651
09:00 AM	2	64	5	1	72	10	15	21	0	46	6	264	6	3	279	5	9	17	0	31	428
09:15 AM	4	65	2	1	72	9	6	10	0	25	9	241	5	1	256	5	8	18	1	32	385
09:30 AM	5	65	6	2	78	6	4	10	0	20	7	224	3	0	234	2	10	20	2	34	366
09:45 AM	4	59	3	4	70	3	6	13	0	22	9	177	1	4	191	6	6	29	1	42	325
Total	15	253	16	8	292	28	31	54	0	113	31	906	15	8	960	18	33	84	4	139	1504
Grand Total	57	851	48	11	967	139	108	150	6	403	98	2203	66	24	2391	74	96	202	26	398	4159
Apprch %	5.9	88	5	1.1		34.5	26.8	37.2	1.5		4.1	92.1	2.8	1		18.6	24.1	50.8	6.5		
Total %	1.4	20.5	1.2	0.3	23.3	3.3	2.6	3.6	0.1	9.7	2.4	53	1.6	0.6	57.5	1.8	2.3	4.9	0.6	9.6	
Lights	52	826	48	11	937	137	100	150	6	393	91	2186	63	24	2364	73	93	200	26	392	4086
% Lights	91.2	97.1	100	100	96.9	98.6	92.6	100	100	97.5	92.9	99.2	95.5	100	98.9	98.6	96.9	99	100	98.5	98.2
Buses	3	10	0	0	13	1	8	0	0	9	1	4	1	0	6	0	3	1	0	4	32
% Buses	5.3	1.2	0	0	1.3	0.7	7.4	0	0	2.2	1	0.2	1.5	0	0.3	0	3.1	0.5	0	1	0.8
Trucks	2	15	0	0	17	1	0	0	0	1	6	13	2	0	21	1	0	1	0	2	41
% Trucks	3.5	1.8	0	0	1.8	0.7	0	0	0	0.2	6.1	0.6	3	0	0.9	1.4	0	0.5	0	0.5	1

	S MARY AVE Southbound				W WASHINGTON AVE Westbound				S MARY AVE Northbound				W WASHINGTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	**115**	7	**130**	22	**18**	**23**	**63**	8	175	11	194	7	9	21	37	424
08:15 AM	**9**	92	**10**	111	**29**	9	5	43	8	**276**	**14**	**298**	10	**16**	20	**46**	**498**
08:30 AM	3	54	9	66	17	9	11	37	**11**	198	5	214	**12**	11	**23**	46	363
08:45 AM	3	58	2	63	9	8	11	28	11	213	5	229	5	7	14	26	346
Total Volume	23	319	28	370	77	44	50	171	38	862	35	935	34	43	78	155	1631
% App. Total	6.2	86.2	7.6		45	25.7	29.2		4.1	92.2	3.7		21.9	27.7	50.3		
PHF	.639	.693	.700	.712	.664	.611	.543	.679	.864	.781	.625	.784	.708	.672	.848	.842	.819

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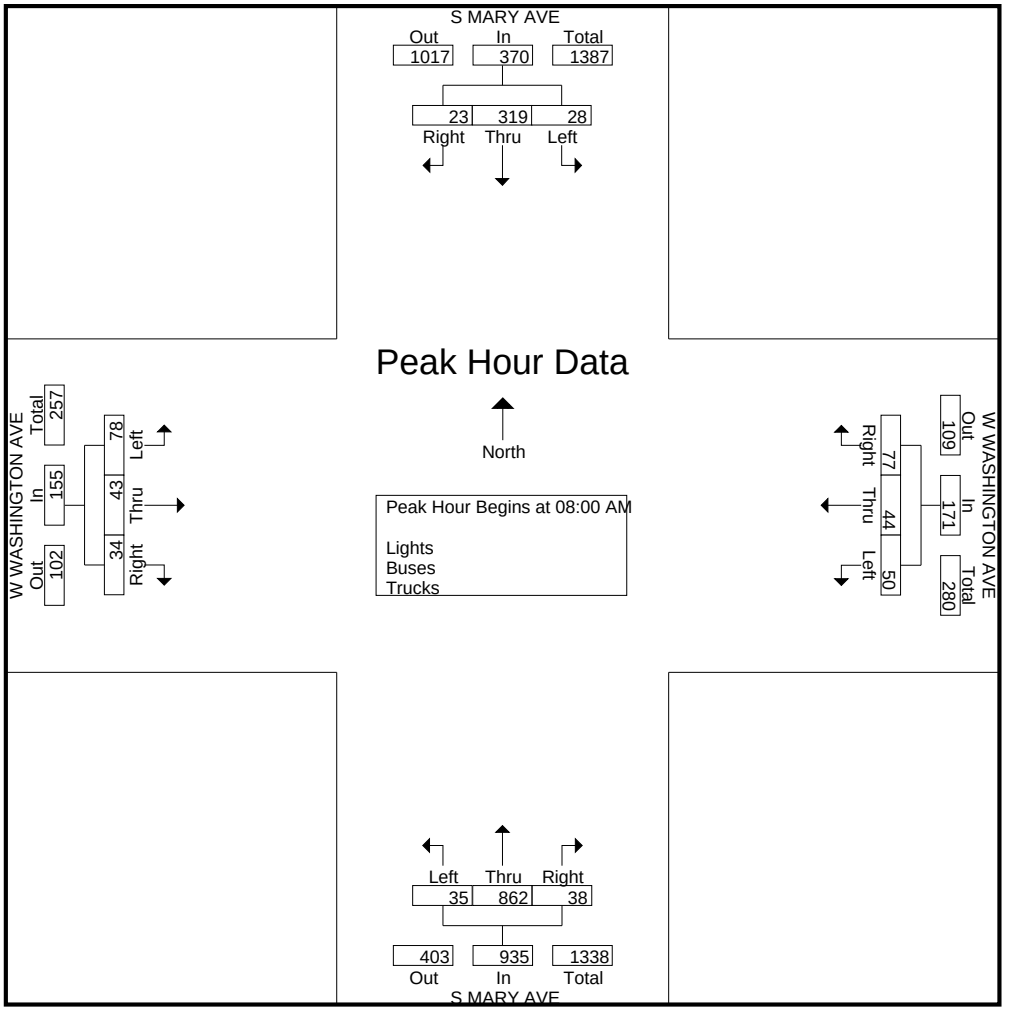

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Groups Printed- Bikes

	S MARY AVE Southbound					W WASHINGTON AVE Westbound					S MARY AVE Northbound					W WASHINGTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	7
Total	0	1	0	0	1	0	3	1	0	4	1	9	0	0	10	0	0	0	0	0	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	0	1	0	0	1	0	1	0	0	1	0	10	0	0	10	0	2	0	0	2	14
Grand Total	0	2	0	0	2	0	4	1	0	5	2	24	0	0	26	0	2	0	0	2	35
Apprch %	0	100	0	0		0	80	20	0		7.7	92.3	0	0		0	100	0	0		
Total %	0	5.7	0	0	5.7	0	11.4	2.9	0	14.3	5.7	68.6	0	0	74.3	0	5.7	0	0	5.7	

	S MARY AVE Southbound				W WASHINGTON AVE Westbound				S MARY AVE Northbound				W WASHINGTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	0	**1**	0	**1**	0	**1**	0	**5**	0	**5**	0	0	0	0	**7**
09:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	**1**	0	**1**	4
09:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
09:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	2	0	2	0	1	0	1	0	14	0	14	0	1	0	1	18
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.700	.000	.700	.000	.250	.000	.250	.643

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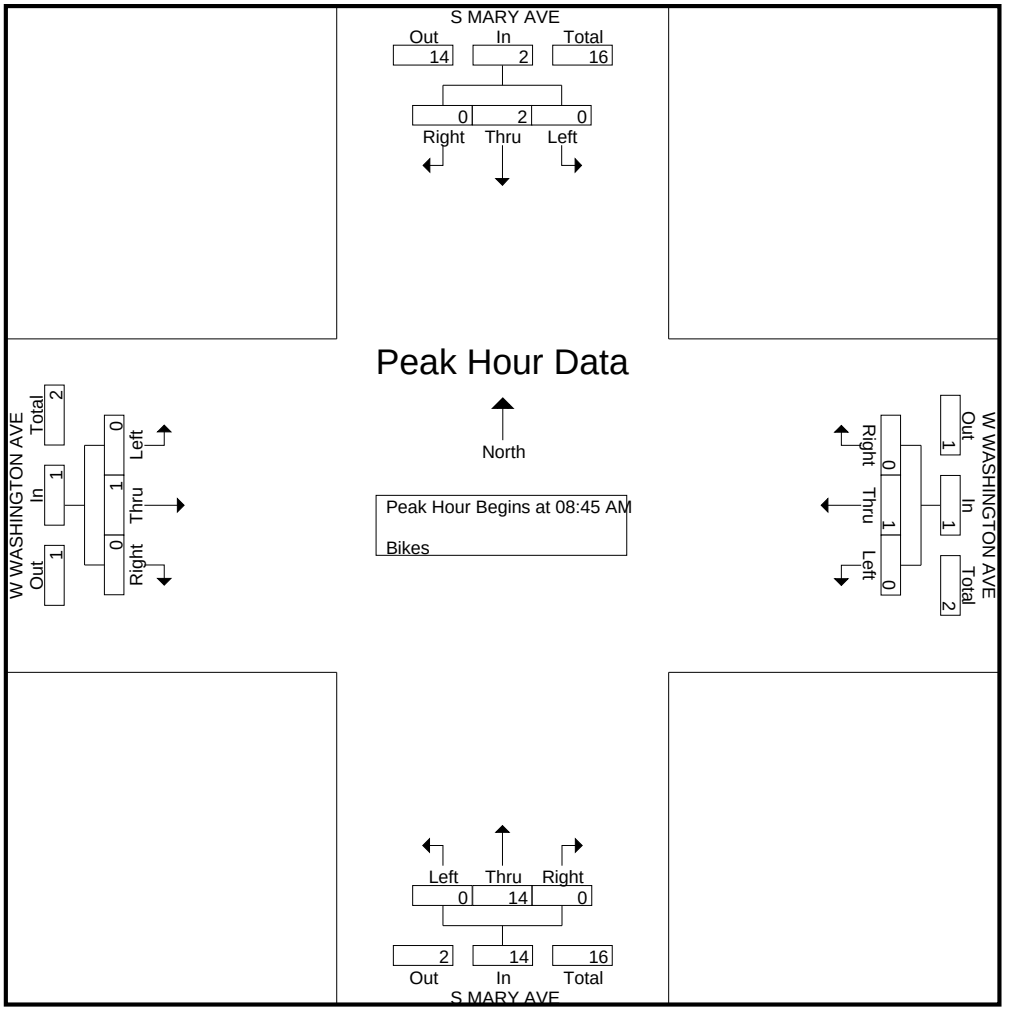

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Groups Printed- Lights - Buses - Trucks

	S MARY AVE Southbound					W WASHINGTON AVE Westbound					S MARY AVE Northbound					W WASHINGTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	144	2	0	151	8	16	10	0	34	9	89	7	5	110	7	17	6	6	36	331
04:15 PM	7	168	8	1	184	6	15	16	0	37	17	83	6	3	109	7	2	4	2	15	345
04:30 PM	7	178	11	3	199	5	12	11	1	29	13	90	2	9	114	10	11	6	6	33	375
04:45 PM	8	185	7	0	200	4	13	20	1	38	7	82	8	2	99	9	16	11	0	36	373
Total	27	675	28	4	734	23	56	57	2	138	46	344	23	19	432	33	46	27	14	120	1424
05:00 PM	12	230	14	1	257	4	12	13	0	29	12	75	7	11	105	2	9	12	1	24	415
05:15 PM	17	219	10	3	249	3	14	23	0	40	13	75	12	14	114	8	11	10	5	34	437
05:30 PM	17	295	14	1	327	9	15	12	1	37	5	95	9	12	121	8	25	18	3	54	539
05:45 PM	15	220	10	4	249	5	15	12	1	33	3	86	7	7	103	8	14	8	8	38	423
Total	61	964	48	9	1082	21	56	60	2	139	33	331	35	44	443	26	59	48	17	150	1814
06:00 PM	23	293	14	7	337	7	9	10	1	27	8	76	10	6	100	8	14	20	1	43	507
06:15 PM	12	226	10	5	253	3	13	22	1	39	12	66	8	4	90	6	13	9	0	28	410
06:30 PM	13	241	5	1	260	4	12	20	5	41	8	86	6	5	105	8	15	6	4	33	439
06:45 PM	11	201	8	0	220	8	10	10	2	30	6	64	4	4	78	15	16	3	1	35	363
Total	59	961	37	13	1070	22	44	62	9	137	34	292	28	19	373	37	58	38	6	139	1719
Grand Total	147	2600	113	26	2886	66	156	179	13	414	113	967	86	82	1248	96	163	113	37	409	4957
Apprch %	5.1	90.1	3.9	0.9		15.9	37.7	43.2	3.1		9.1	77.5	6.9	6.6		23.5	39.9	27.6	9		
Total %	3	52.5	2.3	0.5	58.2	1.3	3.1	3.6	0.3	8.4	2.3	19.5	1.7	1.7	25.2	1.9	3.3	2.3	0.7	8.3	
Lights	147	2589	113	26	2875	66	150	178	13	407	112	956	84	82	1234	96	160	112	37	405	4921
% Lights	100	99.6	100	100	99.6	100	96.2	99.4	100	98.3	99.1	98.9	97.7	100	98.9	100	98.2	99.1	100	99	99.3
Buses	0	6	0	0	6	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	14
% Buses	0	0.2	0	0	0.2	0	1.9	0	0	0.7	0	0.2	0	0	0.2	0	1.8	0	0	0.7	0.3
Trucks	0	5	0	0	5	0	3	1	0	4	1	9	2	0	12	0	0	1	0	1	22
% Trucks	0	0.2	0	0	0.2	0	1.9	0.6	0	1	0.9	0.9	2.3	0	1	0	0	0.9	0	0.2	0.4

	S MARY AVE Southbound				W WASHINGTON AVE Westbound				S MARY AVE Northbound				W WASHINGTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	17	219	10	246	3	14	**23**	**40**	**13**	75	**12**	100	**8**	11	10	29	415
05:30 PM	17	**295**	**14**	326	**9**	**15**	12	36	5	**95**	9	**109**	8	**25**	18	**51**	**522**
05:45 PM	15	220	10	245	5	15	12	32	3	86	7	96	8	14	8	30	403
06:00 PM	**23**	293	14	**330**	7	9	10	26	8	76	10	94	8	14	**20**	42	492
Total Volume	72	1027	48	1147	24	53	57	134	29	332	38	399	32	64	56	152	1832
% App. Total	6.3	89.5	4.2		17.9	39.6	42.5		7.3	83.2	9.5		21.1	42.1	36.8		
PHF	.783	.870	.857	.869	.667	.883	.620	.838	.558	.874	.792	.915	1.00	.640	.700	.745	.877

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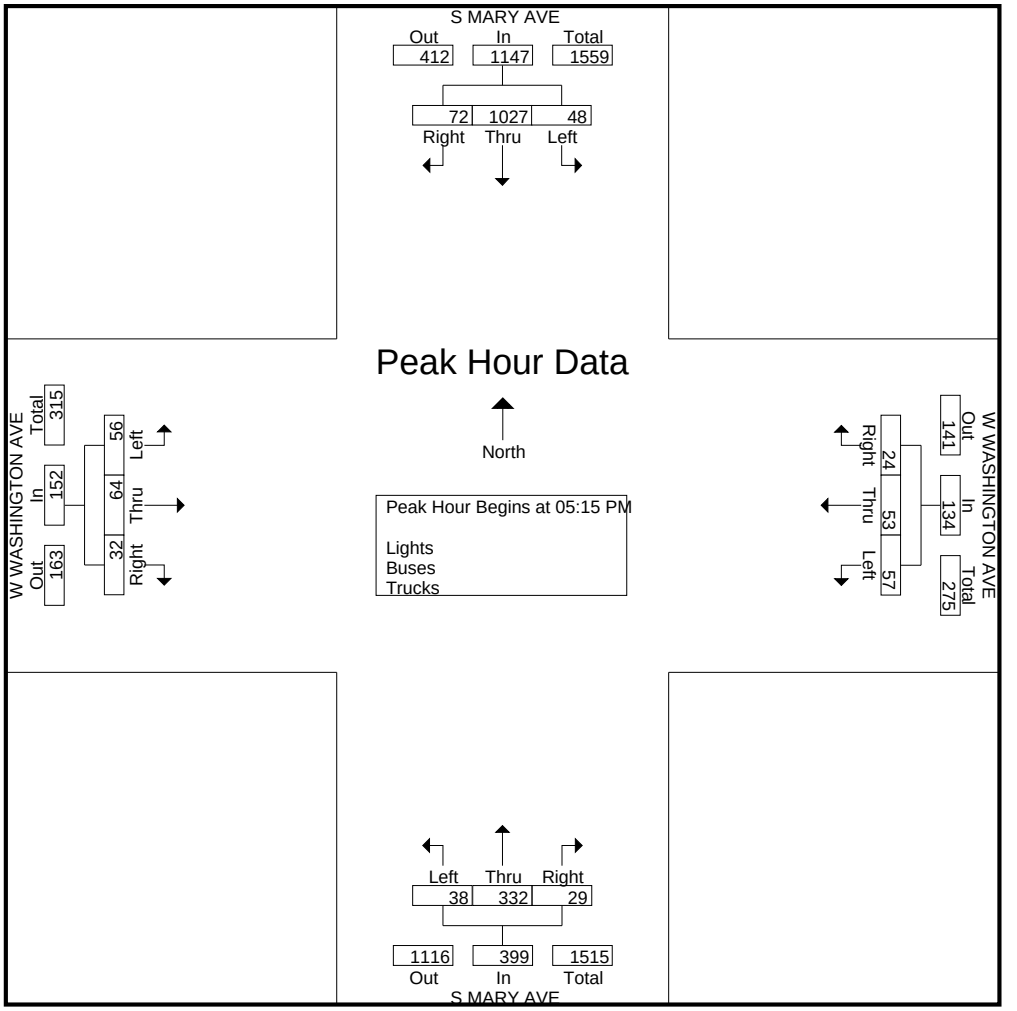

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Groups Printed- Bikes

	S MARY AVE Southbound					W WASHINGTON AVE Westbound					S MARY AVE Northbound					W WASHINGTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
05:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	9
06:00 PM	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
06:30 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	6
06:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	11	0	0	11	0	2	2	0	4	0	3	0	0	3	0	4	0	0	4	22
Grand Total	0	17	0	0	17	0	3	5	0	8	0	6	1	0	7	0	5	0	0	5	37
Apprch %	0	100	0	0		0	37.5	62.5	0		0	85.7	14.3	0		0	100	0	0		
Total %	0	45.9	0	0	45.9	0	8.1	13.5	0	21.6	0	16.2	2.7	0	18.9	0	13.5	0	0	13.5	

	S MARY AVE Southbound				W WASHINGTON AVE Westbound				S MARY AVE Northbound				W WASHINGTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	**6**	0	**6**	0	0	**1**	1	0	0	0	0	0	0	0	0	**7**
06:15 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	1	0	1	5
06:30 PM	0	0	0	0	0	**1**	1	**2**	0	1	0	1	0	**3**	0	**3**	6
06:45 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total Volume	0	11	0	11	0	2	2	4	0	3	0	3	0	4	0	4	22
% App. Total	0	100	0		0	50	50		0	100	0		0	100	0		
PHF	.000	.458	.000	.458	.000	.500	.500	.500	.000	.375	.000	.375	.000	.333	.000	.333	.786

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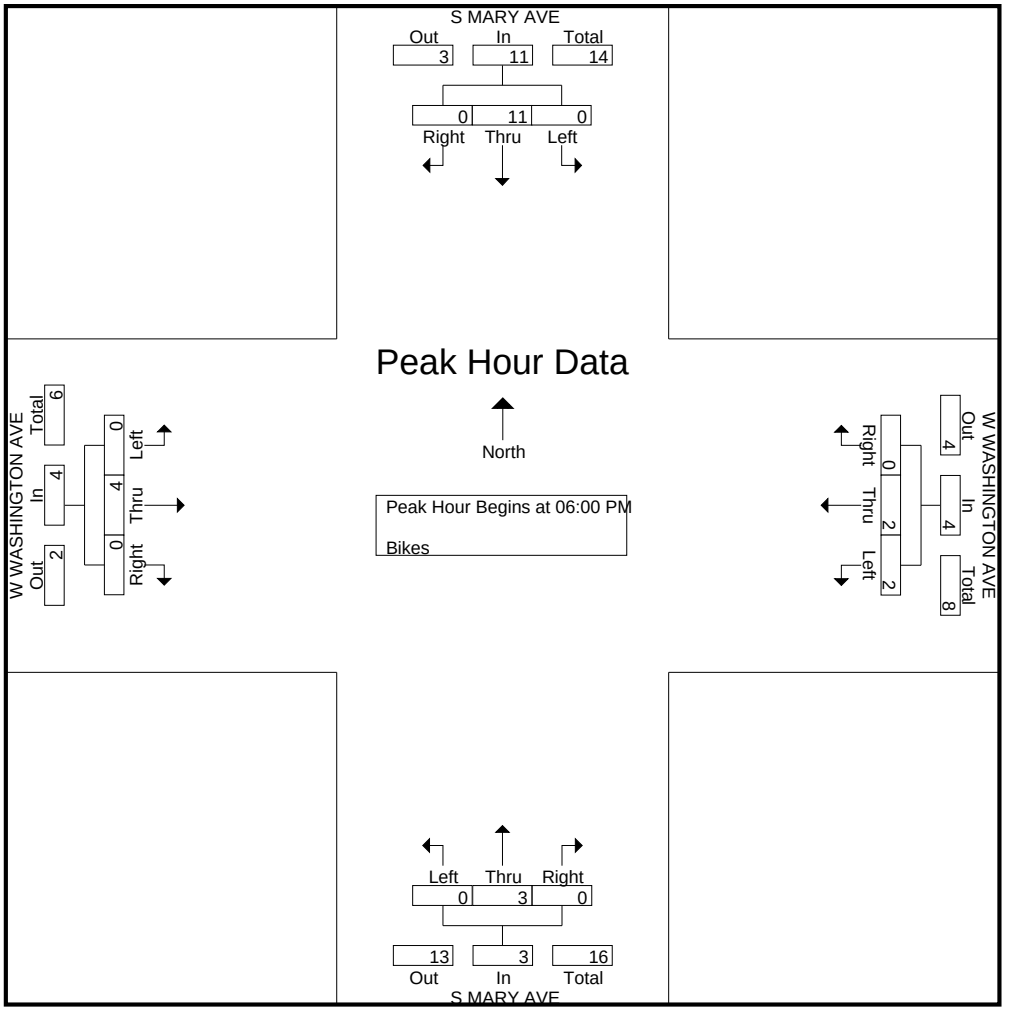

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15839 -- English (ENU)

Datasets:

Site: **[2] CALIFORNIA ST BT ESCUELA AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=6618, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**16**	**8**	**7**	**24**	**51**	**159**	**477**	**553**	**464**	**316**	**303**	**330**	**331**	**375**	**410**	**492**	**632**	**529**	**401**	**305**	**224**	**141**	**54**	
15	5	3	1	4	6	24	66	**140**	132	86	77	101	84	65	111	110	**150**	136	114	95	68	48	15	8
3	2	2	2	2	12	37	98	**129**	111	76	71	90	81	106	96	125	**144**	141	105	92	40	36	24	5
2	2	1	4	5	18	49	**168**	167	106	84	76	74	79	96	115	117	**173**	132	90	65	65	34	10	6
1	7	2	0	13	15	50	**146**	118	116	71	80	66	88	108	89	141	**165**	120	93	53	52	23	6	6

AM Peak 0730 - 0830 (582), AM PHF=0.87 PM Peak 1700 - 1800 (632), PM PHF=0.91

* Wednesday, May 10, 2017=6516, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**10**	**14**	**8**	**25**	**62**	**145**	**421**	**567**	**475**	**318**	**303**	**328**	**333**	**386**	**433**	**490**	**636**	**509**	**358**	**292**	**211**	**111**	**60**	
8	4	7	1	2	14	29	74	125	**144**	78	67	88	85	84	96	107	**148**	140	86	79	57	45	20	11
5	1	3	1	5	14	26	81	**153**	110	96	87	84	92	68	119	143	**153**	120	98	69	60	28	13	6
6	4	2	3	8	15	43	138	**138**	122	76	67	69	90	119	114	116	**159**	144	92	78	45	22	13	3
6	1	2	3	10	19	48	129	**152**	100	69	82	88	68	116	105	125	**177**	106	83	66	49	16	14	4

AM Peak 0815 - 0915 (586), AM PHF=0.96 PM Peak 1700 - 1800 (636), PM PHF=0.90

* Thursday, May 11, 2017=6599, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**17**	**12**	**8**	**23**	**52**	**138**	**461**	**530**	**416**	**319**	**348**	**371**	**337**	**344**	**428**	**477**	**595**	**556**	**396**	**309**	**228**	**153**	**61**	
11	6	5	2	5	8	23	69	**132**	103	86	72	97	102	65	95	110	**172**	155	91	92	54	58	15	7
6	6	3	3	3	14	31	106	**120**	114	92	78	62	85	72	100	122	**148**	142	108	86	74	45	19	3
3	1	2	2	6	12	39	140	**151**	97	81	109	110	76	101	120	112	**151**	134	93	78	57	22	7	7
4	4	2	1	9	18	46	**147**	127	103	61	90	104	75	107	114	**134**	124	125	104	54	44	28	20	5

AM Peak 0745 - 0845 (549), AM PHF=0.91 PM Peak 1645 - 1745 (605), PM PHF=0.88

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15838 -- English (ENU)

Datasets:

Site: **[2] CALIFORNIA ST BT ESCUELA AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=4899, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**10**	**5**	**7**	**14**	**39**	**83**	**227**	**321**	**249**	**228**	**217**	**212**	**261**	**281**	**315**	**372**	**483**	**487**	**347**	**269**	**208**	**149**	**87**	
9	2	3	0	1	10	13	31	**73**	62	52	47	62	64	78	80	91	124	**131**	95	76	69	52	33	19
11	3	2	3	8	3	21	48	**96**	67	62	51	51	59	60	73	86	113	**140**	87	63	60	40	23	6
7	2	0	2	1	12	15	67	**91**	72	60	47	58	65	62	76	95	**124**	117	93	66	35	34	16	8
8	3	0	2	4	14	34	**82**	62	49	55	72	42	74	82	86	100	**123**	100	72	65	44	23	15	10

AM Peak 0745 - 0845 (340), AM PHF=0.89 PM Peak 1730 - 1830 (517), PM PHF=0.93

* Wednesday, May 10, 2017=4838, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**15**	**9**	**12**	**15**	**26**	**96**	**223**	**355**	**269**	**189**	**230**	**233**	**256**	**280**	**344**	**331**	**434**	**468**	**325**	**249**	**238**	**133**	**70**	
19	2	3	2	1	5	15	35	**84**	72	46	54	54	59	53	98	77	114	**117**	92	57	62	46	31	12
6	5	4	3	2	5	28	46	**110**	75	55	62	62	67	75	82	76	117	**144**	89	56	61	21	17	5
8	5	2	6	6	5	22	68	**81**	56	54	64	66	64	78	85	95	95	**112**	67	68	54	36	11	7
10	3	0	1	6	11	32	75	**80**	66	34	50	52	67	74	80	83	**109**	95	77	68	61	30	11	9

AM Peak 0800 - 0900 (355), AM PHF=0.81 PM Peak 1745 - 1845 (482), PM PHF=0.84

* Thursday, May 11, 2017=5029, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**27**	**11**	**7**	**11**	**28**	**90**	**242**	**335**	**245**	**202**	**282**	**271**	**251**	**280**	**351**	**327**	**490**	**465**	**372**	**258**	**220**	**159**	**79**	
12	11	1	0	0	5	14	37	**82**	65	35	67	62	54	54	96	88	116	**134**	101	79	67	58	24	12
5	6	3	3	2	5	17	44	**109**	60	42	70	86	73	70	86	59	119	**123**	102	72	41	31	22	11
7	2	5	3	6	9	30	63	**77**	63	54	64	65	67	80	79	96	**119**	114	82	60	57	42	18	13
9	8	2	1	3	9	30	**99**	68	58	71	81	59	58	76	90	84	**137**	94	88	48	56	28	15	5

AM Peak 0745 - 0845 (366), AM PHF=0.84 PM Peak 1730 - 1830 (513), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15840 -- English (ENU)

Datasets:

Site: **[3] CASTRO ST BETWEEN EVELYN AVE AND CALIFORNIA ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=3407, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**8**	**6**	**7**	**10**	**27**	**42**	**103**	**168**	**186**	**186**	**217**	**244**	**228**	**205**	**247**	**239**	**270**	**252**	**231**	**207**	**169**	**97**	**49**	
1	2	0	3	0	3	4	24	32	49	48	41	**62**	56	44	49	58	**68**	58	57	56	46	37	14	6
5	2	2	3	1	5	11	22	42	45	43	65	**71**	53	46	77	60	**66**	57	67	62	45	25	16	9
2	1	3	1	1	7	11	23	41	53	49	57	**65**	63	53	63	57	**61**	65	60	47	39	24	10	2
1	3	1	0	8	12	16	34	53	39	46	**54**	46	56	62	58	64	**75**	72	47	42	39	11	9	1

AM Peak 1145 - 1245 (252), AM PHF=0.89 PM Peak 1700 - 1800 (270), PM PHF=0.90

* Wednesday, April 19, 2017 - Total=3658, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**14**	**9**	**8**	**9**	**39**	**72**	**108**	**167**	**189**	**192**	**258**	**245**	**238**	**233**	**249**	**243**	**238**	**272**	**262**	**227**	**178**	**144**	**46**	
6	4	1	1	0	4	16	32	34	54	45	51	**58**	56	57	59	65	74	60	**72**	57	47	43	18	9
9	3	4	1	0	9	15	21	37	42	51	**71**	65	68	53	66	55	48	74	**78**	53	44	43	14	10
2	4	4	5	4	12	19	21	38	48	53	**63**	59	60	58	65	60	52	**71**	46	59	32	29	10	13
1	3	0	1	5	14	22	34	58	45	43	**73**	63	54	65	59	63	64	**67**	66	58	55	29	4	1

AM Peak 1115 - 1215 (265), AM PHF=0.91 PM Peak 1830 - 1930 (288), PM PHF=0.92

* Thursday, April 20, 2017 - Total=3724, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**8**	**8**	**8**	**9**	**25**	**59**	**117**	**166**	**183**	**204**	**222**	**270**	**270**	**240**	**224**	**233**	**298**	**280**	**256**	**205**	**213**	**136**	**57**	
9	1	2	2	1	3	12	20	37	40	54	53	**62**	69	58	47	47	81	**82**	57	56	55	43	22	8
10	2	1	5	0	6	11	20	31	53	45	50	**72**	65	63	50	50	69	**72**	84	56	60	47	13	7
13	1	3	1	4	8	14	30	47	42	55	63	**73**	73	62	71	66	**76**	69	59	43	49	24	12	3
1	4	2	0	4	8	22	47	51	48	50	**56**	63	63	57	56	70	**72**	57	56	50	49	22	10	2

AM Peak 1145 - 1245 (263), AM PHF=0.90 PM Peak 1730 - 1830 (302), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15842 -- English (ENU)

Datasets:
Site: **[3] CASTRO ST BETWEEN EVELYN AVE AND CALIFORNIA ST**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=3369, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**6**	**10**	**10**	**13**	**23**	**61**	**147**	**175**	**219**	**193**	**246**	**230**	**236**	**234**	**235**	**205**	**212**	**245**	**212**	**156**	**149**	**89**	**48**	
9	0	3	3	0	6	9	30	46	60	55	45	**47**	45	**56**	66	46	56	66	55	35	50	29	16	11
3	1	5	2	0	3	13	31	50	45	46	**67**	57	**66**	51	49	54	57	59	51	41	40	20	15	5
3	0	0	3	6	7	16	40	43	53	37	**67**	68	**69**	58	61	58	56	49	64	43	29	28	4	6
0	5	2	2	7	7	23	46	36	61	55	**67**	58	**56**	69	59	47	43	71	42	37	30	12	13	1

AM Peak 1115 - 1215 (248), AM PHF=0.93 PM Peak 1315 - 1415 (247), PM PHF=0.89

* Wednesday, April 19, 2017 - Total=3482, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**9**	**9**	**5**	**14**	**27**	**66**	**140**	**186**	**190**	**212**	**257**	**262**	**263**	**221**	**216**	**181**	**235**	**247**	**210**	**213**	**128**	**116**	**52**	
11	1	4	2	1	4	7	36	51	63	56	61	**66**	**62**	44	54	42	55	53	68	49	32	37	19	11
5	3	2	0	1	7	15	32	40	47	50	61	**80**	**67**	56	48	47	57	67	56	52	39	29	13	6
6	2	2	1	3	8	9	30	56	40	46	**67**	66	**78**	57	55	46	63	72	43	62	35	26	9	7
1	3	1	2	9	8	35	42	39	40	60	**68**	50	**56**	64	59	46	60	55	43	50	22	24	11	5

AM Peak 1130 - 1230 (281), AM PHF=0.88 PM Peak 1300 - 1400 (263), PM PHF=0.84

* Thursday, April 20, 2017 - Total=3560, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**14**	**16**	**3**	**12**	**23**	**48**	**128**	**170**	**208**	**242**	**267**	**244**	**250**	**233**	**258**	**242**	**206**	**234**	**237**	**186**	**161**	**94**	**55**	
11	3	6	0	2	2	8	24	31	47	54	52	**66**	55	52	**79**	60	46	60	66	55	40	23	17	12
6	1	4	1	0	7	14	28	51	57	60	**87**	60	59	59	**66**	60	60	58	46	50	50	23	12	9
7	5	4	2	5	5	6	40	42	52	64	**53**	67	70	50	**63**	70	55	61	73	36	30	21	7	5
5	5	2	0	5	9	20	36	46	52	64	**75**	51	66	**72**	50	52	45	55	52	45	41	27	19	1

AM Peak 1115 - 1215 (281), AM PHF=0.81 PM Peak 1445 - 1545 (280), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15853 -- English (ENU)

Datasets:

Site: **[8] CENTRAL EXPY BT BERNARDO AVE AND MIDDLEFIELD RD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=16020, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	**24**	**13**	**29**	**72**	**230**	**681**	**1781**	**1700**	**1646**	**992**	**765**	**695**	**673**	**643**	**764**	**893**	**1336**	**1110**	**776**	**492**	**361**	**211**	**99**	
16	9	4	4	9	36	118	362	**406**	372	289	178	167	184	143	203	219	312	**341**	208	125	96	72	29	7
8	3	1	7	6	43	122	**445**	430	441	260	186	179	172	158	184	200	**351**	286	225	133	99	46	25	15
6	6	3	6	29	76	194	**457**	470	409	246	210	179	165	170	195	234	**334**	269	190	116	80	55	23	15
9	6	5	13	28	76	248	**518**	395	424	197	191	171	153	172	183	241	**339**	214	154	118	87	38	22	10

AM Peak 0715 - 0815 (1825), AM PHF=0.88 PM Peak 1715 - 1815 (1365), PM PHF=0.97

* Wednesday, April 26, 2017=15952, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
47	**21**	**17**	**27**	**65**	**231**	**655**	**1579**	**1705**	**1623**	**1089**	**735**	**709**	**714**	**649**	**719**	**939**	**1305**	**1118**	**726**	**513**	**363**	**263**	**142**	
7	7	2	4	11	33	91	339	**450**	393	342	190	153	174	143	168	196	306	**313**	204	128	107	95	52	23
15	5	7	5	11	47	133	360	**470**	451	295	187	176	189	170	200	234	294	**335**	205	140	87	66	28	12
15	4	6	4	22	72	191	**442**	410	400	254	182	204	175	173	180	258	**389**	234	148	130	93	46	38	23
10	5	2	14	22	80	241	**439**	377	380	199	177	176	177	164	171	253	**317**	237	170	116	77	57	24	9

AM Peak 0730 - 0830 (1799), AM PHF=0.96 PM Peak 1730 - 1830 (1353), PM PHF=0.87

* Thursday, April 27, 2017=16848, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**31**	**24**	**30**	**66**	**222**	**728**	**1680**	**1640**	**1703**	**1274**	**793**	**717**	**725**	**656**	**791**	**1011**	**1311**	**1191**	**825**	**558**	**415**	**280**	**114**	
23	8	6	4	7	35	120	316	**402**	414	380	225	212	199	167	187	217	321	**339**	236	177	128	96	47	27
12	5	10	6	11	37	134	**452**	413	435	303	196	178	175	166	184	253	329	**337**	219	148	89	77	34	15
23	11	3	3	22	71	220	**467**	422	459	315	203	175	183	159	207	255	**342**	285	181	140	95	58	21	12
9	7	5	17	27	80	255	**446**	404	396	276	170	153	169	164	215	287	**320**	230	189	93	104	50	12	9

AM Peak 0715 - 0815 (1766), AM PHF=0.95 PM Peak 1730 - 1830 (1338), PM PHF=0.98

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15852 -- English (ENU)

Datasets:

Site: **[8] CENTRAL EXPY BT BERNARDO AVE AND MIDDLEFIELD RD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=14565, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	**28**	**17**	**12**	**33**	**101**	**169**	**417**	**868**	**799**	**534**	**513**	**528**	**598**	**727**	**1433**	**1550**	**1673**	**1511**	**983**	**670**	**578**	**532**	**226**	
21	6	3	5	4	11	35	68	197	**240**	129	128	129	140	165	290	377	**443**	414	298	185	146	148	78	30
18	11	3	2	6	19	34	103	**218**	185	121	124	132	152	179	346	389	**417**	312	262	188	170	133	65	28
18	8	5	2	6	32	52	120	**195**	208	145	120	129	134	198	397	383	**415**	363	239	146	128	142	43	24
12	3	6	3	17	39	49	126	**260**	167	141	142	138	173	185	401	**402**	399	423	185	152	135	110	41	20

AM Peak 0815 - 0915 (912), AM PHF=0.88 PM Peak 1645 - 1745 (1676), PM PHF=0.95

* Wednesday, April 26, 2017=14552, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
102	**41**	**22**	**17**	**45**	**90**	**155**	**444**	**854**	**817**	**527**	**499**	**564**	**653**	**803**	**1303**	**1772**	**1714**	**1587**	**913**	**620**	**468**	**362**	**184**	
30	12	2	4	7	12	28	74	181	**225**	155	119	142	154	161	273	376	**428**	427	265	149	118	104	54	27
28	11	4	2	6	17	35	87	209	**240**	139	123	157	169	182	314	**450**	436	449	242	190	135	108	53	19
24	9	11	3	13	27	37	128	**214**	189	109	120	142	158	220	313	**449**	395	375	214	152	109	80	42	27
20	9	5	8	20	34	55	156	**251**	163	125	138	124	172	241	404	**498**	455	337	192	130	107	70	35	14

AM Peak 0830 - 0930 (929), AM PHF=0.93 PM Peak 1615 - 1715 (1824), PM PHF=0.92

* Thursday, April 27, 2017=15348, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	**33**	**22**	**12**	**26**	**73**	**180**	**428**	**831**	**774**	**553**	**512**	**613**	**641**	**886**	**1514**	**1883**	**1679**	**1547**	**1266**	**704**	**496**	**397**	**195**	
27	9	6	2	5	8	34	68	204	**232**	158	113	143	135	159	318	433	**459**	447	362	225	149	126	73	43
19	8	3	2	5	11	39	104	**202**	199	125	124	143	172	192	370	**496**	392	413	334	185	135	96	51	29
27	12	6	3	5	20	45	105	**220**	183	153	133	163	172	255	411	**475**	415	344	311	149	97	109	37	13
14	4	7	5	11	34	63	153	**206**	161	118	142	165	163	281	416	**480**	414	343	259	146	116	67	35	19

AM Peak 0815 - 0915 (859), AM PHF=0.93 PM Peak 1615 - 1715 (1909), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15847 -- English (ENU)

Datasets:

Site: **[5] CENTRAL EXPY BT RENGSTORFF AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=13124, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	**32**	**17**	**10**	**28**	**77**	**147**	**462**	**891**	**805**	**547**	**548**	**524**	**607**	**716**	**1147**	**1263**	**1322**	**1261**	**843**	**649**	**547**	**458**	**171**	
18	8	6	1	5	9	22	63	181	**236**	144	120	126	157	157	246	292	**329**	336	211	165	139	125	72	23
19	9	0	3	6	18	34	111	218	**225**	137	158	126	122	173	317	313	**358**	260	244	193	144	126	50	23
13	8	6	5	4	21	28	113	**281**	204	140	125	140	169	168	261	322	**326**	319	190	142	131	118	26	9
5	7	5	1	13	29	64	176	**211**	141	127	146	133	161	219	324	**338**	310	346	199	150	134	90	24	9

AM Peak 0830 - 0930 (952), AM PHF=0.85 PM Peak 1645 - 1745 (1350), PM PHF=0.94

* Wednesday, April 26, 2017=13363, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	**27**	**18**	**15**	**27**	**73**	**158**	**444**	**917**	**882**	**566**	**561**	**619**	**657**	**777**	**1099**	**1303**	**1418**	**1226**	**882**	**621**	**486**	**346**	**183**	
23	7	4	2	6	11	25	71	206	**223**	159	132	133	157	167	222	332	**354**	343	229	153	125	105	60	21
23	7	3	2	2	18	28	98	224	**260**	134	154	161	172	193	285	357	**375**	257	255	157	141	96	43	17
9	8	6	7	6	21	35	122	**250**	222	141	136	151	156	183	296	295	**293**	298	212	174	116	77	50	18
9	5	5	4	13	23	70	153	**237**	177	133	140	175	173	235	296	320	**397**	329	187	137	105	68	30	10

AM Peak 0830 - 0930 (970), AM PHF=0.93 PM Peak 1700 - 1800 (1418), PM PHF=0.89

* Thursday, April 27, 2017=13546, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	**35**	**24**	**13**	**29**	**70**	**164**	**439**	**871**	**809**	**575**	**562**	**595**	**680**	**792**	**1130**	**1395**	**1248**	**1274**	**987**	**708**	**506**	**381**	**197**	
21	7	5	3	3	7	28	81	191	**269**	142	99	116	173	149	245	**324**	283	345	251	198	132	116	64	32
17	10	5	3	4	14	32	86	**205**	188	185	141	169	170	210	276	**357**	287	280	292	184	131	105	55	22
18	11	8	4	8	27	44	113	**281**	166	128	156	159	169	201	303	**334**	362	310	242	154	132	98	43	17
10	7	6	3	14	22	60	160	**194**	187	121	167	152	170	232	306	**381**	317	340	203	173	111	63	36	14

AM Peak 0815 - 0915 (949), AM PHF=0.84 PM Peak 1600 - 1700 (1395), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15845 -- English (ENU)

Datasets:

Site: **[5] CENTRAL EXPY BT RENGSTORFF AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=14490, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**19**	**16**	**26**	**69**	**219**	**596**	**1409**	**1402**	**1239**	**871**	**647**	**663**	**602**	**684**	**809**	**941**	**1269**	**1063**	**719**	**491**	**383**	**223**	**104**	
10	6	6	6	8	30	97	256	**346**	367	257	159	174	151	146	183	203	283	**348**	200	134	106	81	33	13
6	5	0	4	5	39	124	**337**	334	312	222	162	171	142	173	204	245	**356**	281	176	114	101	39	34	8
8	3	6	4	26	62	167	**434**	349	260	218	173	154	148	174	192	252	**336**	238	175	115	85	61	18	7
7	5	4	12	30	89	209	**383**	374	300	175	154	165	162	193	231	242	**295**	197	168	129	92	42	19	10

AM Peak 0715 - 0815 (1499), AM PHF=0.86 PM Peak 1715 - 1815 (1334), PM PHF=0.94

* Wednesday, April 26, 2017=14670, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**19**	**17**	**25**	**65**	**229**	**585**	**1349**	**1407**	**1171**	**897**	**668**	**682**	**683**	**677**	**865**	**967**	**1295**	**1032**	**726**	**485**	**412**	**275**	**107**	
13	6	1	4	6	29	85	257	**326**	304	234	167	190	167	146	204	210	**313**	259	229	139	99	90	38	22
8	3	6	6	11	50	120	370	**325**	305	208	155	165	177	168	239	211	**322**	312	183	125	108	67	27	9
7	5	3	5	17	53	161	327	**376**	282	242	179	174	187	154	196	289	**339**	260	178	114	101	63	28	17
10	5	7	10	31	98	220	**396**	380	281	214	169	154	153	210	227	258	**322**	201	137	108	104	56	14	18

AM Peak 0745 - 0845 (1422), AM PHF=0.90 PM Peak 1700 - 1800 (1295), PM PHF=0.96

* Thursday, April 27, 2017=15385, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	**35**	**23**	**19**	**58**	**209**	**604**	**1334**	**1425**	**1357**	**1083**	**750**	**691**	**662**	**665**	**876**	**979**	**1334**	**1103**	**744**	**555**	**421**	**285**	**111**	
22	3	5	4	5	27	103	244	**364**	375	279	183	173	158	175	200	207	**330**	279	216	156	125	90	37	17
9	9	12	3	8	36	97	**344**	339	324	318	193	175	167	162	182	255	**328**	307	185	142	111	95	39	8
17	12	5	3	19	59	174	**397**	393	332	254	166	171	158	163	266	252	**338**	282	196	135	84	54	20	20
18	11	1	9	26	88	231	**350**	330	327	232	209	173	180	165	228	266	**339**	235	148	123	102	47	15	10

AM Peak 0715 - 0815 (1454), AM PHF=0.92 PM Peak 1700 - 1800 (1334), PM PHF=0.98

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15844 -- English (ENU)

Datasets:

Site: **[4] CENTRAL EXPY BT SAN ANTONIO RD AND RENGSTORFF AVE**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=13317, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	**34**	**13**	**12**	**26**	**66**	**139**	**463**	**890**	**740**	**522**	**534**	**536**	**624**	**776**	**1160**	**1328**	**1252**	**1260**	**890**	**718**	**595**	**479**	**200**	
20	10	5	0	2	10	20	69	196	**220**	124	142	131	156	159	262	315	**318**	312	263	201	165	135	76	31
16	8	1	4	5	17	30	108	**192**	189	135	120	117	137	164	324	**351**	323	329	225	183	162	146	55	25
19	12	4	5	6	21	39	119	**257**	183	132	144	147	154	202	289	**326**	314	336	203	153	152	105	33	15
9	4	3	3	13	18	50	169	**245**	149	132	129	142	178	252	286	**338**	298	284	200	182	117	94	37	15

AM Peak 0815 - 0915 (913), AM PHF=0.89 PM Peak 1615 - 1715 (1332), PM PHF=0.95

* Wednesday, April 26, 2017=13528, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
86	**28**	**17**	**13**	**23**	**69**	**141**	**454**	**896**	**827**	**535**	**574**	**615**	**684**	**818**	**1083**	**1365**	**1305**	**1242**	**935**	**654**	**580**	**373**	**218**	
31	4	4	3	6	11	18	67	197	**229**	131	131	144	169	160	204	**367**	359	370	273	156	140	121	76	21
25	6	2	3	1	15	26	100	219	**220**	144	152	136	151	201	269	**340**	314	289	267	194	160	101	54	20
15	11	5	4	5	23	43	112	**259**	189	123	157	172	155	210	300	**337**	320	342	216	165	144	83	48	12
15	7	6	3	11	20	55	176	**222**	190	138	135	164	210	248	310	**322**	313	243	179	140	137	68	41	12

AM Peak 0830 - 0930 (929), AM PHF=0.90 PM Peak 1600 - 1700 (1365), PM PHF=0.93

* Thursday, April 27, 2017=13711, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**38**	**21**	**14**	**26**	**59**	**156**	**434**	**886**	**769**	**565**	**588**	**654**	**649**	**849**	**1174**	**1355**	**1287**	**1286**	**952**	**704**	**569**	**395**	**219**	
21	9	4	2	1	5	21	82	189	**237**	148	136	156	174	185	241	**342**	317	308	247	173	162	122	80	36
20	9	3	7	5	10	30	76	**244**	177	147	152	187	159	192	310	**323**	295	327	254	189	147	111	62	24
12	9	8	4	8	27	47	116	**235**	159	137	144	160	165	219	298	**354**	353	309	240	165	132	92	43	19
12	11	6	1	12	17	59	160	**218**	197	134	157	152	152	254	326	**337**	322	343	212	178	129	71	35	9

AM Peak 0815 - 0915 (934), AM PHF=0.96 PM Peak 1600 - 1700 (1355), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15843 -- English (ENU)

Datasets:

Site: **[4] CENTRAL EXPY BT SAN ANTONIO RD AND RENGSTORFF AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=14249, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**17**	**8**	**20**	**70**	**222**	**616**	**1418**	**1540**	**1190**	**970**	**606**	**631**	**604**	**661**	**804**	**907**	**1252**	**1055**	**644**	**421**	**283**	**205**	**85**	
6	2	2	6	7	22	99	258	**374**	320	286	147	154	151	156	169	206	265	**312**	187	106	61	79	31	12
5	5	0	2	5	38	122	374	**363**	310	250	162	168	160	160	192	199	294	**317**	188	112	85	47	18	9
6	5	3	2	23	69	180	383	**383**	269	229	143	145	137	186	207	262	**327**	247	128	102	69	41	23	4
8	5	3	10	35	93	215	403	**420**	292	206	155	165	156	159	237	241	**366**	180	142	101	68	38	13	7

AM Peak 0800 - 0900 (1540), AM PHF=0.92 PM Peak 1730 - 1830 (1322), PM PHF=0.90

* Wednesday, April 26, 2017=14305, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	**11**	**10**	**23**	**65**	**227**	**607**	**1409**	**1520**	**1025**	**1015**	**650**	**650**	**647**	**694**	**825**	**986**	**1253**	**962**	**625**	**427**	**304**	**250**	**93**	
12	2	0	4	9	24	92	287	**333**	248	279	171	185	168	143	196	225	**300**	279	190	119	72	80	31	13
9	1	5	6	9	49	128	358	**366**	296	263	153	152	162	202	212	184	**306**	254	159	103	74	67	23	15
4	4	1	2	19	60	159	342	**401**	223	244	171	164	167	150	207	313	**322**	226	176	117	80	55	23	14
7	4	4	11	28	95	229	**422**	421	258	230	155	150	150	200	211	265	**325**	205	101	89	78	48	16	12

AM Peak 0745 - 0845 (1522), AM PHF=0.90 PM Peak 1700 - 1800 (1253), PM PHF=0.96

* Thursday, April 27, 2017=15043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**27**	**18**	**18**	**56**	**212**	**637**	**1397**	**1466**	**1431**	**1113**	**721**	**689**	**617**	**650**	**846**	**966**	**1279**	**1044**	**687**	**461**	**341**	**226**	**92**	
13	4	5	4	6	29	102	245	324	**390**	264	208	150	140	160	202	204	279	**347**	184	115	91	57	31	11
15	5	7	3	7	38	130	330	374	**379**	335	168	178	167	173	167	231	**345**	266	195	125	90	71	27	8
14	11	5	2	14	49	161	414	**372**	344	275	158	181	149	168	242	283	**306**	218	181	109	83	60	22	10
12	7	1	9	29	96	244	408	**397**	319	239	187	180	162	150	236	249	**350**	214	128	112	77	38	12	6

AM Peak 0830 - 0930 (1537), AM PHF=0.97 PM Peak 1715 - 1815 (1347), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15849 -- English (ENU)

Datasets:

Site: **[6] CENTRAL EXPY BT SHORELINE BLVD AND MOFFET BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=14648, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	**29**	**17**	**13**	**33**	**90**	**179**	**534**	**1057**	**918**	**609**	**566**	**596**	**639**	**794**	**1265**	**1434**	**1518**	**1383**	**920**	**728**	**581**	**500**	**193**	
19	5	7	3	6	10	30	72	218	**267**	164	124	157	146	157	268	334	**390**	336	245	211	153	140	81	25
18	8	0	4	5	21	36	127	256	**258**	145	155	141	150	208	321	382	**347**	296	235	203	156	134	52	26
13	10	5	4	5	27	41	139	**334**	224	142	130	146	166	188	353	345	**446**	345	243	144	141	139	29	10
5	6	5	2	17	32	72	197	**249**	170	158	158	153	177	242	325	**374**	336	406	198	171	131	87	31	10

AM Peak 0830 - 0930 (1108), AM PHF=0.83 PM Peak 1645 - 1745 (1556), PM PHF=0.87

* Wednesday, April 26, 2017=14872, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
71	**25**	**15**	**17**	**34**	**81**	**187**	**508**	**1102**	**1016**	**600**	**598**	**655**	**722**	**853**	**1234**	**1511**	**1564**	**1386**	**953**	**671**	**511**	**376**	**187**	
25	7	5	3	8	12	32	87	231	**282**	175	134	159	180	183	249	380	366	**382**	245	163	136	118	56	22
26	4	3	2	4	18	30	104	261	**290**	152	172	160	192	206	332	419	**337**	284	276	193	135	109	51	18
10	9	4	8	8	27	45	142	**334**	246	128	147	165	154	213	299	336	**429**	351	216	174	128	79	49	23
10	5	3	4	14	24	81	175	**277**	198	146	147	171	196	252	354	376	**432**	369	216	141	114	70	31	9

AM Peak 0830 - 0930 (1182), AM PHF=0.89 PM Peak 1715 - 1815 (1580), PM PHF=0.91

* Thursday, April 27, 2017=15154, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	**34**	**25**	**13**	**32**	**82**	**198**	**518**	**1061**	**921**	**617**	**572**	**691**	**756**	**875**	**1264**	**1530**	**1453**	**1405**	**1115**	**771**	**530**	**409**	**213**	
22	10	7	4	5	9	34	79	213	**327**	157	118	152	180	171	248	**360**	347	373	280	223	141	126	66	34
18	9	4	3	5	16	42	105	**268**	214	182	142	173	193	221	324	**405**	354	324	316	195	134	109	60	25
23	11	8	3	8	30	52	138	**339**	188	146	152	187	190	236	308	**378**	381	341	268	174	131	101	52	19
9	4	6	3	14	27	70	197	**242**	193	132	161	180	193	248	384	**388**	372	369	252	180	124	74	36	18

AM Peak 0815 - 0915 (1175), AM PHF=0.87 PM Peak 1600 - 1700 (1530), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15848 -- English (ENU)

Datasets:

Site: **[6] CENTRAL EXPY BT SHORELINE BLVD AND MOFFET BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=14720, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**22**	**14**	**29**	**68**	**229**	**606**	**1470**	**1477**	**1254**	**870**	**661**	**650**	**599**	**665**	**781**	**913**	**1306**	**1117**	**717**	**490**	**373**	**250**	**126**	
17	5	4	6	10	28	96	302	**395**	345	222	147	174	134	134	189	201	270	**348**	198	139	100	83	37	25
5	5	1	5	4	39	120	326	**329**	315	249	178	170	165	171	181	235	**351**	329	174	100	98	57	43	10
5	4	4	6	25	61	181	**466**	368	242	208	173	155	144	174	186	232	**351**	236	184	119	92	59	30	13
10	8	5	12	29	101	210	**377**	386	352	191	164	151	157	187	225	246	**335**	204	162	132	84	52	16	11

AM Peak 0730 - 0830 (1566), AM PHF=0.84 PM Peak 1715 - 1815 (1384), PM PHF=0.99

* Wednesday, April 26, 2017=14964, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**29**	**22**	**25**	**70**	**236**	**585**	**1420**	**1433**	**1213**	**912**	**679**	**663**	**642**	**672**	**798**	**965**	**1365**	**1125**	**716**	**510**	**435**	**270**	**128**	
25	10	5	3	8	24	85	275	**331**	318	245	170	189	160	131	179	205	**322**	305	223	130	116	103	56	31
10	5	8	6	13	51	111	**395**	366	277	229	166	152	177	182	218	226	**333**	333	182	153	110	57	29	15
13	8	3	5	17	71	165	**350**	353	319	239	171	179	140	155	171	268	**380**	254	169	122	113	54	30	24
11	6	6	11	33	91	225	**400**	384	299	200	173	144	166	204	231	267	**331**	234	142	106	97	56	13	17

AM Peak 0715 - 0815 (1475), AM PHF=0.92 PM Peak 1700 - 1800 (1365), PM PHF=0.90

* Thursday, April 27, 2017=15714, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	**47**	**26**	**21**	**64**	**219**	**630**	**1393**	**1434**	**1369**	**1103**	**775**	**703**	**646**	**694**	**811**	**1028**	**1376**	**1169**	**769**	**537**	**419**	**287**	**114**	
31	7	6	3	5	26	107	258	**393**	364	286	190	192	142	158	173	237	320	**329**	224	152	141	104	45	20
15	12	12	5	7	40	118	**371**	353	328	325	192	172	170	168	194	254	**333**	297	192	133	102	73	31	11
24	14	5	3	21	65	177	**422**	395	359	273	188	176	162	179	221	245	**349**	287	198	144	84	54	19	21
17	14	3	10	31	88	228	**342**	293	319	220	206	164	173	189	224	293	**374**	257	156	110	93	57	19	11

AM Peak 0715 - 0815 (1528), AM PHF=0.90 PM Peak 1715 - 1815 (1385), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15851 -- English (ENU)

Datasets:

Site: **[7] CENTRAL EXPY BT SR 85 AND WHISMAN RD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=16637, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**37**	**18**	**16**	**46**	**122**	**209**	**571**	**1079**	**1050**	**690**	**606**	**647**	**714**	**849**	**1489**	**1634**	**1711**	**1537**	**1094**	**836**	**712**	**617**	**276**	
29	7	6	6	6	15	34	91	206	**330**	174	151	166	162	181	304	359	**452**	352	307	239	194	167	103	36
23	14	3	3	9	28	41	134	247	**265**	166	143	166	176	213	396	426	**425**	363	290	210	206	165	78	43
20	9	4	3	8	34	64	143	**275**	239	157	160	159	185	226	392	396	**422**	421	276	187	152	153	48	22
13	7	5	4	23	45	71	203	**352**	216	194	153	157	191	230	398	**454**	413	402	221	201	161	132	47	22

AM Peak 0830 - 0930 (1222), AM PHF=0.87 PM Peak 1645 - 1745 (1752), PM PHF=0.96

* Wednesday, April 26, 2017=16550, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
122	**48**	**31**	**25**	**63**	**115**	**203**	**531**	**1108**	**1072**	**674**	**604**	**674**	**821**	**947**	**1434**	**1772**	**1766**	**1507**	**1025**	**761**	**578**	**433**	**241**	
36	16	4	6	10	21	34	87	217	**269**	162	155	180	194	182	295	394	**459**	415	268	205	158	126	79	30
43	12	7	5	12	23	41	104	270	**352**	206	155	159	228	246	363	**456**	367	338	280	189	163	128	64	23
22	10	13	5	16	32	51	153	**296**	229	139	128	171	197	243	344	**483**	429	388	237	202	134	91	47	31
22	10	7	9	26	39	77	187	**326**	223	168	167	166	202	276	433	**441**	512	366	241	165	124	89	51	17

AM Peak 0830 - 0930 (1242), AM PHF=0.88 PM Peak 1615 - 1715 (1837), PM PHF=0.95

* Thursday, April 27, 2017=17199, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
101	**45**	**27**	**16**	**34**	**95**	**220**	**533**	**1054**	**944**	**706**	**602**	**732**	**824**	**1000**	**1632**	**1880**	**1719**	**1554**	**1306**	**861**	**608**	**479**	**233**	
30	10	9	4	6	11	37	90	222	**302**	204	138	167	188	180	325	**469**	408	398	345	268	182	145	87	53
23	12	4	2	5	14	52	117	237	**237**	185	132	159	211	228	430	**479**	435	364	339	227	147	125	57	32
31	14	8	4	7	30	60	139	**302**	211	169	169	192	203	266	443	**489**	396	392	341	181	152	125	50	27
17	9	6	6	16	40	71	188	**294**	195	150	164	215	222	326	435	**443**	480	401	281	186	128	85	40	27

AM Peak 0830 - 0930 (1135), AM PHF=0.94 PM Peak 1600 - 1700 (1880), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15850 -- English (ENU)

Datasets:

Site: **[7] CENTRAL EXPY BT SR 85 AND WHISMAN RD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=18191, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**32**	**19**	**33**	**71**	**251**	**769**	**1841**	**1901**	**1710**	**1076**	**931**	**810**	**681**	**777**	**917**	**1111**	**1591**	**1353**	**931**	**550**	**418**	**248**	**129**	
17	8	8	4	8	39	136	341	**506**	444	307	217	216	178	168	243	244	364	**412**	259	152	113	81	41	11
10	7	1	8	5	52	137	482	**470**	451	287	228	228	179	166	206	269	**417**	382	259	148	108	56	38	15
5	7	3	7	30	77	218	476	**492**	419	267	244	195	181	224	232	292	**419**	280	235	126	97	65	29	14
14	10	7	14	28	84	279	**542**	434	396	216	243	171	144	220	236	307	**391**	280	180	125	101	47	22	18

AM Peak 0745 - 0845 (2010), AM PHF=0.93 PM Peak 1715 - 1815 (1639), PM PHF=0.98

* Wednesday, April 26, 2017=18190, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**28**	**26**	**35**	**73**	**263**	**743**	**1697**	**1834**	**1660**	**1163**	**881**	**836**	**762**	**769**	**922**	**1171**	**1567**	**1360**	**873**	**601**	**429**	**281**	**163**	
11	8	6	4	9	32	104	330	**473**	421	349	193	221	186	164	228	249	365	**401**	253	169	118	102	64	26
15	8	10	10	13	53	131	431	**488**	425	296	222	221	200	202	258	303	**404**	350	241	162	105	71	37	18
14	5	6	6	22	81	227	**445**	438	405	276	249	214	211	198	225	296	**430**	318	208	152	106	47	42	25
18	7	4	15	29	98	281	**492**	436	409	242	218	182	166	205	211	323	**370**	292	171	118	101	62	21	15

AM Peak 0730 - 0830 (1896), AM PHF=0.96 PM Peak 1715 - 1815 (1604), PM PHF=0.93

* Thursday, April 27, 2017=19108, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**41**	**33**	**31**	**66**	**250**	**781**	**1783**	**1808**	**1734**	**1346**	**975**	**851**	**756**	**812**	**927**	**1238**	**1591**	**1464**	**985**	**645**	**469**	**315**	**128**	
26	7	9	5	5	35	115	323	**454**	411	386	245	250	181	194	194	263	412	**401**	298	196	141	102	50	29
18	8	15	6	8	44	156	465	**481**	461	315	243	236	203	203	236	289	374	**399**	270	177	110	86	42	21
25	16	4	6	28	72	225	**504**	429	461	336	248	191	196	193	252	336	**431**	380	212	150	99	61	21	17
15	10	5	15	25	100	285	**492**	446	402	309	239	175	177	223	246	351	**375**	284	206	122	120	66	15	19

AM Peak 0730 - 0830 (1929), AM PHF=0.96 PM Peak 1730 - 1830 (1605), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15855 -- English (ENU)

Datasets:

Site: **[9EB] CHARLESTON RD BT SAN ANTONIO RD AND RENGSTORFF AVE**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 16, 2017=14980, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**30**	**24**	**20**	**50**	**118**	**260**	**590**	**1068**	**1037**	**853**	**961**	**978**	**955**	**1114**	**1098**	**1227**	**1220**	**1113**	**761**	**581**	**430**	**253**	**165**	
39	4	10	5	9	21	45	98	238	**267**	233	223	231	236	231	283	332	**303**	310	216	178	140	89	57	39
17	9	12	5	11	29	44	145	**274**	258	191	229	241	244	239	229	284	**340**	297	198	167	117	57	42	24
13	13	1	3	12	30	83	184	**279**	244	203	225	249	258	342	305	**305**	302	248	174	139	87	62	43	24
12	4	2	7	18	38	88	164	**277**	269	226	285	258	218	303	281	**307**	276	259	174	98	87	46	24	6

AM Peak 0815 - 0915 (1096), AM PHF=0.98 PM Peak 1630 - 1730 (1254), PM PHF=0.92

* Wednesday, May 17, 2017=15853, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
93	**39**	**14**	**11**	**52**	**111**	**263**	**613**	**1076**	**1050**	**862**	**1046**	**1040**	**954**	**1154**	**1072**	**1191**	**1339**	**1305**	**985**	**661**	**420**	**342**	**165**	
39	16	6	2	13	24	47	111	248	**291**	223	227	261	234	259	243	302	340	**409**	276	211	138	82	61	30
24	12	1	5	4	21	60	141	**274**	261	213	269	252	264	263	253	300	**369**	328	251	161	117	94	40	21
24	5	5	0	14	24	70	157	**295**	244	225	274	259	239	355	297	307	**325**	291	270	143	90	103	34	15
6	6	2	4	21	43	87	204	**260**	255	202	276	269	218	278	279	283	**305**	277	188	147	76	64	30	9

AM Peak 0815 - 0915 (1118), AM PHF=0.95 PM Peak 1715 - 1815 (1408), PM PHF=0.86

* Thursday, May 18, 2017=15288, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
75	**47**	**16**	**19**	**60**	**107**	**272**	**569**	**1103**	**1025**	**908**	**1012**	**1084**	**952**	**1044**	**1060**	**1220**	**1189**	**1032**	**833**	**623**	**453**	**412**	**177**	
30	13	7	5	12	17	55	112	240	**257**	227	231	265	265	231	232	297	**309**	312	210	176	121	127	54	34
21	17	1	7	10	23	56	118	**298**	264	235	263	264	223	231	262	291	**317**	264	243	163	134	133	52	24
15	9	4	1	13	33	74	155	**279**	247	233	259	279	240	306	306	**327**	275	246	191	125	107	83	42	15
9	8	4	6	25	34	87	184	**287**	257	213	259	277	225	276	261	**306**	289	210	189	160	92	70	29	12

AM Peak 0815 - 0915 (1121), AM PHF=0.94 PM Peak 1630 - 1730 (1258), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15854 -- English (ENU)

Datasets:

Site: **[9WB] CHARLESTON RD BT SAN ANTONIO RD AND RENGSTORFF AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, May 16, 2017=6079, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**13**	**10**	**11**	**29**	**75**	**164**	**270**	**308**	**282**	**276**	**404**	**425**	**375**	**378**	**423**	**516**	**725**	**566**	**368**	**251**	**119**	**51**	**34**	
3	5	1	3	4	13	21	50	65	78	75	87	**90**	94	99	94	95	**177**	150	128	60	47	17	8	4
2	3	3	0	3	13	43	69	85	81	65	102	**96**	85	82	127	110	**166**	149	85	75	28	13	13	2
2	2	6	4	7	22	42	69	74	65	62	103	**121**	111	91	103	134	**199**	144	87	60	22	13	10	4
4	3	0	4	15	27	58	83	84	59	74	**113**	119	85	106	100	178	**183**	123	69	57	22	8	3	4

AM Peak 1145 - 1245 (419), AM PHF=0.87 PM Peak 1700 - 1800 (725), PM PHF=0.91

*** Wednesday, May 17, 2017=5799, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**8**	**10**	**10**	**34**	**70**	**146**	**288**	**325**	**354**	**301**	**407**	**468**	**398**	**326**	**413**	**489**	**517**	**374**	**312**	**275**	**154**	**55**	**56**	
4	6	3	2	5	11	20	69	67	89	71	92	**122**	109	86	92	114	**132**	106	74	68	54	18	15	6
2	1	2	1	4	11	34	76	84	67	78	104	**108**	106	79	88	90	**132**	100	84	72	41	18	16	7
4	0	1	3	11	21	44	68	81	96	86	**113**	103	95	87	109	**146**	130	89	80	73	32	7	11	6
4	1	4	4	14	27	48	76	93	102	67	**98**	136	90	74	124	**140**	124	80	75	62	28	12	14	4

AM Peak 1130 - 1230 (441), AM PHF=0.90 PM Peak 1630 - 1730 (549), PM PHF=0.94

*** Thursday, May 18, 2017=5847, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**11**	**8**	**8**	**38**	**57**	**172**	**249**	**304**	**295**	**317**	**376**	**446**	**420**	**373**	**399**	**488**	**602**	**412**	**321**	**278**	**137**	**70**	**49**	
6	2	1	2	3	8	28	53	68	85	75	95	**90**	96	89	86	101	**135**	123	89	80	58	27	14	6
7	4	1	1	5	10	40	61	70	67	75	88	**119**	113	94	92	102	**133**	118	87	79	30	21	12	5
6	1	4	2	9	20	38	55	76	69	83	84	**107**	116	101	107	134	**169**	90	77	58	30	13	10	5
4	4	2	3	21	19	67	80	90	75	84	**110**	131	95	89	114	153	**166**	81	68	61	19	9	13	6

AM Peak 1145 - 1245 (425), AM PHF=0.89 PM Peak 1700 - 1800 (602), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15857 -- English (ENU)

Datasets:

Site: **[10] CUESTA DR BETWEEN MIRAMONTE AVE AND GRANT RD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=7989, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**5**	**6**	**9**	**23**	**74**	**172**	**472**	**708**	**689**	**507**	**409**	**407**	**461**	**409**	**563**	**632**	**757**	**671**	**414**	**280**	**156**	**106**	**39**	
7	3	2	3	3	20	32	59	157	**178**	135	108	94	123	92	132	140	**181**	179	103	80	49	28	15	2
7	1	0	1	4	13	36	97	152	**176**	131	87	105	109	106	132	171	**199**	165	118	79	47	26	10	5
5	1	3	4	3	16	44	130	**217**	185	126	102	100	115	109	132	161	**201**	180	101	61	29	40	7	4
4	0	1	1	13	25	61	187	**183**	150	116	113	109	115	103	168	161	**177**	149	93	60	32	12	7	1

AM Peak 0830 - 0930 (754), AM PHF=0.87 PM Peak 1700 - 1800 (757), PM PHF=0.94

* Wednesday, April 19, 2017=7869, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**4**	**4**	**7**	**21**	**79**	**160**	**417**	**775**	**691**	**532**	**430**	**408**	**410**	**443**	**531**	**661**	**718**	**597**	**406**	**247**	**164**	**110**	**45**	
2	2	1	0	4	10	20	74	148	**186**	168	107	112	97	95	134	169	**184**	174	116	81	63	25	17	3
5	1	3	3	4	22	29	93	**188**	161	124	124	95	114	110	134	161	**194**	151	95	49	38	38	15	2
4	0	0	2	8	18	43	116	**232**	168	140	94	117	114	121	124	152	**158**	147	107	52	33	29	10	6
1	1	0	2	5	29	70	134	**208**	177	101	106	85	85	117	140	180	**183**	125	89	65	30	18	3	2

AM Peak 0815 - 0915 (813), AM PHF=0.88 PM Peak 1700 - 1800 (718), PM PHF=0.93

* Thursday, April 20, 2017=7776, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**11**	**3**	**2**	**18**	**72**	**164**	**453**	**708**	**619**	**525**	**418**	**388**	**453**	**456**	**545**	**652**	**681**	**593**	**389**	**268**	**205**	**101**	**44**	
3	3	0	1	5	18	25	80	128	**166**	153	88	102	119	110	145	142	**160**	137	133	83	65	28	17	8
2	3	1	1	6	16	34	83	**184**	158	147	96	105	127	118	124	151	**175**	167	95	62	46	33	11	8
6	2	1	0	3	21	44	118	**202**	148	124	105	91	97	114	142	168	**177**	144	96	66	41	28	10	1
2	3	1	0	4	17	61	173	**194**	147	102	130	90	111	115	135	**191**	169	146	66	57	53	12	6	8

AM Peak 0815 - 0915 (746), AM PHF=0.92 PM Peak 1645 - 1745 (703), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15856 -- English (ENU)

Datasets:

Site: **[10] CUESTA DR BETWEEN MIRAMONTE AVE AND GRANT RD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=8143, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**10**	**9**	**21**	**19**	**60**	**218**	**553**	**684**	**580**	**520**	**488**	**448**	**483**	**479**	**539**	**649**	**685**	**591**	**424**	**266**	**217**	**133**	**44**	
7	4	0	6	4	12	31	117	**181**	148	131	130	134	133	96	131	147	**185**	138	111	74	68	41	23	6
7	2	5	5	2	6	43	103	**160**	141	142	113	113	108	109	126	164	**167**	164	120	69	54	31	10	8
9	3	2	7	4	18	59	161	**172**	146	123	117	92	113	109	128	**158**	154	129	115	70	52	32	7	5
5	1	2	3	9	24	85	**172**	172	146	125	129	110	129	166	155	**180**	180	161	79	54	44	29	4	3

AM Peak 0745 - 0845 (684), AM PHF=0.95 PM Peak 1630 - 1730 (689), PM PHF=0.93

* Wednesday, April 19, 2017=8253, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**9**	**6**	**19**	**15**	**62**	**221**	**451**	**714**	**606**	**527**	**477**	**461**	**476**	**525**	**547**	**622**	**686**	**669**	**487**	**279**	**205**	**114**	**57**	
6	1	2	0	5	7	22	78	**203**	173	113	105	107	117	107	127	149	**188**	174	147	84	71	35	25	9
8	2	2	5	0	19	53	95	**182**	162	152	114	121	117	109	118	151	**165**	171	141	61	61	34	7	6
5	2	2	7	5	12	65	129	**160**	143	121	128	121	117	155	145	162	**171**	166	99	64	33	24	11	5
3	4	0	7	5	24	82	150	**170**	128	142	131	112	127	155	159	161	**162**	159	100	71	40	21	15	3

AM Peak 0800 - 0900 (714), AM PHF=0.88 PM Peak 1700 - 1800 (686), PM PHF=0.91

* Thursday, April 20, 2017=8199, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**6**	**9**	**22**	**12**	**68**	**221**	**501**	**637**	**634**	**541**	**474**	**451**	**470**	**546**	**556**	**625**	**655**	**630**	**460**	**282**	**206**	**111**	**63**	
9	1	2	3	4	7	33	111	186	**167**	123	124	118	123	115	123	149	**172**	161	145	89	58	36	22	7
6	1	3	8	1	10	51	98	135	**139**	148	106	125	123	119	151	147	**166**	154	126	64	62	30	16	7
5	2	2	6	3	21	61	136	160	**179**	153	125	107	107	164	111	152	**168**	137	98	69	45	20	17	8
3	2	3	5	4	30	77	158	**157**	150	117	120	101	118	148	171	**178**	150	178	92	61	41	26	9	3

AM Peak 0845 - 0945 (641), AM PHF=0.90 PM Peak 1645 - 1745 (683), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15859 -- English (ENU)

Datasets:

Site: **[11] DANA ST BT CALDERON AVE AND PIONEER WAY**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=4213, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**5**	**4**	**2**	**9**	**23**	**59**	**212**	**473**	**277**	**174**	**168**	**212**	**243**	**200**	**306**	**316**	**468**	**361**	**217**	**181**	**142**	**111**	**45**	
2	2	1	0	1	3	11	32	**128**	96	50	40	48	56	46	113	72	**114**	100	54	61	37	29	17	7
1	1	2	1	1	5	13	37	**139**	53	46	41	54	58	47	83	62	**127**	95	57	34	26	38	10	5
3	1	1	1	4	6	10	52	**96**	74	40	55	52	65	46	53	105	**115**	78	49	43	42	21	12	7
3	1	0	0	3	9	25	91	**111**	54	39	33	59	64	62	57	78	**113**	89	57	44	37	23	6	2

AM Peak 0800 - 0900 (473), AM PHF=0.85 PM Peak 1700 - 1800 (468), PM PHF=0.92

* Wednesday, May 03, 2017=4094, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**4**	**6**	**4**	**6**	**21**	**78**	**199**	**455**	**326**	**166**	**184**	**130**	**221**	**204**	**291**	**294**	**427**	**384**	**236**	**152**	**135**	**99**	**54**	
7	3	3	1	1	5	10	29	**129**	92	53	36	41	53	40	105	59	**118**	103	67	38	37	30	14	7
5	1	1	1	1	3	25	30	**146**	90	43	50	52	46	51	67	80	**108**	91	57	44	28	29	18	9
7	0	2	1	3	7	19	62	**87**	68	34	49	19	48	43	59	77	**114**	100	52	32	39	23	13	5
2	0	0	1	1	6	24	79	**94**	77	37	50	18	75	71	61	79	**88**	91	60	38	32	18	9	9

AM Peak 0800 - 0900 (455), AM PHF=0.78 PM Peak 1700 - 1800 (427), PM PHF=0.91

* Thursday, May 04, 2017=4037, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**13**	**3**	**1**	**10**	**21**	**55**	**185**	**458**	**285**	**172**	**174**	**256**	**254**	**199**	**235**	**275**	**432**	**363**	**213**	**157**	**122**	**74**	**53**	
7	5	0	0	1	3	9	28	**134**	88	47	45	32	48	49	62	61	**100**	100	66	40	31	25	15	12
9	1	2	1	2	2	9	34	**107**	57	39	37	116	53	47	78	59	**130**	117	62	43	34	24	17	8
5	5	1	0	3	7	11	49	**114**	74	49	60	68	88	40	56	72	**92**	77	43	35	30	13	12	12
9	2	0	0	4	9	26	75	**103**	67	38	33	41	65	63	40	83	**111**	70	43	40	27	12	9	5

AM Peak 0800 - 0900 (458), AM PHF=0.85 PM Peak 1700 - 1800 (432), PM PHF=0.83

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15858 -- English (ENU)

Datasets:

Site: **[11] DANA ST BT CALDERON AVE AND PIONEER WAY**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=4089, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**4**	**5**	**2**	**4**	**17**	**64**	**349**	**366**	**252**	**203**	**224**	**194**	**175**	**208**	**217**	**297**	**503**	**439**	**249**	**134**	**86**	**75**	**18**	
4	0	0	0	0	3	6	43	**155**	63	41	46	70	30	35	69	49	118	**123**	68	42	26	24	9	4
1	1	3	1	0	5	8	64	**74**	61	54	60	46	43	43	41	83	115	**135**	60	35	19	18	4	3
3	3	1	0	2	3	20	**104**	71	73	60	52	52	60	71	60	79	**145**	97	66	34	24	18	4	1
0	0	1	1	2	6	30	**139**	66	56	49	66	26	42	59	47	87	**126**	84	56	24	17	15	1	3

AM Peak 0730 - 0830 (471), AM PHF=0.76 PM Peak 1730 - 1830 (528), PM PHF=0.91

* Wednesday, May 03, 2017=4195, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**6**	**1**	**6**	**14**	**60**	**343**	**426**	**242**	**213**	**220**	**178**	**187**	**235**	**222**	**320**	**516**	**460**	**218**	**138**	**84**	**72**	**19**	
4	1	1	0	0	0	6	34	**208**	59	55	49	50	42	46	53	64	107	**144**	61	32	24	29	7	4
3	2	2	1	3	4	15	58	**70**	75	61	55	47	53	42	53	66	**141**	131	62	36	20	17	4	4
1	3	2	0	0	5	17	**95**	73	55	45	60	43	52	68	63	83	**136**	95	52	33	18	12	4	3
3	1	1	0	3	5	23	**157**	76	54	53	56	39	40	79	53	107	**133**	90	44	37	22	14	4	4

AM Peak 0730 - 0830 (529), AM PHF=0.64 PM Peak 1715 - 1815 (553), PM PHF=0.96

* Thursday, May 04, 2017=4043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**6**	**3**	**3**	**5**	**13**	**68**	**338**	**387**	**252**	**184**	**247**	**261**	**212**	**147**	**213**	**287**	**462**	**450**	**201**	**131**	**83**	**54**	**26**	
4	3	0	2	0	1	6	27	**166**	69	60	42	80	65	32	48	57	94	**135**	60	46	30	12	2	7
4	0	0	1	1	1	14	71	**81**	67	46	63	78	56	32	43	54	**117**	105	52	30	21	13	6	3
3	1	2	0	2	5	23	**94**	77	62	47	73	45	48	52	68	84	**133**	106	44	38	17	17	15	5
4	2	1	0	2	6	26	**147**	64	55	32	70	59	43	32	55	93	**119**	106	46	17	15	12	3	4

AM Peak 0730 - 0830 (487), AM PHF=0.74 PM Peak 1715 - 1815 (503), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15869 -- English (ENU)

Datasets:

Site: **[16] EL CAMINO BETWEEN GRANT RD AND SB SR 85 RAMPS**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=25823, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
128	**81**	**36**	**48**	**68**	**142**	**381**	**930**	**1425**	**1321**	**1260**	**1474**	**1646**	**1649**	**1771**	**1867**	**1996**	**2252**	**2189**	**1686**	**1381**	**1035**	**721**	**343**	
42	20	9	10	14	29	74	163	379	326	273	356	**417**	448	446	446	483	**573**	533	462	387	266	239	126	51
40	12	10	10	17	29	70	179	378	299	318	352	**409**	397	408	459	481	**612**	605	455	329	274	208	81	40
23	18	13	9	19	45	90	269	344	339	309	405	**432**	422	436	489	513	**548**	543	404	322	251	146	77	33
23	31	4	19	19	40	148	320	324	357	361	**361**	389	383	482	474	519	**521**	509	366	344	244	128	60	24

AM Peak 1145 - 1245 (1619), AM PHF=0.94 PM Peak 1700 - 1800 (2252), PM PHF=0.92

* Wednesday, April 19, 2017=26306, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
148	**93**	**48**	**53**	**67**	**145**	**370**	**889**	**1425**	**1321**	**1331**	**1550**	**1796**	**1681**	**1800**	**1891**	**2163**	**2333**	**2109**	**1605**	**1337**	**1070**	**727**	**362**	
51	28	16	5	16	26	59	163	352	347	306	342	**431**	373	409	487	482	**558**	539	417	367	302	247	99	48
40	28	10	17	14	23	56	179	338	351	329	404	**448**	426	478	449	518	**567**	582	432	329	294	202	115	39
33	20	14	8	21	42	117	239	348	311	322	**423**	419	439	429	457	545	**643**	539	383	344	230	150	85	29
24	17	8	23	17	55	139	309	388	313	374	**381**	498	444	485	499	**618**	565	450	374	298	245	129	64	23

AM Peak 1130 - 1230 (1682), AM PHF=0.94 PM Peak 1645 - 1745 (2386), PM PHF=0.93

* Thursday, April 20, 2017=26996, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
139	**73**	**46**	**48**	**55**	**136**	**344**	**986**	**1402**	**1303**	**1322**	**1560**	**1806**	**1682**	**1905**	**2031**	**2209**	**2397**	**2111**	**1766**	**1436**	**1155**	**734**	**356**	
48	20	7	18	16	24	51	156	342	329	315	373	**477**	400	467	502	582	**589**	503	485	375	335	194	112	51
39	15	12	12	11	30	56	186	341	337	305	394	**447**	473	472	486	519	**582**	583	455	385	290	239	87	43
29	19	19	5	18	40	106	265	321	297	345	408	**423**	387	462	516	547	**647**	527	430	355	284	153	87	48
23	20	8	13	11	43	132	380	399	340	358	**385**	460	423	504	528	561	**581**	499	397	322	246	149	70	30

AM Peak 1145 - 1245 (1731), AM PHF=0.91 PM Peak 1700 - 1800 (2397), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15868 -- English (ENU)

Datasets:

Site: **[16] EL CAMINO BETWEEN GRANT RD AND SB SR 85 RAMPS**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=21919, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
89	**44**	**33**	**59**	**106**	**331**	**714**	**1506**	**1559**	**1543**	**1457**	**1430**	**1380**	**1391**	**1341**	**1313**	**1527**	**1514**	**1415**	**1070**	**858**	**669**	**377**	**198**	
24	15	11	10	16	34	109	264	**326**	360	388	337	340	336	322	357	377	**371**	359	306	239	196	110	69	25
18	15	8	7	25	75	148	326	**408**	389	374	356	373	377	330	308	393	**387**	394	262	190	177	97	53	25
30	7	7	21	26	87	208	**480**	404	391	358	379	327	318	324	318	340	**372**	333	264	202	141	102	40	19
17	7	8	21	39	136	249	**437**	422	403	337	359	341	361	366	331	**418**	385	329	238	228	155	68	37	26

AM Peak 0730 - 0830 (1649), AM PHF=0.86 PM Peak 1645 - 1745 (1547), PM PHF=0.93

* Wednesday, April 19, 2017=22575, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	**51**	**37**	**70**	**109**	**350**	**789**	**1562**	**1661**	**1602**	**1494**	**1558**	**1423**	**1418**	**1441**	**1319**	**1392**	**1523**	**1423**	**1136**	**856**	**669**	**401**	**204**	
25	18	10	6	14	40	111	294	375	**405**	402	364	347	336	338	322	349	370	**372**	331	240	192	146	66	24
25	14	7	12	18	77	168	310	404	**461**	378	382	401	385	329	317	345	**387**	356	259	233	172	97	59	26
19	10	15	19	32	101	240	449	**418**	373	384	413	326	345	400	334	344	**382**	342	272	191	176	85	41	28
26	9	5	33	45	133	271	510	**465**	364	331	399	350	352	376	346	356	**385**	354	275	193	129	74	39	20

AM Peak 0830 - 0930 (1748), AM PHF=0.94 PM Peak 1715 - 1815 (1525), PM PHF=0.99

* Thursday, April 20, 2017=22928, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
97	**36**	**37**	**58**	**105**	**322**	**748**	**1591**	**1739**	**1641**	**1542**	**1576**	**1511**	**1417**	**1380**	**1318**	**1391**	**1551**	**1469**	**1122**	**948**	**715**	**418**	**203**	
24	14	9	8	18	39	102	291	**360**	411	454	379	354	347	318	321	293	374	**388**	308	256	198	142	69	35
26	6	11	9	28	55	174	320	**521**	428	376	358	382	340	347	332	362	**384**	374	302	253	207	117	59	29
28	6	12	14	22	96	206	**456**	442	421	355	411	380	391	351	318	350	**419**	358	266	229	165	87	35	18
20	10	5	27	38	133	267	**524**	416	381	357	428	396	340	365	348	387	**374**	349	247	211	146	74	41	20

AM Peak 0730 - 0830 (1861), AM PHF=0.89 PM Peak 1715 - 1815 (1565), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15865 -- English (ENU)

Datasets:

Site: **[14] EL CAMINO REAL BETWEEN EL MONTE AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=22399, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	**53**	**38**	**33**	**53**	**142**	**332**	**951**	**1519**	**1308**	**1184**	**1243**	**1349**	**1356**	**1394**	**1605**	**1830**	**1833**	**1840**	**1460**	**1167**	**866**	**539**	**216**	
30	9	9	11	7	32	55	162	**348**	346	302	290	355	352	341	388	420	**503**	481	399	338	237	195	74	44
25	13	14	10	11	32	52	184	**401**	326	300	288	353	318	323	388	464	**471**	441	400	302	227	173	64	31
18	18	10	5	14	36	90	272	**397**	318	287	323	303	326	379	407	**475**	461	439	326	290	211	93	47	27
22	13	5	7	21	42	135	334	**374**	319	296	344	339	360	352	423	**472**	398	480	335	237	191	78	31	18

AM Peak 0800 - 0900 (1519), AM PHF=0.95 PM Peak 1630 - 1730 (1921), PM PHF=0.95

* Wednesday, April 19, 2017=22557, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
119	**65**	**31**	**33**	**61**	**140**	**325**	**932**	**1556**	**1323**	**1202**	**1308**	**1429**	**1386**	**1435**	**1576**	**1788**	**1884**	**1805**	**1413**	**1122**	**873**	**508**	**247**	
44	21	5	5	10	21	44	138	342	**362**	299	312	355	322	377	390	431	**504**	484	393	322	247	195	87	42
31	16	6	13	8	25	70	190	**388**	309	309	329	365	372	307	337	449	**474**	450	356	284	218	129	71	41
27	19	14	7	22	47	93	254	**428**	321	297	316	347	365	366	406	**455**	425	446	313	282	222	101	48	22
18	10	6	8	21	47	118	351	**398**	331	298	351	363	327	385	443	**454**	483	426	353	235	187	84	42	20

AM Peak 0815 - 0915 (1576), AM PHF=0.92 PM Peak 1630 - 1730 (1886), PM PHF=0.94

* Thursday, April 20, 2017=22562, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
125	**55**	**34**	**35**	**56**	**122**	**307**	**931**	**1586**	**1367**	**1185**	**1264**	**1370**	**1376**	**1411**	**1579**	**1857**	**1890**	**1692**	**1448**	**1209**	**900**	**524**	**244**	
42	18	4	11	8	26	48	166	**344**	342	296	285	346	377	342	361	485	**470**	415	411	342	247	175	72	43
41	7	10	11	12	22	48	160	**408**	322	294	309	316	312	335	363	428	**487**	444	378	309	243	141	69	26
22	15	9	6	14	34	92	261	**419**	359	330	333	366	343	385	410	455	**467**	414	359	300	240	91	51	30
20	15	11	8	23	41	120	345	**416**	344	265	338	343	344	350	446	**490**	468	419	300	259	171	117	53	17

AM Peak 0800 - 0900 (1586), AM PHF=0.95 PM Peak 1645 - 1745 (1912), PM PHF=0.98

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15864 -- English (ENU)

Datasets:

Site: **[14] EL CAMINO REAL BETWEEN EL MONTE AVE AND SHORELINE BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, April 18, 2017=23170, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
98	**53**	**39**	**45**	**97**	**310**	**690**	**1600**	**1743**	**1585**	**1475**	**1377**	**1341**	**1226**	**1285**	**1391**	**1589**	**1798**	**1680**	**1333**	**1008**	**765**	**418**	**230**	
24	12	14	5	12	44	110	319	**420**	415	350	309	370	292	292	375	397	**431**	411	363	256	228	142	73	30
26	17	9	7	18	60	133	328	**448**	419	381	374	318	301	292	363	394	**442**	456	350	263	216	119	63	27
24	14	5	16	23	72	198	457	**473**	368	379	320	324	297	334	322	355	**474**	427	351	253	155	87	47	21
24	10	11	18	44	136	250	**497**	403	385	365	375	330	337	369	331	443	**451**	387	269	237	166	70	48	26

AM Peak 0745 - 0845 (1838), AM PHF=0.92 PM Peak 1700 - 1800 (1798), PM PHF=0.95

*** Wednesday, April 19, 2017=23755, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
104	**63**	**36**	**57**	**109**	**281**	**745**	**1490**	**1858**	**1696**	**1387**	**1362**	**1448**	**1271**	**1317**	**1468**	**1657**	**1921**	**1723**	**1328**	**1003**	**703**	**479**	**253**	
30	25	10	4	17	34	127	281	**455**	445	391	338	346	326	297	362	420	473	**444**	373	252	198	156	70	37
27	15	8	10	16	53	132	353	**480**	430	322	353	389	320	306	384	387	432	**467**	358	295	182	117	76	28
21	16	12	18	39	74	230	391	**440**	427	343	339	370	308	348	356	406	**492**	431	307	249	155	110	60	27
26	8	6	26	38	121	256	466	**484**	396	332	333	344	318	366	367	445	**525**	381	291	208	169	97	48	14

AM Peak 0800 - 0900 (1858), AM PHF=0.96 PM Peak 1730 - 1830 (1927), PM PHF=0.92

*** Thursday, April 20, 2017=23534, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**48**	**43**	**57**	**109**	**291**	**705**	**1580**	**1741**	**1676**	**1373**	**1330**	**1471**	**1278**	**1289**	**1431**	**1567**	**1816**	**1814**	**1332**	**1033**	**724**	**487**	**238**	
37	15	9	6	15	46	105	324	**441**	433	351	311	403	313	308	354	357	429	**443**	365	255	202	127	75	35
28	10	14	10	20	53	135	334	**384**	420	369	331	347	315	317	372	382	443	**484**	368	276	200	164	73	29
27	12	13	17	28	81	201	435	**479**	404	327	317	377	312	331	338	394	454	**474**	349	272	166	112	45	29
14	11	7	24	47	111	264	**488**	438	421	327	371	345	339	333	368	435	**491**	414	252	230	157	85	46	33

AM Peak 0745 - 0845 (1792), AM PHF=0.92 PM Peak 1745 - 1845 (1891), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15867 -- English (ENU)

Datasets:

Site: **[15] EL CAMINO REAL BETWEEN PHYLLIS AVE AND CASTRO ST**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=24803, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**56**	**52**	**52**	**74**	**168**	**398**	**1179**	**1669**	**1457**	**1278**	**1327**	**1494**	**1471**	**1570**	**1760**	**2030**	**1854**	**1963**	**1624**	**1261**	**999**	**667**	**301**	
36	11	16	15	12	29	62	182	**401**	379	305	304	440	386	362	424	**518**	509	515	451	333	250	214	108	51
29	12	13	10	11	39	74	220	**411**	362	338	336	373	382	389	509	**525**	407	490	395	331	261	199	85	28
17	19	13	9	22	51	104	336	**449**	380	290	330	355	353	414	452	**483**	437	479	409	321	250	142	56	37
23	14	10	18	29	50	158	**442**	408	337	346	358	326	350	406	376	**506**	502	480	369	276	238	113	53	18

AM Peak 0745 - 0845 (1702), AM PHF=0.95 PM Peak 1600 - 1700 (2030), PM PHF=0.97

* Wednesday, April 19, 2017=25032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
134	**75**	**43**	**43**	**80**	**183**	**381**	**1076**	**1671**	**1520**	**1301**	**1393**	**1496**	**1509**	**1623**	**1818**	**1948**	**2024**	**1900**	**1520**	**1268**	**1032**	**681**	**316**	
51	24	9	6	11	28	58	176	398	**423**	346	343	382	371	425	492	531	**532**	489	389	316	294	239	112	57
28	15	9	12	7	34	89	252	359	**421**	318	376	387	406	370	459	535	**495**	471	380	343	267	210	95	45
37	21	16	8	29	53	116	287	**473**	333	330	322	382	369	430	451	455	**506**	475	360	336	231	126	63	23
18	16	9	17	33	69	118	362	**442**	343	309	352	345	364	400	418	428	**492**	467	392	274	242	107	47	28

AM Peak 0830 - 0930 (1758), AM PHF=0.93 PM Peak 1700 - 1800 (2024), PM PHF=0.95

* Thursday, April 20, 2017=25262, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
153	**60**	**48**	**37**	**60**	**175**	**366**	**1221**	**1680**	**1475**	**1324**	**1437**	**1516**	**1529**	**1565**	**1729**	**1920**	**1982**	**1844**	**1624**	**1407**	**1006**	**763**	**347**	
57	20	9	9	7	39	50	202	372	**386**	323	356	379	406	400	426	483	471	**482**	423	348	264	215	107	52
45	14	14	13	11	36	66	220	**409**	363	331	362	363	361	362	452	527	**497**	472	420	352	278	263	92	33
23	14	12	6	16	50	113	342	**454**	356	357	344	418	388	431	427	439	**523**	437	417	377	254	146	76	44
28	12	13	9	27	51	138	458	**445**	371	314	376	356	375	372	425	472	**492**	454	365	331	210	140	73	27

AM Peak 0815 - 0915 (1694), AM PHF=0.93 PM Peak 1715 - 1815 (1993), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15866 -- English (ENU)

Datasets:

Site: **[15] EL CAMINO REAL BETWEEN PHYLLIS AVE AND CASTRO ST**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=24350, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
100	**58**	**40**	**59**	**112**	**362**	**876**	**1727**	**1939**	**1801**	**1648**	**1557**	**1396**	**1375**	**1332**	**1374**	**1588**	**1662**	**1690**	**1289**	**956**	**748**	**425**	**242**	
26	17	10	11	16	41	129	351	**446**	434	422	403	358	293	316	330	365	**432**	455	380	219	229	123	84	30
24	23	12	10	22	73	177	398	**532**	496	467	373	397	355	291	380	384	**425**	407	342	246	202	120	55	30
26	10	8	21	29	81	254	471	**506**	426	385	371	315	351	328	345	377	**408**	396	296	242	176	104	58	20
24	8	10	17	46	167	317	**508**	456	445	375	410	327	377	398	319	**463**	398	432	272	250	141	79	46	26

AM Peak 0745 - 0845 (1991), AM PHF=0.94 PM Peak 1645 - 1745 (1727), PM PHF=0.93

* Wednesday, April 19, 2017=24901, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**67**	**40**	**61**	**121**	**355**	**947**	**1654**	**2032**	**1908**	**1648**	**1504**	**1517**	**1403**	**1370**	**1478**	**1640**	**1695**	**1659**	**1298**	**959**	**709**	**472**	**265**	
30	28	9	4	19	37	147	323	484	**512**	385	384	381	349	321	363	391	400	**435**	408	257	218	158	85	39
30	17	9	14	24	74	176	369	**543**	480	456	388	434	349	316	347	419	398	**426**	327	258	183	117	72	37
20	13	14	17	33	96	292	448	**481**	488	411	370	326	343	366	386	395	**454**	392	290	240	170	101	60	30
26	10	8	27	46	148	333	515	**525**	429	396	363	378	363	368	383	435	**443**	407	274	205	139	97	49	15

AM Peak 0815 - 0915 (2060), AM PHF=0.95 PM Peak 1730 - 1830 (1757), PM PHF=0.97

* Thursday, April 20, 2017=25016, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
120	**50**	**40**	**52**	**110**	**356**	**902**	**1734**	**1946**	**1890**	**1648**	**1507**	**1626**	**1347**	**1358**	**1428**	**1607**	**1701**	**1702**	**1371**	**1042**	**734**	**494**	**258**	
39	19	7	4	15	54	128	368	452	**485**	408	367	428	315	299	343	369	385	**396**	420	272	203	157	81	31
37	10	12	11	25	66	168	357	431	**512**	456	360	384	326	353	377	349	397	**495**	365	254	196	133	80	38
30	12	12	14	26	83	283	504	**532**	445	384	379	435	359	315	332	439	**451**	371	323	275	173	109	52	41
15	10	9	24	44	154	323	505	**532**	449	400	401	379	348	391	377	451	**468**	440	264	242	163	95	46	31

AM Peak 0830 - 0930 (2060), AM PHF=0.97 PM Peak 1730 - 1830 (1809), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15960 -- English (ENU)

Datasets:

Site: **[17] EL CAMINO REAL BT NB SR 85 RAMPS AND SYLVAN AVE**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 23, 2017=28239, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
155	**75**	**29**	**38**	**55**	**156**	**498**	**1055**	**1352**	**1250**	**1451**	**1886**	**1926**	**1678**	**1700**	**2048**	**2270**	**2599**	**2369**	**1927**	**1554**	**1160**	**662**	**351**	
55	20	9	9	11	31	91	183	333	314	344	391	**502**	425	416	460	565	598	**649**	513	423	337	216	115	55
47	14	3	10	16	21	103	250	340	278	358	**517**	470	376	394	522	564	**664**	615	537	420	295	173	114	39
26	24	12	4	15	40	110	270	320	299	413	**473**	467	437	427	523	537	**649**	583	452	398	283	146	71	34
27	17	5	15	13	65	195	353	359	360	337	**507**	488	441	463	544	604	**689**	523	426	313	245	128	52	28

AM Peak 1115 - 1215 (1998), AM PHF=0.97 PM Peak 1715 - 1815 (2649), PM PHF=0.96

* Wednesday, May 24, 2017=28155, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
155	**72**	**51**	**39**	**60**	**145**	**489**	**1014**	**1280**	**1351**	**1506**	**1820**	**1842**	**1650**	**1838**	**2021**	**2169**	**2415**	**2493**	**2031**	**1578**	**1062**	**695**	**385**	
55	23	17	8	11	20	67	161	304	334	374	386	**444**	424	454	503	495	576	**646**	537	403	294	209	135	65
39	18	8	11	19	26	127	248	302	368	373	**475**	466	413	421	499	528	567	**606**	541	448	295	200	96	45
34	17	13	12	15	43	114	277	312	315	346	**490**	461	388	455	511	548	600	**640**	529	374	243	130	93	38
28	14	13	8	16	57	182	328	362	334	415	**469**	471	425	508	510	599	**672**	602	425	353	230	157	62	33

AM Peak 1115 - 1215 (1878), AM PHF=0.96 PM Peak 1745 - 1845 (2563), PM PHF=0.95

* Thursday, May 25, 2017=28334, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
180	**102**	**43**	**50**	**64**	**152**	**500**	**909**	**1253**	**1230**	**1525**	**1751**	**1926**	**1826**	**1867**	**1995**	**2365**	**2456**	**2402**	**1955**	**1537**	**1125**	**786**	**339**	
65	28	11	19	16	27	76	176	322	337	370	424	**531**	464	479	415	542	530	**634**	539	401	332	260	101	56
45	22	7	13	18	23	114	195	333	280	400	406	**480**	421	458	503	574	**640**	606	495	409	292	216	95	51
38	25	16	10	19	46	126	258	304	299	360	444	**479**	489	445	529	631	**655**	585	473	378	257	165	84	38
33	28	9	8	12	57	186	281	295	315	395	**478**	436	453	486	549	619	**632**	578	449	349	246	146	60	41

AM Peak 1145 - 1245 (1968), AM PHF=0.93 PM Peak 1715 - 1815 (2560), PM PHF=0.98

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15959 -- English (ENU)

Datasets:

Site: **[17] EL CAMINO REAL BT NB SR 85 RAMPS AND SYLVAN AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 23, 2017=26418, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
103	**57**	**44**	**43**	**122**	**323**	**774**	**1919**	**2544**	**2274**	**1798**	**1712**	**1720**	**1621**	**1576**	**1425**	**1436**	**1525**	**1479**	**1312**	**1082**	**836**	**465**	**234**	
32	17	13	9	18	50	115	334	546	**628**	485	404	**436**	432	404	349	374	374	386	365	274	237	135	79	32
26	14	14	4	26	77	167	382	**613**	545	480	401	**411**	407	400	329	344	371	378	324	262	221	133	62	29
28	9	7	12	34	81	227	586	**680**	593	439	470	**448**	393	408	392	375	418	349	313	267	203	122	51	18
18	17	10	18	44	115	266	618	**706**	509	395	437	**426**	391	365	356	344	363	367	311	279	175	75	42	26

AM Peak 0815 - 0915 (2625), AM PHF=0.93 PM Peak 1200 - 1300 (1720), PM PHF=0.96

* Wednesday, May 24, 2017=26253, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**68**	**59**	**75**	**112**	**318**	**751**	**1867**	**2410**	**2187**	**1816**	**1672**	**1718**	**1645**	**1658**	**1394**	**1463**	**1528**	**1450**	**1304**	**1082**	**876**	**444**	**257**	
32	14	8	18	16	53	113	307	541	**556**	504	401	395	**429**	437	340	357	405	405	373	301	243	135	87	42
29	20	25	9	22	64	173	352	**624**	573	451	406	**472**	421	430	378	364	371	383	346	301	248	125	67	33
18	14	11	17	29	90	214	569	**587**	538	473	438	**404**	396	407	333	353	375	330	280	228	201	94	59	23
26	20	15	31	46	113	251	640	**658**	521	388	428	**448**	399	385	344	390	378	332	306	252	186	92	45	25

AM Peak 0815 - 0915 (2424), AM PHF=0.92 PM Peak 1215 - 1315 (1752), PM PHF=0.93

* Thursday, May 25, 2017=26615, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
122	**74**	**66**	**63**	**112**	**333**	**779**	**1907**	**2414**	**2281**	**1847**	**1722**	**1757**	**1626**	**1605**	**1372**	**1459**	**1554**	**1430**	**1300**	**1133**	**861**	**544**	**262**	
42	20	15	9	16	44	126	307	515	**571**	526	405	392	**441**	406	345	360	399	400	340	298	269	175	93	45
33	22	14	17	32	74	168	373	**612**	605	437	403	**471**	384	376	356	345	369	331	339	282	226	149	69	35
23	17	24	11	34	102	218	610	**667**	615	458	455	**431**	394	420	354	378	432	378	292	278	189	126	55	25
25	16	13	26	32	113	268	617	**621**	491	427	460	**464**	408	404	318	376	354	322	329	275	178	94	45	19

AM Peak 0815 - 0915 (2470), AM PHF=0.93 PM Peak 1215 - 1315 (1806), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15863 -- English (ENU)

Datasets:

Site: **[12EB] EL CAMINO REAL BTLOS ALTOS AVE AND SAN ANTONIO RD**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=18377, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	**49**	**31**	**24**	**28**	**80**	**224**	**582**	**1194**	**986**	**879**	**1079**	**1052**	**1067**	**1142**	**1366**	**1770**	**1856**	**1555**	**1164**	**919**	**650**	**414**	**182**	
34	11	5	5	1	7	43	96	**264**	236	226	235	276	263	269	304	405	**467**	388	304	233	164	132	59	44
19	12	6	1	5	21	43	111	**383**	262	200	295	276	279	294	345	407	**459**	429	313	232	204	107	39	26
21	17	12	8	9	23	70	166	**312**	231	224	257	246	239	285	383	**496**	446	376	284	227	134	99	47	24
14	10	9	10	14	29	69	209	**236**	257	230	293	255	287	295	335	**462**	485	364	264	228	149	76	38	12

AM Peak 0800 - 0900 (1194), AM PHF=0.78 PM Peak 1630 - 1730 (1884), PM PHF=0.95

* Wednesday, May 10, 2017=18993, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**55**	**32**	**29**	**30**	**85**	**234**	**589**	**1152**	**980**	**896**	**1041**	**1071**	**1099**	**1259**	**1437**	**1820**	**1899**	**1705**	**1307**	**906**	**676**	**391**	**201**	
44	20	6	7	7	20	34	104	**257**	219	208	243	288	265	325	346	423	**503**	425	375	231	186	115	68	40
26	10	6	9	7	21	38	153	**318**	255	238	224	291	256	315	329	456	**493**	413	336	257	182	102	51	27
24	17	10	2	9	24	74	133	**328**	260	229	258	251	313	328	353	**469**	461	432	305	226	164	98	41	23
12	8	10	11	7	21	89	200	**250**	246	221	316	242	266	292	410	**474**	443	435	292	193	144	76	42	15

AM Peak 0800 - 0900 (1152), AM PHF=0.88 PM Peak 1630 - 1730 (1938), PM PHF=0.96

* Thursday, May 11, 2017=18603, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**43**	**36**	**27**	**39**	**83**	**212**	**601**	**1131**	**892**	**842**	**1057**	**1140**	**1011**	**1157**	**1435**	**1821**	**1856**	**1779**	**1234**	**884**	**636**	**384**	**205**	
40	7	9	7	11	20	40	109	236	241	212	226	**280**	272	298	315	414	420	**470**	341	225	161	114	71	48
27	11	12	10	7	19	39	141	327	240	183	256	**306**	246	277	354	476	485	**492**	286	251	190	106	45	28
23	16	12	6	12	12	60	153	313	180	224	244	**297**	240	273	377	431	**474**	457	283	219	164	91	49	21
15	9	4	5	10	33	75	199	256	232	223	**331**	257	253	309	389	501	**477**	361	325	189	122	74	40	13

AM Peak 1145 - 1245 (1214), AM PHF=0.92 PM Peak 1730 - 1830 (1912), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15862 -- English (ENU)

Datasets:

Site: **[12WB] EL CAMINO REAL BT SAN ANTONIO RD AND LOS ALTOS AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=17259, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
68	**34**	**17**	**34**	**77**	**245**	**605**	**1306**	**1608**	**1326**	**1045**	**960**	**993**	**1077**	**1032**	**990**	**1028**	**1164**	**1097**	**861**	**735**	**500**	**325**	**138**	
17	7	5	12	10	30	97	240	**430**	373	272	207	252	273	266	225	265	**272**	271	254	194	136	90	48	22
23	15	1	5	21	51	132	286	**443**	343	249	249	252	242	251	244	237	**310**	308	213	180	129	102	37	19
22	7	5	8	29	72	175	**383**	365	308	262	240	260	282	220	268	273	**290**	267	212	196	109	64	27	13
6	6	6	10	17	93	202	**398**	371	303	262	264	229	281	296	254	254	**293**	251	182	165	127	70	26	19

AM Peak 0730 - 0830 (1653), AM PHF=0.93 PM Peak 1700 - 1800 (1164), PM PHF=0.94

* Wednesday, May 10, 2017=17678, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
73	**30**	**23**	**28**	**68**	**249**	**593**	**1261**	**1564**	**1311**	**1095**	**1027**	**1143**	**1161**	**1042**	**1035**	**1110**	**1174**	**1092**	**861**	**723**	**522**	**342**	**156**	
22	7	9	6	7	36	95	191	**404**	371	296	229	261	305	245	248	288	276	**310**	245	208	140	97	56	26
19	10	4	6	22	59	102	297	**406**	345	271	272	263	275	284	245	288	**322**	284	200	187	143	110	49	23
13	7	7	9	14	65	165	**379**	371	302	274	256	314	289	245	278	252	**278**	244	215	179	118	69	27	12
19	6	3	7	26	90	233	**395**	383	294	255	271	305	293	269	265	283	**299**	255	202	149	122	67	25	8

AM Peak 0730 - 0830 (1583), AM PHF=0.97 PM Peak 1715 - 1815 (1208), PM PHF=0.94

* Thursday, May 11, 2017=17412, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
68	**32**	**24**	**24**	**80**	**245**	**595**	**1261**	**1498**	**1322**	**1020**	**965**	**1072**	**1092**	**1116**	**948**	**1109**	**1219**	**1107**	**876**	**688**	**566**	**330**	**161**	
26	8	3	7	16	28	103	213	**375**	357	246	228	255	297	283	230	290	**302**	276	213	189	163	103	43	29
23	8	10	6	17	45	112	270	**409**	318	288	251	256	278	274	217	283	**310**	295	226	170	143	96	39	28
12	8	8	6	20	74	164	**392**	381	338	237	230	269	243	258	260	280	**312**	276	203	161	140	71	36	11
8	9	4	5	28	99	216	**388**	334	309	250	257	293	276	301	241	256	**296**	261	234	168	120	61	45	15

AM Peak 0730 - 0830 (1563), AM PHF=0.96 PM Peak 1700 - 1800 (1219), PM PHF=0.98

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15861 -- English (ENU)

Datasets:

Site: **[13EB] EL CAMINO REAL BT SHOWERS DR AND RENGSTORFF AVE**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=19111, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	**39**	**31**	**15**	**34**	**74**	**204**	**679**	**1134**	**891**	**933**	**1096**	**1186**	**1102**	**1226**	**1389**	**1789**	**1900**	**1621**	**1270**	**1068**	**731**	**431**	**179**	
32	12	5	5	5	10	47	107	276	202	240	280	**311**	259	304	313	428	**501**	421	362	318	204	141	71	30
30	6	8	1	6	12	40	130	311	242	236	269	**304**	285	305	316	435	**464**	446	339	259	194	108	45	33
22	13	10	2	7	23	51	189	291	217	206	280	**296**	253	290	385	448	**481**	402	273	235	182	106	34	20
11	8	8	7	17	30	66	253	257	230	252	**269**	277	307	328	376	**478**	455	352	297	257	152	77	29	17

AM Peak 1145 - 1245 (1178), AM PHF=0.95 PM Peak 1645 - 1745 (1923), PM PHF=0.96

* Wednesday, May 10, 2017=19428, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
99	**57**	**32**	**28**	**34**	**64**	**227**	**561**	**1107**	**925**	**864**	**1026**	**1177**	**1125**	**1251**	**1441**	**1914**	**1971**	**1629**	**1355**	**1075**	**808**	**438**	**224**	
30	14	9	11	7	12	38	94	224	222	191	232	**306**	280	324	333	466	**510**	417	394	292	202	161	88	39
33	14	7	9	9	13	42	116	303	209	226	255	**271**	272	299	336	453	**518**	430	332	289	212	119	53	23
20	16	8	4	5	22	56	134	285	261	219	264	**324**	284	313	375	499	**508**	406	339	257	198	86	44	22
17	13	8	4	14	17	91	218	295	234	229	**276**	277	290	316	397	**497**	435	377	291	239	198	73	40	16

AM Peak 1145 - 1245 (1176), AM PHF=0.91 PM Peak 1645 - 1745 (2033), PM PHF=0.98

* Thursday, May 11, 2017=19101, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
100	**60**	**28**	**23**	**32**	**81**	**212**	**607**	**1069**	**868**	**842**	**1066**	**1115**	**1132**	**1166**	**1455**	**1853**	**1885**	**1828**	**1295**	**1022**	**722**	**434**	**212**	
39	15	8	6	10	21	44	99	241	240	214	232	**296**	320	277	343	405	**476**	454	336	259	211	128	72	43
23	13	4	8	5	15	34	127	300	228	207	256	**292**	277	320	342	440	**480**	491	339	294	190	107	54	37
22	17	9	6	9	18	54	158	281	203	224	261	**273**	253	264	402	**507**	442	454	318	243	177	124	47	18
16	15	7	4	8	28	81	224	248	197	197	**317**	255	283	306	369	**502**	488	430	302	227	145	77	39	10

AM Peak 1145 - 1245 (1177), AM PHF=0.93 PM Peak 1630 - 1730 (1964), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15860 -- English (ENU)

Datasets:

Site: **[13WB] EL CAMINO REAL BT SHOWERS DR AND RENGSTORFF AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=19798, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
70	**37**	**26**	**48**	**86**	**259**	**687**	**1489**	**1886**	**1543**	**1336**	**1228**	**1201**	**1094**	**1024**	**1199**	**1245**	**1370**	**1261**	**972**	**802**	**521**	**301**	**118**	
26	12	8	8	11	33	97	267	**486**	442	339	284	301	260	244	313	285	**340**	335	283	214	157	92	40	23
16	7	9	4	19	45	139	329	**491**	371	322	306	299	301	238	267	312	**322**	326	236	205	154	82	30	16
14	10	2	14	28	68	194	440	**440**	354	323	305	300	261	260	309	328	**355**	328	220	211	109	66	24	16
14	9	7	22	28	113	258	454	**470**	376	353	334	302	273	282	311	321	**353**	273	233	172	102	62	24	18

AM Peak 0800 - 0900 (1886), AM PHF=0.96 PM Peak 1700 - 1800 (1370), PM PHF=0.96

* Wednesday, May 10, 2017=19545, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	**41**	**29**	**44**	**76**	**247**	**672**	**1405**	**1821**	**1473**	**1237**	**1172**	**1223**	**1123**	**1064**	**1175**	**1258**	**1346**	**1273**	**1003**	**816**	**532**	**318**	**130**	
23	15	9	7	14	31	113	230	424	**436**	325	318	288	281	276	307	304	**335**	292	274	236	147	113	51	21
16	9	6	9	17	50	134	329	**425**	389	313	276	289	302	235	296	298	**362**	335	294	199	166	86	34	19
16	8	8	10	15	70	188	401	**475**	344	291	278	345	299	265	285	**333**	301	323	220	201	122	64	28	16
18	9	6	18	30	97	239	445	**498**	304	308	301	303	241	289	287	**324**	349	323	216	181	98	56	17	10

AM Peak 0815 - 0915 (1833), AM PHF=0.92 PM Peak 1630 - 1730 (1354), PM PHF=0.93

* Thursday, May 11, 2017=19537, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**36**	**18**	**61**	**95**	**278**	**651**	**1380**	**1784**	**1531**	**1208**	**1157**	**1247**	**1091**	**1105**	**1188**	**1194**	**1422**	**1272**	**1004**	**803**	**509**	**293**	**151**	
21	10	5	10	16	40	98	220	429	**440**	333	293	314	260	281	294	287	**344**	308	284	233	170	110	46	29
19	9	5	7	25	48	145	300	**466**	373	301	269	299	276	263	272	285	**365**	333	252	194	141	82	24	22
16	8	5	14	25	80	189	418	**434**	373	254	285	330	251	257	301	301	**347**	342	249	170	102	58	36	15
10	9	3	32	30	110	220	442	**455**	346	320	311	305	304	305	322	322	**367**	290	219	207	97	44	47	17

AM Peak 0815 - 0915 (1795), AM PHF=0.96 PM Peak 1700 - 1800 (1422), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-16347 -- English (ENU)

Datasets:

Site: **[19] EL MONTE AVE BETWEEN EL CAMINO REAL AND SPRINGER RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=8765, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**8**	**13**	**5**	**15**	**49**	**144**	**449**	**805**	**711**	**556**	**541**	**619**	**543**	**571**	**627**	**660**	**643**	**620**	**472**	**321**	**229**	**116**	**41**	
6	4	3	2	3	3	15	71	169	**196**	146	126	192	130	115	**187**	172	160	170	122	91	70	29	13	5
2	3	3	0	1	14	19	83	**188**	173	127	117	153	140	127	**151**	156	152	158	125	82	69	39	10	7
0	0	3	3	7	23	44	132	**208**	178	148	148	128	146	**158**	135	167	158	157	117	80	39	23	9	6
4	1	4	0	5	10	66	164	**241**	165	136	151	147	127	**172**	154	166	174	136	108	68	52	26	10	5

AM Peak 0815 - 0915 (832), AM PHF=0.86 PM Peak 1430 - 1530 (667), PM PHF=0.89

* Wednesday, April 19, 2017=9029, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**9**	**12**	**9**	**22**	**46**	**128**	**458**	**817**	**730**	**627**	**585**	**661**	**513**	**557**	**706**	**632**	**683**	**639**	**455**	**339**	**232**	**101**	**50**	
5	3	3	3	7	4	21	74	202	**214**	163	148	185	133	123	**170**	169	178	190	137	92	77	30	20	7
7	0	0	1	2	11	22	85	**184**	164	181	148	169	110	123	**158**	153	161	164	112	107	59	22	10	12
6	4	6	3	8	12	40	115	**230**	164	138	138	149	145	165	**189**	164	174	150	95	74	55	36	8	9
5	2	3	2	5	19	46	185	**202**	189	145	152	159	125	146	**190**	147	170	136	111	67	41	14	13	6

AM Peak 0815 - 0915 (829), AM PHF=0.90 PM Peak 1500 - 1600 (706), PM PHF=0.93

* Thursday, April 20, 2017=9032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**9**	**6**	**9**	**13**	**50**	**118**	**447**	**826**	**763**	**631**	**549**	**618**	**604**	**573**	**638**	**651**	**662**	**608**	**450**	**371**	**228**	**123**	**59**	
7	1	2	3	2	4	16	78	170	**209**	172	127	162	159	118	154	179	159	**181**	135	93	64	36	20	3
12	6	1	4	1	12	14	88	**193**	188	169	138	167	141	142	151	171	**164**	162	112	93	68	39	17	9
9	1	1	1	2	18	38	125	**228**	191	155	130	143	164	157	188	155	**173**	146	112	101	46	29	15	6
6	1	2	1	8	16	51	157	**236**	176	136	155	147	141	157	146	147	**167**	120	92	85	51	19	7	5

AM Peak 0815 - 0915 (865), AM PHF=0.92 PM Peak 1715 - 1815 (684), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-16348 -- English (ENU)

Datasets:

Site: **[19] EL MONTE AVE BETWEEN EL CAMINO REAL AND SPRINGER RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=9569, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**8**	**8**	**4**	**12**	**47**	**128**	**540**	**733**	**596**	**498**	**548**	**572**	**536**	**606**	**696**	**770**	**988**	**851**	**551**	**380**	**283**	**133**	**65**	
10	0	1	0	0	8	22	100	**190**	135	100	118	152	127	142	179	174	217	**242**	171	104	88	46	25	8
5	5	1	1	0	9	30	108	**194**	172	127	123	144	129	145	159	186	**254**	228	159	107	76	38	18	4
3	1	1	0	8	10	31	159	**177**	165	161	152	135	128	153	164	210	**280**	206	128	79	55	28	11	5
5	2	5	3	4	20	46	**174**	173	125	111	155	142	153	167	194	201	**238**	175	94	90	65	21	11	5

AM Peak 0745 - 0845 (734), AM PHF=0.95 PM Peak 1715 - 1815 (1013), PM PHF=0.91

* Wednesday, April 19, 2017=9814, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**10**	**7**	**7**	**13**	**36**	**147**	**531**	**747**	**601**	**526**	**522**	**643**	**600**	**639**	**767**	**791**	**966**	**887**	**571**	**350**	**258**	**126**	**54**	
8	2	1	2	1	7	23	96	**172**	153	139	124	182	150	164	179	200	219	**247**	171	80	67	51	20	10
4	4	3	1	0	8	28	111	**216**	141	172	136	165	151	156	202	193	**238**	233	155	99	70	35	13	15
5	4	1	0	6	12	45	145	**171**	160	113	126	157	146	153	185	186	**257**	205	142	86	59	19	8	5
5	0	2	4	6	9	52	179	**189**	148	103	137	140	154	167	202	213	**253**	202	104	85	64	22	14	5

AM Peak 0800 - 0900 (747), AM PHF=0.87 PM Peak 1715 - 1815 (994), PM PHF=0.97

* Thursday, April 20, 2017=9960, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**8**	**14**	**6**	**14**	**38**	**165**	**564**	**738**	**601**	**561**	**534**	**624**	**568**	**642**	**760**	**780**	**983**	**902**	**625**	**363**	**251**	**126**	**62**	
10	3	3	0	1	3	27	102	**190**	151	144	94	144	132	151	172	157	219	**238**	189	118	82	33	11	7
15	3	3	3	0	11	34	120	**178**	148	179	143	135	156	162	197	193	241	**243**	174	96	70	41	26	6
5	2	6	2	7	15	39	155	**197**	161	112	137	166	138	154	180	202	**275**	232	146	63	47	34	12	12
5	0	2	1	6	9	66	**188**	174	142	127	161	180	142	175	212	230	**249**	190	117	87	53	18	13	2

AM Peak 0745 - 0845 (752), AM PHF=0.96 PM Peak 1730 - 1830 (1004), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15870 -- English (ENU)

Datasets:

Site: **[18] ELLIS ST BT SB US 101 RAMPS AND MIDDLEFIELD RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=4797, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**9**	**17**	**6**	**20**	**74**	**159**	**371**	**598**	**631**	**367**	**283**	**308**	**278**	**239**	**223**	**260**	**328**	**226**	**160**	**106**	**64**	**39**	**20**	
4	4	0	2	2	12	31	65	105	**170**	105	72	82	94	61	51	73	**90**	71	43	24	18	9	10	2
3	0	3	0	3	11	30	91	159	**170**	103	55	70	65	60	55	52	**78**	46	38	29	16	7	2	3
6	1	12	1	6	17	32	92	135	**143**	88	94	81	60	68	66	63	**84**	54	45	19	21	8	5	2
2	4	2	3	9	34	67	124	**200**	149	72	64	76	60	51	51	73	**76**	56	34	34	10	15	3	1

AM Peak 0845 - 0945 (683), AM PHF=0.85 PM Peak 1700 - 1800 (328), PM PHF=0.91

* Wednesday, May 03, 2017=4752, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**8**	**15**	**5**	**26**	**94**	**147**	**363**	**584**	**629**	**431**	**256**	**331**	**276**	**208**	**197**	**212**	**301**	**244**	**173**	**126**	**60**	**41**	**21**	
2	3	1	1	3	8	22	80	122	**162**	136	52	76	**89**	58	44	47	74	57	58	38	22	5	7	2
3	4	1	0	2	24	31	94	140	**175**	100	66	**88**	74	51	53	55	79	55	38	32	15	14	5	4
2	1	9	2	8	16	37	82	146	**147**	103	68	**78**	64	56	48	37	78	71	45	39	14	15	3	4
1	0	4	2	13	47	58	107	**177**	145	93	71	**90**	50	43	53	73	71	62	33	17	10	7	6	0

AM Peak 0845 - 0945 (661), AM PHF=0.93 PM Peak 1215 - 1315 (344), PM PHF=0.96

* Thursday, May 04, 2017=4694, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**5**	**12**	**8**	**20**	**96**	**160**	**312**	**583**	**621**	**377**	**294**	**319**	**294**	**215**	**235**	**246**	**287**	**230**	**170**	**102**	**46**	**35**	**22**	
2	1	1	3	2	14	25	58	108	**166**	123	57	84	**75**	51	66	64	68	61	52	23	13	8	8	5
4	2	4	3	3	15	39	81	154	**162**	90	65	72	**90**	61	51	64	69	57	47	31	15	8	3	5
4	1	5	0	4	26	45	79	140	**143**	93	88	**85**	70	65	62	59	71	60	39	27	6	9	8	2
0	1	2	2	11	41	52	95	**182**	151	72	84	**78**	60	39	57	60	80	52	32	22	12	10	3	5

AM Peak 0845 - 0945 (652), AM PHF=0.90 PM Peak 1230 - 1330 (327), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15871 -- English (ENU)

Datasets:

Site: **[18] ELLIS ST BT SB US 101 RAMPS AND MIDDLEFIELD RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=4742, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**8**	**9**	**7**	**13**	**64**	**102**	**195**	**293**	**296**	**238**	**302**	**308**	**247**	**233**	**319**	**463**	**605**	**467**	**277**	**117**	**89**	**44**	**34**	
3	4	3	1	0	9	22	40	64	78	71	58	**86**	90	56	74	108	**162**	134	92	41	32	17	10	5
6	0	2	0	3	7	26	41	72	73	61	64	**82**	63	65	78	87	**154**	140	88	31	18	10	9	2
5	1	4	5	5	25	20	50	73	72	53	**91**	74	47	59	93	127	**158**	100	50	22	23	8	8	5
2	3	0	1	5	23	35	65	84	74	54	**90**	67	49	54	75	**141**	131	94	47	23	16	9	7	1

AM Peak 1130 - 1230 (348), AM PHF=0.96 PM Peak 1645 - 1745 (615), PM PHF=0.95

* Wednesday, May 03, 2017=4935, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**14**	**13**	**8**	**15**	**65**	**119**	**165**	**284**	**297**	**271**	**281**	**342**	**242**	**251**	**296**	**468**	**723**	**542**	**253**	**126**	**76**	**51**	**25**	
5	4	2	3	1	8	26	40	63	70	81	50	**97**	67	53	68	116	162	**186**	94	45	33	22	6	4
2	6	6	2	0	4	33	50	76	69	74	70	**90**	61	56	76	99	**195**	129	50	32	20	11	8	7
5	3	3	0	4	28	24	35	67	94	55	65	**74**	63	77	83	125	**207**	129	62	25	12	14	7	1
1	1	2	3	10	25	37	42	78	65	62	**96**	82	52	65	69	130	**160**	98	47	24	11	4	4	2

AM Peak 1145 - 1245 (356), AM PHF=0.92 PM Peak 1715 - 1815 (747), PM PHF=0.90

* Thursday, May 04, 2017=4555, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**8**	**7**	**11**	**17**	**68**	**109**	**192**	**301**	**296**	**244**	**264**	**313**	**283**	**266**	**313**	**489**	**508**	**402**	**215**	**103**	**63**	**46**	**28**	
4	2	1	2	3	8	27	34	68	**80**	64	59	78	83	57	72	137	**132**	107	65	36	19	15	9	5
7	2	1	5	1	7	25	47	**70**	67	56	60	86	59	62	75	108	**137**	109	59	17	15	10	5	7
1	1	2	3	6	29	23	50	**75**	74	63	71	75	74	81	107	**119**	113	107	47	30	16	11	10	4
2	3	3	1	7	24	35	62	**89**	76	62	75	75	68	66	60	**126**	126	79	44	20	13	10	4	1

AM Peak 0815 - 0915 (314), AM PHF=0.88 PM Peak 1630 - 1730 (513), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15885 -- English (ENU)

Datasets:

Site: **[20EB] EVELYN AVE BT CALDERON AVE AND SB SR 85 RAMPS**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=7704, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	**14**	**11**	**4**	**12**	**30**	**121**	**375**	**606**	**419**	**277**	**270**	**321**	**405**	**420**	**410**	**572**	**879**	**812**	**631**	**413**	**300**	**272**	**99**	
16	7	6	0	0	3	26	73	**157**	106	70	54	85	100	99	95	110	254	**296**	221	118	81	88	26	16
7	4	3	1	1	5	21	80	**143**	94	79	72	86	107	111	105	142	**212**	201	144	92	76	76	21	13
7	3	0	2	7	9	31	110	**167**	136	59	74	83	112	102	107	151	**220**	144	121	86	66	51	32	8
6	0	2	1	4	13	43	113	**139**	84	69	70	68	86	109	103	170	**195**	171	146	118	78	58	20	6

AM Peak 0800 - 0900 (606), AM PHF=0.91 PM Peak 1715 - 1815 (922), PM PHF=0.78

* Wednesday, May 03, 2017=7791, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**27**	**6**	**6**	**18**	**34**	**101**	**382**	**583**	**457**	**296**	**270**	**404**	**385**	**412**	**417**	**612**	**797**	**723**	**608**	**414**	**392**	**281**	**128**	
16	9	3	1	2	5	28	60	**128**	122	80	55	84	97	98	113	122	209	**234**	203	113	112	85	29	29
13	10	2	3	1	3	22	99	**116**	97	79	66	73	99	108	99	145	**203**	191	139	100	86	83	30	15
8	3	0	1	6	13	22	90	**189**	144	71	62	111	93	102	92	135	**197**	136	121	93	102	51	36	8
6	5	1	1	9	13	30	134	**152**	95	66	87	137	98	104	114	211	**190**	163	146	109	92	63	33	11

AM Peak 0800 - 0900 (583), AM PHF=0.77 PM Peak 1715 - 1815 (823), PM PHF=0.88

* Thursday, May 04, 2017=8014, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	**30**	**21**	**7**	**16**	**39**	**95**	**381**	**589**	**456**	**302**	**312**	**402**	**378**	**450**	**423**	**595**	**874**	**835**	**572**	**382**	**366**	**303**	**129**	
29	5	4	1	2	6	14	81	**141**	125	71	71	97	84	124	89	128	220	**296**	202	102	97	76	34	23
15	10	7	5	3	6	19	73	**103**	116	88	70	92	119	106	97	152	**219**	198	127	75	102	91	31	17
8	9	7	0	4	9	19	108	**177**	122	67	80	95	93	130	119	153	**208**	168	120	98	69	65	29	18
11	6	4	1	7	18	44	120	**168**	94	76	92	118	82	91	119	163	**228**	174	124	107	99	71	35	9

AM Peak 0800 - 0900 (589), AM PHF=0.83 PM Peak 1715 - 1815 (950), PM PHF=0.80

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15884 -- English (ENU)

Datasets:

Site: **[20WB] EVELYN AVE BT CALDERON AVE AND SB SR 85 RAMPS**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=7578, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**7**	**6**	**6**	**18**	**94**	**315**	**656**	**799**	**727**	**461**	**425**	**336**	**303**	**282**	**334**	**510**	**653**	**626**	**399**	**266**	**184**	**108**	**53**	
4	2	1	1	3	11	37	121	**181**	186	123	100	83	79	60	60	99	137	**167**	117	75	47	26	16	9
4	0	1	2	6	12	42	153	**190**	200	117	106	90	77	73	83	131	**172**	162	103	77	54	35	16	6
3	3	3	0	5	17	72	149	**216**	183	120	101	72	66	87	93	123	**161**	157	106	60	41	33	12	4
4	2	1	3	4	54	165	**234**	213	158	102	119	92	82	62	99	158	**184**	140	75	54	42	14	9	5

AM Peak 0745 - 0845 (820), AM PHF=0.88 PM Peak 1715 - 1815 (683), PM PHF=0.93

* Wednesday, May 03, 2017=7650, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**22**	**7**	**8**	**22**	**94**	**295**	**622**	**754**	**697**	**525**	**428**	**328**	**297**	**313**	**363**	**483**	**678**	**622**	**434**	**291**	**179**	**121**	**47**	
9	7	2	2	1	13	27	102	166	**201**	146	93	101	72	83	72	84	146	**169**	126	90	47	37	15	9
6	6	2	1	5	11	51	144	186	**198**	130	116	85	88	63	97	127	**195**	156	109	61	52	23	17	4
4	5	2	2	5	21	62	154	**202**	155	129	105	63	59	86	83	138	**154**	147	108	65	35	35	6	7
5	5	1	3	11	49	156	222	**202**	144	121	115	79	79	81	111	135	**184**	151	91	75	46	26	9	6

AM Peak 0830 - 0930 (802), AM PHF=1.00 PM Peak 1715 - 1815 (701), PM PHF=0.90

* Thursday, May 04, 2017=7751, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**14**	**11**	**9**	**19**	**100**	**298**	**646**	**757**	**675**	**541**	**404**	**356**	**351**	**264**	**368**	**550**	**627**	**598**	**424**	**300**	**216**	**126**	**75**	
9	2	3	0	1	11	30	118	**183**	159	154	106	88	83	61	80	120	129	**153**	124	75	55	36	29	9
4	2	2	5	4	13	48	133	**187**	182	126	104	99	91	76	84	145	**168**	149	97	85	62	36	18	5
7	6	2	1	4	24	72	154	**185**	177	126	93	87	97	71	97	113	**141**	142	110	61	60	29	12	7
6	4	4	3	10	52	149	**242**	203	158	136	102	82	80	57	108	172	**189**	155	93	79	40	25	16	10

AM Peak 0745 - 0845 (796), AM PHF=0.82 PM Peak 1715 - 1815 (651), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15887 -- English (ENU)

Datasets:

Site: **[21EB] EVELYN AVE BT SR 237 AND BERNARDO AVE**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=8902, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	**26**	**11**	**7**	**18**	**56**	**142**	**221**	**360**	**333**	**263**	**326**	**389**	**367**	**407**	**576**	**796**	**1546**	**1208**	**694**	**449**	**318**	**226**	**124**	
15	11	3	3	3	5	35	48	83	82	61	59	**107**	97	96	134	160	332	**415**	206	145	89	82	45	14
8	4	2	0	3	14	31	44	94	74	73	80	**102**	83	87	134	177	**425**	346	160	105	81	56	27	15
11	6	1	3	3	5	37	66	80	96	63	90	**95**	108	103	147	227	**414**	247	166	103	82	57	28	6
10	5	5	1	9	32	40	64	103	82	67	**97**	86	79	122	162	233	**376**	201	163	96	67	31	24	3

AM Peak 1145 - 1245 (401), AM PHF=0.94 PM Peak 1715 - 1815 (1629), PM PHF=0.96

* Wednesday, May 03, 2017=9108, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**27**	**11**	**7**	**23**	**62**	**134**	**265**	**359**	**325**	**295**	**348**	**449**	**410**	**442**	**573**	**856**	**1448**	**1146**	**665**	**459**	**400**	**270**	**101**	
14	8	4	3	2	7	27	53	85	81	79	78	**126**	101	92	119	146	328	**376**	196	113	116	90	31	26
15	8	1	0	3	10	34	67	69	75	82	87	**105**	105	119	139	190	**389**	295	179	120	115	58	27	24
6	6	2	3	4	14	30	57	107	96	63	92	**97**	100	111	150	255	**397**	279	135	109	81	67	29	9
3	5	4	1	14	31	44	89	99	74	72	**92**	122	105	121	166	266	**335**	197	156	117	89	56	14	11

AM Peak 1145 - 1245 (419), AM PHF=0.83 PM Peak 1715 - 1815 (1497), PM PHF=0.94

* Thursday, May 04, 2017=9368, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
70	**26**	**17**	**8**	**23**	**61**	**123**	**233**	**344**	**367**	**304**	**364**	**412**	**374**	**480**	**584**	**845**	**1729**	**1280**	**635**	**376**	**362**	**244**	**111**	
26	3	6	1	4	9	27	50	86	87	77	77	**103**	91	118	126	161	356	**402**	198	102	85	81	35	22
24	7	3	4	4	8	23	47	78	92	75	79	**102**	91	134	137	226	**411**	326	158	88	108	68	42	11
9	9	4	1	2	12	31	57	92	88	69	90	**95**	83	111	167	225	**485**	298	157	94	80	46	15	14
11	7	4	2	13	32	42	80	88	100	84	**119**	113	110	117	154	233	**477**	254	123	92	89	49	19	13

AM Peak 1145 - 1245 (419), AM PHF=0.88 PM Peak 1715 - 1815 (1775), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15886 -- English (ENU)

Datasets:

Site: **[21WB] EVELYN AVE BT SR 237 AND BERNARDO AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=8181, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**13**	**11**	**21**	**31**	**117**	**277**	**811**	**1218**	**1064**	**516**	**372**	**379**	**373**	**362**	**325**	**349**	**461**	**428**	**374**	**264**	**190**	**138**	**62**	
10	3	4	1	4	15	43	125	255	**296**	160	84	87	85	90	88	75	105	**111**	99	72	65	49	24	7
5	5	5	6	6	21	45	189	285	**297**	139	95	109	121	99	81	84	89	**115**	104	75	42	45	17	3
7	3	2	7	9	29	82	216	**338**	265	116	97	80	98	90	84	98	**127**	100	92	59	48	24	12	4
8	2	0	7	12	53	107	281	**341**	207	102	97	103	70	84	73	92	**141**	104	79	58	36	20	9	11

AM Peak 0830 - 0930 (1271), AM PHF=0.93 PM Peak 1730 - 1830 (492), PM PHF=0.88

* Wednesday, May 03, 2017=8148, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**16**	**12**	**16**	**33**	**106**	**267**	**754**	**1250**	**998**	**528**	**385**	**349**	**376**	**364**	**350**	**385**	**456**	**466**	**358**	**291**	**182**	**126**	**60**	
7	8	3	1	4	16	41	136	268	**298**	164	82	92	103	90	93	79	112	**123**	109	93	57	41	10	4
3	3	3	2	6	20	52	165	**327**	279	149	103	90	103	84	101	86	103	**106**	80	72	38	22	17	6
4	1	3	4	7	26	74	213	**331**	233	120	102	85	86	95	83	104	**136**	120	98	73	50	33	17	6
11	4	3	9	16	44	101	241	**324**	188	96	98	82	86	95	73	117	**106**	118	72	53	37	30	16	2

AM Peak 0815 - 0915 (1280), AM PHF=0.97 PM Peak 1730 - 1830 (470), PM PHF=0.86

* Thursday, May 04, 2017=8061, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**13**	**16**	**20**	**36**	**102**	**260**	**773**	**1184**	**1010**	**566**	**338**	**353**	**373**	**349**	**352**	**372**	**471**	**440**	**364**	**250**	**194**	**129**	**83**	
4	3	5	2	6	14	33	138	258	**274**	176	82	98	93	93	103	80	**117**	104	92	69	60	37	30	11
6	2	7	7	9	23	56	159	**296**	281	134	82	89	101	79	77	95	**101**	112	105	73	53	36	18	9
6	2	2	8	12	30	69	210	**305**	229	133	98	66	105	98	80	99	**131**	112	90	57	49	31	22	9
2	6	2	3	9	36	103	266	**325**	228	124	77	101	75	79	93	99	**124**	113	78	52	32	25	13	4

AM Peak 0815 - 0915 (1199), AM PHF=0.92 PM Peak 1700 - 1800 (471), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15890 -- English (ENU)

Datasets:

Site: **[23] GRANT RD BETWEEN CUESTA DR AND COVINGTON RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=9545, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**6**	**7**	**21**	**50**	**185**	**415**	**675**	**1058**	**1009**	**796**	**580**	**505**	**553**	**680**	**683**	**547**	**477**	**458**	**323**	**218**	**142**	**105**	**37**	
4	4	2	4	7	23	60	123	215	**273**	151	149	125	136	100	**145**	142	115	123	106	65	35	20	14	8
2	0	1	5	10	40	93	155	240	**275**	191	126	119	141	159	**180**	142	123	127	74	65	42	26	7	1
6	2	2	9	13	57	118	174	**295**	229	205	139	124	133	**216**	181	140	143	118	73	52	30	26	9	5
4	0	2	3	20	65	145	224	**309**	232	250	167	137	143	**206**	178	124	97	91	71	37	35	33	7	2

AM Peak 0830 - 0930 (1152), AM PHF=0.93 PM Peak 1430 - 1530 (746), PM PHF=0.87

* Wednesday, April 19, 2017=9575, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**6**	**8**	**8**	**45**	**178**	**407**	**629**	**1031**	**965**	**826**	**605**	**509**	**521**	**687**	**680**	**566**	**527**	**472**	**353**	**230**	**152**	**117**	**41**	
8	2	2	3	9	27	62	122	236	**256**	205	141	111	135	126	**149**	137	142	109	107	63	50	35	16	8
1	2	1	1	8	37	83	128	242	**243**	249	153	137	129	158	**179**	164	125	130	90	64	43	23	8	2
5	1	1	1	10	40	126	171	**271**	230	204	169	136	127	**236**	190	127	131	101	85	55	28	26	13	3
2	1	4	3	18	74	136	208	**284**	236	168	144	125	131	**168**	162	138	129	133	71	48	32	33	4	4

AM Peak 0830 - 0930 (1053), AM PHF=0.93 PM Peak 1430 - 1530 (731), PM PHF=0.78

* Thursday, April 20, 2017=9496, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**9**	**1**	**21**	**28**	**173**	**411**	**679**	**980**	**933**	**840**	**597**	**527**	**576**	**661**	**677**	**522**	**514**	**460**	**368**	**248**	**135**	**77**	**46**	
8	4	0	5	3	23	59	130	193	**232**	203	136	110	152	133	**134**	136	131	122	84	68	41	17	17	3
2	2	0	6	6	36	106	134	249	**250**	239	143	173	153	150	**184**	118	143	107	106	78	36	21	8	6
3	1	1	5	5	54	109	189	**285**	212	242	171	127	142	**212**	179	141	122	124	83	61	32	19	13	1
4	2	0	5	14	60	138	226	**254**	239	156	148	118	129	**166**	180	128	118	108	96	41	26	20	8	6

AM Peak 0830 - 0930 (1020), AM PHF=0.90 PM Peak 1430 - 1530 (695), PM PHF=0.82

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15891 -- English (ENU)

Datasets:

Site: **[23] GRANT RD BETWEEN CUESTA DR AND COVINGTON RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=10161, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**18**	**8**	**13**	**14**	**47**	**130**	**339**	**431**	**439**	**606**	**521**	**590**	**539**	**749**	**948**	**1032**	**1215**	**1015**	**585**	**369**	**277**	**140**	**104**	
12	8	1	0	0	6	20	45	124	101	**138**	126	167	135	134	242	270	**314**	258	159	103	75	53	31	13
10	3	4	4	8	7	19	70	104	104	**146**	115	142	133	190	210	246	**333**	294	170	86	96	34	17	10
7	4	3	6	3	17	44	110	99	125	**176**	150	150	144	206	235	265	**274**	248	145	95	42	36	33	6
5	3	0	3	3	17	48	114	104	110	**146**	131	132	128	219	261	253	**296**	216	112	85	64	17	23	3

AM Peak 1000 - 1100 (606), AM PHF=0.86 PM Peak 1700 - 1800 (1215), PM PHF=0.91

* Wednesday, April 19, 2017=10052, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	**12**	**10**	**7**	**20**	**46**	**130**	**346**	**454**	**443**	**580**	**585**	**561**	**463**	**768**	**939**	**1024**	**1182**	**981**	**556**	**392**	**222**	**199**	**105**	
13	3	1	1	1	8	22	47	109	122	173	133	**162**	119	171	248	243	**341**	259	157	130	78	50	38	7
10	2	1	4	5	5	27	66	114	100	190	**141**	132	116	196	238	212	**263**	272	151	94	47	47	19	13
6	5	5	1	5	14	37	116	118	107	104	**162**	127	109	201	234	295	**293**	220	137	75	42	64	36	10
3	2	3	1	9	19	44	118	114	115	114	**151**	141	120	200	220	275	**285**	231	111	93	55	39	12	11

AM Peak 1115 - 1215 (615), AM PHF=0.95 PM Peak 1700 - 1800 (1182), PM PHF=0.87

* Thursday, April 20, 2017=10307, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
41	**14**	**8**	**15**	**18**	**31**	**148**	**360**	**423**	**419**	**605**	**552**	**626**	**635**	**820**	**993**	**1109**	**1087**	**1042**	**534**	**356**	**222**	**149**	**105**	
7	3	2	7	3	4	22	38	119	96	148	157	**162**	151	185	247	286	**304**	302	155	89	58	57	34	11
13	5	1	2	5	2	28	76	87	92	171	138	**169**	160	196	241	**263**	247	284	131	81	59	30	19	12
10	5	4	5	2	10	48	96	107	108	122	123	**158**	169	205	269	**272**	266	236	139	103	59	41	33	11
11	1	1	1	8	15	51	151	111	124	165	**135**	138	155	235	237	**288**	271	221	109	84	46	21	19	4

AM Peak 1145 - 1245 (623), AM PHF=0.92 PM Peak 1615 - 1715 (1127), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15888 -- English (ENU)

Datasets:

Site: **[22] GRANT RD BETWEEN PHYLLIS AVE AND CUESTA DR**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=16363, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	**22**	**19**	**28**	**40**	**119**	**319**	**836**	**1247**	**1355**	**1114**	**1102**	**1023**	**973**	**1040**	**1222**	**1301**	**1250**	**989**	**781**	**582**	**447**	**288**	**189**	
21	5	4	7	9	26	54	123	319	**350**	275	263	264	254	212	288	**360**	324	273	188	165	146	80	48	31
28	5	4	5	10	22	54	155	269	**372**	267	288	283	238	226	249	**325**	344	236	220	166	117	78	41	24
20	5	7	12	10	27	94	261	**335**	331	275	261	237	246	307	**369**	323	316	250	187	144	85	86	65	18
14	7	4	4	11	44	118	298	**324**	303	298	291	240	235	296	**316**	294	267	230	187	108	99	44	35	5

AM Peak 0830 - 0930 (1381), AM PHF=0.93 PM Peak 1530 - 1630 (1369), PM PHF=0.93

* Wednesday, April 19, 2017=16572, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
78	**21**	**25**	**32**	**38**	**113**	**318**	**850**	**1309**	**1315**	**1187**	**1157**	**1062**	**947**	**1069**	**1202**	**1322**	**1279**	**1005**	**807**	**564**	**336**	**320**	**220**	
31	8	7	3	4	14	45	144	314	**365**	291	255	273	220	211	280	**321**	354	303	227	171	99	83	62	35
24	6	3	11	9	19	57	183	276	**335**	313	281	264	251	246	252	**359**	321	242	194	124	77	104	42	18
18	3	6	10	11	28	92	264	**375**	322	330	302	316	247	331	326	**359**	306	252	204	134	83	82	80	21
5	4	9	8	14	52	125	259	**345**	294	253	320	210	230	282	**344**	284	299	208	183	135	77	52	36	9

AM Peak 0830 - 0930 (1419), AM PHF=0.95 PM Peak 1545 - 1645 (1382), PM PHF=0.96

* Thursday, April 20, 2017=16272, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	**27**	**19**	**32**	**37**	**111**	**324**	**837**	**1242**	**1231**	**1161**	**1021**	**1092**	**1007**	**1071**	**1240**	**1231**	**1223**	**974**	**808**	**621**	**439**	**221**	**224**	
35	7	6	8	7	19	40	136	268	**338**	293	232	285	251	245	280	**345**	356	252	203	182	129	57	73	25
18	7	4	9	7	21	58	144	308	**327**	303	236	326	265	263	**300**	272	316	244	207	153	88	69	41	26
21	6	6	10	9	34	97	243	**337**	281	316	284	280	241	306	**361**	289	268	244	194	158	95	62	54	21
9	7	3	5	14	37	130	315	**330**	286	250	270	202	250	258	**299**	325	284	235	205	129	128	33	56	15

AM Peak 0830 - 0930 (1331), AM PHF=0.98 PM Peak 1515 - 1615 (1305), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15889 -- English (ENU)

Datasets:

Site: **[22] GRANT RD BETWEEN PHYLLIS AVE AND CUESTA DR**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=17100, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	**24**	**20**	**43**	**76**	**254**	**591**	**948**	**1224**	**1003**	**1086**	**1030**	**1003**	**1000**	**1051**	**1204**	**1275**	**1428**	**1505**	**941**	**557**	**365**	**319**	**113**	
15	10	3	9	6	43	77	191	**327**	252	264	253	235	239	249	330	287	327	**368**	298	157	111	79	40	16
12	7	9	6	17	52	115	231	**284**	228	255	244	251	222	228	267	347	375	**390**	262	119	100	74	32	16
7	4	4	14	24	72	162	264	**299**	243	309	244	267	281	295	302	268	353	**353**	211	143	86	85	22	7
10	3	4	14	29	88	237	264	**315**	280	259	290	251	259	279	306	373	374	**394**	170	139	69	82	19	6

AM Peak 0800 - 0900 (1224), AM PHF=0.94 PM Peak 1800 - 1900 (1505), PM PHF=0.96

* Wednesday, April 19, 2017=17292, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
45	**26**	**19**	**43**	**67**	**261**	**599**	**959**	**1242**	**1090**	**1055**	**1075**	**973**	**1083**	**1103**	**1172**	**1238**	**1459**	**1489**	**958**	**558**	**357**	**294**	**131**	
16	8	3	3	10	36	82	156	**328**	288	258	256	198	267	236	285	281	342	**395**	276	169	114	67	49	17
16	7	7	11	12	58	131	250	**320**	269	308	285	267	255	293	286	282	349	**377**	284	135	90	68	26	14
7	6	7	14	15	71	166	276	**284**	261	253	254	273	273	289	258	308	**380**	373	183	136	71	74	31	12
6	5	2	15	30	97	221	278	**311**	272	237	280	236	288	286	344	368	**389**	345	216	120	83	85	25	12

AM Peak 0800 - 0900 (1242), AM PHF=0.95 PM Peak 1730 - 1830 (1540), PM PHF=0.97

* Thursday, April 20, 2017=15754, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	**24**	**24**	**45**	**69**	**234**	**609**	**969**	**1174**	**1045**	**1015**	**979**	**1102**	**1113**	**1157**	**1213**	**1316**	**1383**	**1481**	**752**	**0**	**0**	**0**	**0**	
17	7	9	9	11	21	65	194	**304**	261	263	252	257	235	261	272	296	331	**422**	267	0	0	0	0	0
14	4	4	13	15	46	154	231	**265**	253	269	220	293	291	280	324	334	311	**350**	244	0	0	0	0	0
12	5	3	12	12	69	188	224	**287**	275	238	243	278	277	305	270	296	**400**	363	202	0	0	0	0	0
12	8	8	11	31	98	203	**320**	319	258	245	265	275	311	311	348	391	**342**	347	40	0	0	0	0	0

AM Peak 0745 - 0845 (1175), AM PHF=0.92 PM Peak 1730 - 1830 (1513), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15904 -- English (ENU)

Datasets:

Site: **[29] MIDDLEFIELD RD BT ELLIS ST AND SR 237**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=8221, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**9**	**8**	**4**	**14**	**52**	**108**	**217**	**349**	**346**	**277**	**388**	**466**	**346**	**473**	**716**	**1140**	**1263**	**980**	**535**	**231**	**148**	**85**	**49**	
6	4	1	0	1	8	16	42	64	92	82	59	**128**	90	112	167	239	**349**	245	186	77	52	26	13	6
6	2	3	1	1	6	25	45	82	85	61	86	**117**	88	113	156	222	**347**	295	142	55	32	20	22	6
4	3	3	2	6	15	32	59	97	80	72	**124**	121	75	112	213	**335**	300	233	114	50	25	25	6	7
5	0	1	1	6	23	35	72	107	90	63	**120**	100	94	137	180	**344**	267	208	93	49	40	14	8	2

AM Peak 1130 - 1230 (489), AM PHF=0.95 PM Peak 1630 - 1730 (1375), PM PHF=0.99

* Wednesday, May 03, 2017=8210, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**16**	**9**	**5**	**11**	**41**	**118**	**223**	**363**	**396**	**301**	**436**	**439**	**389**	**467**	**646**	**1045**	**1358**	**936**	**472**	**262**	**145**	**73**	**42**	
6	6	1	1	2	3	22	40	76	97	80	67	**119**	103	111	143	268	**330**	269	174	83	58	27	13	5
6	4	6	2	0	8	30	56	98	112	92	107	**115**	100	108	134	201	**413**	262	119	70	31	14	12	8
7	5	2	0	4	14	30	63	91	100	67	**107**	103	96	119	200	293	**339**	202	93	65	31	20	12	5
2	1	0	2	5	17	37	65	99	89	63	**156**	103	90	130	169	**284**	276	203	86	44	26	12	5	1

AM Peak 1130 - 1230 (496), AM PHF=0.80 PM Peak 1645 - 1745 (1366), PM PHF=0.83

* Thursday, May 04, 2017=8166, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**9**	**5**	**7**	**9**	**45**	**118**	**228**	**381**	**419**	**288**	**409**	**514**	**407**	**501**	**728**	**1115**	**1160**	**914**	**445**	**198**	**126**	**81**	**44**	
5	2	0	1	2	5	24	36	89	114	83	80	**146**	109	117	161	264	**304**	280	140	65	41	35	15	10
8	4	1	1	1	6	31	53	95	110	75	73	**140**	88	123	168	253	**346**	233	144	45	31	16	8	6
5	2	3	4	3	16	25	66	103	102	61	120	**122**	116	129	224	**287**	282	199	81	51	29	19	14	3
1	1	1	1	3	19	39	74	94	94	70	**137**	107	95	132	175	**312**	229	203	81	37	25	11	7	5

AM Peak 1145 - 1245 (544), AM PHF=0.93 PM Peak 1630 - 1730 (1248), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15903 -- English (ENU)

Datasets:

Site: **[29] MIDDLEFIELD RD BT ELLIS ST AND SR 237**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=8398, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**6**	**9**	**10**	**41**	**132**	**368**	**878**	**1270**	**1315**	**801**	**406**	**450**	**440**	**301**	**266**	**306**	**427**	**389**	**212**	**133**	**102**	**83**	**41**	
6	1	1	1	1	18	65	145	262	**354**	236	111	112	**99**	61	57	76	88	92	58	37	28	21	24	4
7	0	2	3	3	23	69	188	323	**352**	235	90	99	**133**	86	53	68	125	120	53	30	26	25	8	2
1	2	5	2	13	36	111	245	**321**	310	166	110	**111**	94	86	77	75	116	88	58	29	24	16	8	2
2	3	1	4	24	56	123	302	**365**	300	165	96	**129**	114	68	79	88	98	90	44	38	25	21	2	8

AM Peak 0830 - 0930 (1391), AM PHF=0.95 PM Peak 1230 - 1330 (471), PM PHF=0.88

* Wednesday, May 03, 2017=8689, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**10**	**4**	**5**	**36**	**151**	**350**	**897**	**1276**	**1226**	**851**	**411**	**493**	**472**	**314**	**281**	**334**	**536**	**423**	**234**	**164**	**117**	**69**	**22**	
4	3	0	1	0	13	54	170	289	**299**	273	100	118	127	81	62	63	104	**107**	75	36	39	22	6	6
2	2	1	2	2	31	69	209	288	**294**	227	104	118	135	67	66	72	124	**138**	64	46	30	20	8	3
2	1	3	2	6	36	93	237	314	**320**	209	103	123	106	81	76	71	**156**	93	55	50	20	13	4	3
8	4	0	0	28	71	135	282	**386**	314	143	105	135	104	85	77	129	**153**	85	41	32	29	14	4	2

AM Peak 0845 - 0945 (1298), AM PHF=0.84 PM Peak 1730 - 1830 (554), PM PHF=0.89

* Thursday, May 04, 2017=8484, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**7**	**3**	**41**	**136**	**376**	**812**	**1316**	**1317**	**776**	**470**	**491**	**484**	**308**	**301**	**309**	**450**	**343**	**216**	**125**	**77**	**57**	**45**	
6	2	1	0	1	19	64	158	314	**348**	251	123	119	**122**	81	77	72	109	71	70	37	25	16	14	8
3	6	3	1	5	23	76	229	302	**326**	222	113	134	**160**	63	71	79	109	102	64	29	17	19	9	5
3	1	3	1	6	30	106	195	**350**	314	158	127	**119**	102	77	77	85	99	93	42	29	21	10	13	4
2	3	0	1	29	65	130	230	**351**	331	146	108	**120**	101	88	77	74	133	78	41	31	15	12	9	2

AM Peak 0830 - 0930 (1374), AM PHF=0.98 PM Peak 1230 - 1330 (520), PM PHF=0.82

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15902 -- English (ENU)

Datasets:

Site: **[28] MIDDLEFIELD RD BT MOFFETT BLVD AND TYRELLA AVE**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=7708, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**10**	**13**	**9**	**12**	**43**	**118**	**329**	**588**	**488**	**343**	**323**	**423**	**412**	**371**	**542**	**686**	**985**	**753**	**475**	**324**	**242**	**132**	**73**	
5	2	6	2	2	8	20	39	131	**133**	103	61	130	108	91	117	158	217	**227**	136	90	73	38	22	9
6	4	1	2	4	9	30	61	121	**134**	83	94	92	106	96	151	156	**238**	210	130	84	61	45	15	12
2	2	1	5	1	10	28	86	**164**	105	84	74	91	71	88	128	171	**255**	167	116	69	49	34	12	7
7	2	5	0	5	16	40	143	**173**	117	74	95	111	127	96	146	202	**276**	149	93	81	59	15	24	8

AM Peak 0830 - 0930 (604), AM PHF=0.87 PM Peak 1715 - 1815 (995), PM PHF=0.90

* Wednesday, May 10, 2017=8217, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	**19**	**12**	**11**	**9**	**44**	**109**	**334**	**579**	**552**	**336**	**378**	**455**	**426**	**403**	**584**	**708**	**1087**	**831**	**500**	**317**	**262**	**150**	**80**	
9	2	3	2	1	6	18	46	138	**154**	113	92	94	100	106	129	133	220	**278**	172	94	96	43	29	8
12	6	2	4	1	5	24	60	**142**	133	101	87	117	121	107	175	195	**266**	206	113	61	59	46	21	11
7	8	3	2	3	20	29	104	**146**	142	66	92	121	98	99	169	174	**328**	185	122	79	56	34	13	4
8	3	4	3	4	13	39	125	**154**	124	58	108	124	108	92	112	206	**274**	163	93	84	51	27	17	6

AM Peak 0815 - 0915 (595), AM PHF=0.97 PM Peak 1715 - 1815 (1146), PM PHF=0.87

* Thursday, May 11, 2017=8018, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**19**	**14**	**6**	**13**	**43**	**121**	**329**	**602**	**578**	**328**	**391**	**459**	**445**	**406**	**526**	**700**	**937**	**758**	**537**	**348**	**243**	**120**	**70**	
8	7	3	2	2	8	14	49	141	**174**	96	84	116	114	88	139	145	221	**231**	160	96	68	35	26	16
11	8	7	1	0	4	34	50	118	**163**	80	108	90	108	103	118	154	**247**	208	128	98	64	37	19	9
4	1	1	1	3	14	28	79	**162**	130	62	99	121	124	109	134	204	**227**	163	132	75	49	29	15	7
6	3	3	2	8	17	46	151	**182**	112	91	101	133	100	107	136	197	**242**	157	117	80	63	19	10	3

AM Peak 0830 - 0930 (680), AM PHF=0.94 PM Peak 1715 - 1815 (947), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15901 -- English (ENU)

Datasets:

Site: **[28] MIDDLEFIELD RD BT MOFFETT BLVD AND TYRELLA AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=6771, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**11**	**11**	**11**	**15**	**58**	**192**	**665**	**809**	**582**	**350**	**304**	**370**	**335**	**309**	**375**	**432**	**673**	**531**	**314**	**183**	**115**	**72**	**45**	
3	3	2	3	1	6	23	109	**196**	152	100	68	104	80	96	85	83	150	**156**	91	65	37	19	12	6
4	5	3	4	3	8	38	126	**214**	150	79	77	97	84	60	102	111	**188**	144	84	43	36	22	15	7
1	2	2	3	3	19	56	183	**205**	143	76	64	82	79	73	111	116	**179**	121	72	34	23	16	7	4
5	1	4	1	8	25	77	**248**	196	138	96	96	87	92	81	77	122	**157**	111	68	41	19	15	11	6

AM Peak 0745 - 0845 (862), AM PHF=0.87 PM Peak 1715 - 1815 (680), PM PHF=0.90

* Wednesday, May 10, 2017=6906, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**16**	**10**	**11**	**20**	**63**	**188**	**550**	**798**	**581**	**389**	**350**	**390**	**344**	**341**	**423**	**464**	**664**	**501**	**311**	**212**	**130**	**79**	**53**	
6	2	3	3	1	6	33	90	**193**	153	110	76	96	90	83	99	113	149	**150**	96	52	37	25	17	11
7	3	1	5	5	12	27	132	**217**	157	104	89	103	91	69	102	115	**172**	142	79	57	36	27	12	3
4	2	4	1	6	23	44	135	**214**	149	96	86	103	91	87	122	105	**158**	116	78	53	30	12	9	5
6	9	2	2	8	22	85	**195**	175	124	79	101	89	73	103	101	132	**186**	94	58	50	27	15	15	1

AM Peak 0745 - 0845 (818), AM PHF=0.94 PM Peak 1715 - 1815 (665), PM PHF=0.90

* Thursday, May 11, 2017=6888, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**12**	**6**	**5**	**18**	**66**	**188**	**574**	**827**	**538**	**342**	**343**	**389**	**324**	**373**	**405**	**470**	**690**	**507**	**344**	**193**	**134**	**74**	**50**	
11	5	2	1	4	12	22	83	**228**	165	90	76	111	75	88	92	96	**150**	134	90	59	40	19	12	4
3	2	0	3	2	12	38	124	**215**	138	98	96	98	71	78	90	115	**182**	135	85	44	36	21	13	8
5	4	2	1	5	20	49	159	**193**	119	72	79	113	80	95	124	121	**179**	129	109	45	34	17	13	1
1	1	2	0	8	22	80	**208**	192	117	82	93	68	99	113	100	140	**180**	110	60	45	24	17	12	2

AM Peak 0745 - 0845 (843), AM PHF=0.93 PM Peak 1700 - 1800 (690), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15896 -- English (ENU)

Datasets:

Site: **[25] MIDDLEFIELD RD BT OLD MIDDLEFIELD WAY AND INDEPENDANCE AVE**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=3357, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**3**	**0**	**3**	**2**	**13**	**33**	**82**	**183**	**160**	**130**	**139**	**160**	**141**	**156**	**219**	**406**	**564**	**411**	**203**	**131**	**126**	**67**	**22**	
0	1	0	0	0	3	5	16	37	**37**	47	36	46	32	36	49	68	**156**	118	51	36	37	20	7	6
5	0	0	1	0	2	9	12	41	**49**	40	31	38	44	39	65	106	**148**	105	70	37	39	25	8	5
1	0	0	2	0	5	7	24	**54**	36	28	38	38	36	37	60	116	**129**	106	44	32	28	13	3	0
3	2	0	0	2	3	12	30	**52**	40	16	34	39	29	44	46	117	**132**	82	38	27	23	9	4	2

AM Peak 0830 - 0930 (190), AM PHF=0.89 PM Peak 1700 - 1800 (564), PM PHF=0.91

* Wednesday, April 19, 2017=3536, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**2**	**2**	**2**	**4**	**12**	**35**	**81**	**236**	**181**	**140**	**159**	**165**	**146**	**170**	**277**	**424**	**584**	**408**	**207**	**153**	**81**	**43**	**15**	
6	0	0	0	1	4	6	14	40	**52**	39	36	47	38	51	59	88	**134**	128	73	40	28	16	3	7
5	1	0	2	0	3	12	17	**65**	49	36	41	38	24	38	79	121	**135**	95	54	39	18	11	9	11
0	0	2	0	1	0	10	26	**67**	46	37	42	47	41	34	63	108	**144**	94	40	40	18	12	2	1
2	1	0	0	2	5	8	25	**64**	35	29	40	33	43	47	77	107	**172**	92	40	35	17	4	1	0

AM Peak 0815 - 0915 (248), AM PHF=0.92 PM Peak 1700 - 1800 (584), PM PHF=0.85

* Thursday, April 20, 2017=3777, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**3**	**5**	**2**	**2**	**11**	**33**	**97**	**232**	**204**	**165**	**186**	**205**	**189**	**205**	**250**	**448**	**601**	**399**	**233**	**135**	**98**	**43**	**17**	
7	1	1	0	0	4	5	23	53	**69**	39	37	52	52	44	41	90	**141**	123	63	44	32	12	7	7
11	2	3	0	1	2	9	15	52	**53**	47	37	60	41	43	64	121	**141**	113	69	27	27	15	5	4
1	0	0	1	0	4	10	31	**75**	40	41	51	43	46	56	77	111	**162**	87	60	30	18	12	2	3
0	0	1	1	1	1	10	29	**53**	42	38	62	50	51	63	69	127	**157**	77	41	34	21	5	3	3

AM Peak 0830 - 0930 (250), AM PHF=0.83 PM Peak 1700 - 1800 (601), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15894 -- English (ENU)

Datasets:

Site: **[25] MIDDLEFIELD RD BT OLD MIDDLEFIELD WAY AND INDEPENDANCE AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=1876, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**0**	**1**	**4**	**11**	**35**	**132**	**167**	**129**	**100**	**71**	**76**	**63**	**70**	**91**	**150**	**258**	**228**	**131**	**72**	**43**	**32**	**8**	
2	0	0	0	1	1	6	19	**36**	39	32	18	21	12	19	24	19	61	**72**	44	17	14	14	3	0
4	1	0	0	1	2	6	35	**45**	31	32	14	14	17	21	24	43	68	**74**	34	18	15	12	2	1
0	1	0	1	2	4	10	31	**43**	30	18	16	21	16	13	22	38	**64**	42	29	17	7	2	1	1
1	0	0	0	1	4	14	**47**	43	29	19	24	21	18	18	21	50	**66**	40	24	20	7	4	2	0

AM Peak 0745 - 0845 (171), AM PHF=0.91 PM Peak 1730 - 1830 (275), PM PHF=0.94

* Wednesday, April 19, 2017=2647, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**1**	**2**	**6**	**19**	**92**	**247**	**360**	**171**	**75**	**62**	**87**	**149**	**142**	**194**	**195**	**271**	**228**	**143**	**89**	**56**	**42**	**18**	
0	0	0	0	1	2	7	35	**75**	57	23	15	23	27	38	38	40	47	**63**	44	21	14	14	8	3
1	0	0	1	1	2	20	53	**86**	49	18	13	20	36	35	58	50	**77**	58	37	25	19	12	4	4
1	0	1	0	0	2	25	71	**100**	35	19	16	22	46	35	58	58	**80**	61	33	25	7	9	2	2
0	0	0	1	4	13	40	89	**99**	30	16	19	23	41	35	41	48	**68**	46	30	18	16	7	4	2

AM Peak 0800 - 0900 (360), AM PHF=0.90 PM Peak 1715 - 1815 (287), PM PHF=0.90

* Thursday, April 20, 2017=2982, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**5**	**1**	**2**	**6**	**16**	**72**	**244**	**349**	**244**	**84**	**73**	**85**	**115**	**171**	**197**	**190**	**338**	**462**	**147**	**70**	**56**	**31**	**17**	
3	2	0	0	0	3	13	35	**76**	69	22	17	24	24	35	44	40	67	**189**	42	19	11	11	7	1
4	0	0	0	3	3	14	60	**87**	72	21	21	15	23	43	53	42	65	**120**	41	19	21	4	4	3
2	3	0	1	2	3	15	59	**88**	65	24	15	27	32	45	41	47	86	**91**	34	23	14	8	3	0
2	0	1	1	1	7	30	90	**99**	39	19	20	20	37	48	59	62	**121**	62	30	9	10	8	3	1

AM Peak 0800 - 0900 (349), AM PHF=0.89 PM Peak 1745 - 1845 (521), PM PHF=0.69

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15893 -- English (ENU)

Datasets:

Site: **[24EB] MIDDLEFIELD RD BT SAN ANTONIO RD AND OLD MIDDLEFIELD WAY**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=10555, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	**19**	**9**	**10**	**24**	**67**	**180**	**384**	**759**	**703**	**537**	**523**	**639**	**550**	**633**	**726**	**947**	**1179**	**915**	**590**	**413**	**401**	**219**	**83**	
24	8	1	1	3	8	42	67	165	**185**	158	126	157	145	156	189	191	**327**	249	151	113	108	76	35	18
15	1	2	2	2	14	39	80	187	**195**	130	126	150	122	142	185	225	**284**	236	165	101	110	70	20	24
8	4	2	6	8	26	46	110	**176**	145	123	140	174	140	163	191	248	**275**	233	119	110	99	40	15	9
5	6	4	1	11	19	54	128	**231**	178	128	131	159	143	173	161	284	**294**	198	155	90	85	33	14	5

AM Peak 0830 - 0930 (787), AM PHF=0.85 PM Peak 1700 - 1800 (1179), PM PHF=0.90

* Wednesday, April 19, 2017=10585, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**24**	**14**	**11**	**33**	**69**	**173**	**398**	**827**	**668**	**524**	**550**	**532**	**589**	**643**	**725**	**1007**	**1175**	**899**	**572**	**460**	**329**	**206**	**106**	
18	4	2	2	8	8	28	67	171	**186**	141	127	142	128	168	179	215	275	**282**	165	120	119	80	38	40
24	8	6	2	6	11	44	87	**192**	173	132	137	142	129	155	162	279	**305**	222	158	115	72	48	27	26
9	7	4	7	7	22	42	111	**240**	161	131	125	148	174	152	185	258	**274**	206	134	112	77	51	22	15
5	5	2	0	12	28	60	133	**224**	149	122	162	101	160	169	199	255	**322**	190	116	113	62	27	19	12

AM Peak 0815 - 0915 (842), AM PHF=0.88 PM Peak 1715 - 1815 (1182), PM PHF=0.92

* Thursday, April 20, 2017=11080, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
93	**17**	**16**	**17**	**28**	**60**	**171**	**416**	**819**	**721**	**544**	**584**	**625**	**638**	**688**	**720**	**1049**	**1251**	**896**	**629**	**425**	**376**	**210**	**91**	
40	6	8	4	2	13	23	85	158	**235**	125	146	149	164	174	160	200	**326**	282	169	136	111	65	27	35
26	6	5	6	11	11	36	89	**241**	174	143	123	175	143	146	171	257	**317**	235	175	98	91	56	28	23
15	3	2	5	5	19	54	108	**205**	156	142	142	141	164	170	194	301	**317**	208	162	95	87	47	19	18
12	2	1	2	11	17	60	134	**216**	157	135	174	161	168	199	196	**292**	292	171	123	96	87	43	17	21

AM Peak 0815 - 0915 (897), AM PHF=0.93 PM Peak 1645 - 1745 (1252), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15892 -- English (ENU)

Datasets:

Site: **[24WB] MIDDLEFIELD RD BT SAN ATNONIO RD AND OLD MIDDLEFIELD WAY**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=9963, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	**13**	**10**	**16**	**59**	**153**	**339**	**659**	**762**	**662**	**688**	**508**	**549**	**528**	**541**	**578**	**697**	**1013**	**812**	**533**	**296**	**294**	**149**	**74**	
13	6	0	1	12	18	66	121	**191**	170	211	140	147	115	134	143	135	**264**	244	172	75	110	39	27	7
8	5	5	3	10	32	77	159	**197**	158	184	113	141	152	132	163	176	**237**	215	132	70	73	38	18	6
10	1	3	8	17	49	96	177	**189**	153	140	112	137	119	123	138	175	**272**	176	118	71	53	46	15	12
5	1	2	4	21	55	101	**203**	185	182	154	143	125	143	153	134	211	**241**	178	111	81	59	27	14	8

AM Peak 0745 - 0845 (779), AM PHF=0.96 PM Peak 1700 - 1800 (1013), PM PHF=0.93

* Wednesday, April 19, 2017=10421, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**23**	**14**	**15**	**60**	**156**	**348**	**696**	**823**	**691**	**508**	**553**	**544**	**525**	**541**	**692**	**775**	**1160**	**944**	**507**	**321**	**262**	**158**	**77**	
7	9	1	0	13	24	59	118	**205**	191	153	143	156	142	147	173	149	270	**291**	143	90	105	45	22	10
6	9	3	2	8	25	73	163	**192**	204	125	113	134	119	119	173	169	257	**276**	158	85	53	46	19	22
12	4	1	7	17	47	95	205	**223**	144	110	145	118	136	150	162	191	**286**	209	109	85	51	29	18	13
8	1	9	6	23	60	122	**211**	203	153	121	152	136	129	125	185	267	**348**	169	98	62	54	38	18	11

AM Peak 0745 - 0845 (831), AM PHF=0.93 PM Peak 1730 - 1830 (1201), PM PHF=0.86

* Thursday, April 20, 2017=11073, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**21**	**12**	**24**	**58**	**151**	**347**	**694**	**894**	**673**	**532**	**524**	**552**	**507**	**588**	**646**	**835**	**1260**	**1362**	**549**	**295**	**259**	**155**	**85**	
10	6	3	4	7	23	67	123	**245**	194	145	135	135	127	159	157	170	326	**365**	191	82	68	41	24	10
22	3	5	5	17	27	87	152	**236**	155	139	140	132	126	136	178	188	279	**464**	132	96	74	39	30	12
13	9	0	4	11	38	81	206	**226**	153	128	108	148	121	145	142	204	**311**	300	127	64	61	34	21	14
11	3	4	11	23	64	112	**215**	188	172	121	141	137	134	149	169	274	**345**	234	99	54	56	42	10	14

AM Peak 0745 - 0845 (921), AM PHF=0.94 PM Peak 1730 - 1830 (1485), PM PHF=0.80

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15900 -- English (ENU)

Datasets:

Site: **[27] MIDDLEFIELD RD BT SHORELINE BLVD AND MOFFETT BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=7953, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**12**	**11**	**6**	**9**	**36**	**118**	**354**	**573**	**456**	**312**	**342**	**442**	**365**	**384**	**619**	**746**	**1103**	**792**	**479**	**362**	**211**	**127**	**64**	
11	1	2	2	1	5	16	58	124	**140**	100	73	104	96	95	151	134	**252**	222	149	99	68	42	23	16
9	2	3	1	2	7	31	62	**141**	110	75	87	86	95	94	187	167	**284**	217	121	108	54	38	19	10
8	2	2	2	3	12	30	101	**165**	101	78	89	128	89	84	142	207	**269**	183	114	87	50	27	13	12
7	7	4	1	3	13	41	133	**144**	106	59	94	125	85	112	139	238	**299**	170	95	68	40	20	9	7

AM Peak 0815 - 0915 (589), AM PHF=0.89 PM Peak 1700 - 1800 (1103), PM PHF=0.92

* Wednesday, May 03, 2017=7908, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
45	**12**	**12**	**9**	**11**	**44**	**109**	**284**	**561**	**530**	**307**	**393**	**404**	**370**	**344**	**580**	**680**	**1043**	**855**	**493**	**367**	**235**	**153**	**72**	
16	6	4	3	4	8	16	49	119	**151**	90	78	105	95	87	148	137	217	**256**	148	94	68	53	24	11
10	2	3	3	2	9	28	52	141	**151**	74	89	107	91	80	165	157	**275**	222	130	98	62	40	22	9
12	2	2	1	3	15	29	78	**154**	115	81	102	100	81	92	131	213	**260**	189	122	90	60	34	11	6
7	2	3	2	2	12	36	105	**147**	113	62	125	93	104	86	136	174	**291**	189	94	86	46	26	15	3

AM Peak 0830 - 0930 (602), AM PHF=0.98 PM Peak 1715 - 1815 (1082), PM PHF=0.93

* Thursday, May 04, 2017=7632, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**20**	**6**	**9**	**11**	**35**	**113**	**345**	**568**	**448**	**317**	**362**	**469**	**381**	**386**	**502**	**699**	**981**	**754**	**457**	**308**	**235**	**123**	**77**	
11	6	3	6	1	2	11	53	109	**123**	81	82	101	97	87	158	144	231	**233**	127	89	62	41	20	11
9	6	1	0	1	5	23	58	**158**	132	80	87	93	91	99	108	168	**262**	216	136	87	61	40	24	12
6	2	2	2	5	15	36	89	**145**	96	81	93	160	94	103	121	189	**248**	162	102	69	55	18	13	2
3	6	0	1	4	14	43	146	**156**	97	75	100	116	99	98	116	199	**241**	144	93	64	59	24	20	10

AM Peak 0815 - 0915 (582), AM PHF=0.92 PM Peak 1715 - 1815 (983), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15899 -- English (ENU)

Datasets:

Site: **[27] MIDDLEFIELD RD BT SHORELINE BLVD AND MOFFETT BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=8420, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**8**	**11**	**12**	**28**	**84**	**272**	**701**	**1096**	**845**	**455**	**393**	**437**	**378**	**405**	**445**	**524**	**693**	**627**	**415**	**236**	**177**	**97**	**59**	
8	4	3	4	2	13	46	92	249	**256**	154	77	115	81	96	108	128	160	**176**	118	51	53	28	14	10
8	1	2	3	6	19	56	148	**318**	204	120	99	119	97	92	106	111	**188**	171	115	63	54	30	18	13
5	3	1	4	6	18	67	226	**257**	194	85	95	109	118	93	125	144	**179**	135	108	63	39	22	18	9
5	0	5	1	14	34	104	236	**273**	191	96	124	95	82	125	107	142	**168**	146	75	60	32	17	9	10

AM Peak 0815 - 0915 (1103), AM PHF=0.87 PM Peak 1715 - 1815 (709), PM PHF=0.95

* Wednesday, May 03, 2017=8941, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**15**	**14**	**13**	**33**	**94**	**272**	**613**	**1024**	**917**	**462**	**365**	**402**	**362**	**396**	**422**	**587**	**1097**	**758**	**419**	**283**	**191**	**113**	**52**	
10	6	5	4	2	14	34	102	223	**277**	127	78	94	96	110	100	113	242	**274**	138	80	54	36	17	13
13	5	4	4	7	17	62	146	**280**	222	132	82	111	81	76	94	141	**290**	190	125	67	55	31	15	8
9	1	5	5	7	24	76	158	**267**	213	109	99	97	86	91	111	151	**326**	158	82	59	43	25	10	7
10	3	1	0	17	40	100	207	**255**	206	94	107	100	99	120	119	183	**239**	136	75	78	39	21	10	6

AM Peak 0815 - 0915 (1079), AM PHF=0.96 PM Peak 1715 - 1815 (1129), PM PHF=0.87

* Thursday, May 04, 2017=8542, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**16**	**10**	**17**	**19**	**91**	**255**	**763**	**1107**	**948**	**468**	**413**	**470**	**380**	**384**	**426**	**494**	**660**	**622**	**377**	**243**	**172**	**117**	**60**	
13	4	4	1	1	10	40	125	223	**302**	151	95	123	96	103	99	107	163	**193**	113	76	57	31	17	11
8	7	2	3	5	17	58	170	**268**	225	123	92	144	97	86	106	131	**175**	143	105	56	36	34	21	16
7	2	2	6	5	25	63	228	**285**	237	111	111	98	87	91	109	127	**160**	146	83	49	43	22	12	2
6	3	2	7	8	40	95	241	**331**	185	85	115	105	101	104	113	130	**162**	141	76	64	36	30	11	5

AM Peak 0815 - 0915 (1186), AM PHF=0.90 PM Peak 1715 - 1815 (690), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15898 -- English (ENU)

Datasets:

Site: **[26] MIDDLEFIELD RD BT SIERRA VISTA AVE AND TERRA BELLA AVE**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=6473, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**11**	**6**	**2**	**10**	**38**	**85**	**369**	**432**	**314**	**266**	**314**	**347**	**300**	**351**	**562**	**648**	**864**	**659**	**333**	**261**	**165**	**88**	**40**	
5	1	1	1	2	5	15	36	**99**	86	62	78	77	92	103	150	126	**189**	178	106	81	48	30	10	8
5	3	3	0	1	6	20	61	**108**	74	70	88	84	69	76	149	152	**217**	172	87	56	59	17	14	2
4	4	1	1	5	16	18	118	**119**	62	66	70	101	75	66	136	182	**220**	160	75	63	28	21	9	4
1	3	1	0	2	11	32	**155**	107	93	69	79	86	64	107	128	189	**238**	150	66	62	30	20	7	1

AM Peak 0745 - 0845 (480), AM PHF=0.78 PM Peak 1700 - 1800 (864), PM PHF=0.91

* Wednesday, May 03, 2017=6502, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**8**	**5**	**5**	**10**	**51**	**83**	**258**	**449**	**419**	**290**	**286**	**309**	**304**	**324**	**546**	**589**	**846**	**747**	**392**	**275**	**160**	**85**	**51**	
8	2	1	1	2	5	13	43	83	**141**	68	68	88	82	79	162	117	192	**203**	107	67	64	31	19	5
2	1	0	3	0	10	15	54	118	**133**	77	65	75	64	74	124	144	**196**	175	90	74	38	20	13	9
4	4	1	0	3	18	20	74	**119**	91	67	75	69	68	71	131	173	**242**	203	97	63	33	22	10	4
1	1	3	1	5	18	35	88	**130**	54	78	79	78	91	100	129	156	**217**	167	98	71	25	13	10	1

AM Peak 0830 - 0930 (522), AM PHF=0.93 PM Peak 1715 - 1815 (858), PM PHF=0.89

* Thursday, May 04, 2017=6319, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**8**	**9**	**7**	**12**	**35**	**110**	**370**	**433**	**321**	**271**	**269**	**359**	**301**	**346**	**454**	**598**	**829**	**628**	**389**	**255**	**173**	**85**	**42**	
5	0	4	3	3	6	28	45	**107**	75	73	64	87	76	73	149	107	**210**	168	112	78	51	29	13	5
9	3	2	1	1	8	22	63	**114**	82	77	71	89	78	72	110	153	**214**	195	131	74	46	23	14	5
4	2	3	1	6	10	21	**115**	101	72	60	67	104	81	99	81	161	**212**	130	75	55	41	20	5	1
1	3	0	2	2	12	39	**147**	112	93	61	68	79	67	103	114	178	**194**	136	71	49	36	13	10	5

AM Peak 0730 - 0830 (482), AM PHF=0.82 PM Peak 1700 - 1800 (829), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15897 -- English (ENU)

Datasets:

Site: **[26] MIDDLEFIELD RD BT SIERRA VISTA AVE AND TERRA BELLA AVE**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=6557, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**7**	**7**	**4**	**11**	**49**	**136**	**641**	**633**	**466**	**305**	**300**	**365**	**324**	**365**	**490**	**445**	**610**	**490**	**380**	**253**	**120**	**101**	**44**	
6	2	1	1	3	9	20	79	**157**	134	89	58	103	76	77	172	106	128	**141**	120	66	40	38	21	3
4	1	0	1	0	9	28	90	**169**	117	74	84	94	85	81	114	88	**157**	139	92	57	28	24	16	6
2	3	5	1	2	15	38	**177**	160	107	81	63	84	92	94	85	108	**165**	108	92	77	25	22	6	4
5	1	1	1	6	16	51	**295**	147	109	61	95	85	71	114	120	143	**160**	103	77	54	27	17	1	7

AM Peak 0730 - 0830 (798), AM PHF=0.68 PM Peak 1715 - 1815 (622), PM PHF=0.95

* Wednesday, May 03, 2017=7023, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**7**	**6**	**4**	**15**	**53**	**153**	**388**	**647**	**583**	**291**	**260**	**342**	**292**	**336**	**446**	**604**	**1017**	**632**	**372**	**229**	**153**	**123**	**55**	
3	2	0	1	1	10	18	67	120	**207**	71	55	96	69	89	176	99	**223**	212	104	61	52	52	19	8
6	4	1	0	1	13	30	79	162	**171**	67	64	87	79	71	97	141	**257**	142	92	54	40	40	18	10
4	0	2	1	5	13	38	108	**177**	91	84	55	81	83	78	87	172	**289**	134	88	41	37	11	10	5
7	1	3	2	8	17	68	135	**188**	114	69	86	79	61	99	86	193	**249**	145	90	74	24	20	8	2

AM Peak 0830 - 0930 (743), AM PHF=0.90 PM Peak 1700 - 1800 (1017), PM PHF=0.88

* Thursday, May 04, 2017=6493, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**13**	**1**	**6**	**11**	**58**	**144**	**607**	**708**	**546**	**308**	**318**	**364**	**300**	**312**	**462**	**401**	**565**	**456**	**393**	**221**	**156**	**83**	**40**	
8	5	1	2	1	8	24	76	141	**200**	100	73	102	64	63	177	103	134	**155**	111	58	55	27	9	5
10	5	0	0	1	8	28	95	**156**	127	55	75	79	92	72	93	82	**166**	112	121	71	36	27	19	11
5	0	0	1	0	15	34	193	**174**	112	68	73	92	58	69	93	109	**140**	84	91	51	36	10	6	7
2	3	0	3	9	27	58	243	**238**	107	86	97	91	87	109	99	108	**127**	105	71	41	30	19	6	5

AM Peak 0815 - 0915 (767), AM PHF=0.81 PM Peak 1715 - 1815 (587), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15907 -- English (ENU)

Datasets:
Site: **[31] MIRAMONTE AVE BETWEEN CUESTA DR AND COVINGTON DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=4549, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**3**	**1**	**3**	**10**	**18**	**89**	**205**	**434**	**487**	**359**	**340**	**279**	**242**	**287**	**366**	**352**	**323**	**269**	**202**	**142**	**60**	**46**	**18**	
4	2	0	1	2	4	16	51	92	**129**	98	87	76	56	70	86	**90**	96	68	65	37	14	14	8	3
4	1	1	1	2	5	23	36	68	**129**	78	77	55	53	49	85	**91**	95	49	60	52	20	12	5	2
2	0	0	1	3	2	24	48	**138**	114	91	85	79	74	72	94	**101**	74	67	41	25	15	8	5	1
4	0	0	0	3	7	26	70	**136**	115	92	91	69	59	96	**101**	70	58	85	36	28	11	12	0	2

AM Peak 0830 - 0930 (532), AM PHF=0.96 PM Peak 1545 - 1645 (383), PM PHF=0.95

* Wednesday, April 19, 2017 - Total=4334, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**1**	**3**	**4**	**12**	**29**	**93**	**199**	**412**	**427**	**324**	**299**	**286**	**215**	**239**	**332**	**329**	**331**	**281**	**209**	**117**	**100**	**51**	**33**	
3	0	1	2	0	3	9	41	88	**98**	93	60	79	66	49	67	**82**	88	79	77	32	27	18	8	1
2	0	1	1	4	7	13	29	102	**114**	96	64	64	53	45	71	**79**	77	60	52	32	29	12	14	2
1	0	0	0	5	11	26	61	**112**	92	75	102	73	61	77	**101**	83	76	76	47	28	27	10	9	1
2	1	1	1	3	8	45	68	**110**	123	60	73	70	35	68	**93**	85	90	66	33	25	17	11	2	2

AM Peak 0830 - 0930 (434), AM PHF=0.95 PM Peak 1530 - 1630 (355), PM PHF=0.88

* Thursday, April 20, 2017 - Total=4342, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**2**	**3**	**2**	**13**	**20**	**76**	**216**	**463**	**421**	**327**	**280**	**259**	**275**	**272**	**313**	**316**	**341**	**259**	**206**	**124**	**83**	**43**	**22**	
1	1	2	0	3	3	9	48	78	**121**	88	53	53	58	58	81	92	**93**	71	59	34	32	12	6	2
2	1	0	1	2	6	11	32	89	**111**	77	63	69	70	69	76	63	**100**	61	60	35	18	11	10	7
1	0	1	0	2	3	20	56	**146**	101	84	95	71	67	84	86	**91**	90	72	48	25	19	14	5	2
2	0	0	1	6	8	36	80	**150**	88	78	69	66	80	61	70	**70**	58	55	39	30	14	6	1	3

AM Peak 0830 - 0930 (528), AM PHF=0.88 PM Peak 1630 - 1730 (354), PM PHF=0.89

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15909 -- English (ENU)

Datasets:
Site: **[31] MIRAMONTE AVE BETWEEN CUESTA DR AND COVINGTON DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=4364, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**6**	**4**	**5**	**4**	**15**	**50**	**145**	**265**	**203**	**258**	**268**	**244**	**260**	**282**	**341**	**418**	**443**	**468**	**302**	**155**	**140**	**57**	**18**	
3	2	1	1	1	1	8	29	77	49	54	58	**71**	72	62	86	100	94	**127**	84	44	49	26	6	7
5	2	1	0	1	4	12	23	77	51	55	**60**	60	59	75	74	103	98	**133**	75	41	34	7	2	3
2	1	1	2	0	4	13	29	58	42	89	**76**	59	74	73	76	102	122	**123**	87	33	28	16	5	2
3	1	1	2	2	6	17	64	53	61	60	**74**	54	55	72	105	113	**129**	85	56	37	29	8	5	3

AM Peak 1115 - 1215 (281), AM PHF=0.92 PM Peak 1745 - 1845 (512), PM PHF=0.96

* Wednesday, April 19, 2017 - Total=4392, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**4**	**2**	**4**	**4**	**7**	**59**	**117**	**269**	**228**	**256**	**264**	**275**	**262**	**297**	**325**	**375**	**440**	**440**	**310**	**195**	**139**	**75**	**30**	
7	2	1	0	1	1	7	26	59	77	73	58	**87**	58	60	80	90	111	**130**	94	63	43	31	10	3
3	1	0	1	1	2	12	21	68	49	85	**81**	63	68	64	89	90	112	**120**	81	49	41	12	7	3
2	0	0	2	2	1	17	28	66	55	54	**61**	63	60	84	68	103	103	**108**	77	40	30	25	4	2
3	1	1	1	0	3	23	42	76	47	44	**64**	62	76	89	88	92	**114**	82	58	43	25	7	9	1

AM Peak 1115 - 1215 (293), AM PHF=0.84 PM Peak 1745 - 1845 (472), PM PHF=0.91

* Thursday, April 20, 2017 - Total=4380, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**4**	**4**	**0**	**5**	**11**	**56**	**153**	**260**	**202**	**254**	**254**	**272**	**267**	**311**	**345**	**421**	**431**	**413**	**323**	**188**	**117**	**53**	**27**	
3	0	2	0	2	1	14	30	61	45	76	46	**93**	65	80	90	115	92	**118**	104	51	35	17	8	5
3	1	1	0	0	1	11	27	78	43	67	**73**	66	72	59	88	100	100	**107**	84	38	26	18	4	1
2	1	0	0	2	5	16	40	58	60	61	**56**	50	55	77	75	109	**113**	100	70	47	27	10	9	6
1	2	1	0	1	4	15	56	63	54	50	**79**	63	75	95	92	97	**126**	88	65	52	29	8	6	4

AM Peak 1115 - 1215 (301), AM PHF=0.81 PM Peak 1730 - 1830 (464), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15905 -- English (ENU)

Datasets:

Site: **[30] MIRAMONTE AVE BETWEEN EL COMINO REAL AND CUESTA DR**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=4403, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**2**	**0**	**14**	**6**	**13**	**64**	**227**	**518**	**361**	**284**	**275**	**262**	**207**	**276**	**359**	**376**	**366**	**279**	**229**	**115**	**92**	**51**	**18**	
2	1	0	1	1	1	5	29	**140**	97	73	65	64	45	49	89	**92**	79	72	77	40	24	14	9	5
3	0	0	5	1	5	17	29	**113**	84	78	75	70	43	53	91	**103**	108	76	50	37	34	16	2	4
5	0	0	5	3	3	22	65	**144**	91	62	79	65	62	69	74	**91**	111	69	61	15	17	15	4	1
3	1	0	3	1	4	20	104	**122**	89	72	57	64	57	105	**106**	91	68	62	41	23	17	6	3	0

AM Peak 0800 - 0900 (518), AM PHF=0.90 PM Peak 1545 - 1645 (391), PM PHF=0.92

* Wednesday, April 19, 2017=4449, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**1**	**4**	**2**	**11**	**20**	**64**	**244**	**544**	**353**	**268**	**262**	**255**	**213**	**289**	**352**	**348**	**366**	**327**	**222**	**123**	**101**	**50**	**26**	
5	0	2	0	1	1	6	45	**160**	85	81	75	65	47	58	**73**	81	92	86	53	47	26	19	11	4
4	0	0	0	4	4	13	31	**135**	100	62	57	57	45	40	**91**	95	92	80	67	32	25	15	6	5
1	1	1	1	2	7	26	61	**131**	85	60	66	64	62	70	**92**	92	98	88	61	24	29	8	5	3
0	0	1	1	4	8	19	108	**119**	83	65	64	69	60	**122**	96	81	84	73	41	20	21	8	4	4

AM Peak 0800 - 0900 (544), AM PHF=0.85 PM Peak 1445 - 1545 (377), PM PHF=0.78

* Thursday, April 20, 2017=4377, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**1**	**3**	**6**	**6**	**18**	**59**	**255**	**489**	**346**	**271**	**275**	**343**	**255**	**256**	**336**	**343**	**341**	**248**	**201**	**131**	**101**	**54**	**25**	
4	0	1	1	0	1	8	26	**113**	81	75	50	126	61	49	60	**83**	88	61	59	41	37	19	9	3
5	0	1	1	1	8	10	42	**120**	97	61	73	93	60	69	86	**102**	84	77	47	28	22	18	9	1
3	1	1	1	2	5	20	70	**131**	91	68	79	70	71	71	**102**	64	91	56	54	34	18	10	5	5
4	0	0	3	3	4	21	117	**125**	78	68	74	54	64	67	**89**	95	79	55	41	28	25	7	3	2

AM Peak 0800 - 0900 (489), AM PHF=0.94 PM Peak 1530 - 1630 (375), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15906 -- English (ENU)

Datasets:

Site: **[30] MIRAMONTE AVE BETWEEN EL COMINO REAL AND CUESTA DR**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=4863, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**4**	**1**	**21**	**7**	**23**	**53**	**337**	**333**	**209**	**246**	**214**	**237**	**227**	**382**	**377**	**432**	**612**	**478**	**292**	**168**	**124**	**64**	**18**	
3	0	0	2	1	3	5	22	**80**	57	61	60	60	49	63	98	103	138	**147**	85	50	25	26	8	7
2	1	0	1	1	4	11	46	**96**	43	59	52	57	61	108	97	95	**145**	130	81	46	28	20	4	2
2	1	0	6	4	7	9	**117**	82	46	59	53	54	56	109	79	115	**148**	108	69	37	34	11	4	1
2	2	1	12	1	9	29	**153**	76	63	68	50	67	62	103	104	120	**182**	94	58	36	37	7	2	4

AM Peak 0730 - 0830 (444), AM PHF=0.73 PM Peak 1715 - 1815 (621), PM PHF=0.86

* Wednesday, April 19, 2017=4926, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**5**	**5**	**8**	**8**	**17**	**51**	**260**	**347**	**282**	**239**	**218**	**288**	**275**	**372**	**368**	**435**	**583**	**471**	**321**	**182**	**98**	**63**	**22**	
7	1	1	3	1	1	10	21	**82**	79	61	62	67	64	64	80	89	129	**150**	88	65	29	15	5	4
2	1	3	1	1	1	10	44	**107**	82	59	58	65	74	94	98	114	**143**	131	87	47	34	17	7	2
1	3	0	1	3	4	9	62	**80**	58	62	47	84	66	108	93	118	**163**	102	78	34	22	10	6	3
4	0	1	3	3	11	22	**133**	79	64	58	51	73	72	106	99	115	**148**	89	70	37	13	21	4	3

AM Peak 0745 - 0845 (401), AM PHF=0.75 PM Peak 1715 - 1815 (604), PM PHF=0.93

* Thursday, April 20, 2017=4835, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**4**	**2**	**3**	**6**	**22**	**47**	**365**	**309**	**217**	**243**	**261**	**282**	**291**	**309**	**352**	**426**	**576**	**471**	**295**	**162**	**102**	**45**	**36**	
4	0	1	0	1	6	9	30	**72**	67	64	43	74	66	78	95	107	136	**131**	87	46	32	24	15	8
2	1	0	1	2	4	8	45	**86**	48	58	66	74	86	70	70	86	126	**152**	89	42	27	6	8	2
3	1	0	0	2	5	10	**141**	65	57	60	60	62	71	69	71	105	**172**	97	62	31	23	5	9	4
3	2	1	2	1	7	20	**150**	87	46	63	93	73	69	92	116	129	**143**	91	58	43	20	10	4	5

AM Peak 0730 - 0830 (448), AM PHF=0.75 PM Peak 1730 - 1830 (598), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15912 -- English (ENU)

Datasets:

Site: **[33NB] MOFFETT BLVD BT MIDDLEFIELD RD AND CENTRAL AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=6628, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**19**	**13**	**9**	**15**	**52**	**131**	**329**	**539**	**463**	**342**	**309**	**359**	**407**	**351**	**416**	**387**	**434**	**469**	**437**	**413**	**363**	**222**	**113**	
17	6	3	3	3	11	26	60	108	**135**	94	58	96	111	89	81	95	86	**142**	133	86	117	74	27	13
12	6	5	5	2	11	30	63	**121**	117	78	68	90	114	100	104	107	**115**	101	113	112	83	62	36	13
7	4	4	0	1	10	31	85	**149**	102	88	84	90	94	88	115	94	**109**	110	82	96	86	45	35	9
6	3	1	1	9	20	44	121	**161**	109	83	101	84	88	74	117	91	**125**	117	109	120	78	42	15	7

AM Peak 0815 - 0915 (566), AM PHF=0.88 PM Peak 1715 - 1815 (490), PM PHF=0.86

* Wednesday, May 03, 2017=6689, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**24**	**13**	**7**	**22**	**47**	**134**	**295**	**510**	**497**	**315**	**349**	**398**	**456**	**321**	**393**	**356**	**425**	**460**	**454**	**420**	**367**	**269**	**121**	
13	9	4	2	2	5	27	46	93	**186**	81	67	78	**107**	85	77	83	104	140	127	99	93	90	34	23
13	5	3	4	3	5	31	70	121	**129**	88	84	97	**112**	93	102	92	113	97	117	118	81	77	29	20
9	6	2	0	8	25	34	67	**153**	86	76	80	96	**128**	68	125	102	104	121	108	106	96	57	31	13
7	4	4	1	9	12	42	112	**143**	96	71	119	**127**	110	76	90	80	105	103	102	97	97	46	27	10

AM Peak 0830 - 0930 (611), AM PHF=0.82 PM Peak 1245 - 1345 (473), PM PHF=0.92

* Thursday, May 04, 2017=6556, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	**27**	**21**	**8**	**13**	**49**	**113**	**313**	**481**	**448**	**328**	**332**	**418**	**451**	**377**	**401**	**330**	**435**	**427**	**392**	**401**	**346**	**248**	**135**	
23	7	6	0	1	4	26	51	103	**138**	98	74	104	114	96	91	91	90	**134**	88	114	79	73	39	23
20	7	4	1	3	7	21	63	97	**127**	82	82	109	104	103	98	84	**115**	96	108	91	90	69	37	26
13	8	6	2	4	13	25	88	**145**	93	72	74	105	119	90	111	88	**99**	96	107	99	88	53	29	19
10	5	5	5	5	25	42	112	**137**	91	77	102	101	115	90	102	68	**132**	101	90	97	90	54	31	8

AM Peak 0830 - 0930 (546), AM PHF=0.94 PM Peak 1715 - 1815 (479), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15913 -- English (ENU)

Datasets:

Site: **[33SB] MOFFETT BLVD BT MIDDLEFIELD RD AND CENTRAL AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=6032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**15**	**11**	**10**	**22**	**76**	**171**	**322**	**342**	**309**	**302**	**439**	**401**	**287**	**308**	**373**	**383**	**634**	**550**	**374**	**274**	**231**	**111**	**57**	
10	3	1	5	3	12	23	55	81	73	80	78	**117**	79	76	87	78	128	**130**	104	55	76	31	23	11
8	5	5	0	2	14	38	74	98	80	67	104	**117**	62	76	82	86	**149**	137	111	73	67	31	14	7
9	1	1	3	7	23	48	93	86	78	78	**106**	83	75	76	101	98	**157**	156	98	76	42	30	13	6
7	6	4	2	10	27	63	101	78	79	78	**151**	85	72	81	104	121	**200**	128	62	71	46	20	7	1

AM Peak 1130 - 1230 (490), AM PHF=0.81 PM Peak 1715 - 1815 (636), PM PHF=0.79

* Wednesday, May 03, 2017=6243, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**14**	**8**	**16**	**23**	**73**	**163**	**309**	**360**	**309**	**311**	**438**	**367**	**337**	**308**	**383**	**487**	**691**	**541**	**363**	**285**	**244**	**131**	**61**	
11	6	3	5	3	9	27	66	82	91	60	82	**103**	92	78	85	98	129	**169**	99	81	94	50	17	7
7	3	1	7	4	15	37	70	112	83	77	83	**105**	82	70	106	129	**197**	153	92	82	51	36	16	11
6	1	1	3	6	17	45	81	78	74	74	**118**	76	77	82	94	113	**173**	112	85	63	50	26	13	6
1	4	3	1	10	32	55	93	89	62	100	**156**	84	87	78	99	148	**193**	108	87	60	50	20	15	5

AM Peak 1130 - 1230 (481), AM PHF=0.77 PM Peak 1715 - 1815 (732), PM PHF=0.93

* Thursday, May 04, 2017=5987, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**17**	**13**	**17**	**23**	**72**	**168**	**328**	**407**	**332**	**283**	**484**	**397**	**271**	**329**	**338**	**413**	**518**	**491**	**403**	**280**	**191**	**117**	**71**	
7	6	5	3	6	6	32	76	90	107	58	80	**125**	69	62	83	91	100	**122**	107	68	63	40	24	11
11	3	3	2	2	13	34	55	99	88	65	92	**102**	60	93	82	116	**162**	138	107	67	51	21	21	11
6	4	5	4	5	25	43	97	99	64	81	**148**	98	73	83	78	102	**113**	125	99	66	42	35	14	8
5	4	0	8	10	28	60	101	120	73	80	**165**	73	70	91	96	106	**144**	106	91	80	36	22	12	9

AM Peak 1130 - 1230 (538), AM PHF=0.82 PM Peak 1715 - 1815 (541), PM PHF=0.84

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15910 -- English (ENU)

Datasets:

Site: **[32NB] MOFFETT BLVD BT SB US 101 RAMPS AND NB SR 85 RAMPS**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=7182, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**11**	**21**	**11**	**35**	**195**	**446**	**592**	**813**	**649**	**545**	**434**	**486**	**439**	**331**	**323**	**274**	**297**	**227**	**251**	**277**	**235**	**156**	**100**	
12	4	6	0	4	23	103	124	**198**	177	159	111	121	**121**	84	70	65	78	57	69	52	79	51	34	11
11	1	8	4	7	44	128	136	**216**	176	117	101	120	**135**	84	64	76	72	54	57	85	49	42	29	11
10	3	6	4	5	56	101	165	**192**	147	135	105	**115**	90	73	101	59	79	54	62	73	61	38	21	4
5	3	1	3	19	74	115	168	**208**	150	135	118	**131**	94	90	89	75	69	63	65	68	48	25	16	5

AM Peak 0800 - 0900 (813), AM PHF=0.94 PM Peak 1230 - 1330 (500), PM PHF=0.93

* Wednesday, May 03, 2017=7252, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**15**	**16**	**16**	**46**	**185**	**453**	**595**	**754**	**697**	**486**	**450**	**512**	**508**	**301**	**331**	**262**	**254**	**248**	**261**	**300**	**252**	**185**	**97**	
11	5	5	4	5	23	112	120	150	**210**	140	112	118	**134**	83	76	70	63	69	60	84	77	63	22	19
11	2	5	3	8	30	87	149	**202**	199	127	100	118	**119**	96	83	62	60	54	64	72	71	42	29	14
4	4	2	5	13	55	129	149	**199**	137	112	122	133	**151**	70	89	65	65	63	73	64	55	41	23	9
5	4	4	4	20	78	126	178	**203**	153	108	117	**143**	104	52	84	66	67	62	65	80	50	39	23	12

AM Peak 0815 - 0915 (814), AM PHF=0.97 PM Peak 1245 - 1345 (547), PM PHF=0.90

* Thursday, May 04, 2017=7030, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**24**	**17**	**12**	**52**	**190**	**418**	**585**	**716**	**640**	**510**	**415**	**437**	**500**	**361**	**303**	**290**	**241**	**233**	**254**	**263**	**223**	**203**	**93**	
19	7	7	2	6	15	93	129	182	**199**	152	117	112	**135**	93	70	86	61	71	63	63	62	58	22	20
14	7	4	2	12	34	106	116	**166**	163	120	95	90	**123**	105	77	74	64	53	58	78	48	58	23	23
9	5	6	4	14	58	93	156	**185**	149	126	86	110	**126**	75	92	62	56	56	64	55	59	54	26	14
12	5	0	4	20	84	127	185	**184**	130	113	118	**126**	117	88	65	69	61	54	70	68	54	33	22	12

AM Peak 0815 - 0915 (733), AM PHF=0.92 PM Peak 1245 - 1345 (510), PM PHF=0.95

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15911 -- English (ENU)

Datasets:

Site: **[32SB] MOFFETT BLVD BT SB US 101 RAMPS AND NB SR 85 RAMPS**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=7168, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**25**	**21**	**7**	**20**	**74**	**141**	**208**	**245**	**367**	**292**	**520**	**443**	**311**	**442**	**550**	**723**	**899**	**622**	**447**	**287**	**237**	**165**	**88**	
11	6	4	1	4	15	28	49	50	97	65	124	**125**	81	95	126	176	**217**	181	127	79	74	53	23	19
18	8	10	2	3	12	28	41	52	93	72	**140**	112	80	109	129	157	**242**	185	118	74	63	38	25	13
6	4	2	2	4	23	42	48	68	91	78	**126**	111	72	115	159	187	**198**	151	109	82	40	42	23	8
3	7	5	2	10	25	43	70	77	87	78	**131**	97	78	123	137	204	**243**	106	95	54	60	32	18	4

AM Peak 1115 - 1215 (521), AM PHF=0.93 PM Peak 1700 - 1800 (899), PM PHF=0.93

* Wednesday, May 03, 2017=7426, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	**26**	**17**	**15**	**21**	**63**	**139**	**205**	**265**	**353**	**353**	**507**	**465**	**374**	**425**	**558**	**814**	**926**	**597**	**379**	**334**	**269**	**190**	**94**	
19	8	6	1	4	14	27	55	48	114	86	106	**121**	97	102	133	169	**263**	192	95	82	76	52	29	16
13	8	3	6	2	14	32	35	67	81	89	116	**124**	79	93	137	201	**216**	149	110	86	60	61	26	18
8	3	4	6	12	16	38	64	81	74	72	**140**	110	105	110	129	212	**214**	116	87	82	69	40	16	14
4	7	4	2	3	20	42	51	69	85	106	**146**	111	93	121	159	233	**234**	141	88	85	66	37	24	8

AM Peak 1130 - 1230 (530), AM PHF=0.91 PM Peak 1700 - 1800 (926), PM PHF=0.88

* Thursday, May 04, 2017=7242, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**29**	**14**	**12**	**21**	**62**	**137**	**229**	**311**	**329**	**276**	**516**	**452**	**376**	**447**	**516**	**704**	**893**	**600**	**405**	**338**	**240**	**188**	**98**	
16	11	5	2	6	9	27	49	78	99	65	94	**138**	96	98	139	182	**205**	180	117	109	70	57	24	15
18	5	2	4	3	12	38	47	62	76	74	**128**	118	80	117	112	166	**222**	152	111	75	68	46	32	9
14	6	4	5	7	21	41	59	72	70	73	**159**	114	101	123	122	176	**204**	152	85	69	50	50	23	17
8	7	3	1	5	20	31	74	100	85	64	**136**	82	101	111	144	181	**262**	117	93	86	52	36	19	16

AM Peak 1115 - 1215 (561), AM PHF=0.88 PM Peak 1700 - 1800 (893), PM PHF=0.85

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15941 -- English (ENU)

Datasets:

Site: **[34EB] OLD IDDLEFIELD WAY BT RENGSTORFF AVE AND SB US 101 RAMPS**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 16, 2017=11634, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	**17**	**23**	**20**	**47**	**139**	**324**	**763**	**1129**	**869**	**634**	**556**	**644**	**628**	**664**	**737**	**798**	**843**	**708**	**591**	**583**	**451**	**263**	**137**	
26	0	4	3	4	22	53	112	**249**	229	175	131	175	152	165	173	187	**234**	192	175	146	152	97	51	29
19	4	6	2	14	21	64	187	**262**	248	156	145	139	175	166	214	**236**	209	203	138	160	102	72	36	20
13	6	5	5	10	40	88	223	**325**	224	157	129	147	142	174	177	**199**	201	165	130	145	118	52	33	11
11	8	8	10	19	57	119	242	**294**	169	147	151	183	160	160	174	**177**	201	150	149	133	80	42	17	20

AM Peak 0800 - 0900 (1129), AM PHF=0.87 PM Peak 1615 - 1715 (845), PM PHF=0.90

* Wednesday, May 17, 2017=12453, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**37**	**14**	**16**	**47**	**122**	**336**	**700**	**1130**	**1001**	**599**	**598**	**615**	**729**	**681**	**682**	**862**	**1031**	**1008**	**728**	**564**	**421**	**284**	**175**	
29	8	6	2	7	12	49	132	239	**266**	165	157	132	200	160	193	181	**259**	255	239	161	131	105	71	25
20	10	3	4	12	20	61	144	**294**	257	140	140	161	168	157	185	189	**244**	244	171	140	115	74	42	26
11	11	3	4	13	50	119	194	**304**	250	147	146	175	183	194	173	224	**248**	228	173	119	97	62	35	18
20	9	2	6	15	41	108	231	**293**	228	148	156	148	178	171	132	268	**280**	281	145	144	78	44	28	15

AM Peak 0815 - 0915 (1157), AM PHF=0.95 PM Peak 1700 - 1800 (1031), PM PHF=0.92

* Thursday, May 18, 2017=11887, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**46**	**25**	**15**	**44**	**122**	**327**	**738**	**1082**	**949**	**689**	**598**	**668**	**729**	**703**	**733**	**827**	**802**	**638**	**656**	**524**	**426**	**325**	**144**	
25	10	8	4	2	18	54	124	229	**248**	176	144	191	170	176	203	202	**236**	168	179	154	139	116	58	38
26	13	8	2	11	20	70	181	**264**	251	163	162	161	199	166	166	**213**	208	145	156	140	97	82	39	32
18	12	1	7	12	39	84	216	**320**	247	161	137	171	181	187	192	**211**	172	159	165	117	114	72	27	24
15	11	9	2	20	46	119	218	**270**	204	189	156	145	179	175	172	**201**	187	167	157	114	77	55	20	18

AM Peak 0815 - 0915 (1101), AM PHF=0.86 PM Peak 1615 - 1715 (860), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15940 -- English (ENU)

Datasets:

Site: **[34WB] OLD MIDDLEFIELD WAY BT RENGSTORFF AVE AND SB US 101 RAMPS**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 16, 2017=13065, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**35**	**23**	**36**	**86**	**291**	**586**	**751**	**735**	**848**	**619**	**612**	**610**	**588**	**593**	**870**	**1200**	**1413**	**1205**	**690**	**467**	**373**	**256**	**126**	
16	15	6	8	15	57	119	196	202	**222**	160	149	170	140	132	215	180	**367**	339	238	147	106	72	38	22
15	7	5	3	14	49	132	165	189	**231**	157	159	152	148	132	230	298	**306**	281	183	103	89	68	31	14
16	10	7	8	27	76	158	167	155	**203**	149	148	148	150	147	192	312	**378**	295	148	97	100	66	26	13
11	3	5	17	30	110	177	224	190	**193**	153	157	140	150	183	234	**412**	362	291	121	121	78	51	31	18

AM Peak 0900 - 1000 (848), AM PHF=0.92 PM Peak 1645 - 1745 (1462), PM PHF=0.89

* Wednesday, May 17, 2017=13028, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**40**	**28**	**41**	**87**	**274**	**589**	**756**	**850**	**1028**	**833**	**595**	**594**	**603**	**601**	**744**	**1095**	**1222**	**963**	**631**	**470**	**438**	**290**	**194**	
22	23	4	7	12	45	124	189	197	**243**	249	141	140	147	123	176	208	**329**	274	181	133	118	89	49	52
14	6	7	3	16	56	124	160	191	**267**	247	147	143	155	150	198	249	**305**	268	173	105	110	83	57	33
13	9	11	21	23	61	147	175	214	**276**	189	136	156	153	167	169	283	**325**	217	149	118	116	53	41	15
18	2	6	11	36	112	195	233	**249**	243	148	171	155	149	162	202	**356**	264	205	130	115	94	66	48	21

AM Peak 0845 - 0945 (1034), AM PHF=0.94 PM Peak 1645 - 1745 (1314), PM PHF=0.92

* Thursday, May 18, 2017=13116, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
121	**39**	**26**	**35**	**94**	**261**	**567**	**784**	**723**	**952**	**643**	**667**	**631**	**593**	**635**	**767**	**968**	**1506**	**1014**	**693**	**514**	**389**	**312**	**187**	
52	12	10	7	11	34	113	176	179	**279**	224	156	158	155	148	180	202	**313**	295	202	134	102	88	48	35
33	13	8	5	11	54	120	161	181	**238**	153	163	143	144	154	191	215	**359**	284	179	127	99	80	55	21
15	6	4	5	30	65	145	213	174	**207**	127	161	154	151	152	186	256	**435**	212	164	135	93	72	39	31
21	8	4	18	42	109	190	234	190	**229**	140	187	177	143	182	211	296	**399**	223	149	119	96	73	45	21

AM Peak 0900 - 1000 (952), AM PHF=0.85 PM Peak 1700 - 1800 (1506), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15918 -- English (ENU)

Datasets:

Site: **[37] RENGSTORFF AVE BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=8467, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
51	**22**	**17**	**12**	**37**	**85**	**216**	**448**	**698**	**599**	**485**	**474**	**494**	**503**	**487**	**622**	**507**	**559**	**598**	**496**	**440**	**329**	**189**	**106**	
26	5	5	3	8	14	34	95	**197**	154	140	100	138	124	110	**166**	91	138	135	132	127	93	67	40	14
7	5	4	3	6	16	42	89	**161**	166	124	133	116	128	122	**171**	93	152	136	123	101	83	54	22	18
13	3	3	4	9	26	56	109	**163**	145	108	116	121	129	126	**156**	163	131	170	121	125	76	36	26	8
5	9	5	2	15	29	84	156	**178**	134	114	126	119	122	**130**	129	161	139	157	121	88	78	33	18	10

AM Peak 0800 - 0900 (698), AM PHF=0.89 PM Peak 1445 - 1545 (622), PM PHF=0.91

* Wednesday, May 10, 2017=8585, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**16**	**19**	**10**	**26**	**82**	**228**	**445**	**698**	**598**	**458**	**491**	**577**	**527**	**525**	**591**	**566**	**568**	**551**	**480**	**422**	**317**	**230**	**117**	
14	5	6	3	3	16	37	90	173	**186**	126	112	163	129	94	**180**	133	134	126	128	120	77	89	35	16
18	5	5	1	6	17	53	98	**167**	130	123	133	138	117	125	**142**	135	151	139	127	114	95	54	37	19
8	1	3	2	9	22	53	111	**180**	153	98	141	138	145	134	**137**	151	161	111	110	95	79	46	29	8
10	5	5	4	8	27	86	146	**179**	130	113	105	140	136	**173**	133	148	122	176	116	94	66	42	16	3

AM Peak 0815 - 0915 (711), AM PHF=0.96 PM Peak 1445 - 1545 (631), PM PHF=0.88

* Thursday, May 11, 2017=8509, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**30**	**16**	**10**	**40**	**101**	**209**	**477**	**696**	**579**	**500**	**496**	**559**	**557**	**538**	**566**	**500**	**580**	**543**	**459**	**419**	**302**	**201**	**92**	
16	7	2	1	9	15	43	91	**175**	143	132	124	124	**148**	138	132	136	160	156	132	109	76	61	31	15
19	7	3	5	5	19	40	110	**163**	166	131	139	**148**	118	125	142	119	138	139	113	99	80	56	24	14
8	8	8	2	12	23	47	126	**191**	133	105	111	**161**	133	137	139	131	158	118	101	96	78	52	20	12
3	8	3	2	14	44	79	150	**167**	138	132	123	**127**	159	139	153	115	125	131	113	115	68	32	17	7

AM Peak 0800 - 0900 (696), AM PHF=0.91 PM Peak 1215 - 1315 (583), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15919 -- English (ENU)

Datasets:

Site: **[37] RENGSTORFF AVE BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=9443, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**26**	**21**	**20**	**44**	**70**	**176**	**451**	**544**	**478**	**515**	**557**	**566**	**506**	**555**	**681**	**609**	**810**	**854**	**657**	**540**	**388**	**226**	**102**	
20	8	9	4	5	10	26	65	131	126	128	107	**136**	118	115	130	124	182	**231**	157	134	105	74	35	12
13	5	1	3	10	14	46	86	126	116	131	138	**148**	160	135	189	157	182	**259**	175	142	115	59	24	8
13	7	3	3	10	23	41	118	142	112	133	146	**155**	109	145	220	144	**223**	180	165	126	91	59	25	15
7	6	8	10	19	23	63	183	146	125	124	**166**	128	120	161	143	185	**224**	185	160	138	78	35	18	8

AM Peak 1145 - 1245 (605), AM PHF=0.91 PM Peak 1730 - 1830 (936), PM PHF=0.90

* Wednesday, May 10, 2017=9311, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**18**	**19**	**27**	**30**	**78**	**181**	**352**	**596**	**500**	**495**	**561**	**605**	**537**	**594**	**628**	**620**	**705**	**774**	**685**	**523**	**378**	**234**	**133**	
12	5	6	4	3	13	29	62	130	131	107	130	**120**	141	134	155	141	159	**188**	202	138	136	78	44	17
8	7	5	7	6	17	38	97	171	126	144	156	**170**	123	160	158	177	155	**223**	154	146	75	60	33	9
15	3	6	2	5	23	52	93	173	110	132	124	**175**	140	143	170	169	**199**	192	192	137	79	58	31	11
8	3	2	14	16	25	62	101	122	133	113	**152**	141	133	157	146	134	**193**	172	138	103	89	38	25	13

AM Peak 1145 - 1245 (617), AM PHF=0.88 PM Peak 1730 - 1830 (802), PM PHF=0.90

* Thursday, May 11, 2017=9311, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**33**	**23**	**24**	**38**	**81**	**168**	**477**	**562**	**436**	**469**	**568**	**621**	**537**	**549**	**610**	**601**	**852**	**794**	**583**	**483**	**390**	**245**	**123**	
17	8	6	5	8	12	30	69	122	111	114	119	**163**	135	124	119	122	220	**202**	137	111	115	73	45	26
9	12	7	2	4	17	35	84	146	111	100	138	**176**	136	136	162	162	174	**198**	151	145	110	56	26	14
11	7	6	7	10	18	36	131	129	99	114	**161**	139	135	146	186	149	**232**	227	160	120	82	71	29	11
13	6	4	10	17	34	68	194	166	115	142	**151**	144	131	143	144	169	**227**	167	136	107	84	46	24	11

AM Peak 1130 - 1230 (650), AM PHF=0.93 PM Peak 1730 - 1830 (858), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15958 -- English (ENU)

Datasets:

Site: **[1] RENGSTORFF AVE BT CHARLESTON AVE AND NB US 101 RAMPS**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 23, 2017=11402, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**8**	**11**	**8**	**62**	**258**	**401**	**777**	**1825**	**2185**	**1372**	**742**	**565**	**497**	**357**	**365**	**399**	**471**	**443**	**309**	**154**	**116**	**43**	**22**	
5	6	3	3	10	37	88	157	320	**537**	372	170	**146**	129	105	85	114	111	144	96	45	34	20	7	5
10	2	2	1	7	49	88	178	391	**595**	425	197	**109**	125	93	106	86	96	110	80	46	32	5	6	1
2	0	3	2	21	70	88	196	**537**	482	333	190	**150**	119	79	82	109	114	95	69	30	23	6	2	1
0	0	3	2	24	102	137	247	**578**	571	243	186	**160**	125	80	93	91	150	95	65	34	28	12	7	3

AM Peak 0830 - 0930 (2246), AM PHF=0.94 PM Peak 1200 - 1300 (565), PM PHF=0.88

* Wednesday, May 24, 2017=11340, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**5**	**6**	**11**	**70**	**263**	**402**	**763**	**1692**	**2229**	**1318**	**735**	**563**	**489**	**423**	**353**	**466**	**441**	**425**	**336**	**156**	**121**	**44**	**24**	
5	2	3	3	5	38	84	150	300	**605**	393	178	**128**	118	114	85	126	95	95	87	58	40	12	4	4
1	1	0	2	11	57	72	175	377	**609**	415	192	**136**	125	120	93	139	103	120	97	36	32	17	8	2
1	1	1	2	15	71	91	181	463	**506**	288	197	**139**	113	97	85	112	114	121	79	33	21	6	5	0
3	1	2	4	40	97	155	258	**553**	510	222	169	**160**	134	93	90	91	129	89	74	30	28	9	7	1

AM Peak 0845 - 0945 (2272), AM PHF=0.93 PM Peak 1200 - 1300 (563), PM PHF=0.88

* Thursday, May 25, 2017=11464, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**10**	**8**	**17**	**63**	**252**	**381**	**775**	**1578**	**2334**	**1427**	**819**	**604**	**533**	**391**	**427**	**414**	**398**	**421**	**267**	**159**	**91**	**62**	**30**	
4	5	1	3	6	36	77	147	272	**620**	413	197	**163**	130	116	102	91	95	100	64	47	22	20	11	4
2	1	2	3	9	63	72	153	360	**600**	428	198	**140**	147	94	92	118	94	125	80	40	19	14	7	3
0	2	3	6	19	59	103	199	430	**597**	310	219	**148**	146	80	93	97	99	95	70	35	24	16	5	3
1	2	2	5	29	94	129	276	516	**518**	277	206	**154**	111	102	140	109	111	101	53	38	26	12	7	5

AM Peak 0900 - 1000 (2334), AM PHF=0.94 PM Peak 1200 - 1300 (604), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15957 -- English (ENU)

Datasets:

Site: **[1] RENGSTORFF AVE BT CHARLESTON AVE AND NB US 101 RAMPS**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 23, 2017=10586, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**22**	**18**	**8**	**32**	**35**	**82**	**145**	**227**	**297**	**311**	**447**	**469**	**582**	**650**	**707**	**1286**	**1578**	**1320**	**1158**	**630**	**302**	**188**	**63**	
12	8	4	4	1	6	17	28	43	86	85	91	**137**	166	158	177	275	**405**	363	325	224	102	59	23	11
5	4	4	0	5	8	10	32	54	64	66	**98**	95	125	144	144	328	**419**	330	334	145	75	57	15	11
10	8	7	3	21	8	23	45	64	73	78	**128**	111	130	197	190	325	**400**	312	287	155	72	38	14	7
7	2	3	1	6	13	32	40	67	75	82	**130**	127	162	152	197	**358**	355	316	212	106	53	34	11	8

AM Peak 1115 - 1215 (493), AM PHF=0.90 PM Peak 1645 - 1745 (1581), PM PHF=0.94

* Wednesday, May 24, 2017=10723, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**21**	**12**	**6**	**41**	**51**	**82**	**137**	**201**	**311**	**313**	**415**	**492**	**564**	**694**	**711**	**1340**	**1639**	**1346**	**1189**	**559**	**292**	**189**	**86**	
11	7	1	2	5	6	15	21	47	72	105	81	**145**	139	187	191	301	**413**	353	335	203	90	63	34	18
11	4	1	2	8	12	14	29	46	73	72	93	**94**	141	148	136	317	**423**	357	347	143	73	40	15	14
7	4	6	1	17	12	27	38	51	75	77	121	**133**	138	193	178	372	**418**	317	281	123	75	53	19	6
8	6	4	1	11	21	27	50	57	93	60	**121**	120	147	167	206	350	**386**	320	226	90	55	34	18	5

AM Peak 1145 - 1245 (493), AM PHF=0.85 PM Peak 1700 - 1800 (1639), PM PHF=0.97

* Thursday, May 25, 2017=10656, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**24**	**16**	**13**	**39**	**34**	**75**	**172**	**199**	**309**	**345**	**474**	**536**	**623**	**671**	**773**	**1309**	**1610**	**1304**	**990**	**599**	**243**	**167**	**93**	
18	10	6	2	3	9	17	40	38	83	96	87	**146**	172	185	190	309	**417**	366	286	212	74	44	22	21
14	4	1	2	10	11	11	33	47	68	82	110	**146**	143	152	161	320	**416**	364	282	150	62	44	31	7
6	5	6	3	16	6	19	40	55	74	85	**144**	132	149	191	191	329	**385**	292	236	130	62	59	23	9
5	5	3	6	10	8	29	59	61	85	82	**134**	113	160	144	232	352	**393**	283	187	109	45	20	18	13

AM Peak 1130 - 1230 (568), AM PHF=0.98 PM Peak 1700 - 1800 (1610), PM PHF=0.97

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15916 -- English (ENU)

Datasets:

Site: **[36NB] RENGSTORFF AVE BT MONTECITO AVE AND CENTRAL EXPY**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=8562, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**27**	**18**	**17**	**32**	**92**	**226**	**531**	**790**	**719**	**517**	**489**	**493**	**478**	**486**	**570**	**510**	**496**	**481**	**539**	**414**	**308**	**203**	**96**	
13	9	9	8	5	17	42	93	178	**226**	152	122	115	128	106	**142**	118	141	126	149	119	96	71	34	19
8	6	3	3	6	19	42	112	**181**	152	135	137	132	114	118	**160**	127	133	129	142	107	75	50	24	8
4	8	0	3	10	24	62	131	**208**	170	122	114	115	118	118	**128**	132	102	117	127	92	85	42	16	9
9	5	6	3	11	32	81	196	**224**	171	110	117	132	118	**145**	141	134	122	110	123	96	53	40	23	10

AM Peak 0815 - 0915 (838), AM PHF=0.93 PM Peak 1445 - 1545 (574), PM PHF=0.90

* Wednesday, April 26, 2017=8851, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**21**	**14**	**13**	**35**	**106**	**207**	**491**	**755**	**757**	**530**	**516**	**580**	**542**	**556**	**570**	**512**	**516**	**534**	**474**	**417**	**354**	**216**	**95**	
19	6	3	3	7	22	27	89	182	**218**	154	136	139	140	130	**161**	111	135	149	132	130	88	74	41	20
8	3	3	5	8	24	35	106	181	**205**	138	108	138	143	122	**159**	141	131	121	123	120	99	62	23	13
9	7	4	3	5	33	61	108	**181**	147	112	136	170	119	**147**	132	110	130	129	107	95	81	46	14	8
10	5	4	2	15	28	84	189	**211**	187	127	137	133	141	**158**	119	151	122	136	112	73	86	35	18	8

AM Peak 0830 - 0930 (815), AM PHF=0.93 PM Peak 1430 - 1530 (624), PM PHF=0.97

* Thursday, April 27, 2017=8919, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	**26**	**18**	**14**	**34**	**103**	**214**	**528**	**804**	**741**	**581**	**508**	**550**	**557**	**533**	**552**	**472**	**498**	**536**	**524**	**445**	**305**	**227**	**105**	
20	5	9	1	4	16	36	99	183	**213**	159	143	120	**129**	132	122	102	137	131	124	134	81	70	27	12
13	3	3	4	8	19	43	119	**190**	184	141	113	140	**152**	130	144	121	118	149	140	110	82	64	35	20
8	10	0	7	6	29	60	124	**209**	161	125	143	**148**	129	138	134	117	111	125	136	116	69	54	24	14
8	8	6	2	16	40	75	187	**223**	183	157	109	**143**	148	134	153	132	133	132	125	85	73	39	20	10

AM Peak 0815 - 0915 (835), AM PHF=0.94 PM Peak 1230 - 1330 (571), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15917 -- English (ENU)

Datasets:

Site: **[36SB] RENGSTORFF AVE BT CENTRAL EXPY AND MONTECITO AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=8295, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**23**	**23**	**21**	**30**	**77**	**188**	**447**	**514**	**410**	**405**	**451**	**479**	**418**	**468**	**590**	**585**	**839**	**702**	**532**	**398**	**304**	**247**	**103**	
10	7	7	8	7	10	25	71	**132**	101	92	100	108	100	127	138	136	191	**198**	156	100	76	64	39	15
14	9	5	7	4	11	49	78	**120**	115	96	111	125	102	103	183	147	**226**	178	145	95	71	87	20	9
11	2	4	2	10	20	51	118	**138**	103	101	113	128	105	113	125	146	**215**	171	105	106	82	62	21	7
11	5	7	4	9	36	64	**180**	125	91	118	128	119	111	126	145	156	**208**	156	128	98	76	35	23	7

AM Peak 0745 - 0845 (569), AM PHF=0.79 PM Peak 1715 - 1815 (846), PM PHF=0.94

* Wednesday, April 26, 2017=8259, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**19**	**12**	**23**	**29**	**68**	**172**	**408**	**559**	**454**	**431**	**473**	**497**	**467**	**533**	**576**	**636**	**737**	**662**	**478**	**380**	**292**	**196**	**123**	
15	3	1	7	9	13	26	82	**116**	116	103	132	123	125	127	152	145	**201**	185	134	89	80	55	40	15
9	3	3	5	4	14	33	95	**144**	124	107	114	120	129	147	153	138	**188**	162	125	103	78	53	27	21
7	9	2	3	6	19	42	106	**167**	116	108	105	137	107	108	125	**185**	180	149	118	94	53	53	39	14
7	4	6	8	10	22	72	126	**132**	100	113	123	118	106	151	146	**169**	168	168	102	96	81	35	17	11

AM Peak 0800 - 0900 (559), AM PHF=0.84 PM Peak 1630 - 1730 (743), PM PHF=0.92

* Thursday, April 27, 2017=8370, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
61	**24**	**22**	**16**	**31**	**70**	**191**	**448**	**518**	**434**	**424**	**466**	**579**	**439**	**442**	**530**	**588**	**838**	**696**	**600**	**403**	**297**	**170**	**85**	
15	3	8	5	4	16	26	60	116	108	109	98	**158**	111	94	110	146	188	**192**	178	121	100	55	24	15
21	8	4	6	5	13	45	106	131	123	114	122	**144**	125	121	154	138	**222**	203	184	116	68	49	24	10
14	7	6	1	8	15	50	114	130	118	97	112	**140**	104	99	146	176	**194**	141	128	83	75	32	22	9
11	6	4	4	14	26	71	170	142	86	105	**135**	137	100	129	122	129	**235**	161	110	83	54	34	15	8

AM Peak 1145 - 1245 (577), AM PHF=0.92 PM Peak 1715 - 1815 (842), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15914 -- English (ENU)

Datasets:

Site: **[35NB] RENGSTORFF AVE BT SB US 101 RAMPS AND OLD MIDDLEFIELD WAY**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=8710, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**26**	**14**	**22**	**58**	**119**	**263**	**588**	**882**	**953**	**591**	**567**	**574**	**454**	**477**	**506**	**483**	**516**	**499**	**430**	**272**	**192**	**138**	**69**	
8	8	4	5	12	19	41	112	174	**269**	170	136	**143**	129	118	130	115	111	138	118	78	64	46	19	15
6	6	4	5	7	29	58	132	230	**233**	151	141	**138**	101	139	139	129	138	123	96	79	54	46	14	8
3	8	2	5	17	29	73	157	**229**	216	148	136	**165**	117	118	102	133	143	132	104	63	46	20	18	6
6	4	4	7	22	43	92	188	**250**	236	123	154	**129**	108	102	136	107	125	106	112	52	28	27	18	3

AM Peak 0830 - 0930 (980), AM PHF=0.91 PM Peak 1200 - 1300 (574), PM PHF=0.87

* Wednesday, April 26, 2017=8876, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	**19**	**20**	**21**	**53**	**123**	**260**	**568**	**857**	**891**	**626**	**570**	**581**	**547**	**502**	**552**	**486**	**491**	**460**	**397**	**317**	**253**	**172**	**84**	
15	2	3	5	7	17	39	123	167	**247**	186	121	140	**151**	121	152	97	112	134	95	102	67	58	35	10
8	5	4	4	11	35	55	138	205	**220**	178	144	**155**	134	123	130	111	125	122	104	91	53	52	20	18
6	8	5	8	17	28	80	128	**236**	220	142	160	**161**	149	128	144	151	111	105	107	67	60	38	8	9
3	4	8	4	18	44	86	180	**250**	205	121	146	**125**	113	131	126	128	144	100	91	58	74	25	21	5

AM Peak 0830 - 0930 (952), AM PHF=0.95 PM Peak 1215 - 1315 (591), PM PHF=0.92

* Thursday, April 27, 2017=9039, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**31**	**18**	**24**	**41**	**118**	**287**	**564**	**846**	**936**	**651**	**600**	**603**	**542**	**540**	**483**	**471**	**520**	**533**	**466**	**301**	**225**	**133**	**67**	
10	7	8	5	3	15	46	107	206	**262**	183	137	135	**141**	149	130	114	142	157	138	78	79	40	23	8
18	9	4	5	8	33	62	149	187	**237**	182	141	143	**149**	129	100	119	128	132	120	85	43	35	21	13
9	6	3	3	10	30	91	142	**231**	197	161	173	**170**	132	141	116	121	140	114	105	64	47	38	16	9
5	9	3	11	20	41	88	167	**222**	240	126	150	**156**	121	121	137	118	111	130	104	74	56	20	7	8

AM Peak 0830 - 0930 (952), AM PHF=0.91 PM Peak 1230 - 1330 (615), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15915 -- English (ENU)

Datasets:

Site: **[35SB] RENGSTORFF AVE BT SB US 101 RAMPS AND OLD MIDDLEFIELD WAY**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 25, 2017=7906, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**30**	**20**	**21**	**15**	**68**	**141**	**239**	**238**	**308**	**376**	**451**	**490**	**409**	**464**	**500**	**598**	**822**	**859**	**610**	**393**	**313**	**367**	**122**	
15	7	5	3	3	8	25	44	64	59	96	99	**135**	93	113	124	129	175	**234**	190	109	75	91	48	19
15	11	3	9	1	14	27	61	66	72	93	103	**122**	104	119	111	134	226	**231**	140	99	76	134	27	15
11	4	8	5	3	21	37	56	50	77	82	**141**	123	105	109	114	167	**214**	197	141	102	92	90	28	11
18	8	4	4	8	25	52	78	60	101	105	**108**	110	108	123	151	168	**207**	198	141	84	70	53	19	14

AM Peak 1130 - 1230 (506), AM PHF=0.90 PM Peak 1730 - 1830 (886), PM PHF=0.95

* Wednesday, April 26, 2017=7835, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**30**	**15**	**17**	**26**	**71**	**147**	**272**	**299**	**283**	**359**	**462**	**507**	**499**	**474**	**542**	**588**	**772**	**765**	**576**	**461**	**298**	**193**	**126**	
19	11	2	6	4	11	29	58	73	67	75	111	**125**	123	104	135	159	182	**195**	140	150	76	39	51	15
15	8	4	1	3	17	23	74	92	67	88	103	**123**	124	114	104	123	171	**209**	141	107	83	44	26	32
11	7	4	3	6	25	37	56	61	77	102	107	**131**	116	115	139	143	**198**	189	151	117	60	67	29	13
14	4	5	8	13	18	58	84	74	73	94	**141**	128	137	142	165	164	**222**	173	145	88	79	43	20	15

AM Peak 1145 - 1245 (520), AM PHF=0.92 PM Peak 1730 - 1830 (823), PM PHF=0.93

* Thursday, April 27, 2017=8145, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
75	**29**	**22**	**16**	**20**	**64**	**161**	**249**	**273**	**320**	**324**	**477**	**501**	**452**	**445**	**549**	**626**	**881**	**954**	**669**	**446**	**306**	**174**	**117**	
15	8	4	7	2	10	24	50	77	77	79	120	**118**	110	107	133	153	181	**279**	164	118	96	49	42	14
32	6	8	4	3	16	36	67	71	81	69	105	**138**	112	120	142	143	205	**272**	179	121	87	43	28	19
13	10	6	2	6	20	33	71	60	64	86	112	**129**	119	111	156	156	**220**	199	141	111	69	35	25	15
15	5	4	3	9	19	69	61	66	99	91	**141**	116	112	108	119	175	**276**	205	185	97	54	47	24	10

AM Peak 1145 - 1245 (525), AM PHF=0.93 PM Peak 1730 - 1830 (1046), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15920 -- English (ENU)

Datasets:

Site: **[38NB] SAN ANTONIO RD BT BAYSHORE RD AND NB US 101 RAMPS**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=7287, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**5**	**11**	**27**	**173**	**291**	**608**	**1134**	**1379**	**661**	**370**	**398**	**325**	**271**	**310**	**405**	**324**	**219**	**158**	**103**	**50**	**37**	**13**	
2	1	2	3	4	20	61	118	225	**391**	221	112	108	106	73	59	**103**	90	59	58	36	13	13	5	6
5	1	1	2	6	33	69	129	255	**361**	174	84	99	91	68	82	**110**	82	48	39	28	18	12	5	4
3	1	1	3	7	33	72	162	302	**347**	153	79	95	62	71	67	**88**	94	52	32	17	13	11	2	3
1	4	1	3	10	88	90	199	**353**	281	113	96	97	67	61	102	**105**	58	61	30	23	7	1	1	5

AM Peak 0845 - 0945 (1451), AM PHF=0.93 PM Peak 1600 - 1700 (405), PM PHF=0.92

* Wednesday, May 10, 2017=7391, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**6**	**4**	**7**	**26**	**155**	**340**	**613**	**1169**	**1261**	**694**	**391**	**382**	**378**	**305**	**315**	**349**	**369**	**240**	**161**	**100**	**54**	**30**	**29**	
6	1	1	3	5	20	77	124	260	**351**	210	100	79	**105**	82	55	97	83	58	51	39	20	7	7	2
4	1	1	0	3	20	82	130	283	**325**	196	108	94	**104**	86	83	69	95	62	38	24	13	11	11	0
3	2	1	0	6	41	89	136	285	**305**	149	89	**105**	75	68	88	94	99	60	44	18	14	8	9	3
5	2	1	4	12	74	93	224	**342**	281	140	94	**104**	95	70	90	90	93	60	29	19	8	4	3	1

AM Peak 0845 - 0945 (1322), AM PHF=0.94 PM Peak 1230 - 1330 (417), PM PHF=0.99

* Thursday, May 11, 2017=7650, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**5**	**4**	**5**	**42**	**171**	**320**	**601**	**1139**	**1475**	**725**	**397**	**362**	**374**	**270**	**338**	**364**	**398**	**256**	**158**	**115**	**67**	**39**	**24**	
2	1	0	1	5	19	66	111	244	**406**	261	113	95	99	69	75	83	**98**	94	62	38	25	10	8	1
0	1	2	1	12	25	69	122	259	**380**	168	95	69	84	77	77	72	**93**	65	34	23	22	14	7	2
3	3	1	0	12	46	84	161	282	**331**	147	82	82	77	62	78	**110**	103	51	26	31	12	8	5	4
1	0	1	3	14	81	102	208	355	**358**	149	108	117	114	64	110	**100**	104	47	37	23	9	7	4	3

AM Peak 0900 - 1000 (1475), AM PHF=0.91 PM Peak 1630 - 1730 (400), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15921 -- English (ENU)

Datasets:

Site: **[38SB] SAN ANTONIO RD BT BAYSHORE RD AND NB US 101 RAMPS**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=5228, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**9**	**7**	**3**	**11**	**17**	**63**	**135**	**193**	**218**	**205**	**273**	**328**	**253**	**329**	**365**	**831**	**800**	**568**	**304**	**158**	**84**	**48**	**25**	
1	3	1	1	1	2	14	26	40	50	47	53	**84**	71	67	88	182	**268**	202	97	42	31	8	16	2
1	2	1	0	2	3	13	37	58	51	62	73	**109**	69	70	75	**201**	184	134	84	42	23	14	5	7
4	1	3	1	5	8	15	44	51	69	53	**78**	75	62	111	107	**203**	164	125	70	42	19	16	2	1
0	3	2	1	3	4	21	29	44	49	43	**70**	61	51	81	96	**246**	185	108	54	33	11	11	2	3

AM Peak 1130 - 1230 (340), AM PHF=0.78 PM Peak 1615 - 1715 (917), PM PHF=0.86

* Wednesday, May 10, 2017=5332, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**8**	**8**	**1**	**12**	**13**	**81**	**129**	**200**	**250**	**253**	**322**	**289**	**277**	**308**	**394**	**748**	**831**	**554**	**305**	**172**	**103**	**31**	**35**	
2	4	2	0	1	2	12	35	48	60	75	61	**78**	77	77	104	186	**287**	190	90	66	37	6	16	1
7	1	0	0	2	1	11	27	48	57	59	**87**	68	72	72	81	164	**212**	150	84	41	27	13	7	3
1	1	3	0	6	2	14	32	52	66	51	**80**	82	68	96	121	188	**190**	128	73	34	17	6	6	1
3	2	3	1	3	8	44	35	52	68	70	**96**	61	61	64	88	**212**	142	87	58	32	22	6	6	1

AM Peak 1115 - 1215 (340), AM PHF=0.89 PM Peak 1645 - 1745 (901), PM PHF=0.78

* Thursday, May 11, 2017=5135, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**10**	**4**	**4**	**6**	**26**	**57**	**120**	**228**	**252**	**190**	**288**	**316**	**270**	**314**	**435**	**840**	**861**	**404**	**186**	**149**	**82**	**63**	**29**	
1	7	0	0	0	7	10	26	56	69	52	59	**87**	76	73	98	191	**264**	165	1	52	18	19	16	5
3	1	1	2	2	7	14	24	55	52	45	55	**83**	68	86	111	178	**232**	124	71	30	34	18	9	3
1	2	2	0	2	6	13	34	58	65	48	**95**	71	54	97	110	**218**	213	110	55	36	16	12	3	3
1	0	1	2	3	7	21	36	61	67	47	**80**	75	73	59	116	**254**	152	6	59	32	16	14	1	7

AM Peak 1130 - 1230 (345), AM PHF=0.91 PM Peak 1630 - 1730 (968), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15924 -- English (ENU)

Datasets:

Site: **[41] SAN ANTONIO RD BT CALIFORNIA ST AND PASO ROBLES**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=10874, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**19**	**6**	**13**	**36**	**87**	**215**	**539**	**829**	**721**	**703**	**741**	**748**	**718**	**778**	**861**	**799**	**833**	**787**	**518**	**433**	**282**	**138**	**58**	
6	8	2	3	6	7	46	78	**202**	202	175	156	225	192	196	**243**	196	222	218	148	128	104	50	21	6
4	4	0	7	6	18	43	109	**206**	195	177	196	173	151	171	**208**	198	197	200	134	116	70	44	16	11
3	3	3	1	10	21	56	146	**233**	161	181	184	191	206	202	**213**	213	236	198	114	100	63	22	11	3
2	4	1	2	14	41	72	**207**	190	164	171	206	160	169	**209**	198	193	179	172	123	89	46	23	10	7

AM Peak 0745 - 0845 (847), AM PHF=0.91 PM Peak 1445 - 1545 (872), PM PHF=0.90

* Wednesday, April 19, 2017=11234, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**7**	**4**	**10**	**30**	**97**	**202**	**538**	**911**	**714**	**806**	**754**	**815**	**703**	**775**	**881**	**832**	**868**	**726**	**547**	**460**	**312**	**154**	**66**	
6	1	2	1	10	15	37	77	**206**	186	216	176	219	163	177	**240**	214	231	205	177	132	117	53	29	13
11	2	1	0	1	16	45	119	**232**	181	204	185	187	179	183	**196**	206	199	177	140	124	73	33	18	11
3	1	1	4	10	24	41	132	**232**	161	222	193	216	167	219	**226**	218	229	177	125	107	69	31	9	6
7	3	0	5	9	42	80	211	**241**	187	165	200	194	195	196	**220**	194	210	167	106	98	54	39	10	4

AM Peak 0800 - 0900 (911), AM PHF=0.95 PM Peak 1500 - 1600 (881), PM PHF=0.92

* Thursday, April 20, 2017=11208, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**7**	**8**	**10**	**34**	**100**	**217**	**544**	**881**	**715**	**708**	**698**	**878**	**738**	**744**	**843**	**801**	**861**	**777**	**608**	**446**	**328**	**172**	**62**	
13	1	1	2	7	20	32	87	**233**	187	189	147	**244**	176	159	210	204	216	215	158	139	106	49	17	7
11	1	3	4	2	12	40	124	**212**	188	188	178	**206**	195	178	222	191	225	228	167	122	100	53	21	10
6	2	4	3	13	23	64	138	**218**	172	169	188	**209**	201	202	219	206	219	180	150	104	68	39	12	6
4	3	0	1	13	45	81	196	**218**	168	163	186	**219**	167	205	193	201	202	155	134	82	55	32	12	4

AM Peak 0800 - 0900 (881), AM PHF=0.94 PM Peak 1200 - 1300 (878), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15925 -- English (ENU)

Datasets:

Site: **[41] SAN ANTONIO RD BT CALIFORNIA ST AND PASO ROBLES**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017=12384, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**19**	**14**	**10**	**27**	**66**	**238**	**712**	**897**	**719**	**648**	**795**	**835**	**782**	**872**	**966**	**919**	**1015**	**1017**	**722**	**452**	**361**	**189**	**89**	
3	5	2	1	5	11	27	103	**252**	181	129	194	225	210	194	205	214	237	**265**	210	114	104	66	30	9
9	4	2	5	2	14	54	133	**238**	159	178	190	204	171	223	232	249	252	**273**	200	114	98	58	29	5
6	6	7	2	6	18	62	211	**214**	181	168	198	210	176	220	274	239	**253**	223	158	120	92	30	15	7
6	4	3	2	14	24	96	**266**	194	199	174	214	198	226	237	256	218	**274**	258	155	106	69	35	15	5

AM Peak 0745 - 0845 (969), AM PHF=0.91 PM Peak 1730 - 1830 (1064), PM PHF=0.97

* Wednesday, April 19, 2017=12706, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**13**	**6**	**16**	**20**	**68**	**225**	**678**	**931**	**750**	**719**	**765**	**829**	**825**	**944**	**991**	**991**	**1013**	**967**	**747**	**543**	**362**	**178**	**103**	
9	4	1	6	3	9	33	92	**211**	178	183	180	226	188	232	253	249	248	**271**	228	169	109	49	39	15
5	5	1	2	5	17	35	150	**280**	188	206	198	210	218	249	252	235	**251**	232	200	125	95	50	22	12
7	1	2	5	7	14	48	205	**211**	214	158	182	206	200	225	239	263	**265**	239	155	133	84	37	26	3
5	3	2	3	5	29	110	**233**	230	171	173	206	189	220	239	247	245	**250**	225	164	116	75	42	17	7

AM Peak 0745 - 0845 (934), AM PHF=0.83 PM Peak 1715 - 1815 (1036), PM PHF=0.96

* Thursday, April 20, 2017=12858, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**25**	**9**	**11**	**25**	**70**	**200**	**723**	**922**	**802**	**679**	**796**	**808**	**840**	**909**	**994**	**944**	**1053**	**1016**	**809**	**516**	**361**	**220**	**92**	
15	7	3	4	2	14	30	99	**240**	214	196	168	186	208	196	262	231	237	**251**	237	132	96	80	30	13
12	6	2	3	2	18	44	138	**279**	172	150	177	211	205	211	246	223	254	**257**	216	142	96	57	26	12
3	7	2	0	8	22	55	**203**	196	192	150	221	212	217	253	230	238	**307**	261	196	124	87	47	21	8
7	5	2	4	13	16	72	**284**	209	224	184	231	199	211	250	257	253	**256**	248	161	119	84	36	15	4

AM Peak 0730 - 0830 (1005), AM PHF=0.88 PM Peak 1730 - 1830 (1070), PM PHF=0.87

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15942 -- English (ENU)

Datasets:

Site: **[40] SAN ANTONIO RD BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 16, 2017=15473, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
68	**39**	**40**	**36**	**55**	**147**	**388**	**872**	**1312**	**1071**	**868**	**853**	**992**	**966**	**1060**	**1077**	**936**	**971**	**964**	**832**	**739**	**605**	**399**	**188**	
28	12	15	7	5	27	62	152	**351**	253	257	198	231	209	257	**262**	243	248	272	241	177	151	131	54	36
17	13	15	11	3	14	85	181	**364**	275	208	203	260	265	259	**258**	260	279	222	210	198	188	96	54	19
14	12	6	11	21	37	111	266	**330**	279	203	212	248	241	271	**284**	215	213	227	193	179	166	103	45	21
9	3	4	8	26	69	131	**274**	268	264	201	241	254	252	**274**	273	218	233	243	189	186	101	70	35	16

AM Peak 0745 - 0845 (1318), AM PHF=0.91 PM Peak 1445 - 1545 (1078), PM PHF=0.95

* Wednesday, May 17, 2017=15765, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	**43**	**24**	**25**	**60**	**155**	**356**	**884**	**1269**	**1065**	**893**	**927**	**1028**	**1040**	**1055**	**1037**	**952**	**978**	**894**	**894**	**808**	**669**	**425**	**197**	
36	12	4	3	14	23	66	171	**322**	275	241	250	251	**286**	256	276	234	244	223	234	202	170	156	77	33
19	10	8	7	11	29	77	213	**333**	274	240	207	234	**285**	272	271	234	228	241	213	193	186	99	52	29
21	14	6	6	11	44	87	232	**320**	269	199	241	**279**	249	247	270	254	273	212	225	227	170	98	42	20
16	7	6	9	25	60	127	269	**295**	249	214	229	**265**	222	281	222	231	234	219	223	186	143	72	26	20

AM Peak 0800 - 0900 (1269), AM PHF=0.95 PM Peak 1230 - 1330 (1113), PM PHF=0.97

* Thursday, May 18, 2017=16014, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
102	**53**	**35**	**26**	**49**	**143**	**350**	**834**	**1363**	**1120**	**963**	**918**	**978**	**1010**	**1093**	**1061**	**1015**	**953**	**881**	**920**	**807**	**679**	**452**	**213**	
33	13	9	2	7	28	64	150	**344**	296	292	212	252	264	299	**257**	242	253	201	256	216	195	156	84	26
29	16	3	3	5	21	82	199	**388**	289	262	244	239	231	262	**311**	274	238	251	239	202	183	118	53	27
20	12	9	8	22	40	94	224	**312**	263	197	226	230	247	243	**274**	252	229	218	203	198	163	98	38	23
20	13	15	13	15	54	110	262	**320**	273	212	237	258	268	**289**	219	248	234	211	223	192	138	82	39	17

AM Peak 0800 - 0900 (1363), AM PHF=0.88 PM Peak 1445 - 1545 (1131), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15943 -- English (ENU)

Datasets:

Site: **[40] SAN ANTONIO RD BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 16, 2017=16335, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
81	**38**	**42**	**35**	**91**	**230**	**504**	**755**	**886**	**897**	**818**	**1038**	**1050**	**970**	**993**	**1128**	**1192**	**1344**	**1462**	**927**	**772**	**580**	**322**	**185**	
22	14	15	14	15	27	94	148	245	233	172	221	**275**	272	241	276	285	346	**426**	295	194	164	110	50	31
22	8	8	2	18	52	123	180	216	187	205	**308**	286	207	248	276	273	357	**345**	245	177	170	84	47	22
24	6	10	6	18	75	132	225	219	237	182	**262**	234	251	265	275	301	296	**321**	175	201	116	70	45	12
13	10	10	14	40	77	155	202	207	241	259	**248**	255	241	239	302	334	346	**371**	213	201	131	59	43	17

AM Peak 1115 - 1215 (1093), AM PHF=0.89 PM Peak 1800 - 1900 (1462), PM PHF=0.86

* Wednesday, May 17, 2017=16583, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
82	**57**	**24**	**41**	**89**	**201**	**489**	**682**	**980**	**931**	**823**	**1068**	**1079**	**945**	**1047**	**1131**	**1130**	**1299**	**1409**	**1123**	**807**	**614**	**338**	**202**	
31	23	8	6	16	31	87	143	242	237	182	247	**299**	225	272	267	294	298	**356**	297	212	170	90	69	48
22	12	4	8	21	40	111	150	244	223	228	**289**	232	255	236	284	292	332	**379**	296	224	173	99	54	32
12	14	4	7	14	59	147	186	260	245	225	**247**	250	228	253	271	273	359	**308**	278	216	147	83	46	24
17	8	8	20	38	72	144	203	235	227	189	**286**	299	238	286	309	272	310	**367**	252	156	124	67	34	20

AM Peak 1115 - 1215 (1120), AM PHF=0.94 PM Peak 1800 - 1900 (1409), PM PHF=0.93

* Thursday, May 18, 2017=16671, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
122	**57**	**32**	**38**	**92**	**217**	**445**	**715**	**876**	**876**	**855**	**1123**	**1053**	**1024**	**1052**	**1115**	**1167**	**1322**	**1467**	**1098**	**792**	**572**	**383**	**184**	
48	15	11	10	12	38	79	145	242	201	219	233	**280**	288	233	229	268	329	**396**	349	218	166	115	62	31
32	17	9	6	17	34	105	136	212	218	178	**275**	270	249	254	306	287	339	**419**	230	210	139	114	42	22
24	12	7	5	21	73	129	215	221	232	209	**284**	244	243	265	277	291	**352**	347	274	183	132	82	43	28
20	13	5	17	42	73	134	220	202	225	250	**332**	259	245	300	304	321	**302**	306	245	182	136	73	37	19

AM Peak 1115 - 1215 (1170), AM PHF=0.88 PM Peak 1730 - 1830 (1469), PM PHF=0.88

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15922 -- English (ENU)

Datasets:

Site: **[39NB] SAN ANTONIO RD BT SB US 101 RAMPS AND CHARLESTON RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=13592, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	**45**	**23**	**24**	**51**	**163**	**339**	**751**	**1096**	**913**	**745**	**681**	**840**	**821**	**961**	**953**	**964**	**889**	**762**	**742**	**716**	**569**	**333**	**146**	
31	5	4	6	9	23	51	133	216	**232**	225	159	206	198	225	188	**260**	218	217	195	191	147	107	55	25
18	13	7	6	6	23	93	176	**274**	216	176	153	186	230	214	**230**	212	228	185	214	207	154	105	40	24
11	10	6	6	15	47	97	196	**296**	259	180	182	231	197	277	**286**	261	246	172	173	173	144	76	35	20
12	17	7	6	22	70	98	247	**310**	207	164	188	218	197	245	**250**	232	197	188	161	145	125	45	16	14

AM Peak 0815 - 0915 (1111), AM PHF=0.90 PM Peak 1515 - 1615 (1025), PM PHF=0.90

* Wednesday, May 10, 2017=13907, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	**52**	**23**	**25**	**54**	**153**	**321**	**754**	**1057**	**932**	**740**	**770**	**859**	**935**	**871**	**1025**	**942**	**916**	**808**	**781**	**707**	**615**	**348**	**142**	
25	14	7	9	9	21	73	145	231	**254**	185	169	205	235	234	238	**242**	233	191	210	175	195	91	43	37
24	15	9	2	9	28	74	178	**286**	259	202	194	207	253	221	**245**	228	234	198	213	170	164	100	40	19
20	15	4	5	17	47	76	217	**288**	197	182	210	203	233	205	**261**	269	192	209	181	171	132	97	36	21
14	8	3	9	19	58	99	215	**253**	223	173	198	245	215	212	**282**	204	258	211	177	191	125	60	23	17

AM Peak 0815 - 0915 (1080), AM PHF=0.94 PM Peak 1515 - 1615 (1029), PM PHF=0.91

* Thursday, May 11, 2017=13944, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
94	**47**	**25**	**21**	**76**	**133**	**336**	**769**	**1072**	**895**	**751**	**763**	**846**	**877**	**924**	**991**	**1025**	**955**	**829**	**720**	**702**	**582**	**361**	**155**	
37	20	7	3	12	26	68	163	**245**	226	208	175	215	224	188	253	**266**	257	242	194	200	151	130	51	28
19	9	8	2	11	13	86	164	**266**	231	179	194	201	212	255	259	**254**	260	200	187	166	163	89	39	33
21	11	5	9	30	45	81	228	**305**	252	179	168	222	204	246	239	**261**	211	189	183	184	138	82	35	21
17	7	5	7	24	50	102	214	**257**	187	186	227	209	238	237	240	**245**	228	198	156	153	130	60	30	13

AM Peak 0800 - 0900 (1072), AM PHF=0.88 PM Peak 1600 - 1700 (1025), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15923 -- English (ENU)

Datasets:

Site: **[39SB] SAN ANTONIO RD BT SB US 101 RAMPS AND CHARLESTON RD**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=25624, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	**53**	**34**	**57**	**172**	**585**	**944**	**1428**	**1767**	**1629**	**1382**	**1621**	**1496**	**1384**	**1514**	**1577**	**1778**	**1932**	**1975**	**1497**	**1046**	**785**	**596**	**284**	
31	17	3	11	36	51	230	299	**477**	426	351	391	388	361	350	372	462	474	**529**	439	275	244	177	88	31
27	12	13	10	34	94	215	329	**479**	407	313	407	405	328	379	391	418	430	**557**	400	301	207	182	78	39
20	11	9	10	34	171	221	382	**406**	389	348	386	331	332	373	402	428	**528**	434	356	239	181	132	60	20
15	13	9	27	69	269	279	**418**	406	408	370	437	374	364	413	413	470	**501**	456	302	232	153	106	59	21

AM Peak 0745 - 0845 (1779), AM PHF=0.93 PM Peak 1730 - 1830 (2114), PM PHF=0.95

* Wednesday, May 10, 2017=25887, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	**65**	**49**	**48**	**170**	**592**	**993**	**1442**	**1768**	**1675**	**1602**	**1690**	**1551**	**1661**	**1466**	**1589**	**1613**	**1814**	**1983**	**1437**	**989**	**795**	**501**	**290**	
31	28	7	7	38	64	178	314	**458**	432	403	393	396	428	359	377	396	517	**498**	383	306	206	143	108	48
39	15	12	18	30	100	213	368	**507**	436	393	423	385	394	363	404	389	492	**501**	402	264	207	142	68	20
20	13	14	7	35	152	245	362	**403**	428	408	423	385	426	363	431	403	417	**512**	324	224	183	128	72	20
21	10	17	17	68	276	358	**400**	400	380	399	451	386	414	381	379	426	389	**473**	329	196	199	89	43	23

AM Peak 0745 - 0845 (1768), AM PHF=0.87 PM Peak 1800 - 1900 (1983), PM PHF=0.97

* Thursday, May 11, 2017=25100, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	**65**	**41**	**67**	**172**	**580**	**961**	**1483**	**1745**	**1608**	**1464**	**1496**	**1504**	**1508**	**1451**	**1558**	**1667**	**1786**	**1829**	**1396**	**1004**	**774**	**494**	**342**	
48	21	8	12	32	71	181	312	**459**	438	379	330	402	392	318	405	405	454	**415**	384	275	217	145	94	55
20	23	11	18	29	89	219	325	**489**	390	351	356	389	378	390	386	381	436	**538**	346	254	191	134	94	35
20	9	13	11	47	160	240	355	**380**	389	384	403	350	362	362	416	428	**488**	450	316	257	203	102	86	25
23	13	9	27	65	261	322	**492**	418	392	350	408	364	377	382	352	454	**409**	426	351	220	163	114	70	22

AM Peak 0745 - 0845 (1819), AM PHF=0.92 PM Peak 1730 - 1830 (1849), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15932 -- English (ENU)

Datasets:

Site: **[45NB] SHORELINE BLVD BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=12589, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	**28**	**16**	**12**	**27**	**99**	**231**	**754**	**1248**	**894**	**638**	**660**	**727**	**711**	**728**	**814**	**943**	**1008**	**886**	**727**	**617**	**430**	**255**	**96**	
19	11	4	2	4	12	36	110	**306**	256	178	144	205	178	161	188	221	218	**235**	182	192	135	97	33	15
11	9	3	3	5	24	53	140	**322**	231	170	168	165	158	175	214	233	**283**	234	189	171	105	70	31	18
9	5	2	4	10	29	65	228	**321**	211	149	177	179	183	175	221	232	**239**	208	154	134	101	49	17	16
5	3	7	3	8	35	78	277	**299**	198	142	171	179	193	218	192	258	**269**	210	203	120	89	39	16	6

AM Peak 0800 - 0900 (1248), AM PHF=0.97 PM Peak 1715 - 1815 (1025), PM PHF=0.91

* Wednesday, May 10, 2017=12283, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	**21**	**22**	**15**	**30**	**94**	**243**	**731**	**1178**	**886**	**659**	**633**	**737**	**711**	**670**	**849**	**864**	**973**	**878**	**725**	**569**	**409**	**236**	**100**	
15	8	8	3	3	18	50	123	**277**	240	193	155	195	192	159	206	199	223	**250**	200	141	121	76	37	21
18	5	5	4	7	19	40	139	**289**	219	167	171	173	150	147	236	212	**251**	203	197	138	105	73	21	12
16	5	4	4	8	23	64	223	**325**	234	147	141	182	218	144	210	208	**238**	246	163	168	97	48	20	10
6	3	5	4	12	34	91	247	**288**	194	152	166	187	151	220	197	246	**261**	179	166	122	87	40	22	10

AM Peak 0800 - 0900 (1178), AM PHF=0.91 PM Peak 1715 - 1815 (1000), PM PHF=0.96

* Thursday, May 11, 2017=12101, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**21**	**21**	**19**	**35**	**91**	**210**	**705**	**1154**	**824**	**615**	**665**	**692**	**734**	**652**	**816**	**842**	**1014**	**870**	**703**	**585**	**412**	**254**	**119**	
21	7	5	1	4	8	38	115	**288**	240	168	138	177	189	166	182	205	226	**234**	200	186	114	85	44	14
12	3	6	7	6	21	45	148	**283**	224	181	160	168	207	173	215	205	**296**	211	169	147	117	69	27	14
10	3	3	7	6	24	54	210	**299**	186	144	176	163	165	164	218	195	**244**	215	172	128	88	50	23	20
10	8	7	4	19	38	74	233	**285**	175	122	191	185	174	149	202	237	**248**	211	162	125	93	51	26	11

AM Peak 0800 - 0900 (1154), AM PHF=0.96 PM Peak 1715 - 1815 (1021), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15933 -- English (ENU)

Datasets:

Site: **[45SB] SHORELINE BLVD BT CENTRAL EXPY AND CALIFORNIA ST**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=11583, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
68	**34**	**12**	**20**	**24**	**80**	**215**	**673**	**670**	**563**	**494**	**553**	**577**	**601**	**719**	**865**	**919**	**1334**	**1152**	**809**	**483**	**358**	**245**	**120**	
27	12	3	1	5	11	30	83	**170**	146	121	117	172	146	176	192	209	290	**352**	256	145	96	93	48	19
20	9	4	7	9	16	48	151	**153**	136	128	131	133	156	173	216	211	319	**334**	186	124	127	63	26	16
11	6	2	5	2	14	47	**185**	179	138	115	139	156	134	189	212	260	**339**	274	206	112	63	46	22	16
10	7	3	7	8	39	90	**254**	168	144	130	167	117	166	181	245	239	**387**	192	162	103	74	44	25	8

AM Peak 0730 - 0830 (762), AM PHF=0.75 PM Peak 1730 - 1830 (1412), PM PHF=0.91

* Wednesday, May 10, 2017=11539, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**20**	**11**	**30**	**29**	**68**	**207**	**599**	**785**	**618**	**524**	**600**	**652**	**549**	**663**	**828**	**854**	**1268**	**1144**	**785**	**516**	**367**	**248**	**119**	
19	5	1	4	2	13	27	101	**183**	188	136	132	175	139	153	196	181	249	**330**	236	149	119	83	40	28
16	6	3	7	4	15	39	123	**215**	169	126	131	169	148	160	174	211	333	**334**	183	130	93	69	31	14
16	5	4	10	12	12	57	172	**201**	127	134	175	155	113	170	228	242	**324**	284	191	112	68	55	21	10
8	4	3	9	11	28	86	**204**	186	135	129	163	154	149	180	230	221	**363**	197	176	126	87	41	28	7

AM Peak 0745 - 0845 (803), AM PHF=0.93 PM Peak 1730 - 1830 (1350), PM PHF=0.93

* Thursday, May 11, 2017=11512, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**36**	**14**	**14**	**25**	**68**	**195**	**672**	**702**	**580**	**484**	**648**	**667**	**544**	**689**	**765**	**928**	**1275**	**1132**	**793**	**495**	**348**	**234**	**149**	
28	13	4	6	3	10	30	87	**196**	151	99	147	169	127	169	187	237	257	**352**	249	146	103	93	50	20
14	3	2	3	5	12	39	126	**184**	136	123	170	162	144	143	191	194	**327**	275	204	143	85	58	36	9
10	12	5	4	9	18	59	**216**	147	155	122	152	174	126	170	205	213	**316**	259	179	99	81	44	45	11
7	8	3	1	8	28	68	**244**	176	139	141	180	163	147	208	182	284	**376**	248	162	109	80	39	18	10

AM Peak 0730 - 0830 (839), AM PHF=0.86 PM Peak 1715 - 1815 (1370), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15926 -- English (ENU)

Datasets:

Site: **[42] SHORELINE BLVD BT CHARLESTON RD AND NB US 101 RAMPS**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=7852, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**11**	**28**	**110**	**258**	**373**	**800**	**870**	**724**	**571**	**482**	**504**	**469**	**368**	**342**	**443**	**538**	**422**	**275**	**115**	**69**	**32**	**26**	
2	3	4	3	10	38	69	166	**228**	198	146	120	132	119	103	88	107	**119**	85	85	46	12	12	7	10
4	6	1	9	26	51	81	206	**195**	191	160	113	127	111	79	79	103	**92**	96	79	19	29	9	6	8
5	0	3	5	23	63	96	214	**222**	159	125	114	125	122	99	93	102	**145**	120	62	28	16	2	8	4
3	3	3	11	51	107	128	216	**226**	177	141	136	122	118	88	83	133	**183**	122	51	23	12	10	5	9

AM Peak 0800 - 0900 (870), AM PHF=0.96 PM Peak 1700 - 1800 (538), PM PHF=0.73

* Wednesday, May 10, 2017=7418, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**10**	**11**	**24**	**61**	**220**	**303**	**694**	**784**	**667**	**580**	**433**	**476**	**485**	**356**	**358**	**484**	**405**	**462**	**289**	**120**	**80**	**48**	**43**	
10	5	3	6	2	37	55	114	**192**	162	168	103	125	**135**	86	97	94	105	122	83	43	20	14	9	6
8	4	3	3	14	56	65	158	**178**	188	159	87	117	**117**	84	73	161	122	109	69	30	28	14	9	4
4	1	4	6	12	46	90	**214**	212	162	132	114	107	**123**	99	96	133	86	143	67	23	19	12	13	3
9	1	2	10	34	82	94	**209**	203	156	122	130	**128**	110	88	93	96	93	89	71	25	14	9	12	4

AM Peak 0730 - 0830 (792), AM PHF=0.93 PM Peak 1245 - 1345 (503), PM PHF=0.93

* Thursday, May 11, 2017=7885, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**8**	**6**	**16**	**75**	**225**	**348**	**657**	**858**	**722**	**564**	**522**	**500**	**605**	**346**	**358**	**434**	**662**	**404**	**300**	**130**	**62**	**33**	**39**	
6	1	2	4	7	39	62	121	**199**	193	163	121	127	144	93	100	120	**136**	116	92	50	20	6	11	8
4	5	1	1	20	60	72	161	**224**	180	143	156	117	119	87	82	118	**214**	112	84	34	15	11	7	2
3	1	2	5	15	45	90	181	**211**	194	134	105	126	236	99	85	101	**190**	94	54	27	11	10	11	1
4	1	1	6	33	82	125	195	**224**	156	125	141	130	106	68	93	96	**123**	82	70	19	16	6	10	2

AM Peak 0800 - 0900 (858), AM PHF=0.96 PM Peak 1700 - 1800 (662), PM PHF=0.77

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15927 -- English (ENU)

Datasets:

Site: **[42] SHORELINE BLVD BT CHARLESTON RD AND NB US 101 RAMPS**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=10415, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
60	**36**	**19**	**18**	**70**	**98**	**124**	**232**	**323**	**465**	**430**	**459**	**570**	**689**	**716**	**673**	**1005**	**1309**	**1042**	**996**	**605**	**248**	**152**	**83**	
16	10	8	6	7	19	24	47	73	112	106	113	**153**	185	219	153	233	**337**	275	278	204	79	61	24	30
18	5	4	3	30	24	32	49	68	118	111	106	**140**	168	171	171	242	**326**	253	287	165	61	34	20	8
19	8	4	5	14	30	27	65	98	115	119	117	**129**	167	182	175	255	**333**	254	250	133	55	34	24	9
7	13	3	4	20	26	41	72	85	120	96	**124**	148	170	145	174	275	**313**	261	181	104	53	23	16	12

AM Peak 1145 - 1245 (545), AM PHF=0.89 PM Peak 1700 - 1800 (1309), PM PHF=0.97

* Wednesday, May 10, 2017=10484, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**34**	**18**	**23**	**58**	**80**	**118**	**228**	**314**	**442**	**445**	**450**	**570**	**697**	**721**	**686**	**991**	**1286**	**1141**	**983**	**574**	**314**	**169**	**89**	
30	15	6	3	7	18	19	44	60	100	96	107	**122**	187	222	181	211	**330**	270	295	172	97	55	30	21
8	13	8	5	19	20	24	58	83	121	98	115	**148**	170	165	186	231	**350**	286	252	152	91	44	13	12
9	6	1	8	17	25	36	54	64	111	134	115	**174**	169	213	145	286	**317**	266	231	133	55	44	26	5
12	0	3	7	15	19	40	74	107	112	118	**114**	126	172	122	174	264	**290**	320	206	118	72	27	21	10

AM Peak 1145 - 1245 (558), AM PHF=0.80 PM Peak 1700 - 1800 (1286), PM PHF=0.92

* Thursday, May 11, 2017=10470, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
48	**18**	**24**	**19**	**52**	**78**	**119**	**233**	**345**	**492**	**469**	**537**	**538**	**779**	**781**	**725**	**940**	**1284**	**1098**	**925**	**511**	**217**	**142**	**101**	
21	7	8	6	2	15	25	41	66	112	128	110	**144**	237	252	195	220	**331**	287	286	187	76	53	32	25
12	6	2	6	24	13	32	61	70	143	116	113	**128**	155	183	172	220	**357**	262	261	126	63	34	21	12
5	3	9	3	15	33	29	63	96	116	121	**140**	120	209	188	156	274	**309**	277	182	105	29	35	28	5
10	2	5	5	11	17	34	68	114	121	106	**175**	147	180	159	203	227	**288**	273	196	93	50	21	20	8

AM Peak 1130 - 1230 (586), AM PHF=0.84 PM Peak 1700 - 1800 (1284), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15930 -- English (ENU)

Datasets:

Site: **[44NB] SHORELINE BLVD BT MONTECITO AVE AND CENTRAL EXPY**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=15025, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
71	**43**	**19**	**22**	**48**	**147**	**331**	**899**	**1492**	**1116**	**794**	**754**	**846**	**947**	**847**	**892**	**1004**	**966**	**947**	**881**	**822**	**566**	**421**	**155**	
23	11	3	4	8	20	56	156	**375**	300	212	173	208	249	197	212	**242**	220	232	201	218	162	133	47	28
16	11	4	4	10	38	72	171	**354**	301	223	218	199	200	188	252	**250**	231	247	248	213	150	119	43	22
22	14	5	7	17	33	93	259	**418**	274	189	198	235	232	214	217	**239**	258	215	205	226	129	86	39	18
10	7	7	7	13	56	111	314	**346**	242	170	166	204	267	249	212	**274**	258	253	228	167	125	84	26	12

AM Peak 0800 - 0900 (1492), AM PHF=0.89 PM Peak 1600 - 1700 (1004), PM PHF=0.92

* Wednesday, May 10, 2017=14845, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**40**	**27**	**26**	**55**	**147**	**333**	**887**	**1489**	**1111**	**800**	**746**	**824**	**889**	**789**	**903**	**897**	**1024**	**974**	**900**	**761**	**564**	**409**	**176**	
28	12	9	4	7	26	65	155	**354**	318	244	181	196	220	223	237	195	271	**246**	215	208	168	136	68	30
22	11	8	6	16	28	64	189	**401**	254	197	181	180	227	173	243	240	235	**275**	252	188	147	118	38	15
18	11	5	10	16	43	91	262	**385**	278	186	175	213	257	185	229	237	**269**	237	214	203	132	95	39	13
12	6	5	6	16	50	114	281	**349**	262	173	210	236	186	208	194	226	**250**	216	220	163	117	60	31	15

AM Peak 0800 - 0900 (1489), AM PHF=0.93 PM Peak 1730 - 1830 (1039), PM PHF=0.95

* Thursday, May 11, 2017=14526, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
73	**49**	**29**	**28**	**51**	**119**	**312**	**892**	**1427**	**933**	**760**	**753**	**880**	**962**	**778**	**817**	**865**	**1004**	**966**	**927**	**771**	**553**	**378**	**204**	
30	14	9	4	6	18	67	155	**336**	261	203	153	211	257	202	175	209	244	**256**	253	228	154	127	69	29
15	17	11	4	13	26	65	182	**372**	239	203	185	230	245	193	228	203	**252**	226	220	184	149	93	52	25
13	10	5	10	12	24	74	268	**348**	232	193	206	210	236	215	186	200	**256**	210	221	177	136	85	41	17
15	8	4	10	20	51	107	288	**372**	202	162	209	231	225	169	228	255	**252**	276	234	183	115	74	42	19

AM Peak 0800 - 0900 (1427), AM PHF=0.96 PM Peak 1715 - 1815 (1015), PM PHF=0.99

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15931 -- English (ENU)

Datasets:

Site: **[44SB] SHORELINE BLVD BT MONTECITO AVE AND CENTRAL EXPY**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 09, 2017=14044, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
79	**55**	**11**	**19**	**31**	**134**	**276**	**689**	**802**	**657**	**601**	**685**	**727**	**683**	**816**	**1070**	**1101**	**1626**	**1444**	**1000**	**598**	**471**	**303**	**173**	
30	21	4	2	4	19	41	95	**186**	165	151	144	196	167	197	222	242	362	**446**	290	180	134	95	68	27
20	11	3	6	11	22	69	141	**195**	135	137	155	202	188	215	293	267	**401**	394	245	144	131	82	38	15
14	9	3	7	4	40	71	169	**213**	187	146	190	185	156	212	260	309	**431**	309	260	140	103	65	35	22
15	14	1	4	12	53	95	**285**	209	171	167	196	145	173	193	295	283	**433**	296	206	134	103	62	32	18

AM Peak 0745 - 0845 (877), AM PHF=0.77 PM Peak 1715 - 1815 (1709), PM PHF=0.96

* Wednesday, May 10, 2017=13763, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
82	**33**	**23**	**35**	**42**	**103**	**257**	**641**	**821**	**720**	**622**	**743**	**712**	**617**	**759**	**964**	**1073**	**1536**	**1418**	**987**	**609**	**468**	**322**	**182**	
27	15	9	4	3	8	44	132	172	**216**	169	141	185	163	179	222	222	322	**402**	267	181	151	101	45	30
15	8	7	11	6	19	56	151	**222**	187	142	189	202	149	182	246	282	364	**440**	270	148	115	90	53	25
22	5	3	13	16	32	58	166	**240**	166	159	200	162	148	195	228	290	**441**	308	216	146	93	67	40	18
18	5	4	7	17	44	100	193	**188**	153	153	214	164	158	203	268	279	**410**	268	234	135	110	64	44	17

AM Peak 0815 - 0915 (865), AM PHF=0.90 PM Peak 1730 - 1830 (1692), PM PHF=0.96

* Thursday, May 11, 2017=13723, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
90	**44**	**23**	**22**	**39**	**98**	**251**	**676**	**815**	**718**	**582**	**743**	**805**	**692**	**756**	**891**	**1092**	**1604**	**1349**	**932**	**620**	**428**	**296**	**163**	
30	19	6	7	7	13	41	108	**195**	189	133	173	205	168	175	204	253	369	**420**	258	165	126	88	47	24
25	7	8	8	10	16	57	140	**235**	186	143	199	193	172	199	236	256	**364**	335	250	167	112	69	42	21
18	11	7	5	10	26	69	**195**	181	176	159	193	232	173	182	223	292	**448**	286	234	139	95	57	41	15
17	7	2	2	12	44	84	**233**	205	168	148	179	176	180	201	229	291	**424**	309	191	150	96	82	33	15

AM Peak 0730 - 0830 (858), AM PHF=0.91 PM Peak 1715 - 1815 (1655), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15928 -- English (ENU)

Datasets:

Site: **[43] SHORELINE BLVD BT SB US 101 RAMPS AND MIDDLEFIELD RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=15569, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
103	**46**	**21**	**38**	**73**	**194**	**444**	**990**	**1601**	**1503**	**919**	**826**	**870**	**857**	**988**	**882**	**912**	**872**	**845**	**797**	**684**	**546**	**376**	**187**	
27	14	3	8	11	21	78	176	349	**412**	254	192	225	218	**280**	225	240	241	221	220	190	162	120	61	38
30	17	6	11	10	35	91	224	402	**449**	259	181	206	195	**226**	215	224	209	208	210	172	150	98	45	38
18	5	8	10	25	63	121	265	**397**	339	195	231	207	224	**252**	227	232	232	197	199	171	119	78	45	26
28	10	4	9	27	76	154	326	**454**	303	212	223	233	221	**230**	216	217	191	219	169	151	116	81	37	12

AM Peak 0830 - 0930 (1711), AM PHF=0.94 PM Peak 1400 - 1500 (988), PM PHF=0.88

* Wednesday, May 03, 2017=15324, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
114	**37**	**37**	**39**	**78**	**193**	**481**	**955**	**1505**	**1377**	**963**	**815**	**921**	**895**	**882**	**892**	**823**	**881**	**824**	**833**	**640**	**533**	**411**	**202**	
38	14	13	11	10	25	77	183	307	**366**	276	198	201	**230**	220	220	179	213	244	211	153	150	122	65	45
38	11	14	11	18	33	91	229	**349**	347	256	195	233	**236**	209	225	191	218	201	217	199	144	123	63	40
26	7	5	8	26	61	142	253	**440**	352	229	195	**246**	217	224	258	229	248	197	223	133	122	92	37	28
12	6	5	9	25	74	172	291	**410**	313	202	228	**241**	212	229	190	225	203	184	183	156	117	75	37	23

AM Peak 0815 - 0915 (1564), AM PHF=0.89 PM Peak 1230 - 1330 (952), PM PHF=0.97

* Thursday, May 04, 2017=15740, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
135	**54**	**40**	**41**	**76**	**194**	**449**	**966**	**1485**	**1463**	**986**	**786**	**880**	**949**	**924**	**917**	**892**	**890**	**866**	**812**	**681**	**562**	**472**	**224**	
45	12	15	6	12	26	70	175	330	**420**	312	227	229	264	**280**	226	239	244	220	223	214	138	132	70	48
40	17	8	7	14	46	106	215	353	**377**	247	169	203	**226**	191	234	210	213	218	230	175	151	136	68	43
28	15	9	14	22	50	122	254	**405**	347	226	195	223	**237**	261	233	235	230	234	193	142	148	104	37	47
23	10	9	14	28	73	151	323	**398**	319	201	196	226	**222**	193	226	209	204	194	167	150	126	102	49	26

AM Peak 0830 - 0930 (1600), AM PHF=0.95 PM Peak 1315 - 1415 (965), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-15929 -- English (ENU)

Datasets:

Site: **[43] SHORELINE BLVD BT SB US 101 RAMPS AND MIDDLEFIELD RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017=14505, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
109	**45**	**30**	**21**	**92**	**308**	**471**	**698**	**748**	**861**	**672**	**744**	**842**	**725**	**779**	**765**	**944**	**1545**	**1425**	**986**	**689**	**461**	**353**	**196**	
34	17	10	2	11	48	111	148	173	**242**	190	149	209	214	188	195	228	330	**422**	278	201	138	110	66	34
31	11	6	6	10	65	84	187	174	**198**	156	193	196	193	190	199	212	382	**384**	260	203	110	104	60	29
19	9	8	6	21	82	116	188	191	**220**	155	217	204	156	184	190	238	**413**	332	221	144	110	75	33	19
26	8	6	7	50	114	161	176	**211**	203	171	185	234	163	218	182	266	**421**	288	228	142	104	64	38	21

AM Peak 0845 - 0945 (870), AM PHF=0.90 PM Peak 1730 - 1830 (1639), PM PHF=0.97

* Wednesday, May 03, 2017=14794, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
103	**39**	**42**	**26**	**88**	**302**	**477**	**657**	**806**	**779**	**694**	**775**	**784**	**750**	**756**	**790**	**1059**	**1696**	**1330**	**970**	**748**	**558**	**355**	**213**	
34	8	14	8	7	55	97	161	210	**207**	169	165	197	189	176	186	185	371	**388**	259	193	154	99	71	35
29	14	9	5	10	61	110	150	174	**234**	176	205	204	182	211	208	274	**426**	335	284	216	150	105	53	38
19	9	8	7	23	89	121	185	**223**	154	169	209	195	181	183	199	268	**441**	288	238	190	143	80	51	28
21	8	11	6	48	98	150	163	**200**	185	180	197	189	198	187	198	333	**460**	320	190	150	113	72	38	15

AM Peak 0830 - 0930 (863), AM PHF=0.92 PM Peak 1715 - 1815 (1713), PM PHF=0.93

* Thursday, May 04, 2017=14429, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
116	**73**	**20**	**32**	**107**	**298**	**482**	**682**	**740**	**873**	**720**	**776**	**801**	**687**	**713**	**831**	**911**	**1481**	**1268**	**982**	**659**	**545**	**402**	**236**	
35	19	4	10	6	52	94	115	170	**238**	178	186	198	171	180	195	216	331	**348**	311	193	144	116	69	40
38	18	4	9	10	54	110	157	191	**205**	171	178	218	161	173	214	234	**402**	313	223	165	128	101	74	38
28	18	6	7	26	90	123	203	163	**215**	176	209	186	198	168	219	202	**370**	302	247	166	117	102	52	36
15	18	6	6	65	103	156	208	**217**	216	196	205	200	158	192	203	260	**378**	305	201	135	158	84	42	39

AM Peak 0845 - 0945 (873), AM PHF=0.92 PM Peak 1715 - 1815 (1498), PM PHF=0.93

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15934 -- English (ENU)

Datasets:

Site: **[46] SPRINGER RD BETWEEN EL MONTE AVE AND CUESTA DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=3803, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**4**	**1**	**2**	**2**	**21**	**51**	**210**	**400**	**327**	**243**	**245**	**261**	**239**	**244**	**308**	**287**	**309**	**252**	**175**	**116**	**68**	**25**	**10**	
0	1	0	1	1	3	4	26	74	**93**	54	53	76	66	42	**76**	63	76	65	44	33	32	7	2	2
0	1	1	0	0	8	4	26	**92**	81	60	51	65	59	49	**83**	72	76	74	54	38	16	6	1	2
1	1	0	1	0	7	20	67	**118**	80	75	70	54	59	64	**74**	67	62	55	40	18	11	5	7	1
2	1	0	0	1	3	23	91	**116**	73	54	71	66	55	**89**	75	85	95	58	37	27	9	7	0	2

AM Peak 0815 - 0915 (419), AM PHF=0.89 PM Peak 1445 - 1545 (322), PM PHF=0.90

* Wednesday, April 19, 2017 - Total=3874, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**4**	**5**	**4**	**8**	**19**	**49**	**212**	**371**	**345**	**259**	**279**	**252**	**187**	**255**	**344**	**273**	**317**	**257**	**204**	**101**	**73**	**37**	**12**	
2	2	2	0	6	2	9	22	**90**	87	79	74	79	59	47	**85**	60	79	65	65	33	29	10	6	1
2	0	0	3	1	5	9	32	**79**	72	71	57	53	44	57	**89**	70	79	69	45	26	18	10	3	3
1	2	1	1	1	6	16	63	**117**	91	60	73	62	38	78	**82**	80	88	68	55	24	17	13	2	1
2	0	2	0	0	6	15	**95**	85	95	49	75	58	46	73	**88**	63	71	55	39	18	9	4	1	3

AM Peak 0745 - 0845 (381), AM PHF=0.81 PM Peak 1500 - 1600 (344), PM PHF=0.97

* Thursday, April 20, 2017 - Total=3837, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**2**	**1**	**2**	**1**	**20**	**39**	**218**	**395**	**330**	**270**	**251**	**269**	**232**	**267**	**297**	**256**	**291**	**245**	**182**	**138**	**73**	**30**	**20**	
1	0	0	0	0	2	6	21	**92**	92	75	50	74	74	53	**73**	62	81	62	55	45	20	4	8	0
3	1	0	1	0	5	8	38	**88**	79	75	54	80	56	62	**90**	69	66	77	41	38	20	13	6	1
1	1	1	0	1	9	9	66	**111**	80	56	75	48	55	**69**	65	65	65	53	50	33	17	9	3	2
3	0	0	1	0	4	16	93	**104**	79	64	72	67	47	**83**	69	60	79	53	36	22	16	4	3	1

AM Peak 0800 - 0900 (395), AM PHF=0.89 PM Peak 1430 - 1530 (315), PM PHF=0.88

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15936 -- English (ENU)

Datasets:

Site: **[46] SPRINGER RD BETWEEN EL MONTE AVE AND CUESTA DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, April 18, 2017 - Total=3778, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**3**	**2**	**1**	**3**	**12**	**36**	**159**	**256**	**171**	**178**	**207**	**234**	**227**	**255**	**301**	**365**	**459**	**380**	**226**	**125**	**110**	**48**	**17**	
0	1	1	0	0	1	5	20	**73**	38	46	47	54	56	62	79	74	111	**128**	71	40	28	16	7	3
0	1	0	0	0	4	5	18	**77**	55	39	49	62	61	65	67	92	102	**104**	62	34	33	13	4	2
1	0	1	0	1	1	14	48	**62**	45	56	48	55	57	65	76	107	**122**	91	55	26	26	10	4	1
2	1	0	1	2	6	12	**73**	44	33	37	63	63	53	63	79	92	**124**	57	38	25	23	9	2	2

AM Peak 0745 - 0845 (285), AM PHF=0.93 PM Peak 1730 - 1830 (478), PM PHF=0.93

* Wednesday, April 19, 2017 - Total=3907, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**1**	**2**	**2**	**4**	**8**	**31**	**152**	**277**	**180**	**168**	**211**	**268**	**246**	**307**	**308**	**357**	**440**	**384**	**245**	**146**	**100**	**44**	**18**	
3	0	0	1	0	3	6	27	**57**	53	36	42	75	49	65	71	94	116	**110**	78	32	34	15	5	3
2	0	0	0	0	2	3	25	**87**	42	39	48	68	61	72	70	85	84	**121**	69	38	25	15	8	4
1	0	0	0	1	2	9	30	**48**	36	46	52	64	68	76	79	79	**122**	74	60	41	18	7	0	0
2	1	2	1	3	1	13	70	**85**	49	47	69	61	68	94	88	99	**118**	79	38	35	23	7	5	1

AM Peak 0800 - 0900 (277), AM PHF=0.80 PM Peak 1730 - 1830 (471), PM PHF=0.97

* Thursday, April 20, 2017 - Total=3918, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**2**	**2**	**3**	**6**	**11**	**37**	**160**	**267**	**190**	**206**	**203**	**253**	**253**	**279**	**330**	**341**	**433**	**388**	**250**	**146**	**101**	**38**	**11**	
3	2	0	1	0	3	2	21	**64**	47	47	32	56	67	69	77	82	89	**123**	83	45	43	14	1	1
4	0	1	0	0	4	8	25	**86**	50	50	61	51	70	61	88	81	**104**	92	66	43	23	11	4	1
0	0	0	1	2	2	14	35	**59**	47	61	50	70	66	71	74	93	**127**	90	53	34	18	9	5	4
1	0	1	1	4	2	13	**79**	58	46	48	60	76	50	78	91	85	**113**	83	48	24	17	4	1	1

AM Peak 0745 - 0845 (288), AM PHF=0.84 PM Peak 1715 - 1815 (467), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15937 -- English (ENU)

Datasets:

Site: **[47] WHISMAN RD BT MIDDLEFIELD RD AND CENTRAL EXPY**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017 - Total=4095, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**10**	**6**	**6**	**17**	**64**	**107**	**278**	**614**	**474**	**226**	**207**	**240**	**213**	**176**	**227**	**213**	**293**	**231**	**181**	**129**	**72**	**74**	**23**	
4	6	2	1	2	3	14	44	**139**	136	63	45	62	58	50	74	47	56	**68**	47	34	23	19	5	2
3	1	2	0	5	10	23	54	**167**	126	72	45	61	59	41	44	49	**69**	54	54	33	21	21	13	1
5	2	1	3	5	16	22	76	**143**	116	44	68	58	43	40	55	52	**87**	58	36	34	14	21	3	3
2	1	1	2	5	35	48	104	**165**	96	47	49	59	53	45	54	65	**81**	51	44	28	14	13	2	4

AM Peak 0800 - 0900 (614), AM PHF=0.92 PM Peak 1715 - 1815 (305), PM PHF=0.88

* Wednesday, May 03, 2017 - Total=4044, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**5**	**4**	**3**	**15**	**78**	**96**	**258**	**603**	**486**	**247**	**202**	**237**	**215**	**169**	**221**	**203**	**272**	**228**	**171**	**125**	**106**	**55**	**35**	
2	2	3	0	4	5	13	40	146	**155**	63	41	57	59	38	81	54	**68**	56	39	36	26	16	16	3
1	2	0	0	2	16	27	54	**154**	125	73	45	51	44	25	44	43	**59**	54	40	30	38	15	9	2
3	1	0	1	3	27	26	73	**151**	115	63	58	65	56	47	52	49	**68**	68	41	26	24	13	7	2
4	0	1	2	6	30	30	91	**152**	91	48	58	64	56	59	44	57	**77**	50	51	33	18	11	3	2

AM Peak 0815 - 0915 (612), AM PHF=0.99 PM Peak 1700 - 1800 (272), PM PHF=0.88

* Thursday, May 04, 2017 - Total=4058, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**7**	**6**	**8**	**21**	**75**	**99**	**270**	**606**	**493**	**253**	**191**	**236**	**215**	**191**	**205**	**183**	**265**	**232**	**197**	**112**	**86**	**63**	**35**	
3	4	2	4	5	3	16	43	135	**156**	65	46	47	48	50	68	48	56	**74**	56	27	18	21	10	3
2	1	1	0	5	12	23	54	**151**	128	75	43	64	58	42	47	39	**75**	52	64	26	22	21	13	3
2	1	2	3	5	22	21	81	**147**	111	63	55	73	54	46	54	45	**62**	61	34	34	26	13	5	7
2	1	1	1	6	38	39	92	**173**	98	50	47	52	55	53	36	51	**72**	45	43	25	20	8	7	2

AM Peak 0815 - 0915 (627), AM PHF=0.91 PM Peak 1715 - 1815 (283), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-15939 -- English (ENU)

Datasets:
Site: **[47] WHISMAN RD BT MIDDLEFIELD RD AND CENTRAL EXPY**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, May 02, 2017 - Total=5464, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**8**	**5**	**8**	**10**	**27**	**109**	**332**	**336**	**279**	**224**	**236**	**271**	**217**	**281**	**341**	**473**	**924**	**612**	**349**	**197**	**109**	**68**	**37**	
4	4	1	1	1	3	12	48	**91**	81	70	53	67	62	74	75	99	186	**199**	91	52	37	17	16	5
1	1	3	1	4	10	18	60	**72**	61	47	43	68	65	64	71	125	**244**	168	114	51	33	14	8	3
4	3	1	4	2	7	35	**127**	94	67	60	71	62	46	65	95	126	**255**	130	86	52	23	25	9	2
2	0	0	2	3	7	44	**97**	79	70	47	69	74	44	78	100	123	**239**	115	58	42	16	12	4	3

AM Peak 0730 - 0830 (387), AM PHF=0.76 PM Peak 1715 - 1815 (937), PM PHF=0.92

* Wednesday, May 03, 2017 - Total=5728, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**10**	**5**	**4**	**14**	**36**	**105**	**283**	**366**	**298**	**216**	**258**	**301**	**241**	**309**	**372**	**508**	**925**	**697**	**333**	**200**	**117**	**76**	**41**	
5	4	3	2	1	2	13	43	**105**	82	60	48	80	64	80	70	81	214	**249**	97	67	41	28	15	2
3	1	0	1	3	4	25	45	**87**	80	60	66	70	60	68	104	113	**243**	186	78	44	28	23	18	7
2	5	1	1	5	18	36	**104**	86	68	56	65	79	52	88	97	151	**248**	136	80	49	23	10	5	2
3	0	1	0	5	12	31	**91**	88	68	40	79	72	65	73	101	163	**220**	126	78	40	25	15	3	5

AM Peak 0730 - 0830 (387), AM PHF=0.92 PM Peak 1715 - 1815 (960), PM PHF=0.96

* Thursday, May 04, 2017 - Total=5481, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**13**	**8**	**3**	**17**	**29**	**104**	**314**	**311**	**285**	**227**	**281**	**322**	**286**	**262**	**364**	**492**	**850**	**616**	**320**	**163**	**97**	**65**	**36**	
2	6	4	0	3	2	15	27	**79**	88	65	55	87	70	68	67	113	**190**	176	94	46	28	24	9	8
7	2	1	0	7	7	26	48	**70**	83	50	61	80	60	60	84	99	**212**	173	88	51	26	12	15	3
2	3	0	2	4	8	30	**135**	74	61	68	74	81	81	57	114	127	**225**	143	70	36	20	13	8	8
5	2	3	1	3	12	33	**104**	88	53	44	91	74	75	77	99	153	**223**	124	68	30	23	16	4	6

AM Peak 0730 - 0830 (388), AM PHF=0.72 PM Peak 1700 - 1800 (850), PM PHF=0.94

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	19	3	0	22	48	0	26	0	74	32	99	0	0	131	0	0	0	0	0	227
07:15 AM	0	28	7	0	35	33	0	18	2	53	30	111	0	0	141	0	0	0	0	0	229
07:30 AM	0	30	4	0	34	38	0	24	2	64	37	86	0	0	123	0	0	0	0	0	221
07:45 AM	0	33	11	0	44	44	0	24	1	69	48	122	0	0	170	0	0	0	0	0	283
Total	0	110	25	0	135	163	0	92	5	260	147	418	0	0	565	0	0	0	0	0	960
08:00 AM	0	40	6	0	46	30	0	23	3	56	48	116	0	0	164	0	0	0	0	0	266
08:15 AM	0	36	13	0	49	43	0	32	0	75	27	108	0	0	135	0	0	0	0	0	259
08:30 AM	0	34	11	0	45	34	0	27	1	62	33	126	1	0	160	0	0	0	0	0	267
08:45 AM	0	35	10	0	45	41	0	33	2	76	42	123	0	0	165	0	0	0	0	0	286
Total	0	145	40	0	185	148	0	115	6	269	150	473	1	0	624	0	0	0	0	0	1078
09:00 AM	0	33	7	0	40	40	0	38	2	80	35	118	0	0	153	0	0	0	0	0	273
09:15 AM	0	28	9	0	37	41	0	37	1	79	35	99	0	0	134	0	0	0	0	0	250
09:30 AM	0	29	4	0	33	25	0	35	0	60	41	92	0	0	133	0	0	0	0	0	226
09:45 AM	0	36	11	0	47	31	0	26	0	57	37	97	0	0	134	0	0	0	0	0	238
Total	0	126	31	0	157	137	0	136	3	276	148	406	0	0	554	0	0	0	0	0	987
Grand Total	0	381	96	0	477	448	0	343	14	805	445	1297	1	0	1743	0	0	0	0	0	3025
Apprch %	0	79.9	20.1	0		55.7	0	42.6	1.7		25.5	74.4	0.1	0		0	0	0	0		
Total %	0	12.6	3.2	0	15.8	14.8	0	11.3	0.5	26.6	14.7	42.9	0	0	57.6	0	0	0	0	0	
Lights	0	341	86	0	427	431	0	315	14	760	434	1261	1	0	1696	0	0	0	0	0	2883
% Lights	0	89.5	89.6	0	89.5	96.2	0	91.8	100	94.4	97.5	97.2	100	0	97.3	0	0	0	0	0	95.3
Buses	0	12	1	0	13	0	0	11	0	11	3	15	0	0	18	0	0	0	0	0	42
% Buses	0	3.1	1	0	2.7	0	0	3.2	0	1.4	0.7	1.2	0	0	1	0	0	0	0	0	1.4
Trucks	0	28	9	0	37	17	0	17	0	34	8	21	0	0	29	0	0	0	0	0	100
% Trucks	0	7.3	9.4	0	7.8	3.8	0	5	0	4.2	1.8	1.6	0	0	1.7	0	0	0	0	0	3.3

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**36**	**13**	**49**	**43**	0	32	75	27	108	0	135	0	0	0	0	259
08:30 AM	0	34	11	45	34	0	27	61	33	**126**	**1**	160	0	0	0	0	266
08:45 AM	0	35	10	45	41	0	33	74	**42**	123	0	**165**	0	0	0	0	**284**
09:00 AM	0	33	7	40	40	0	**38**	**78**	35	118	0	153	0	0	0	0	271
Total Volume	0	138	41	179	158	0	130	288	137	475	1	613	0	0	0	0	1080
% App. Total	0	77.1	22.9		54.9	0	45.1		22.3	77.5	0.2		0	0	0		
PHF	.000	.958	.788	.913	.919	.000	.855	.923	.815	.942	.250	.929	.000	.000	.000	.000	.951

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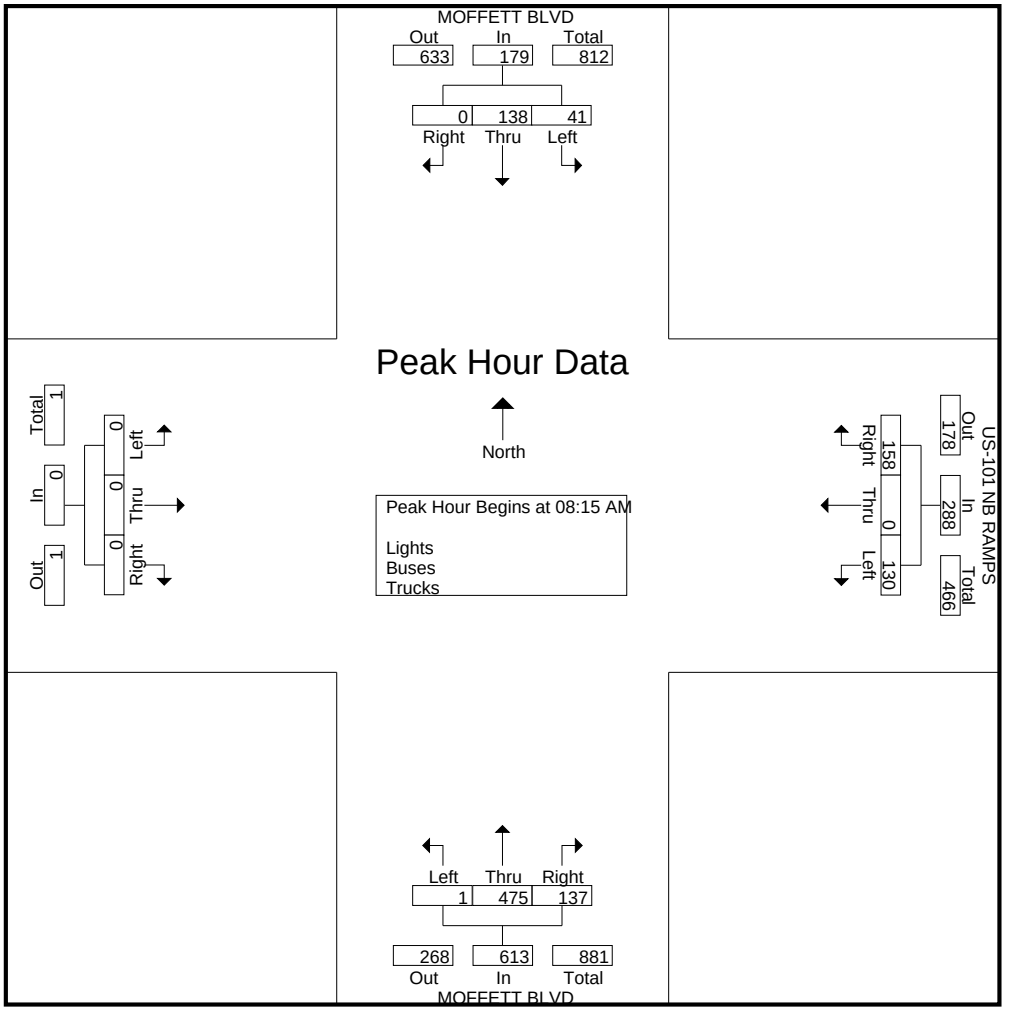

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
Total	0	1	0	0	1	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	26
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
Total	0	1	0	0	1	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	31
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	21
Grand Total	0	2	0	0	2	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	78
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	2.6	0	0	2.6	0	0	0	0	0	0	97.4	0	0	97.4	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	10	0	10	0	0	0	0	**11**
07:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	**11**	0	**11**	0	0	0	0	11
Total Volume	0	1	0	1	0	0	0	0	0	34	0	34	0	0	0	0	35
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.773	.000	.773	.000	.000	.000	.000	.795

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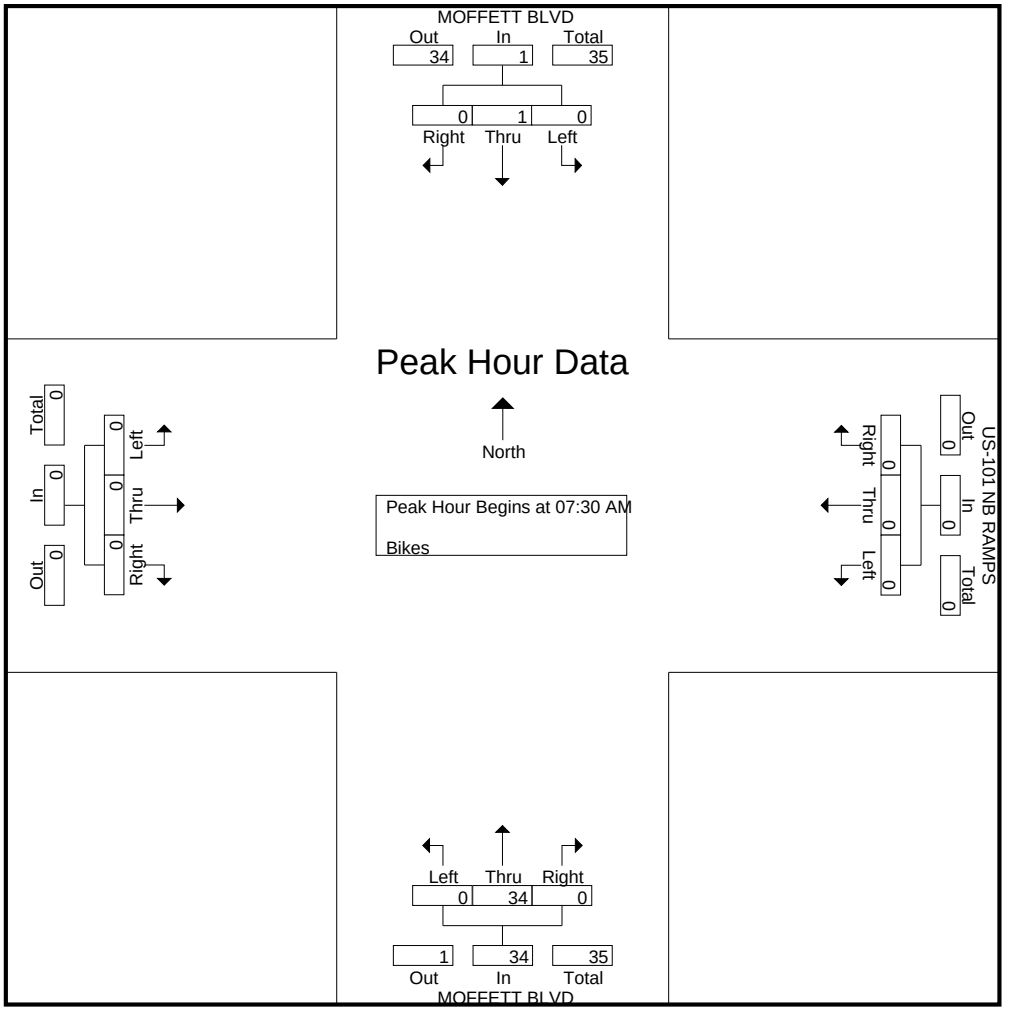

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	186	43	0	229	5	0	32	0	37	28	25	0	0	53	0	0	0	0	0	319
04:15 PM	0	135	40	0	175	7	0	59	1	67	27	23	0	0	50	0	0	0	0	0	292
04:30 PM	0	156	49	0	205	5	0	71	1	77	16	44	0	0	60	0	0	0	0	0	342
04:45 PM	0	131	33	0	164	6	0	89	1	96	26	23	0	0	49	0	0	0	0	0	309
Total	0	608	165	0	773	23	0	251	3	277	97	115	0	0	212	0	0	0	0	0	1262
05:00 PM	0	162	41	0	203	13	0	115	2	130	32	40	0	0	72	0	0	0	0	0	405
05:15 PM	0	154	38	0	192	9	0	116	2	127	28	43	0	0	71	0	0	0	0	0	390
05:30 PM	0	125	26	0	151	11	0	104	2	117	21	29	0	0	50	0	0	0	0	0	318
05:45 PM	0	113	29	0	142	5	0	131	1	137	33	34	0	0	67	0	0	0	0	0	346
Total	0	554	134	0	688	38	0	466	7	511	114	146	0	0	260	0	0	0	0	0	1459
06:00 PM	0	117	24	0	141	4	0	114	0	118	26	27	0	0	53	0	0	0	0	0	312
06:15 PM	0	78	19	0	97	3	0	87	1	91	28	20	0	0	48	0	0	0	0	0	236
06:30 PM	0	68	14	0	82	1	0	84	0	85	35	18	0	0	53	0	0	0	0	0	220
06:45 PM	0	60	9	0	69	2	0	78	0	80	29	21	0	0	50	0	0	0	0	0	199
Total	0	323	66	0	389	10	0	363	1	374	118	86	0	0	204	0	0	0	0	0	967
Grand Total	0	1485	365	0	1850	71	0	1080	11	1162	329	347	0	0	676	0	0	0	0	0	3688
Apprch %	0	80.3	19.7	0		6.1	0	92.9	0.9		48.7	51.3	0	0		0	0	0	0		
Total %	0	40.3	9.9	0	50.2	1.9	0	29.3	0.3	31.5	8.9	9.4	0	0	18.3	0	0	0	0	0	
Lights	0	1471	360	0	1831	70	0	1066	11	1147	309	334	0	0	643	0	0	0	0	0	3621
% Lights	0	99.1	98.6	0	99	98.6	0	98.7	100	98.7	93.9	96.3	0	0	95.1	0	0	0	0	0	98.2
Buses	0	5	4	0	9	0	0	10	0	10	18	11	0	0	29	0	0	0	0	0	48
% Buses	0	0.3	1.1	0	0.5	0	0	0.9	0	0.9	5.5	3.2	0	0	4.3	0	0	0	0	0	1.3
Trucks	0	9	1	0	10	1	0	4	0	5	2	2	0	0	4	0	0	0	0	0	19
% Trucks	0	0.6	0.3	0	0.5	1.4	0	0.4	0	0.4	0.6	0.6	0	0	0.6	0	0	0	0	0	0.5

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**162**	**41**	**203**	**13**	0	115	128	32	40	0	**72**	0	0	0	0	**403**
05:15 PM	0	154	38	192	9	0	116	125	28	**43**	0	71	0	0	0	0	388
05:30 PM	0	125	26	151	11	0	104	115	21	29	0	50	0	0	0	0	316
05:45 PM	0	113	29	142	5	0	**131**	**136**	**33**	34	0	67	0	0	0	0	345
Total Volume	0	554	134	688	38	0	466	504	114	146	0	260	0	0	0	0	1452
% App. Total	0	80.5	19.5		7.5	0	92.5		43.8	56.2	0		0	0	0		
PHF	.000	.855	.817	.847	.731	.000	.889	.926	.864	.849	.000	.903	.000	.000	.000	.000	.901

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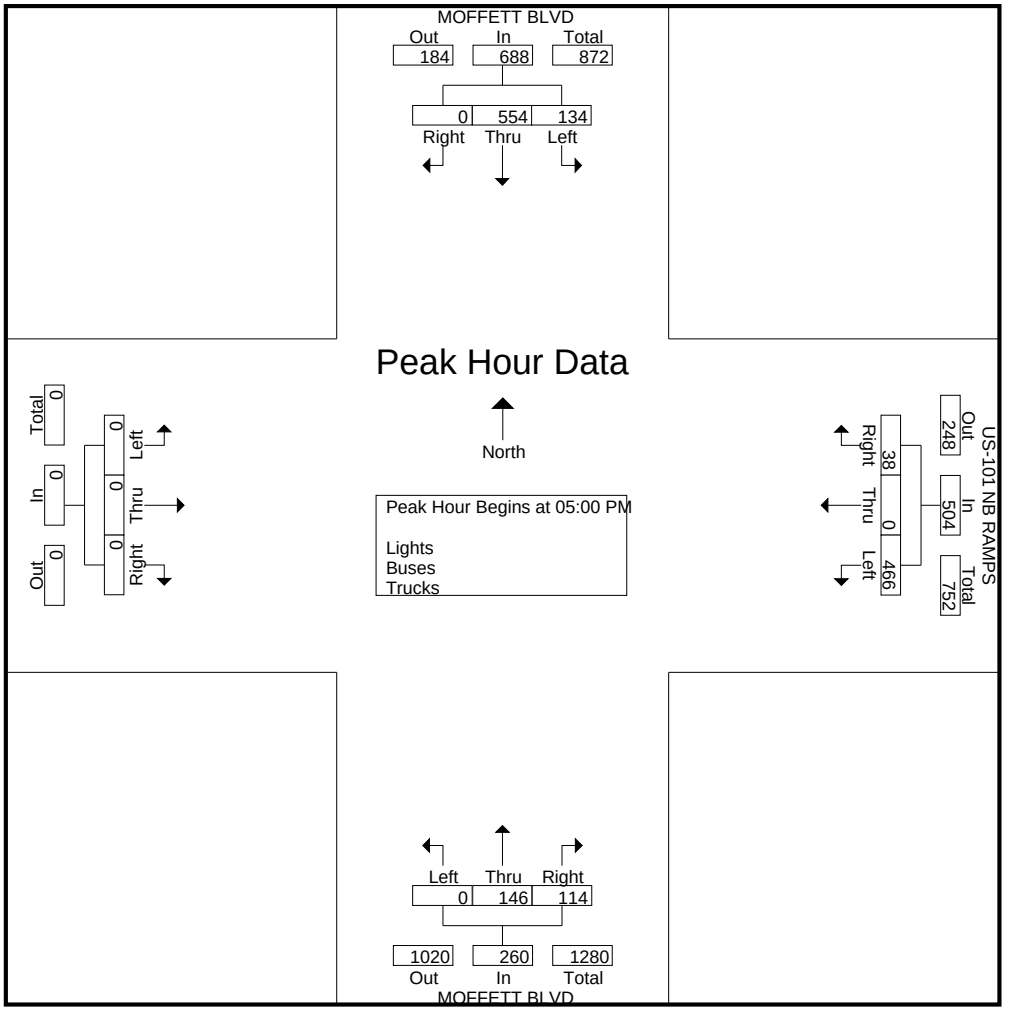

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	11
05:30 PM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	30	0	0	30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	32
06:00 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	23	0	0	23	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	26
Grand Total	0	61	0	0	61	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	67
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	91	0	0	91	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	10	0	10	0	0	0	0	0	**1**	0	**1**	0	0	0	0	11
05:30 PM	0	**12**	0	**12**	0	0	0	0	0	0	0	0	0	0	0	0	**12**
05:45 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
06:00 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total Volume	0	34	0	34	0	0	0	0	0	3	0	3	0	0	0	0	37
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.708	.000	.708	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.771

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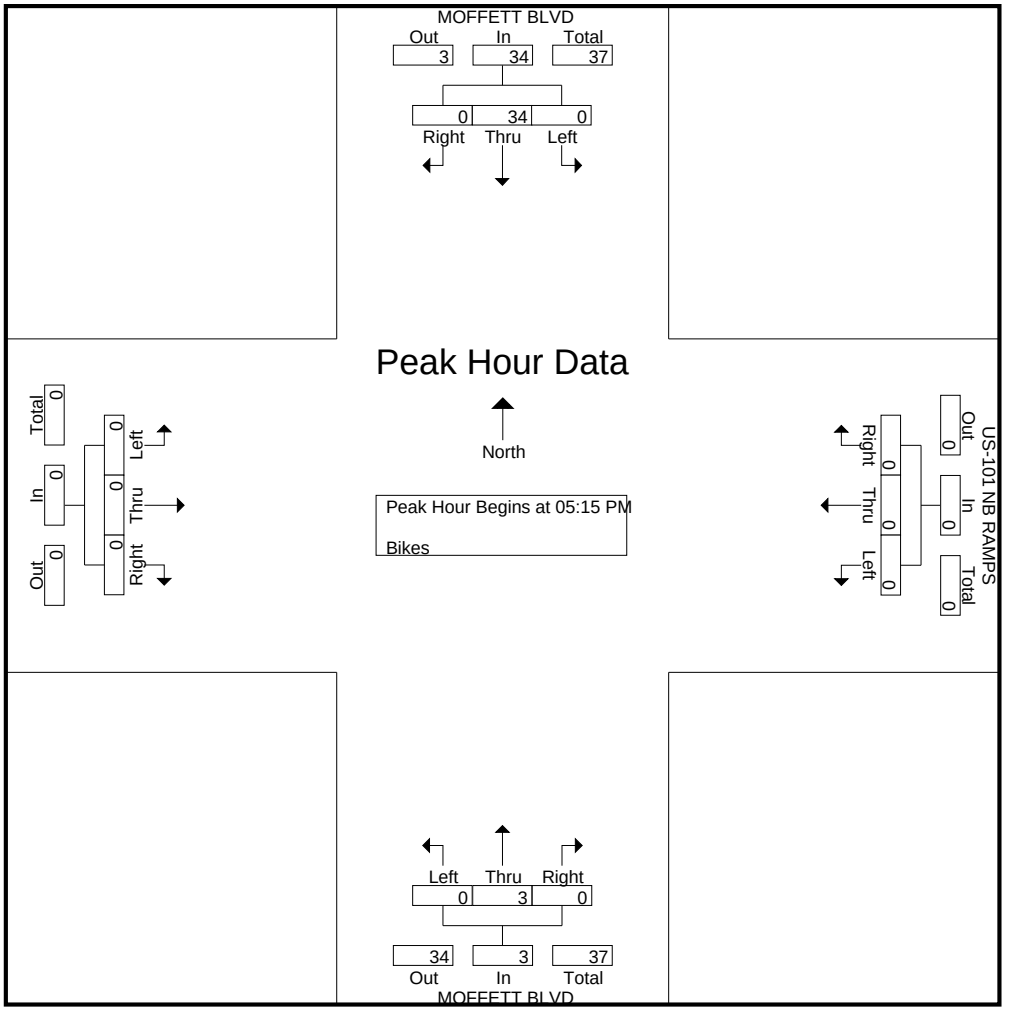

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	35	10	0	45	40	0	18	1	59	44	93	0	0	137	0	0	0	0	0	241
07:15 AM	0	32	13	0	45	41	0	14	3	58	51	100	0	0	151	0	0	0	0	0	254
07:30 AM	0	47	6	0	53	34	0	20	1	55	57	97	0	0	154	0	0	0	0	0	262
07:45 AM	0	47	11	0	58	33	0	30	0	63	62	141	0	0	203	0	0	0	0	0	324
Total	0	161	40	0	201	148	0	82	5	235	214	431	0	0	645	0	0	0	0	0	1081
08:00 AM	0	50	13	0	63	41	0	31	3	75	55	131	0	0	186	0	0	0	0	0	324
08:15 AM	0	55	15	0	70	25	0	20	0	45	49	107	0	0	156	0	0	0	0	0	271
08:30 AM	0	50	10	0	60	35	0	31	3	69	55	120	0	0	175	0	0	0	0	0	304
08:45 AM	0	55	14	0	69	35	0	29	1	65	76	127	0	0	203	0	0	0	0	0	337
Total	0	210	52	0	262	136	0	111	7	254	235	485	0	0	720	0	0	0	0	0	1236
09:00 AM	0	63	11	0	74	33	0	24	2	59	55	111	0	0	166	0	0	0	0	0	299
09:15 AM	0	56	8	0	64	29	0	35	1	65	51	113	0	0	164	0	0	0	0	0	293
09:30 AM	0	53	10	0	63	34	0	24	0	58	56	107	0	0	163	0	0	0	0	0	284
09:45 AM	0	49	8	0	57	34	0	24	0	58	49	88	0	0	137	0	0	0	0	0	252
Total	0	221	37	0	258	130	0	107	3	240	211	419	0	0	630	0	0	0	0	0	1128
Grand Total	0	592	129	0	721	414	0	300	15	729	660	1335	0	0	1995	0	0	0	0	0	3445
Apprch %	0	82.1	17.9	0		56.8	0	41.2	2.1		33.1	66.9	0	0		0	0	0	0		
Total %	0	17.2	3.7	0	20.9	12	0	8.7	0.4	21.2	19.2	38.8	0	0	57.9	0	0	0	0	0	
Lights	0	549	109	0	658	393	0	277	15	685	635	1307	0	0	1942	0	0	0	0	0	3285
% Lights	0	92.7	84.5	0	91.3	94.9	0	92.3	100	94	96.2	97.9	0	0	97.3	0	0	0	0	0	95.4
Buses	0	22	0	0	22	5	0	16	0	21	10	15	0	0	25	0	0	0	0	0	68
% Buses	0	3.7	0	0	3.1	1.2	0	5.3	0	2.9	1.5	1.1	0	0	1.3	0	0	0	0	0	2
Trucks	0	21	20	0	41	16	0	7	0	23	15	13	0	0	28	0	0	0	0	0	92
% Trucks	0	3.5	15.5	0	5.7	3.9	0	2.3	0	3.2	2.3	1	0	0	1.4	0	0	0	0	0	2.7

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	50	13	63	**41**	0	**31**	**72**	55	**131**	0	186	0	0	0	0	321
08:15 AM	0	**55**	**15**	**70**	25	0	20	45	49	107	0	156	0	0	0	0	271
08:30 AM	0	50	10	60	35	0	31	66	55	120	0	175	0	0	0	0	301
08:45 AM	0	55	14	69	35	0	29	64	**76**	127	0	**203**	0	0	0	0	**336**
Total Volume	0	210	52	262	136	0	111	247	235	485	0	720	0	0	0	0	1229
% App. Total	0	80.2	19.8		55.1	0	44.9		32.6	67.4	0		0	0	0		
PHF	.000	.955	.867	.936	.829	.000	.895	.858	.773	.926	.000	.887	.000	.000	.000	.000	.914

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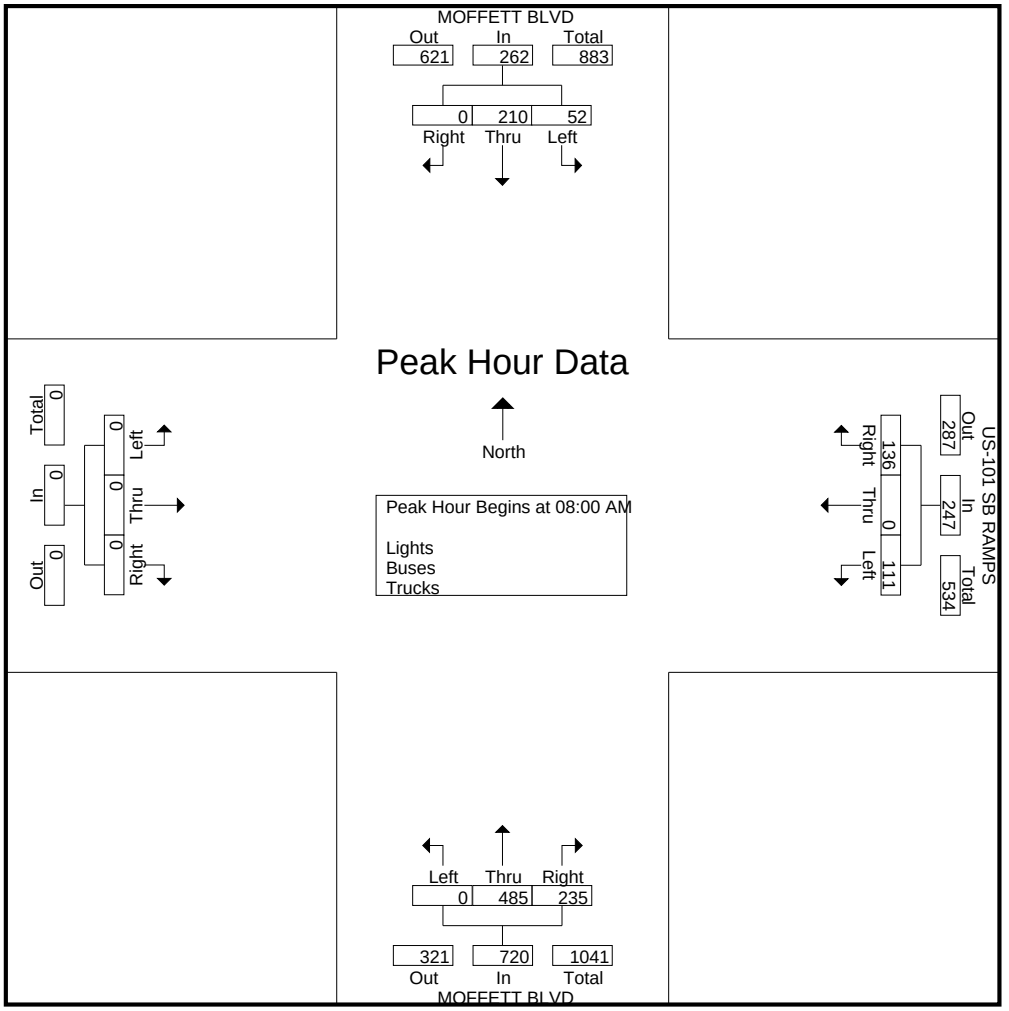

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	26
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	1	0	0	1	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	24
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	21
Grand Total	0	2	0	0	2	0	0	0	0	0	2	67	0	0	69	0	0	0	0	0	71
Apprch %	0	100	0	0		0	0	0	0		2.9	97.1	0	0		0	0	0	0		
Total %	0	2.8	0	0	2.8	0	0	0	0	0	2.8	94.4	0	0	97.2	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**10**	0	**10**	0	0	0	0	**10**
07:45 AM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	8
Total Volume	0	0	0	0	0	0	0	0	0	31	0	31	0	0	0	0	31
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.775	.000	.775	.000	.000	.000	.000	.775

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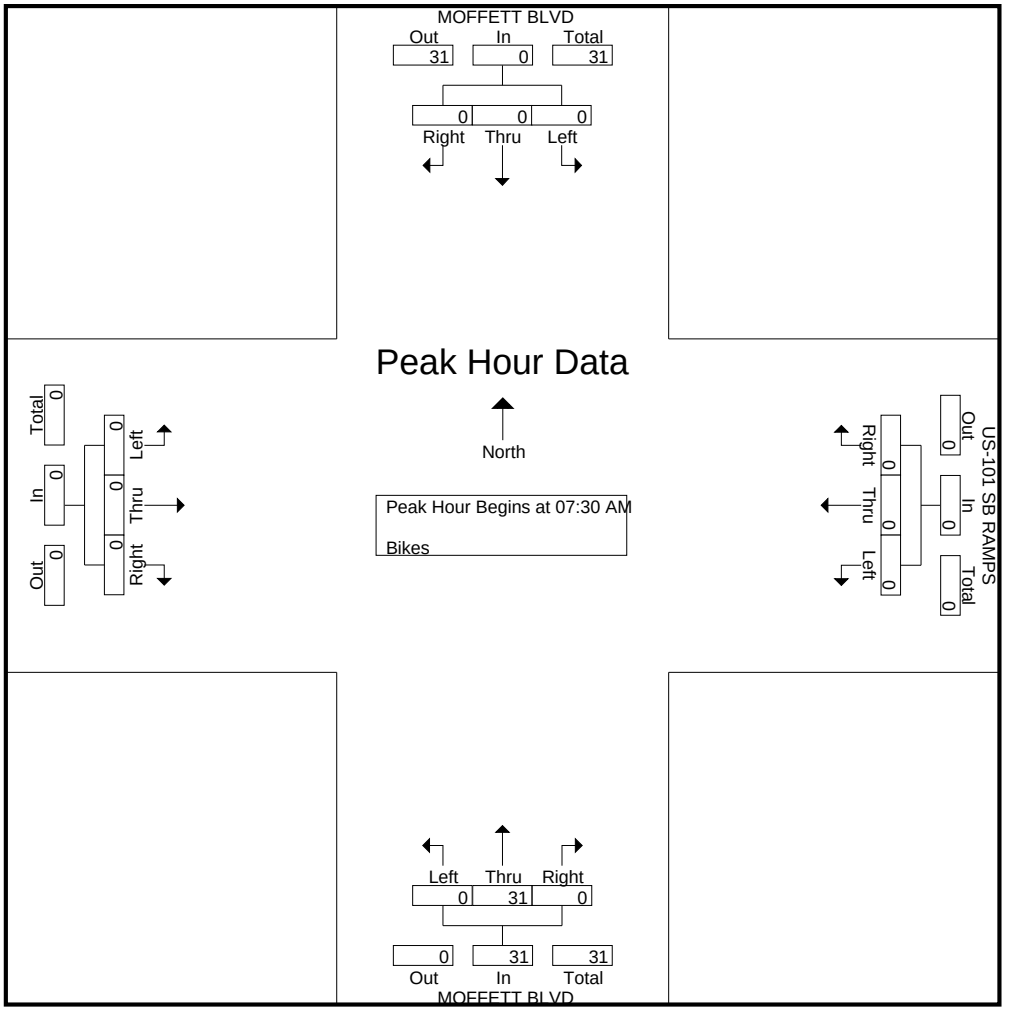

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	145	72	0	217	12	0	37	0	49	20	35	0	0	55	0	0	0	0	0	321
04:15 PM	0	137	52	0	189	8	0	38	1	47	26	42	0	0	68	0	0	0	0	0	304
04:30 PM	0	164	46	0	210	22	0	47	1	70	27	39	0	0	66	0	0	0	0	0	346
04:45 PM	0	166	45	0	211	4	0	36	1	41	33	39	0	0	72	0	0	0	0	0	324
Total	0	612	215	0	827	46	0	158	3	207	106	155	0	0	261	0	0	0	0	0	1295
05:00 PM	0	226	45	0	271	14	0	33	1	48	23	61	0	0	84	0	0	0	0	0	403
05:15 PM	0	224	50	0	274	10	0	51	2	63	20	60	0	0	80	0	0	0	0	0	417
05:30 PM	0	201	26	0	227	7	0	61	3	71	30	39	0	0	69	0	0	0	0	0	367
05:45 PM	0	217	26	0	243	13	0	68	1	82	23	53	0	0	76	0	0	0	0	0	401
Total	0	868	147	0	1015	44	0	213	7	264	96	213	0	0	309	0	0	0	0	0	1588
06:00 PM	0	220	31	0	251	7	0	37	0	44	23	43	0	0	66	0	0	0	0	0	361
06:15 PM	0	151	18	0	169	8	0	54	2	64	27	39	0	0	66	0	0	0	0	0	299
06:30 PM	0	146	19	0	165	8	0	38	0	46	20	47	0	0	67	0	0	0	0	0	278
06:45 PM	0	119	23	0	142	4	0	45	2	51	22	43	0	0	65	0	0	0	0	0	258
Total	0	636	91	0	727	27	0	174	4	205	92	172	0	0	264	0	0	0	0	0	1196
Grand Total	0	2116	453	0	2569	117	0	545	14	676	294	540	0	0	834	0	0	0	0	0	4079
Apprch %	0	82.4	17.6	0		17.3	0	80.6	2.1		35.3	64.7	0	0		0	0	0	0		
Total %	0	51.9	11.1	0	63	2.9	0	13.4	0.3	16.6	7.2	13.2	0	0	20.4	0	0	0	0	0	
Lights	0	2099	449	0	2548	114	0	537	14	665	290	515	0	0	805	0	0	0	0	0	4018
% Lights	0	99.2	99.1	0	99.2	97.4	0	98.5	100	98.4	98.6	95.4	0	0	96.5	0	0	0	0	0	98.5
Buses	0	13	0	0	13	1	0	6	0	7	2	24	0	0	26	0	0	0	0	0	46
% Buses	0	0.6	0	0	0.5	0.9	0	1.1	0	1	0.7	4.4	0	0	3.1	0	0	0	0	0	1.1
Trucks	0	4	4	0	8	2	0	2	0	4	2	1	0	0	3	0	0	0	0	0	15
% Trucks	0	0.2	0.9	0	0.3	1.7	0	0.4	0	0.6	0.7	0.2	0	0	0.4	0	0	0	0	0	0.4

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**226**	45	271	**14**	0	33	47	23	**61**	0	**84**	0	0	0	0	402
05:15 PM	0	224	**50**	**274**	10	0	51	61	20	60	0	80	0	0	0	0	**415**
05:30 PM	0	201	26	227	7	0	61	68	**30**	39	0	69	0	0	0	0	364
05:45 PM	0	217	26	243	13	0	**68**	**81**	23	53	0	76	0	0	0	0	400
Total Volume	0	868	147	1015	44	0	213	257	96	213	0	309	0	0	0	0	1581
% App. Total	0	85.5	14.5		17.1	0	82.9		31.1	68.9	0		0	0	0		
PHF	.000	.960	.735	.926	.786	.000	.783	.793	.800	.873	.000	.920	.000	.000	.000	.000	.952

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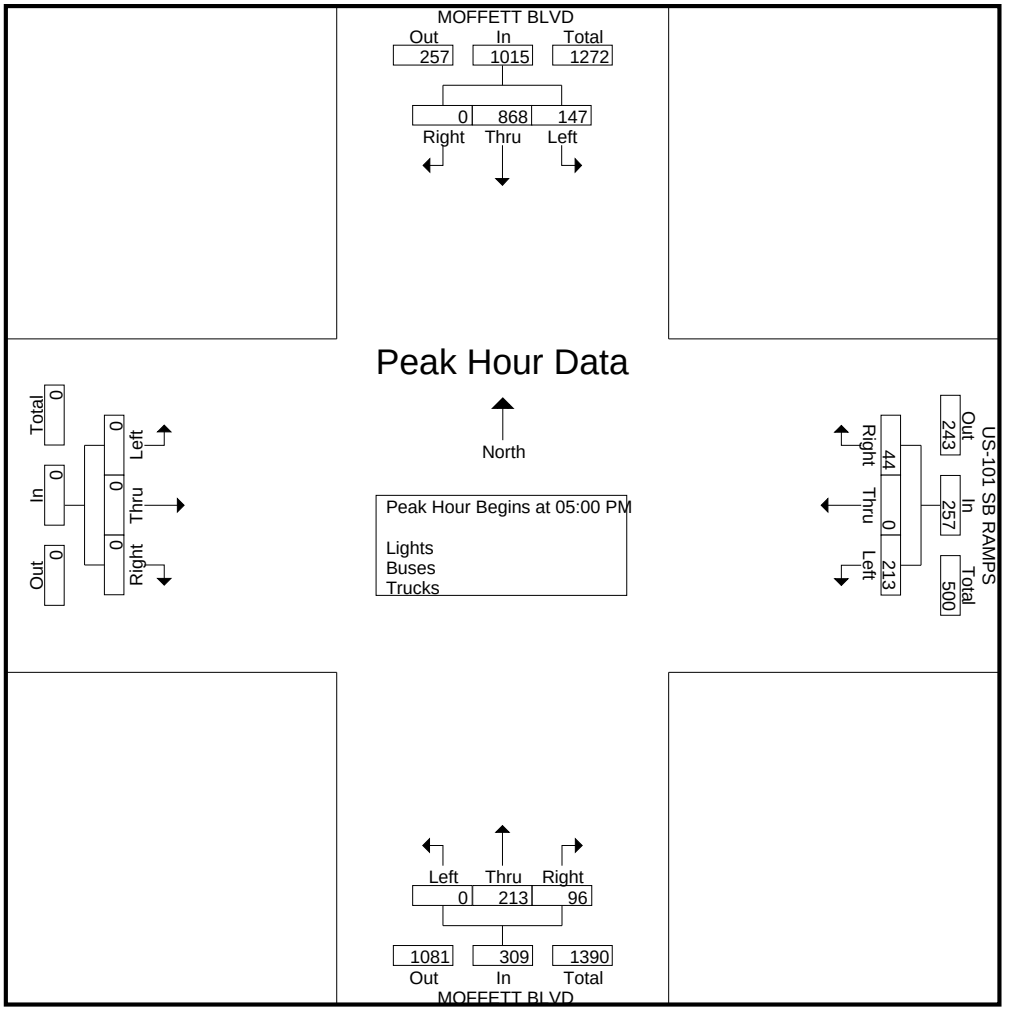

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File Name : 2PM FINAL
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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
05:30 PM	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
05:45 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	35	0	0	35	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	37
06:00 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	25	0	0	25	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	26
Grand Total	0	79	0	0	79	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	82
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	96.3	0	0	96.3	0	0	0	0	0	0	3.7	0	0	3.7	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	12	0	12	0	0	0	0	0	**1**	0	**1**	0	0	0	0	13
05:30 PM	0	**14**	0	**14**	0	0	0	0	0	0	0	0	0	0	0	0	**14**
05:45 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
06:00 PM	0	8	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
Total Volume	0	40	0	40	0	0	0	0	0	3	0	3	0	0	0	0	43
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.714	.000	.714	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.768

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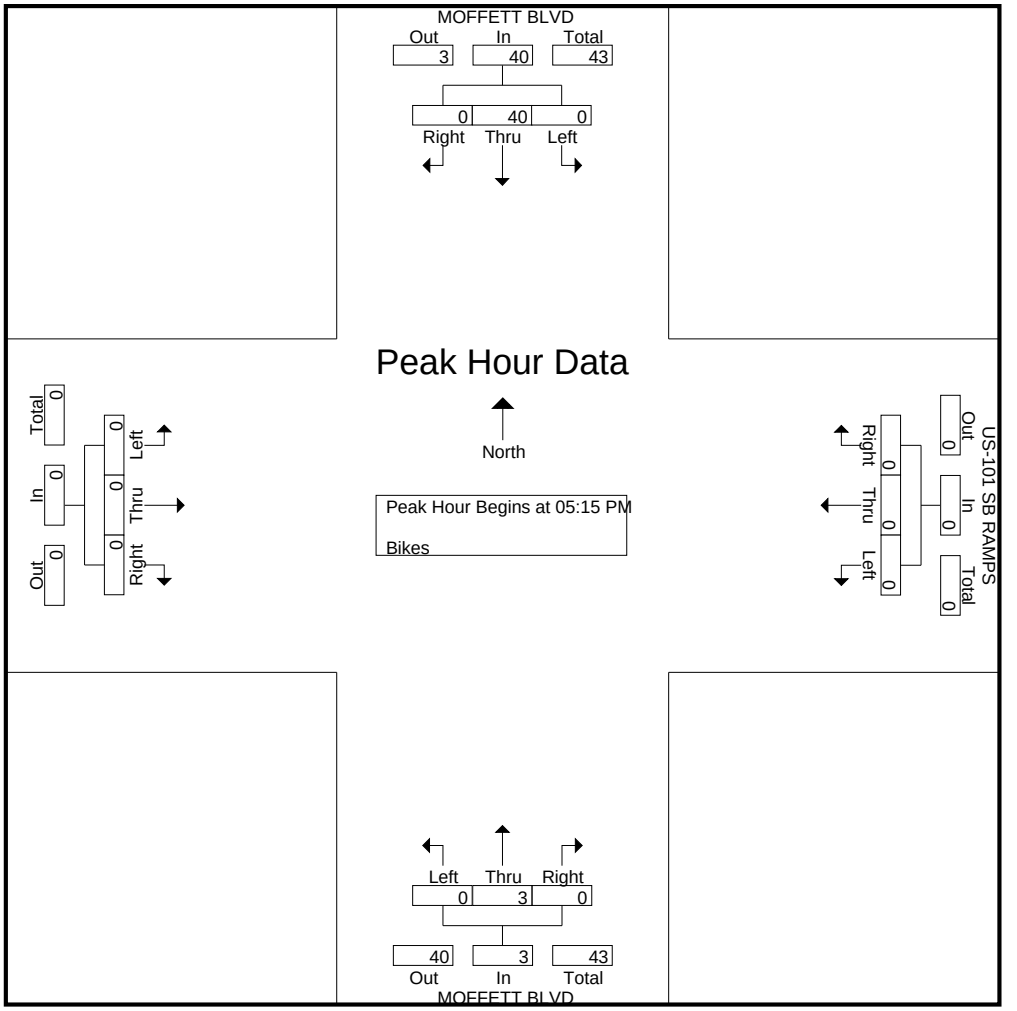

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File Name : 3AM FINAL
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Start Date : 5/15/2018
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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	36	17	1	54	39	0	27	0	66	16	97	0	0	113	0	0	0	0	0	233
07:15 AM	0	32	11	8	51	33	0	41	1	75	26	112	0	0	138	0	0	0	0	0	264
07:30 AM	0	47	21	1	69	48	0	65	0	113	43	108	0	0	151	0	0	0	0	0	333
07:45 AM	0	55	24	0	79	56	0	52	0	108	72	157	0	0	229	0	0	0	0	0	416
Total	0	170	73	10	253	176	0	185	1	362	157	474	0	0	631	0	0	0	0	0	1246
08:00 AM	0	63	18	0	81	45	0	49	3	97	51	127	0	0	178	0	0	0	0	0	356
08:15 AM	0	57	19	1	77	31	0	44	2	77	34	126	0	0	160	0	0	0	0	0	314
08:30 AM	0	61	19	2	82	41	0	33	4	78	51	150	0	0	201	0	0	0	0	0	361
08:45 AM	0	58	24	0	82	51	0	39	1	91	56	156	0	0	212	0	0	0	0	0	385
Total	0	239	80	3	322	168	0	165	10	343	192	559	0	0	751	0	0	0	0	0	1416
09:00 AM	0	67	19	0	86	37	0	40	2	79	64	144	1	0	209	0	0	0	0	0	374
09:15 AM	0	70	22	0	92	44	0	17	1	62	37	113	1	0	151	0	0	0	0	0	305
09:30 AM	0	61	16	0	77	30	0	22	0	52	54	134	1	0	189	0	0	0	0	0	318
09:45 AM	0	55	15	0	70	25	0	28	0	53	48	127	0	0	175	0	0	0	0	0	298
Total	0	253	72	0	325	136	0	107	3	246	203	518	3	0	724	0	0	0	0	0	1295
Grand Total	0	662	225	13	900	480	0	457	14	951	552	1551	3	0	2106	0	0	0	0	0	3957
Apprch %	0	73.6	25	1.4		50.5	0	48.1	1.5		26.2	73.6	0.1	0		0	0	0	0		
Total %	0	16.7	5.7	0.3	22.7	12.1	0	11.5	0.4	24	13.9	39.2	0.1	0	53.2	0	0	0	0	0	
Lights	0	606	213	13	832	472	0	449	14	935	542	1507	3	0	2052	0	0	0	0	0	3819
% Lights	0	91.5	94.7	100	92.4	98.3	0	98.2	100	98.3	98.2	97.2	100	0	97.4	0	0	0	0	0	96.5
Buses	0	35	6	0	41	2	0	6	0	8	6	24	0	0	30	0	0	0	0	0	79
% Buses	0	5.3	2.7	0	4.6	0.4	0	1.3	0	0.8	1.1	1.5	0	0	1.4	0	0	0	0	0	2
Trucks	0	21	6	0	27	6	0	2	0	8	4	20	0	0	24	0	0	0	0	0	59
% Trucks	0	3.2	2.7	0	3	1.2	0	0.4	0	0.8	0.7	1.3	0	0	1.1	0	0	0	0	0	1.5

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	55	**24**	79	**56**	0	**52**	**108**	**72**	**157**	0	**229**	0	0	0	0	**416**
08:00 AM	0	**63**	18	**81**	45	0	49	94	51	127	0	178	0	0	0	0	353
08:15 AM	0	57	19	76	31	0	44	75	34	126	0	160	0	0	0	0	311
08:30 AM	0	61	19	80	41	0	33	74	51	150	0	201	0	0	0	0	355
Total Volume	0	236	80	316	173	0	178	351	208	560	0	768	0	0	0	0	1435
% App. Total	0	74.7	25.3		49.3	0	50.7		27.1	72.9	0		0	0	0		
PHF	.000	.937	.833	.975	.772	.000	.856	.813	.722	.892	.000	.838	.000	.000	.000	.000	.862

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File Name : 3AM FINAL
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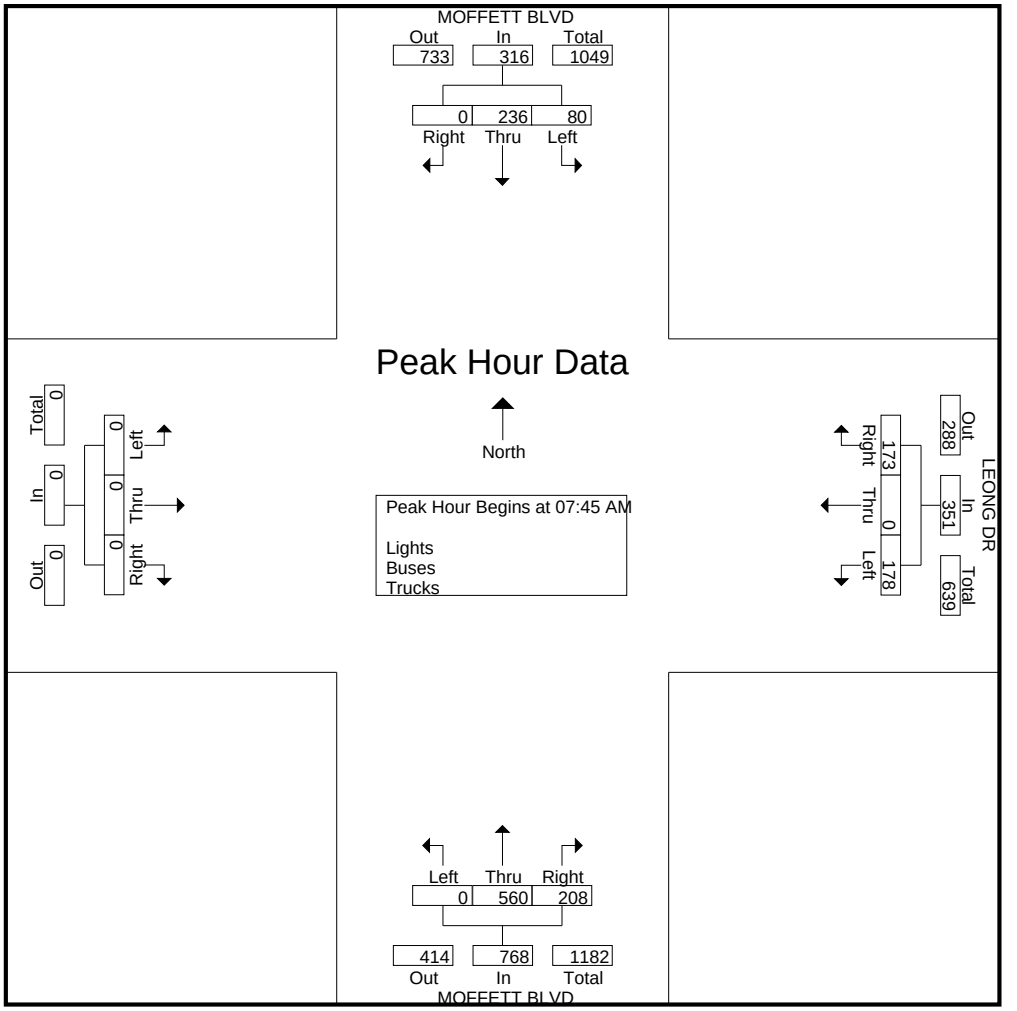

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 5/15/2018
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Groups Printed- Bikes

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	6
07:30 AM	0	1	0	0	1	0	0	4	0	4	3	11	0	0	14	0	0	0	0	0	19
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	8
Total	0	1	0	0	1	0	0	4	0	4	7	23	0	0	30	0	0	0	0	0	35
08:00 AM	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	2	0	0	0	2	1	6	0	0	7	0	0	0	0	0	9
08:30 AM	0	1	0	0	1	0	0	1	0	1	5	4	0	0	9	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	1	0	0	1	3	0	2	0	5	7	16	0	0	23	0	0	0	0	0	29
09:00 AM	0	0	0	0	0	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	8
09:15 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	2	0	1	0	3	2	18	0	0	20	0	0	0	0	0	23
Grand Total	0	2	0	0	2	5	0	7	0	12	16	57	0	0	73	0	0	0	0	0	87
Apprch %	0	100	0	0		41.7	0	58.3	0		21.9	78.1	0	0		0	0	0	0		
Total %	0	2.3	0	0	2.3	5.7	0	8	0	13.8	18.4	65.5	0	0	83.9	0	0	0	0	0	

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	**4**	**4**	**3**	**11**	0	**14**	0	0	0	0	**19**
07:45 AM	0	0	0	0	0	0	0	0	2	6	0	8	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	1	1	1	3	0	4	0	0	0	0	5
08:15 AM	0	0	0	0	**2**	0	0	2	1	6	0	7	0	0	0	0	9
Total Volume	0	1	0	1	2	0	5	7	7	26	0	33	0	0	0	0	41
% App. Total	0	100	0		28.6	0	71.4		21.2	78.8	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.313	.438	.583	.591	.000	.589	.000	.000	.000	.000	.539

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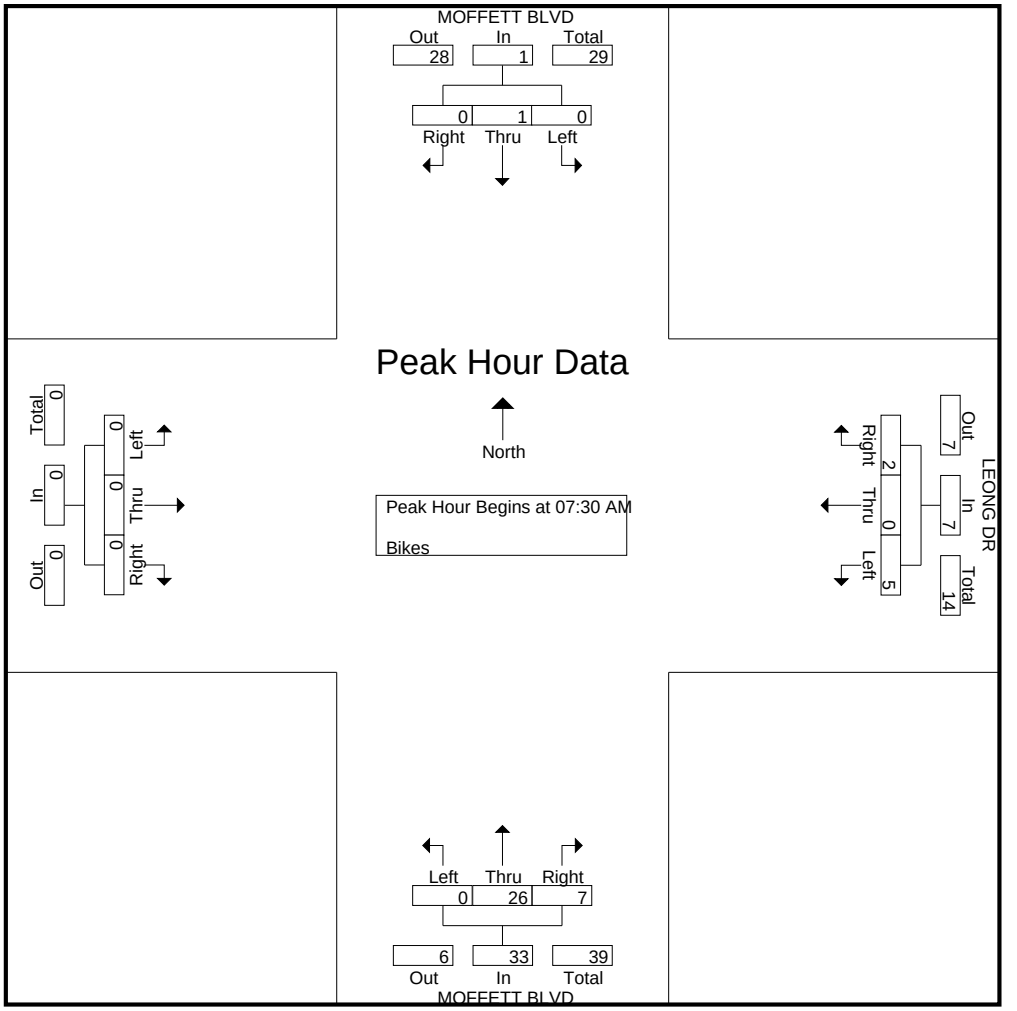

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	148	30	0	178	25	0	28	0	53	36	34	0	0	70	0	0	0	0	0	301
04:15 PM	0	140	40	0	180	20	0	25	1	46	30	41	0	0	71	0	0	0	0	0	297
04:30 PM	0	178	42	0	220	18	0	47	1	66	35	51	1	0	87	0	0	0	0	0	373
04:45 PM	0	170	50	0	220	23	0	35	1	59	47	50	2	0	99	0	0	0	0	0	378
Total	0	636	162	0	798	86	0	135	3	224	148	176	3	0	327	0	0	0	0	0	1349
05:00 PM	0	216	40	0	256	19	0	44	0	63	45	66	0	0	111	0	0	0	0	0	430
05:15 PM	0	212	54	0	266	27	0	37	1	65	44	52	0	0	96	0	0	0	0	0	427
05:30 PM	0	216	52	0	268	19	0	37	2	58	36	51	1	0	88	0	0	0	0	0	414
05:45 PM	0	236	45	0	281	26	0	46	2	74	53	51	0	0	104	0	0	0	0	0	459
Total	0	880	191	0	1071	91	0	164	5	260	178	220	1	0	399	0	0	0	0	0	1730
06:00 PM	0	205	39	0	244	19	0	46	1	66	53	43	0	0	96	0	0	0	0	0	406
06:15 PM	0	151	49	0	200	18	0	28	1	47	51	50	0	0	101	0	0	0	0	0	348
06:30 PM	0	137	34	0	171	22	0	35	0	57	60	45	0	0	105	0	0	0	0	0	333
06:45 PM	0	117	40	0	157	23	0	42	1	66	36	45	0	0	81	0	0	0	0	0	304
Total	0	610	162	0	772	82	0	151	3	236	200	183	0	0	383	0	0	0	0	0	1391
Grand Total	0	2126	515	0	2641	259	0	450	11	720	526	579	4	0	1109	0	0	0	0	0	4470
Apprch %	0	80.5	19.5	0		36	0	62.5	1.5		47.4	52.2	0.4	0		0	0	0	0		
Total %	0	47.6	11.5	0	59.1	5.8	0	10.1	0.2	16.1	11.8	13	0.1	0	24.8	0	0	0	0	0	
Lights	0	2104	512	0	2616	239	0	450	11	700	521	560	4	0	1085	0	0	0	0	0	4401
% Lights	0	99	99.4	0	99.1	92.3	0	100	100	97.2	99	96.7	100	0	97.8	0	0	0	0	0	98.5
Buses	0	17	0	0	17	18	0	0	0	18	5	16	0	0	21	0	0	0	0	0	56
% Buses	0	0.8	0	0	0.6	6.9	0	0	0	2.5	1	2.8	0	0	1.9	0	0	0	0	0	1.3
Trucks	0	5	3	0	8	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	13
% Trucks	0	0.2	0.6	0	0.3	0.8	0	0	0	0.3	0	0.5	0	0	0.3	0	0	0	0	0	0.3

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	216	40	256	19	0	44	63	45	**66**	0	**111**	0	0	0	0	430
05:15 PM	0	212	**54**	266	**27**	0	37	64	44	52	0	96	0	0	0	0	426
05:30 PM	0	216	52	268	19	0	37	56	36	51	**1**	88	0	0	0	0	412
05:45 PM	0	**236**	45	**281**	26	0	**46**	**72**	**53**	51	0	104	0	0	0	0	**457**
Total Volume	0	880	191	1071	91	0	164	255	178	220	1	399	0	0	0	0	1725
% App. Total	0	82.2	17.8		35.7	0	64.3		44.6	55.1	0.3		0	0	0		
PHF	.000	.932	.884	.953	.843	.000	.891	.885	.840	.833	.250	.899	.000	.000	.000	.000	.944

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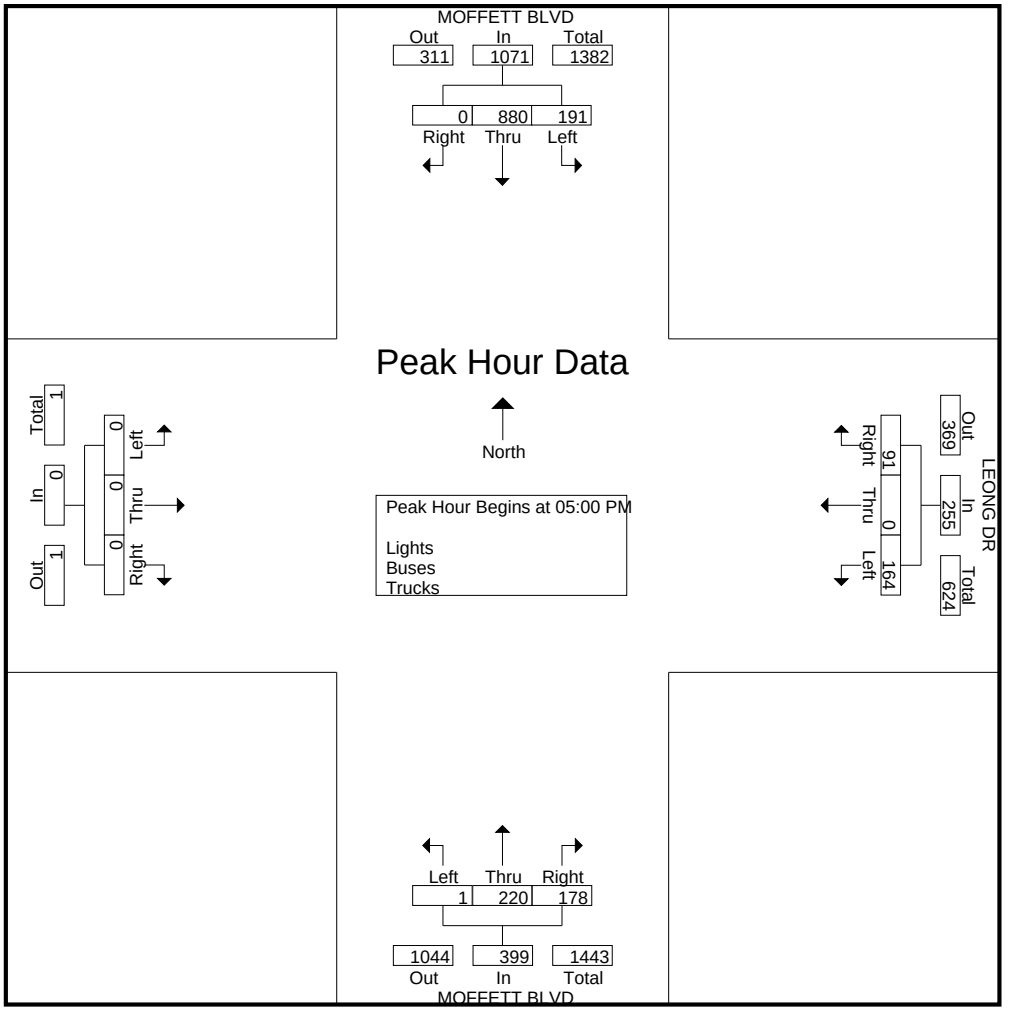

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	10	1	0	11	3	0	5	0	8	0	1	0	0	1	0	0	0	0	0	20
04:30 PM	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	21	1	0	22	3	0	7	0	10	0	1	0	0	1	0	0	0	0	0	33
05:00 PM	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	12	1	0	13	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	15
05:30 PM	0	13	0	0	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	16
05:45 PM	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Total	0	32	1	0	33	0	0	6	0	6	2	1	0	0	3	0	0	0	0	0	42
06:00 PM	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	4	0	0	4	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	7
06:30 PM	0	8	0	0	8	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	12
06:45 PM	0	4	0	0	4	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	9
Total	0	24	0	0	24	0	0	7	0	7	5	1	0	0	6	0	0	0	0	0	37
Grand Total	0	77	2	0	79	3	0	20	0	23	7	3	0	0	10	0	0	0	0	0	112
Apprch %	0	97.5	2.5	0		13	0	87	0		70	30	0	0		0	0	0	0		
Total %	0	68.8	1.8	0	70.5	2.7	0	17.9	0	20.5	6.2	2.7	0	0	8.9	0	0	0	0	0	

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	12	**1**	**13**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	15
05:30 PM	0	**13**	0	13	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**16**
05:45 PM	0	5	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
06:00 PM	0	8	0	8	0	0	1	1	0	0	0	0	0	0	0	0	9
Total Volume	0	38	1	39	0	0	4	4	2	1	0	3	0	0	0	0	46
% App. Total	0	97.4	2.6		0	0	100		66.7	33.3	0		0	0	0		
PHF	.000	.731	.250	.750	.000	.000	.333	.333	.500	.250	.000	.375	.000	.000	.000	.000	.719

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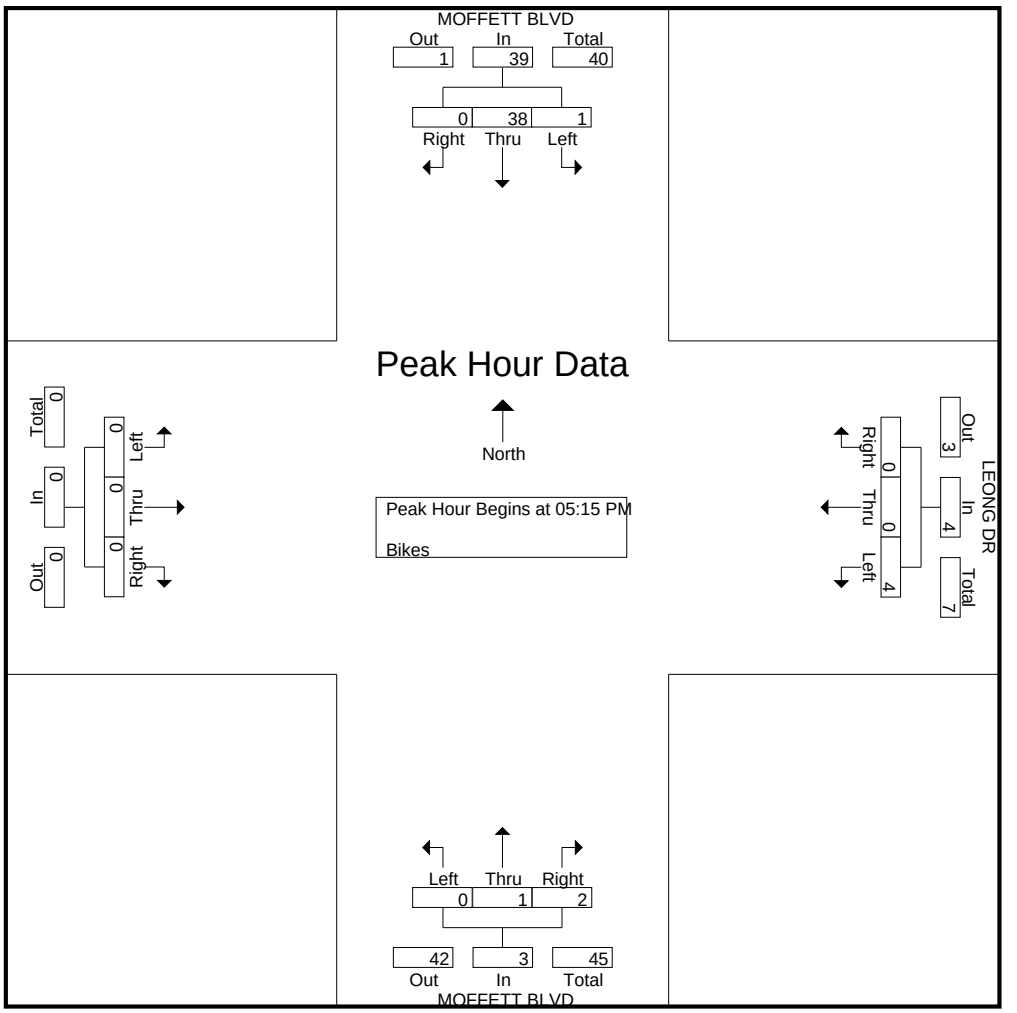

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File Name : 4AM FINAL
Site Code : 00000004
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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	41	45	3	0	89	5	44	15	4	68	8	48	15	4	75	5	30	17	3	55	287
07:15 AM	39	46	14	4	103	13	88	18	4	123	11	62	21	7	101	3	29	22	9	63	390
07:30 AM	47	62	11	4	124	20	127	24	5	176	20	66	23	1	110	12	42	29	0	83	493
07:45 AM	66	62	19	3	150	37	163	42	3	245	31	88	19	6	144	14	87	28	1	130	669
Total	193	215	47	11	466	75	422	99	16	612	70	264	78	18	430	34	188	96	13	331	1839
08:00 AM	72	53	14	1	140	48	150	37	8	243	24	81	21	4	130	12	68	24	2	106	619
08:15 AM	70	74	18	2	164	18	152	39	6	215	26	50	21	4	101	11	90	30	2	133	613
08:30 AM	54	69	24	0	147	20	136	30	5	191	35	105	19	4	163	18	100	51	5	174	675
08:45 AM	65	60	24	4	153	27	144	29	13	213	41	84	24	1	150	14	89	53	3	159	675
Total	261	256	80	7	604	113	582	135	32	862	126	320	85	13	544	55	347	158	12	572	2582
09:00 AM	74	60	22	2	158	24	124	21	7	176	31	93	23	0	147	16	65	33	2	116	597
09:15 AM	72	54	17	1	144	12	101	21	6	140	16	93	33	3	145	11	71	29	2	113	542
09:30 AM	62	43	14	2	121	13	106	24	2	145	19	89	18	1	127	8	65	24	4	101	494
09:45 AM	70	52	23	3	148	12	88	24	4	128	21	63	14	2	100	10	65	34	5	114	490
Total	278	209	76	8	571	61	419	90	19	589	87	338	88	6	519	45	266	120	13	444	2123
Grand Total	732	680	203	26	1641	249	1423	324	67	2063	283	922	251	37	1493	134	801	374	38	1347	6544
Apprch %	44.6	41.4	12.4	1.6		12.1	69	15.7	3.2		19	61.8	16.8	2.5		9.9	59.5	27.8	2.8		
Total %	11.2	10.4	3.1	0.4	25.1	3.8	21.7	5	1	31.5	4.3	14.1	3.8	0.6	22.8	2	12.2	5.7	0.6	20.6	
Lights	717	648	193	26	1584	246	1376	317	67	2006	278	889	243	37	1447	132	766	364	38	1300	6337
% Lights	98	95.3	95.1	100	96.5	98.8	96.7	97.8	100	97.2	98.2	96.4	96.8	100	96.9	98.5	95.6	97.3	100	96.5	96.8
Buses	5	13	7	0	25	1	23	0	0	24	2	18	8	0	28	2	17	1	0	20	97
% Buses	0.7	1.9	3.4	0	1.5	0.4	1.6	0	0	1.2	0.7	2	3.2	0	1.9	1.5	2.1	0.3	0	1.5	1.5
Trucks	10	19	3	0	32	2	24	7	0	33	3	15	0	0	18	0	18	9	0	27	110
% Trucks	1.4	2.8	1.5	0	2	0.8	1.7	2.2	0	1.6	1.1	1.6	0	0	1.2	0	2.2	2.4	0	2	1.7

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	66	62	19	147	37	**163**	**42**	**242**	31	88	19	138	14	87	28	129	656
08:00 AM	**72**	53	14	139	**48**	150	37	235	24	81	**21**	126	12	68	24	104	604
08:15 AM	70	**74**	18	**162**	18	152	39	209	26	50	21	97	11	90	30	131	599
08:30 AM	54	69	**24**	147	20	136	30	186	**35**	**105**	19	**159**	**18**	**100**	**51**	**169**	**661**
Total Volume	262	258	75	595	123	601	148	872	116	324	80	520	55	345	133	533	2520
% App. Total	44	43.4	12.6		14.1	68.9	17		22.3	62.3	15.4		10.3	64.7	25		
PHF	.910	.872	.781	.918	.641	.922	.881	.901	.829	.771	.952	.818	.764	.863	.652	.788	.953

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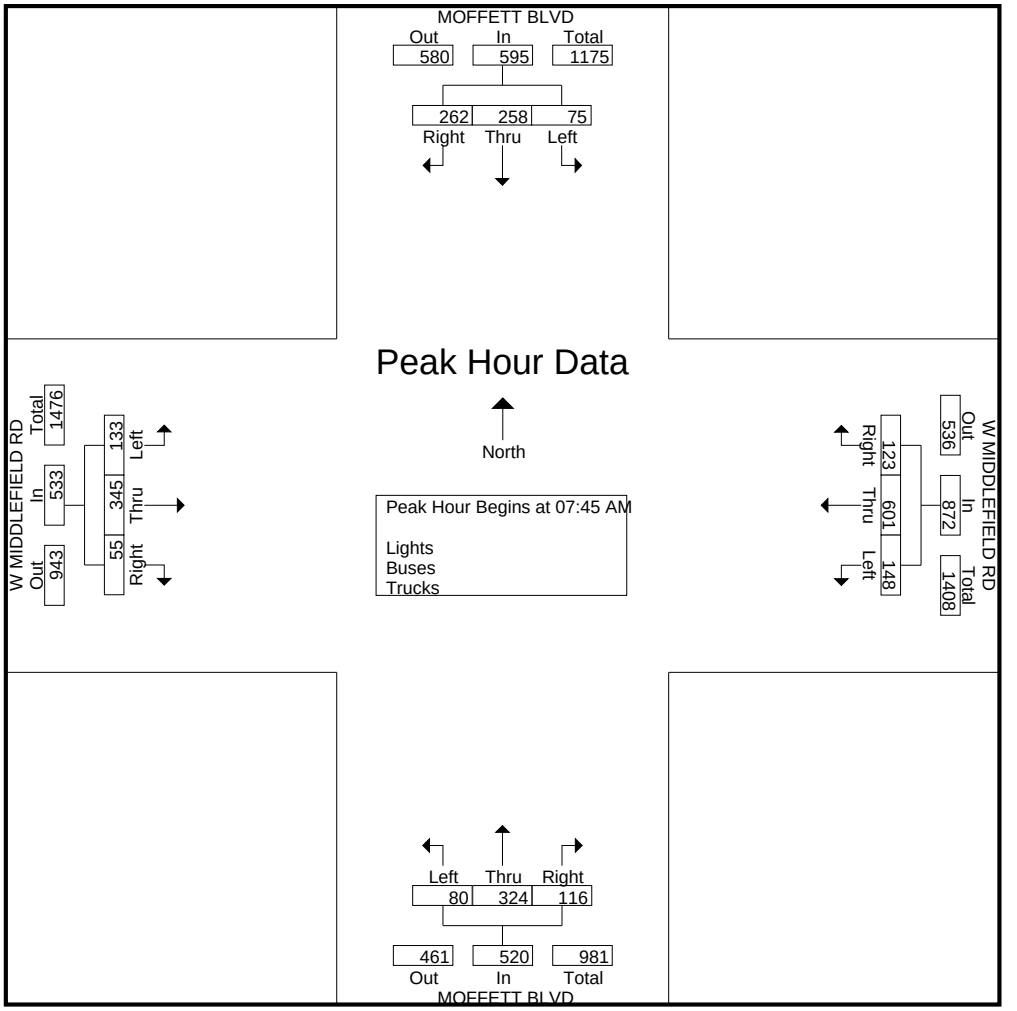

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	1	0	2	7
07:30 AM	1	1	0	0	2	0	3	0	0	3	0	6	1	0	7	0	9	2	0	11	23
07:45 AM	0	1	0	0	1	0	1	1	0	2	1	4	1	0	6	0	5	3	0	8	17
Total	1	3	0	0	4	0	5	1	0	6	1	15	2	0	18	0	16	6	0	22	50
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	4	3	0	7	0	5	2	0	7	18
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	2	8	4	0	14	19
08:30 AM	0	0	0	0	0	0	1	1	0	2	2	9	1	0	12	0	12	0	0	12	26
08:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	2	0	2	1	8	1	0	10	14
Total	0	2	0	0	2	0	6	2	0	8	2	16	6	0	24	3	33	7	0	43	77
09:00 AM	1	1	0	0	2	0	1	0	0	1	0	3	1	0	4	0	3	1	0	4	11
09:15 AM	0	1	0	0	1	0	5	1	0	6	0	4	0	0	4	0	3	1	0	4	15
09:30 AM	1	2	0	0	3	0	6	0	0	6	0	3	2	0	5	0	1	0	0	1	15
09:45 AM	0	0	0	0	0	0	7	0	0	7	1	4	0	0	5	0	2	2	0	4	16
Total	2	4	0	0	6	0	19	1	0	20	1	14	3	0	18	0	9	4	0	13	57
Grand Total	3	9	0	0	12	0	30	4	0	34	4	45	11	0	60	3	58	17	0	78	184
Apprch %	25	75	0	0		0	88.2	11.8	0		6.7	75	18.3	0		3.8	74.4	21.8	0		
Total %	1.6	4.9	0	0	6.5	0	16.3	2.2	0	18.5	2.2	24.5	6	0	32.6	1.6	31.5	9.2	0	42.4	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	1	**1**	2	1	4	1	6	0	5	3	8	17
08:00 AM	0	1	0	1	0	**3**	0	**3**	0	4	**3**	7	0	5	2	7	18
08:15 AM	0	0	0	0	0	2	0	2	0	3	0	3	**2**	8	**4**	**14**	19
08:30 AM	0	0	0	0	0	1	1	2	**2**	**9**	1	**12**	0	**12**	0	12	**26**
Total Volume	0	2	0	2	0	7	2	9	3	20	5	28	2	30	9	41	80
% App. Total	0	100	0		0	77.8	22.2		10.7	71.4	17.9		4.9	73.2	22		
PHF	.000	.500	.000	.500	.000	.583	.500	.750	.375	.556	.417	.583	.250	.625	.563	.732	.769

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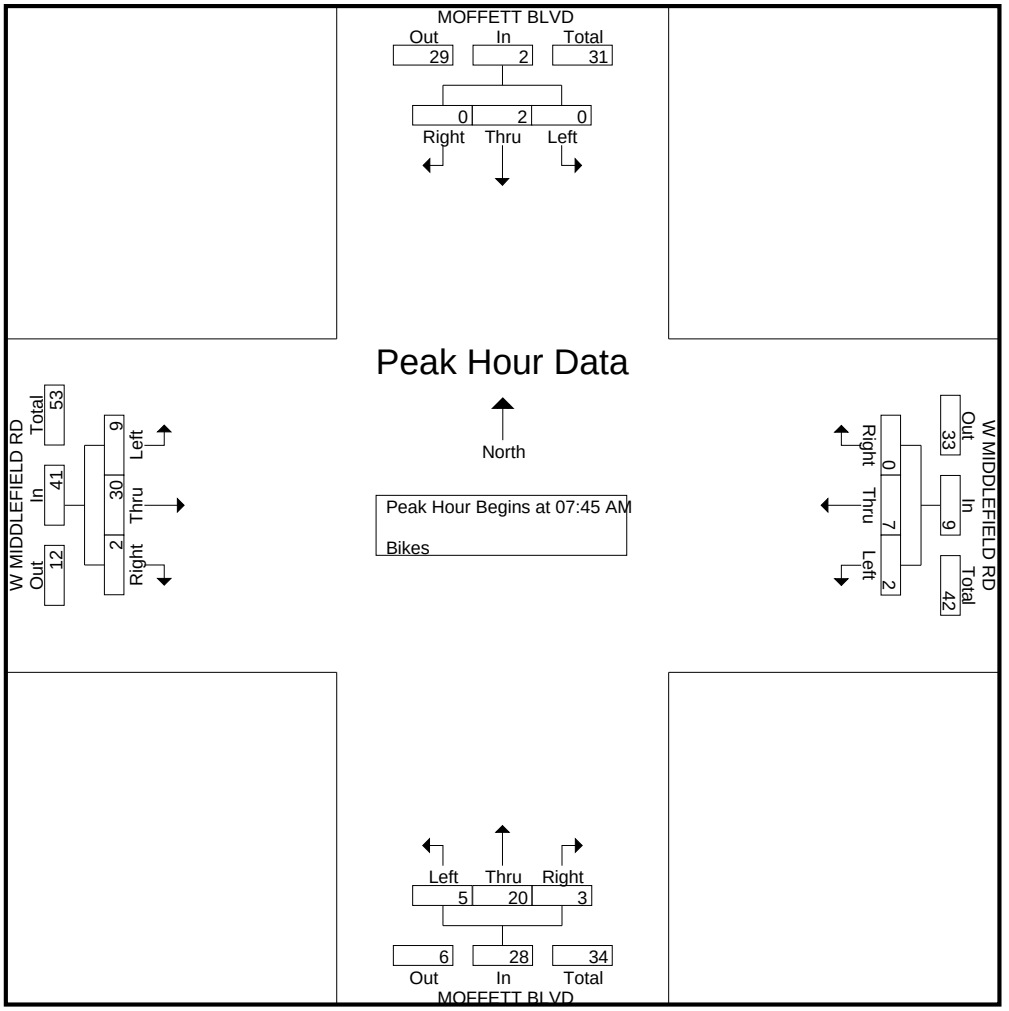

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	39	71	19	0	129	11	56	26	4	97	21	42	9	1	73	19	98	26	1	144	443
04:15 PM	33	83	26	0	142	14	55	27	11	107	30	74	8	6	118	17	98	27	1	143	510
04:30 PM	36	109	23	2	170	10	85	36	4	135	26	44	13	2	85	14	139	40	3	196	586
04:45 PM	49	122	23	1	195	10	69	36	4	119	25	68	19	3	115	21	140	44	1	206	635
Total	157	385	91	3	636	45	265	125	23	458	102	228	49	12	391	71	475	137	6	689	2174
05:00 PM	44	123	29	0	196	16	123	46	5	190	26	56	24	0	106	21	182	38	0	241	733
05:15 PM	62	160	35	4	261	17	117	60	9	203	22	47	15	0	84	30	200	37	0	267	815
05:30 PM	49	137	19	1	206	9	120	33	8	170	22	37	20	0	79	33	273	49	0	355	810
05:45 PM	44	180	32	5	261	8	108	56	5	177	30	60	12	1	103	26	203	47	0	276	817
Total	199	600	115	10	924	50	468	195	27	740	100	200	71	1	372	110	858	171	0	1139	3175
06:00 PM	45	159	31	2	237	4	107	47	7	165	28	46	19	6	99	20	201	40	3	264	765
06:15 PM	57	144	23	1	225	7	92	49	12	160	42	56	10	8	116	21	136	37	2	196	697
06:30 PM	39	114	26	5	184	8	85	36	6	135	23	50	17	4	94	20	125	28	8	181	594
06:45 PM	61	104	17	4	186	10	63	38	9	120	24	57	13	1	95	34	93	33	1	161	562
Total	202	521	97	12	832	29	347	170	34	580	117	209	59	19	404	95	555	138	14	802	2618
Grand Total	558	1506	303	25	2392	124	1080	490	84	1778	319	637	179	32	1167	276	1888	446	20	2630	7967
Apprch %	23.3	63	12.7	1		7	60.7	27.6	4.7		27.3	54.6	15.3	2.7		10.5	71.8	17	0.8		
Total %	7	18.9	3.8	0.3	30	1.6	13.6	6.2	1.1	22.3	4	8	2.2	0.4	14.6	3.5	23.7	5.6	0.3	33	
Lights	555	1492	297	25	2369	124	1064	487	84	1759	311	622	177	32	1142	276	1867	442	20	2605	7875
% Lights	99.5	99.1	98	100	99	100	98.5	99.4	100	98.9	97.5	97.6	98.9	100	97.9	100	98.9	99.1	100	99	98.8
Buses	0	10	6	0	16	0	11	1	0	12	6	12	2	0	20	0	16	0	0	16	64
% Buses	0	0.7	2	0	0.7	0	1	0.2	0	0.7	1.9	1.9	1.1	0	1.7	0	0.8	0	0	0.6	0.8
Trucks	3	4	0	0	7	0	5	2	0	7	2	3	0	0	5	0	5	4	0	9	28
% Trucks	0.5	0.3	0	0	0.3	0	0.5	0.4	0	0.4	0.6	0.5	0	0	0.4	0	0.3	0.9	0	0.3	0.4

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**62**	160	**35**	**257**	**17**	117	**60**	**194**	22	47	15	84	30	200	37	267	802
05:30 PM	49	137	19	205	9	**120**	33	162	22	37	**20**	79	**33**	**273**	**49**	**355**	801
05:45 PM	44	**180**	32	256	8	108	56	172	**30**	**60**	12	**102**	26	203	47	276	**806**
06:00 PM	45	159	31	235	4	107	47	158	28	46	19	93	20	201	40	261	747
Total Volume	200	636	117	953	38	452	196	686	102	190	66	358	109	877	173	1159	3156
% App. Total	21	66.7	12.3		5.5	65.9	28.6		28.5	53.1	18.4		9.4	75.7	14.9		
PHF	.806	.883	.836	.927	.559	.942	.817	.884	.850	.792	.825	.877	.826	.803	.883	.816	.979

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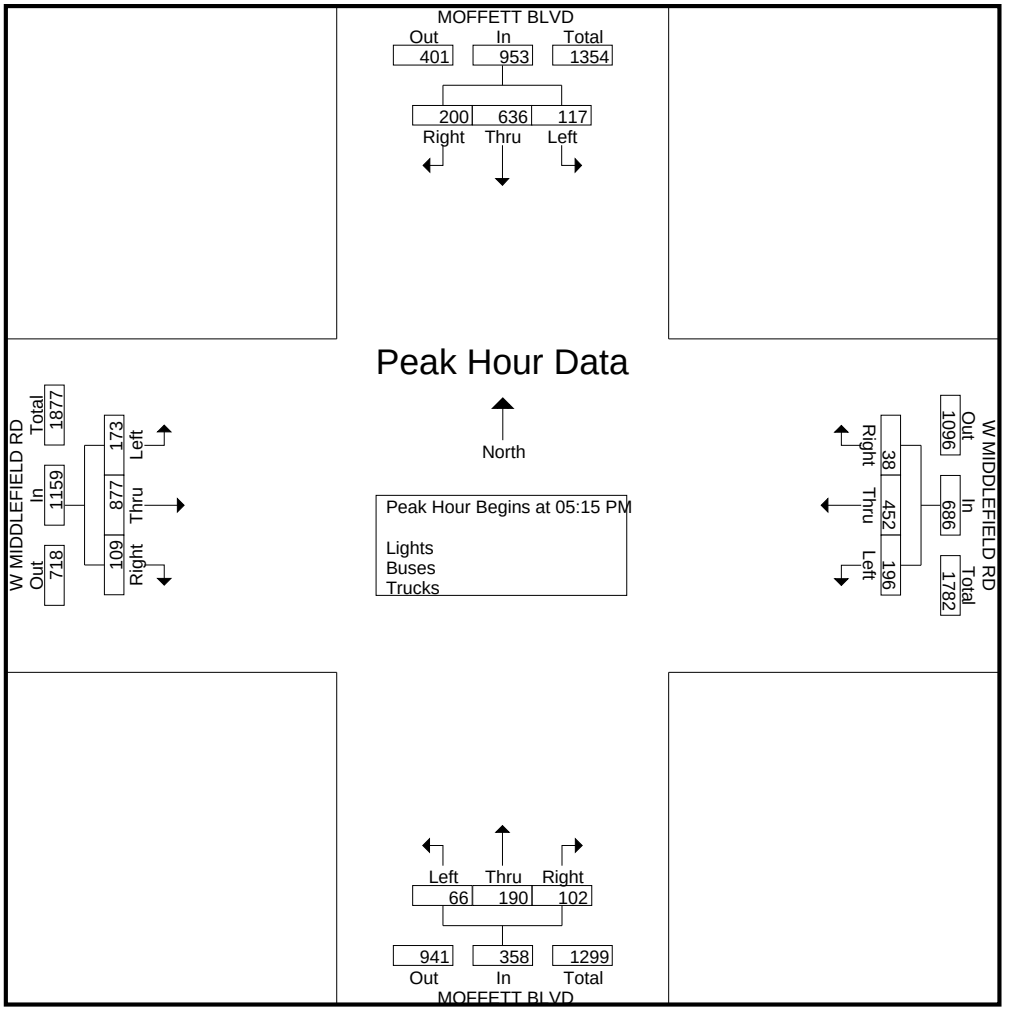

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
04:15 PM	2	3	0	0	5	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	9
04:30 PM	1	3	0	0	4	0	3	0	0	3	0	2	0	0	2	1	1	0	0	2	11
04:45 PM	1	4	0	0	5	0	1	0	0	1	0	1	1	0	2	2	2	0	0	4	12
Total	4	12	0	0	16	0	7	1	0	8	0	4	1	0	5	3	4	0	0	7	36
05:00 PM	2	0	0	0	2	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	11
05:15 PM	4	1	0	0	5	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	9
05:30 PM	1	1	0	0	2	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	13
05:45 PM	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	10
Total	10	2	1	0	13	0	22	0	0	22	0	4	0	0	4	0	3	1	0	4	43
06:00 PM	1	1	0	0	2	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	10
06:15 PM	3	4	0	0	7	0	6	0	0	6	0	3	0	0	3	0	1	0	0	1	17
06:30 PM	0	3	0	0	3	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	9
06:45 PM	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	0	2	0	0	2	8
Total	5	10	0	0	15	0	15	1	0	16	0	8	0	0	8	0	5	0	0	5	44
Grand Total	19	24	1	0	44	0	44	2	0	46	0	16	1	0	17	3	12	1	0	16	123
Apprch %	43.2	54.5	2.3	0		0	95.7	4.3	0		0	94.1	5.9	0		18.8	75	6.2	0		
Total %	15.4	19.5	0.8	0	35.8	0	35.8	1.6	0	37.4	0	13	0.8	0	13.8	2.4	9.8	0.8	0	13	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	1	1	0	2	0	**9**	0	**9**	0	0	0	0	0	**2**	0	**2**	13
05:45 PM	**3**	0	**1**	4	0	4	0	4	0	0	0	0	0	1	**1**	2	10
06:00 PM	1	1	0	2	0	3	0	3	0	**3**	0	**3**	0	2	0	2	10
06:15 PM	3	**4**	0	**7**	0	6	0	6	0	3	0	3	0	1	0	1	**17**
Total Volume	8	6	1	15	0	22	0	22	0	6	0	6	0	6	1	7	50
% App. Total	53.3	40	6.7		0	100	0		0	100	0		0	85.7	14.3		
PHF	.667	.375	.250	.536	.000	.611	.000	.611	.000	.500	.000	.500	.000	.750	.250	.875	.735

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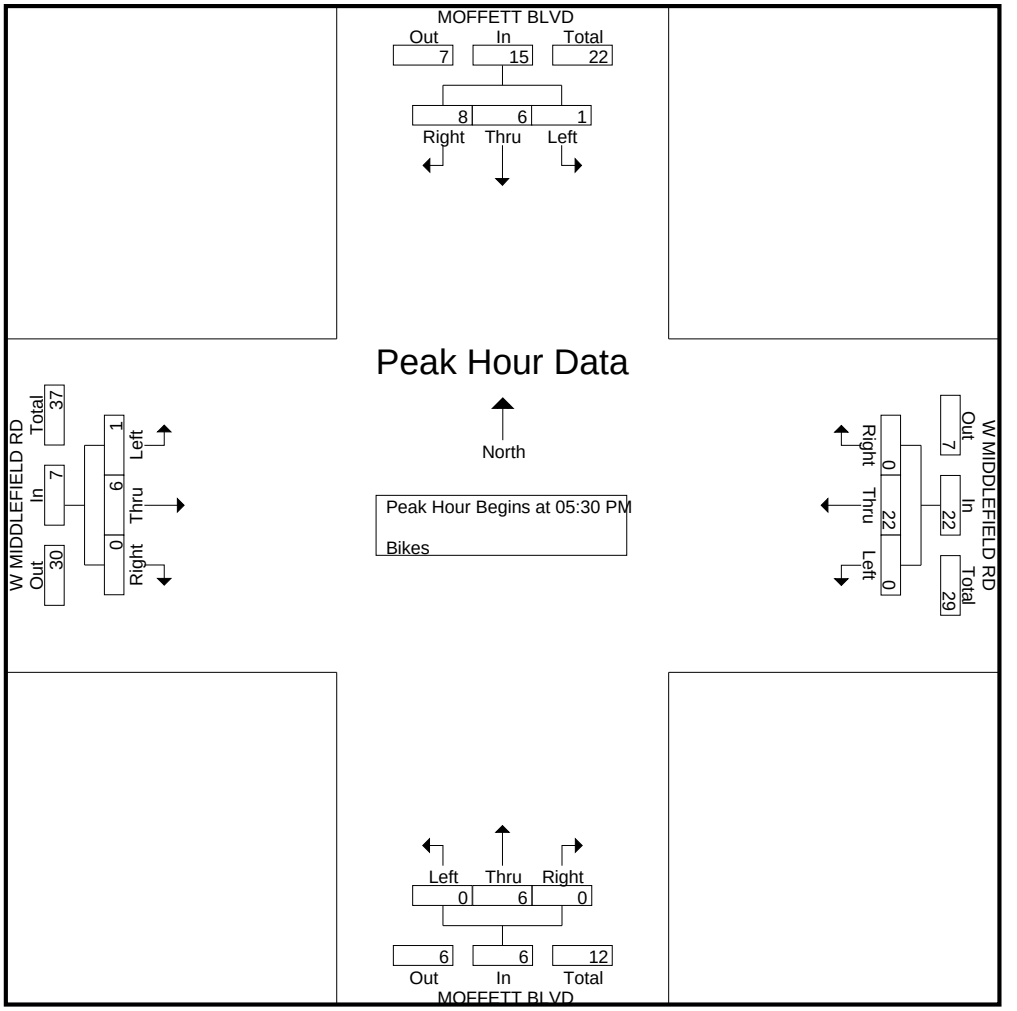

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					CENTRAL AVE Westbound					MOFFETT BLVD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	44	2	2	61	12	9	6	11	38	0	32	2	2	36	1	0	9	1	11	146
07:15 AM	6	68	6	4	84	12	5	8	9	34	3	45	0	1	49	3	5	11	6	25	192
07:30 AM	12	91	11	1	115	25	11	14	5	55	2	46	8	0	56	1	4	23	4	32	258
07:45 AM	12	80	11	7	110	29	12	12	21	74	4	64	7	6	81	5	8	22	2	37	302
Total	43	283	30	14	370	78	37	40	46	201	9	187	17	9	222	10	17	65	13	105	898
08:00 AM	18	77	9	6	110	29	6	15	12	62	9	61	4	0	74	2	6	15	4	27	273
08:15 AM	17	84	5	4	110	12	13	16	16	57	10	61	11	6	88	2	7	22	2	33	288
08:30 AM	13	89	15	12	129	21	6	19	16	62	6	86	8	4	104	5	14	33	9	61	356
08:45 AM	11	70	7	6	94	26	10	26	12	74	4	84	6	0	94	5	12	38	5	60	322
Total	59	320	36	28	443	88	35	76	56	255	29	292	29	10	360	14	39	108	20	181	1239
09:00 AM	12	75	9	3	99	27	4	17	9	57	8	60	5	4	77	4	3	28	2	37	270
09:15 AM	5	76	7	2	90	23	6	12	18	59	10	82	4	2	98	10	3	22	2	37	284
09:30 AM	11	57	9	2	79	20	4	8	3	35	6	53	1	2	62	4	3	22	2	31	207
09:45 AM	7	69	10	4	90	17	5	6	20	48	3	69	4	2	78	6	6	4	3	19	235
Total	35	277	35	11	358	87	19	43	50	199	27	264	14	10	315	24	15	76	9	124	996
Grand Total	137	880	101	53	1171	253	91	159	152	655	65	743	60	29	897	48	71	249	42	410	3133
Apprch %	11.7	75.1	8.6	4.5		38.6	13.9	24.3	23.2		7.2	82.8	6.7	3.2		11.7	17.3	60.7	10.2		
Total %	4.4	28.1	3.2	1.7	37.4	8.1	2.9	5.1	4.9	20.9	2.1	23.7	1.9	0.9	28.6	1.5	2.3	7.9	1.3	13.1	
Lights	134	839	99	53	1125	249	90	159	152	650	63	697	60	29	849	48	70	248	42	408	3032
% Lights	97.8	95.3	98	100	96.1	98.4	98.9	100	100	99.2	96.9	93.8	100	100	94.6	100	98.6	99.6	100	99.5	96.8
Buses	0	17	1	0	18	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	48
% Buses	0	1.9	1	0	1.5	0	0	0	0	0	0	4	0	0	3.3	0	0	0	0	0	1.5
Trucks	3	24	1	0	28	4	1	0	0	5	2	16	0	0	18	0	1	1	0	2	53
% Trucks	2.2	2.7	1	0	2.4	1.6	1.1	0	0	0.8	3.1	2.2	0	0	2	0	1.4	0.4	0	0.5	1.7

	MOFFETT BLVD Southbound				CENTRAL AVE Westbound				MOFFETT BLVD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**17**	84	5	106	12	**13**	16	41	**10**	61	**11**	82	2	7	22	31	260
08:30 AM	13	**89**	**15**	**117**	21	6	19	46	6	**86**	8	**100**	**5**	**14**	33	52	**315**
08:45 AM	11	70	7	88	26	10	**26**	**62**	4	84	6	94	5	12	**38**	**55**	299
09:00 AM	12	75	9	96	**27**	4	17	48	8	60	5	73	4	3	28	35	252
Total Volume	53	318	36	407	86	33	78	197	28	291	30	349	16	36	121	173	1126
% App. Total	13	78.1	8.8		43.7	16.8	39.6		8	83.4	8.6		9.2	20.8	69.9		
PHF	.779	.893	.600	.870	.796	.635	.750	.794	.700	.846	.682	.873	.800	.643	.796	.786	.894

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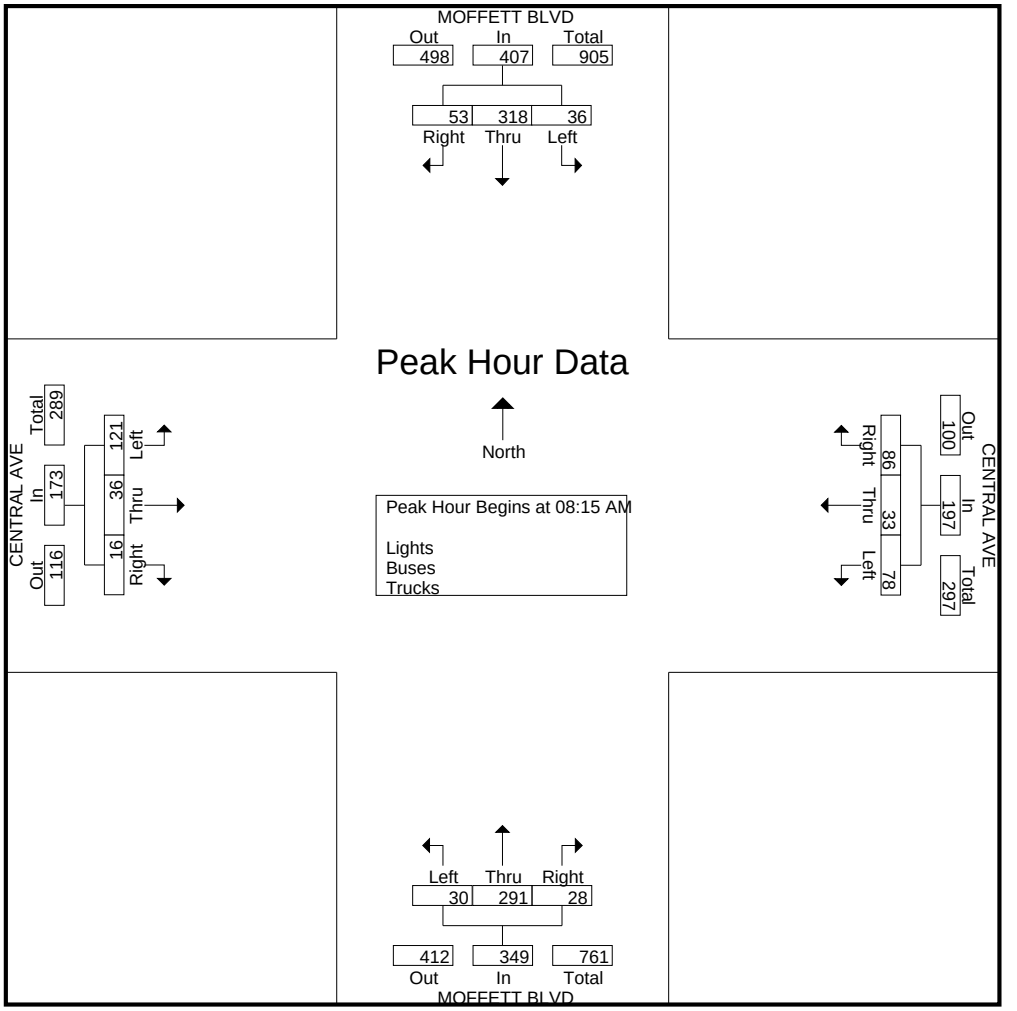

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					CENTRAL AVE Westbound					MOFFETT BLVD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	7
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2	7
07:30 AM	0	2	0	0	2	0	4	2	0	6	0	7	0	0	7	0	4	0	0	4	19
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	15
Total	1	5	1	0	7	0	5	2	0	7	2	16	0	0	18	1	13	2	0	16	48
08:00 AM	0	1	0	0	1	0	2	0	0	2	2	7	0	0	9	0	4	0	0	4	16
08:15 AM	0	4	0	1	5	0	4	2	0	6	3	2	0	0	5	0	3	0	0	3	19
08:30 AM	0	2	0	0	2	0	2	0	0	2	3	11	1	0	15	0	6	1	0	7	26
08:45 AM	0	1	0	0	1	0	6	2	0	8	2	6	0	0	8	2	8	1	0	11	28
Total	0	8	0	1	9	0	14	4	0	18	10	26	1	0	37	2	21	2	0	25	89
09:00 AM	1	2	0	0	3	0	2	0	0	2	2	6	0	0	8	1	8	2	0	11	24
09:15 AM	0	4	0	0	4	0	1	1	0	2	1	2	1	0	4	0	6	1	0	7	17
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	12
09:45 AM	1	1	0	0	2	0	1	1	0	2	1	5	1	0	7	1	4	0	0	5	16
Total	2	10	0	0	12	0	4	2	0	6	4	19	2	0	25	2	21	3	0	26	69
Grand Total	3	23	1	1	28	0	23	8	0	31	16	61	3	0	80	5	55	7	0	67	206
Apprch %	10.7	82.1	3.6	3.6		0	74.2	25.8	0		20	76.2	3.8	0		7.5	82.1	10.4	0		
Total %	1.5	11.2	0.5	0.5	13.6	0	11.2	3.9	0	15	7.8	29.6	1.5	0	38.8	2.4	26.7	3.4	0	32.5	

	MOFFETT BLVD Southbound				CENTRAL AVE Westbound				MOFFETT BLVD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**4**	0	**4**	0	4	**2**	6	**3**	2	0	5	0	3	0	3	18
08:30 AM	0	2	0	2	0	2	0	2	3	**11**	**1**	**15**	0	6	1	7	26
08:45 AM	0	1	0	1	0	**6**	2	**8**	2	6	0	8	**2**	**8**	1	**11**	**28**
09:00 AM	**1**	2	0	3	0	2	0	2	2	6	0	8	1	8	**2**	11	24
Total Volume	1	9	0	10	0	14	4	18	10	25	1	36	3	25	4	32	96
% App. Total	10	90	0		0	77.8	22.2		27.8	69.4	2.8		9.4	78.1	12.5		
PHF	.250	.563	.000	.625	.000	.583	.500	.563	.833	.568	.250	.600	.375	.781	.500	.727	.857

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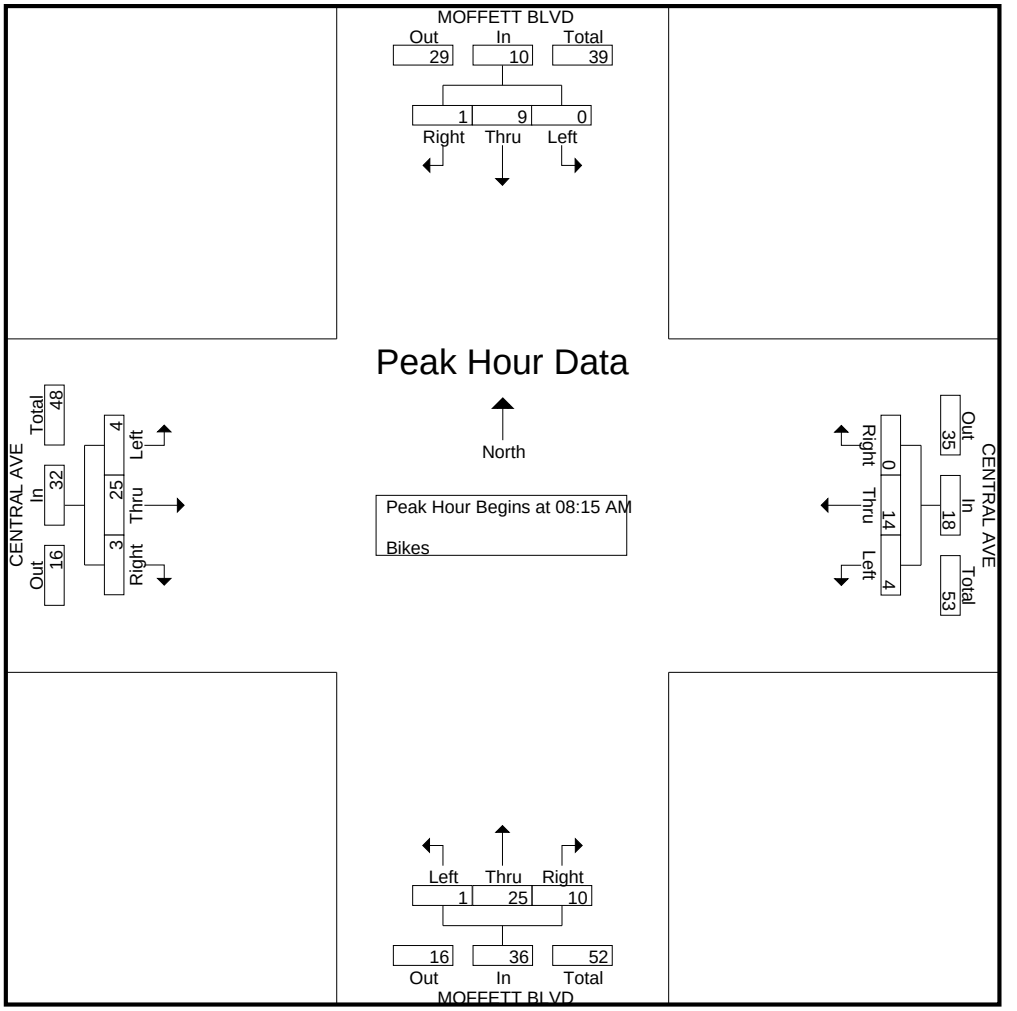

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					CENTRAL AVE Westbound					MOFFETT BLVD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	76	13	5	104	6	6	8	4	24	5	47	2	4	58	6	12	10	5	33	219
04:15 PM	12	92	14	2	120	16	11	9	9	45	15	70	1	2	88	6	10	12	3	31	284
04:30 PM	21	107	14	3	145	12	3	10	6	31	10	58	1	4	73	6	14	17	2	39	288
04:45 PM	22	113	15	2	152	15	7	14	15	51	15	69	10	2	96	7	10	22	2	41	340
Total	65	388	56	12	521	49	27	41	34	151	45	244	14	12	315	25	46	61	12	144	1131
05:00 PM	19	163	13	2	197	15	6	16	15	52	6	67	7	2	82	4	14	20	7	45	376
05:15 PM	24	172	22	6	224	8	8	3	11	30	15	68	4	5	92	4	10	22	8	44	390
05:30 PM	17	146	25	3	191	14	14	12	5	45	15	67	5	1	88	10	17	33	7	67	391
05:45 PM	30	169	17	4	220	11	6	17	20	54	14	84	12	6	116	10	16	29	3	58	448
Total	90	650	77	15	832	48	34	48	51	181	50	286	28	14	378	28	57	104	25	214	1605
06:00 PM	24	163	27	10	224	18	9	6	17	50	12	75	6	7	100	6	19	32	13	70	444
06:15 PM	22	150	22	5	199	8	5	10	31	54	19	64	6	11	100	2	14	20	16	52	405
06:30 PM	16	118	16	7	157	12	4	11	7	34	11	67	2	5	85	3	12	17	8	40	316
06:45 PM	15	116	22	7	160	14	3	11	35	63	22	80	9	5	116	2	7	13	5	27	366
Total	77	547	87	29	740	52	21	38	90	201	64	286	23	28	401	13	52	82	42	189	1531
Grand Total	232	1585	220	56	2093	149	82	127	175	533	159	816	65	54	1094	66	155	247	79	547	4267
Apprch %	11.1	75.7	10.5	2.7		28	15.4	23.8	32.8		14.5	74.6	5.9	4.9		12.1	28.3	45.2	14.4		
Total %	5.4	37.1	5.2	1.3	49.1	3.5	1.9	3	4.1	12.5	3.7	19.1	1.5	1.3	25.6	1.5	3.6	5.8	1.9	12.8	
Lights	232	1573	220	56	2081	149	82	127	175	533	159	793	65	54	1071	66	155	246	79	546	4231
% Lights	100	99.2	100	100	99.4	100	100	100	100	100	100	97.2	100	100	97.9	100	100	99.6	100	99.8	99.2
Buses	0	7	0	0	7	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	27
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	0	2.5	0	0	1.8	0	0	0	0	0	0.6
Trucks	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
% Trucks	0	0.3	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0.4	0	0.2	0.2

	MOFFETT BLVD Southbound				CENTRAL AVE Westbound				MOFFETT BLVD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	24	**172**	22	**218**	8	8	3	19	**15**	68	4	87	4	10	22	36	360
05:30 PM	17	146	25	188	14	**14**	12	**40**	15	67	5	87	**10**	17	**33**	**60**	375
05:45 PM	**30**	169	17	216	11	6	**17**	34	14	**84**	**12**	**110**	10	16	29	55	**415**
06:00 PM	24	163	**27**	214	**18**	9	6	33	12	75	6	93	6	**19**	32	57	397
Total Volume	95	650	91	836	51	37	38	126	56	294	27	377	30	62	116	208	1547
% App. Total	11.4	77.8	10.9		40.5	29.4	30.2		14.9	78	7.2		14.4	29.8	55.8		
PHF	.792	.945	.843	.959	.708	.661	.559	.788	.933	.875	.563	.857	.750	.816	.879	.867	.932

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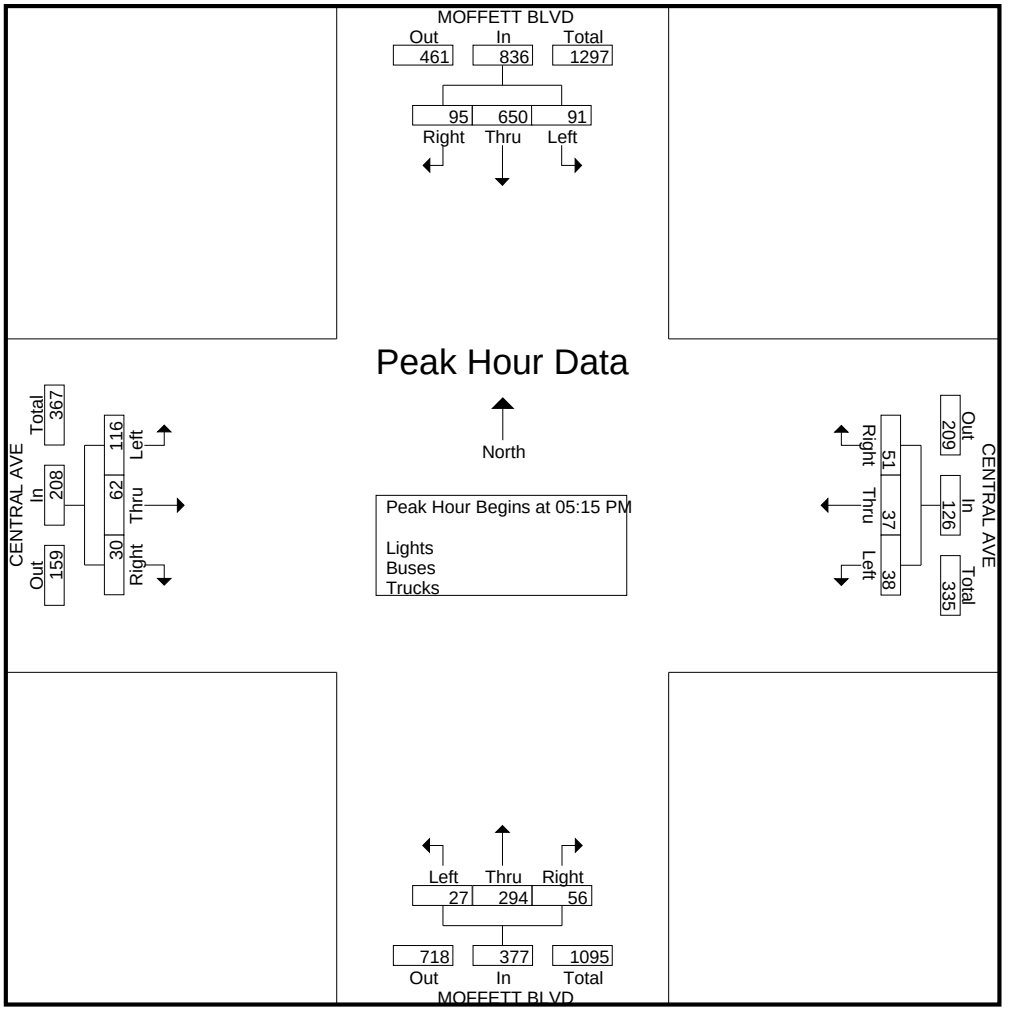

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					CENTRAL AVE Westbound					MOFFETT BLVD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	5	1	0	6	0	1	0	0	1	1	1	0	0	2	10
04:15 PM	0	6	0	0	6	1	1	2	0	4	0	4	0	0	4	0	4	0	0	4	18
04:30 PM	1	4	0	0	5	0	4	2	0	6	0	0	0	0	0	1	3	0	0	4	15
04:45 PM	0	4	0	0	4	0	2	0	0	2	1	3	1	0	5	0	2	0	0	2	13
Total	1	15	0	0	16	1	12	5	0	18	1	8	1	0	10	2	10	0	0	12	56
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	8
05:15 PM	1	8	0	0	9	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	17
05:30 PM	2	12	0	0	14	0	5	2	0	7	2	0	0	0	2	0	4	0	0	4	27
05:45 PM	0	7	0	0	7	0	1	4	0	5	2	3	0	0	5	1	2	0	0	3	20
Total	3	31	0	0	34	0	8	6	0	14	4	8	0	0	12	1	11	0	0	12	72
06:00 PM	0	6	0	0	6	0	4	0	0	4	0	4	1	0	5	0	1	0	0	1	16
06:15 PM	0	7	0	0	7	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	11
06:30 PM	1	3	0	0	4	0	4	3	0	7	0	3	0	0	3	0	0	0	0	0	14
06:45 PM	0	5	0	0	5	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	10
Total	1	21	0	0	22	0	11	4	0	15	0	10	1	0	11	0	3	0	0	3	51
Grand Total	5	67	0	0	72	1	31	15	0	47	5	26	2	0	33	3	24	0	0	27	179
Apprch %	6.9	93.1	0	0		2.1	66	31.9	0		15.2	78.8	6.1	0		11.1	88.9	0	0		
Total %	2.8	37.4	0	0	40.2	0.6	17.3	8.4	0	26.3	2.8	14.5	1.1	0	18.4	1.7	13.4	0	0	15.1	

	MOFFETT BLVD Southbound				CENTRAL AVE Westbound				MOFFETT BLVD Northbound				CENTRAL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	1	8	0	9	0	2	0	2	0	2	0	2	0	**4**	0	**4**	17
05:30 PM	**2**	**12**	0	**14**	0	**5**	2	**7**	**2**	0	0	2	0	4	0	4	**27**
05:45 PM	0	7	0	7	0	1	**4**	5	2	3	0	**5**	**1**	2	0	3	20
06:00 PM	0	6	0	6	0	4	0	4	0	**4**	**1**	5	0	1	0	1	16
Total Volume	3	33	0	36	0	12	6	18	4	9	1	14	1	11	0	12	80
% App. Total	8.3	91.7	0		0	66.7	33.3		28.6	64.3	7.1		8.3	91.7	0		
PHF	.375	.688	.000	.643	.000	.600	.375	.643	.500	.563	.250	.700	.250	.688	.000	.750	.741

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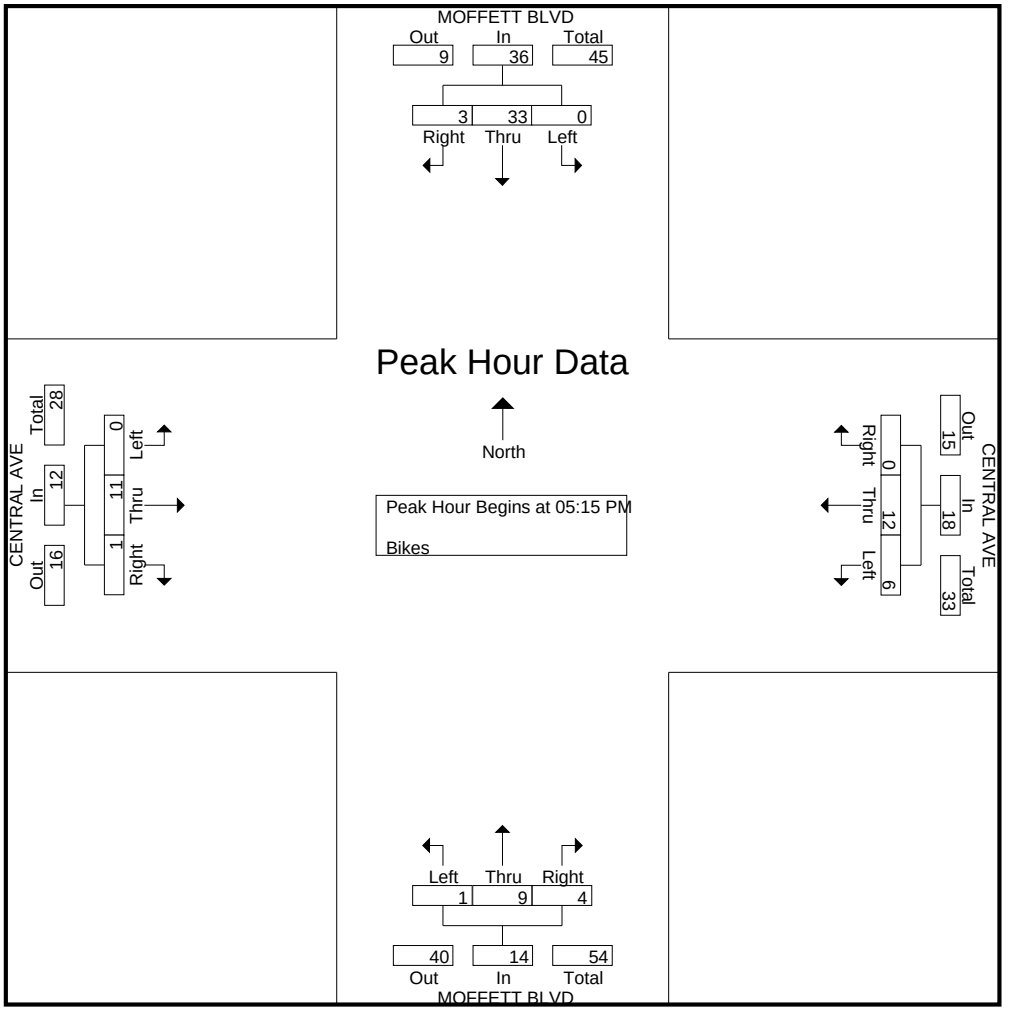

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 6/6/2018
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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					CENTRAL EXPY Westbound					CASTRO ST Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	32	22	8	6	68	6	222	14	30	272	4	28	9	6	47	7	59	7	5	78	465
07:15 AM	43	21	3	4	71	13	244	19	24	300	6	23	18	5	52	9	84	13	4	110	533
07:30 AM	69	24	5	7	105	20	272	19	24	335	8	23	40	6	77	23	120	20	8	171	688
07:45 AM	62	37	8	13	120	17	269	33	77	396	12	32	31	15	90	19	116	29	18	182	788
Total	206	104	24	30	364	56	1007	85	155	1303	30	106	98	32	266	58	379	69	35	541	2474
08:00 AM	81	20	8	13	122	20	246	24	34	324	14	36	46	10	106	19	131	20	9	179	731
08:15 AM	69	31	8	9	117	20	243	19	48	330	10	20	45	6	81	32	180	26	14	252	780
08:30 AM	75	19	13	8	115	19	331	41	29	420	17	37	38	15	107	32	198	23	12	265	907
08:45 AM	65	33	14	11	123	20	307	34	52	413	25	38	36	19	118	37	216	22	20	295	949
Total	290	103	43	41	477	79	1127	118	163	1487	66	131	165	50	412	120	725	91	55	991	3367
09:00 AM	39	29	12	10	90	19	235	35	31	320	15	49	52	6	122	37	179	26	19	261	793
09:15 AM	43	46	9	9	107	12	244	36	27	319	22	52	35	4	113	28	148	16	21	213	752
09:30 AM	46	38	5	10	99	16	270	37	42	365	17	39	23	8	87	28	178	22	13	241	792
09:45 AM	79	44	8	5	136	14	294	55	17	380	20	32	44	5	101	28	142	25	12	207	824
Total	207	157	34	34	432	61	1043	163	117	1384	74	172	154	23	423	121	647	89	65	922	3161
Grand Total	703	364	101	105	1273	196	3177	366	435	4174	170	409	417	105	1101	299	1751	249	155	2454	9002
Apprch %	55.2	28.6	7.9	8.2		4.7	76.1	8.8	10.4		15.4	37.1	37.9	9.5		12.2	71.4	10.1	6.3		
Total %	7.8	4	1.1	1.2	14.1	2.2	35.3	4.1	4.8	46.4	1.9	4.5	4.6	1.2	12.2	3.3	19.5	2.8	1.7	27.3	
Lights	697	343	99	105	1244	194	3115	358	435	4102	150	370	414	105	1039	296	1727	241	155	2419	8804
% Lights	99.1	94.2	98	100	97.7	99	98	97.8	100	98.3	88.2	90.5	99.3	100	94.4	99	98.6	96.8	100	98.6	97.8
Buses	1	9	0	0	10	1	8	0	0	9	15	28	0	0	43	1	6	1	0	8	70
% Buses	0.1	2.5	0	0	0.8	0.5	0.3	0	0	0.2	8.8	6.8	0	0	3.9	0.3	0.3	0.4	0	0.3	0.8
Trucks	5	12	2	0	19	1	54	8	0	63	5	11	3	0	19	2	18	7	0	27	128
% Trucks	0.7	3.3	2	0	1.5	0.5	1.7	2.2	0	1.5	2.9	2.7	0.7	0	1.7	0.7	1	2.8	0	1.1	1.4

	MOFFETT BLVD Southbound				CENTRAL EXPY Westbound				CASTRO ST Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	69	31	8	108	**20**	243	19	282	10	20	45	75	32	180	**26**	238	703
08:30 AM	**75**	19	13	107	19	**331**	**41**	**391**	17	37	38	92	32	198	23	253	843
08:45 AM	65	**33**	**14**	**112**	20	307	34	361	**25**	38	36	99	**37**	**216**	22	**275**	**847**
09:00 AM	39	29	12	80	19	235	35	289	15	**49**	**52**	**116**	37	179	26	242	727
Total Volume	248	112	47	407	78	1116	129	1323	67	144	171	382	138	773	97	1008	3120
% App. Total	60.9	27.5	11.5		5.9	84.4	9.8		17.5	37.7	44.8		13.7	76.7	9.6		
PHF	.827	.848	.839	.908	.975	.843	.787	.846	.670	.735	.822	.823	.932	.895	.933	.916	.921

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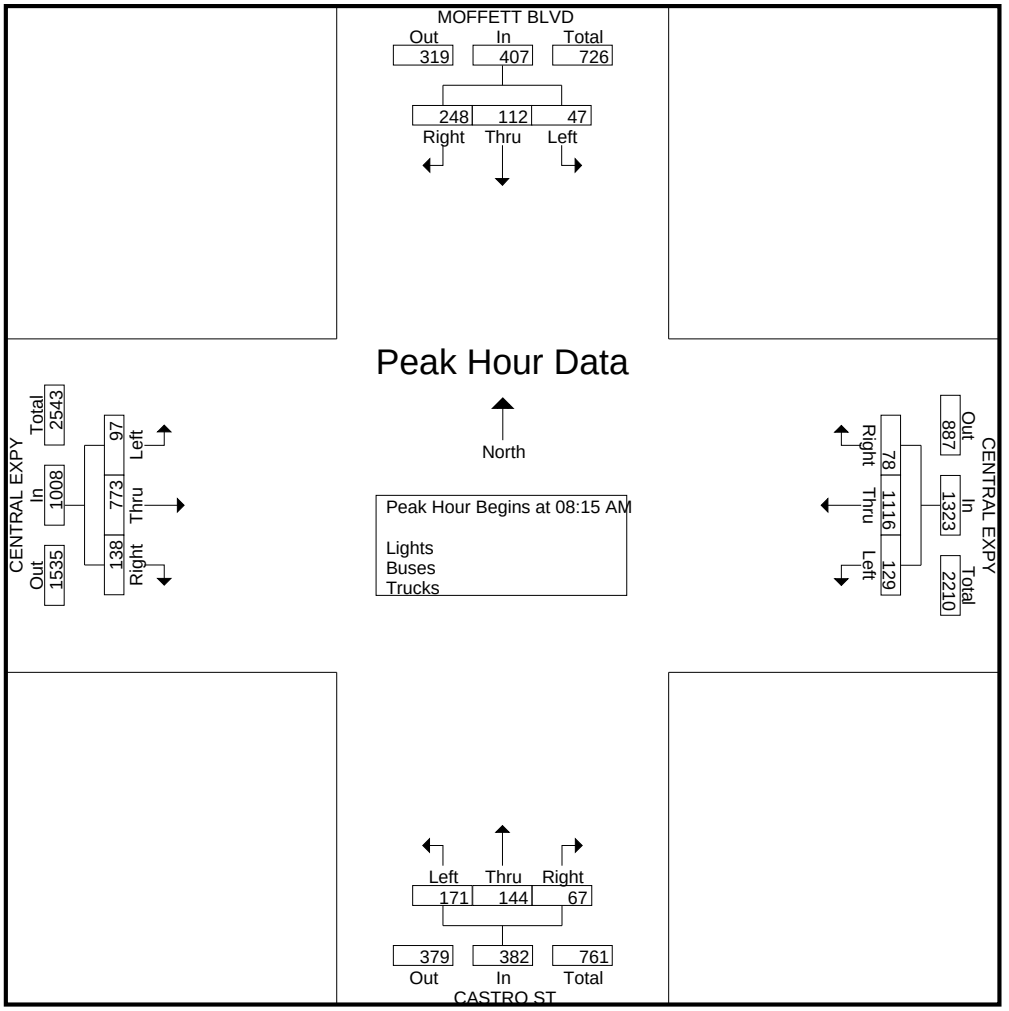

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					CENTRAL EXPY Westbound					CASTRO ST Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	1	2	0	0	3	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	9
07:30 AM	0	7	0	0	7	0	2	0	0	2	0	5	1	0	6	0	1	0	0	1	16
07:45 AM	0	1	0	0	1	0	2	0	0	2	0	8	1	0	9	1	0	0	0	1	13
Total	1	10	0	0	11	0	5	0	0	5	0	21	2	0	23	1	1	0	0	2	41
08:00 AM	0	1	0	0	1	3	1	0	0	4	0	5	2	0	7	1	5	0	0	6	18
08:15 AM	0	2	0	0	2	0	1	0	0	1	1	2	2	0	5	1	3	0	0	4	12
08:30 AM	0	1	0	0	1	0	2	0	0	2	0	12	0	0	12	1	3	0	0	4	19
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	1	2	0	0	3	15
Total	0	7	0	0	7	3	4	0	0	7	1	27	5	0	33	4	13	0	0	17	64
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	10
09:15 AM	0	2	0	0	2	0	1	0	0	1	0	5	2	0	7	1	0	0	0	1	11
09:30 AM	0	2	1	0	3	1	5	0	0	6	1	13	0	0	14	0	0	1	0	1	24
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	9
Total	0	6	1	0	7	1	6	0	0	7	1	32	2	0	35	2	2	1	0	5	54
Grand Total	1	23	1	0	25	4	15	0	0	19	2	80	9	0	91	7	16	1	0	24	159
Apprch %	4	92	4	0		21.1	78.9	0	0		2.2	87.9	9.9	0		29.2	66.7	4.2	0		
Total %	0.6	14.5	0.6	0	15.7	2.5	9.4	0	0	11.9	1.3	50.3	5.7	0	57.2	4.4	10.1	0.6	0	15.1	

	MOFFETT BLVD Southbound				CENTRAL EXPY Westbound				CASTRO ST Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	**3**	1	0	**4**	0	5	**2**	7	**1**	**5**	0	**6**	18
08:15 AM	0	2	0	2	0	1	0	1	**1**	2	2	5	1	3	0	4	12
08:30 AM	0	1	0	1	0	**2**	0	2	0	**12**	0	**12**	1	3	0	4	**19**
08:45 AM	0	**3**	0	**3**	0	0	0	0	0	8	1	9	1	2	0	3	15
Total Volume	0	7	0	7	3	4	0	7	1	27	5	33	4	13	0	17	64
% App. Total	0	100	0		42.9	57.1	0		3	81.8	15.2		23.5	76.5	0		
PHF	.000	.583	.000	.583	.250	.500	.000	.438	.250	.563	.625	.688	1.00	.650	.000	.708	.842

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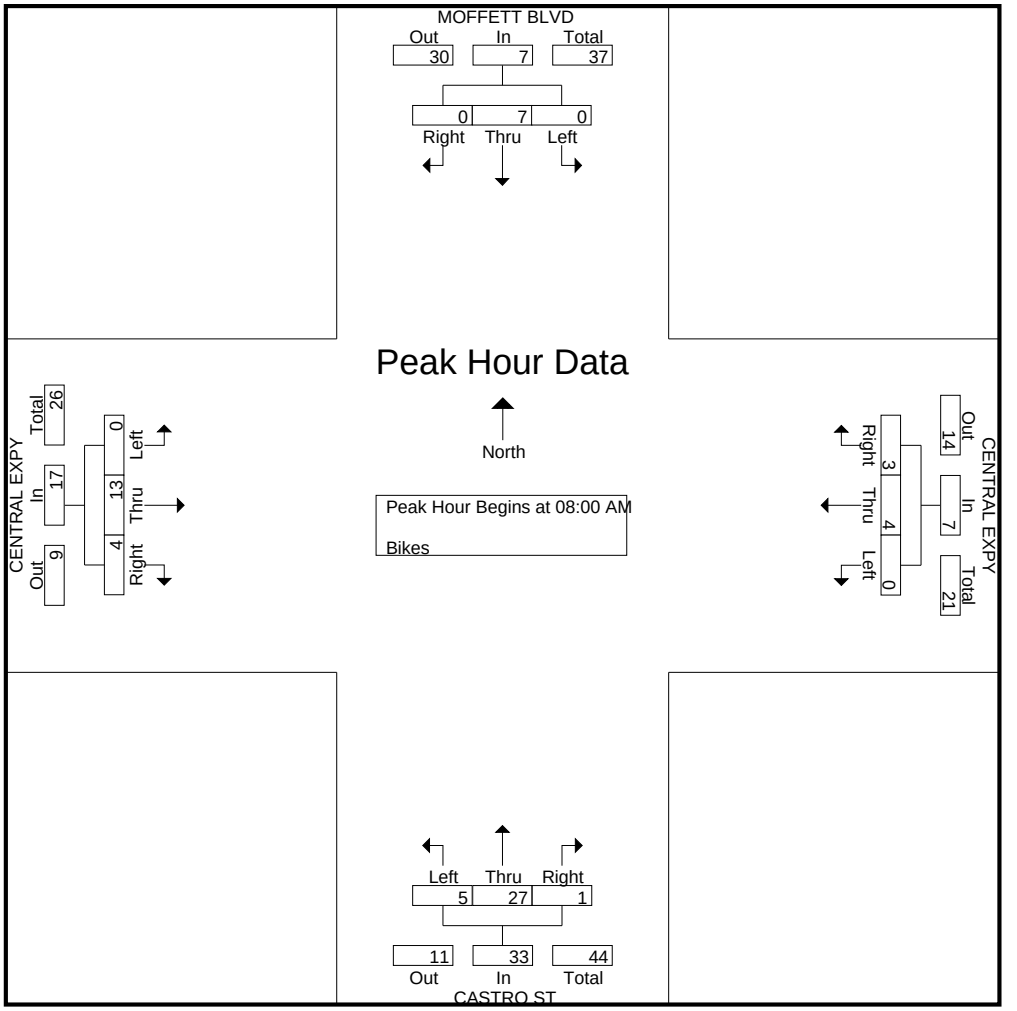

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Groups Printed- Lights - Buses - Trucks

	MOFFETT BLVD Southbound					CENTRAL EXPY Westbound					CASTRO ST Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	44	51	15	3	113	12	182	47	24	265	20	40	22	4	86	37	262	21	14	334	798
04:15 PM	45	43	18	4	110	6	201	28	22	257	20	46	41	7	114	36	288	26	19	369	850
04:30 PM	60	30	13	6	109	17	180	25	27	249	23	39	33	25	120	38	347	35	39	459	937
04:45 PM	91	57	13	12	173	18	242	34	49	343	12	33	37	14	96	36	295	24	15	370	982
Total	240	181	59	25	505	53	805	134	122	1114	75	158	133	50	416	147	1192	106	87	1532	3567
05:00 PM	96	58	15	2	171	17	278	49	26	370	20	47	35	12	114	26	269	33	16	344	999
05:15 PM	95	55	13	3	166	10	316	53	54	433	13	38	25	10	86	44	201	19	13	277	962
05:30 PM	111	90	16	10	227	16	240	43	41	340	12	44	46	29	131	47	302	35	31	415	1113
05:45 PM	89	93	15	7	204	17	232	44	64	357	24	45	49	22	140	59	222	31	35	347	1048
Total	391	296	59	22	768	60	1066	189	185	1500	69	174	155	73	471	176	994	118	95	1383	4122
06:00 PM	98	80	18	4	200	19	275	61	40	395	8	36	33	11	88	63	310	29	34	436	1119
06:15 PM	78	84	13	25	200	22	298	48	109	477	11	46	25	21	103	52	236	31	47	366	1146
06:30 PM	76	50	10	7	143	26	227	50	39	342	12	42	48	9	111	50	244	39	28	361	957
06:45 PM	48	78	12	9	147	20	231	57	57	365	17	47	27	10	101	62	197	23	32	314	927
Total	300	292	53	45	690	87	1031	216	245	1579	48	171	133	51	403	227	987	122	141	1477	4149
Grand Total	931	769	171	92	1963	200	2902	539	552	4193	192	503	421	174	1290	550	3173	346	323	4392	11838
Apprch %	47.4	39.2	8.7	4.7		4.8	69.2	12.9	13.2		14.9	39	32.6	13.5		12.5	72.2	7.9	7.4		
Total %	7.9	6.5	1.4	0.8	16.6	1.7	24.5	4.6	4.7	35.4	1.6	4.2	3.6	1.5	10.9	4.6	26.8	2.9	2.7	37.1	
Lights	926	760	171	92	1949	197	2891	539	552	4179	184	484	419	174	1261	549	3151	345	323	4368	11757
% Lights	99.5	98.8	100	100	99.3	98.5	99.6	100	100	99.7	95.8	96.2	99.5	100	97.8	99.8	99.3	99.7	100	99.5	99.3
Buses	2	5	0	0	7	0	6	0	0	6	3	17	0	0	20	0	6	1	0	7	40
% Buses	0.2	0.7	0	0	0.4	0	0.2	0	0	0.1	1.6	3.4	0	0	1.6	0	0.2	0.3	0	0.2	0.3
Trucks	3	4	0	0	7	3	5	0	0	8	5	2	2	0	9	1	16	0	0	17	41
% Trucks	0.3	0.5	0	0	0.4	1.5	0.2	0	0	0.2	2.6	0.4	0.5	0	0.7	0.2	0.5	0	0	0.4	0.3

	MOFFETT BLVD Southbound				CENTRAL EXPY Westbound				CASTRO ST Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**111**	90	16	**217**	16	240	43	299	12	44	46	102	47	302	**35**	384	1002
05:45 PM	89	**93**	15	197	17	232	44	293	**24**	45	**49**	**118**	59	222	31	312	920
06:00 PM	98	80	**18**	196	19	275	**61**	355	8	36	33	77	**63**	**310**	29	**402**	**1030**
06:15 PM	78	84	13	175	**22**	**298**	48	**368**	11	**46**	25	82	52	236	31	319	944
Total Volume	376	347	62	785	74	1045	196	1315	55	171	153	379	221	1070	126	1417	3896
% App. Total	47.9	44.2	7.9		5.6	79.5	14.9		14.5	45.1	40.4		15.6	75.5	8.9		
PHF	.847	.933	.861	.904	.841	.877	.803	.893	.573	.929	.781	.803	.877	.863	.900	.881	.946

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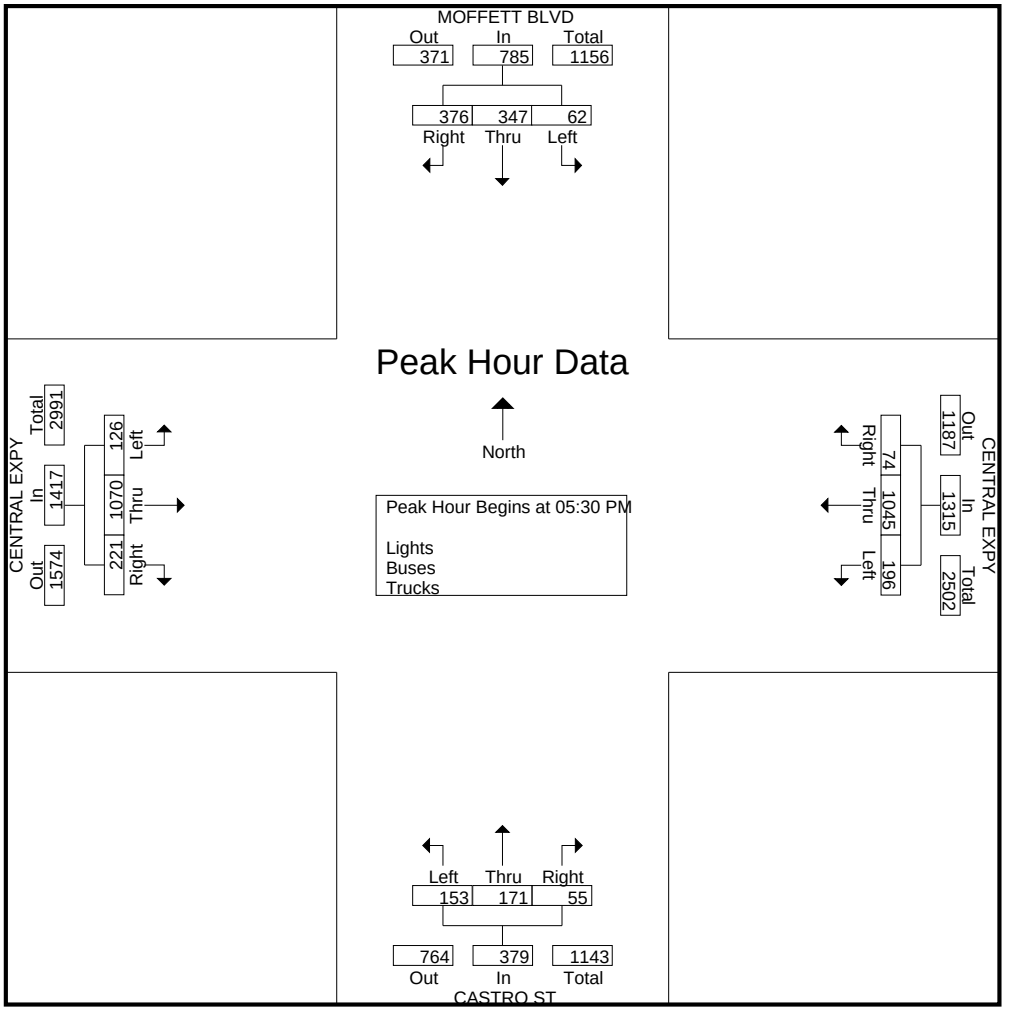

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					CENTRAL EXPY Westbound					CASTRO ST Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	2	1	0	0	3	14
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	8
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	9
Total	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	2	6	2	0	10	33
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:15 PM	1	3	0	0	4	0	1	1	0	2	0	5	1	0	6	0	1	0	0	1	13
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	3	0	0	4	12
05:45 PM	0	8	1	0	9	0	1	0	0	1	0	4	0	0	4	2	2	0	0	4	18
Total	1	19	1	0	21	0	2	1	0	3	0	13	1	0	14	3	6	0	0	9	47
06:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	2	1	0	3	0	0	1	0	1	0	9	1	0	10	1	4	0	0	5	19
06:30 PM	0	6	0	0	6	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	14
06:45 PM	0	3	4	0	7	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	13
Total	0	13	7	0	20	0	6	1	0	7	0	16	1	0	17	1	5	0	0	6	50
Grand Total	1	44	8	0	53	0	8	2	0	10	0	40	2	0	42	6	17	2	0	25	130
Apprch %	1.9	83	15.1	0		0	80	20	0		0	95.2	4.8	0		24	68	8	0		
Total %	0.8	33.8	6.2	0	40.8	0	6.2	1.5	0	7.7	0	30.8	1.5	0	32.3	4.6	13.1	1.5	0	19.2	

	MOFFETT BLVD Southbound				CENTRAL EXPY Westbound				CASTRO ST Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	**8**	1	**9**	0	1	0	1	0	4	0	4	**2**	2	0	4	18
06:00 PM	0	2	**2**	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	2	1	3	0	0	**1**	1	0	**9**	**1**	**10**	1	**4**	0	**5**	**19**
06:30 PM	0	6	0	6	0	**5**	0	**5**	0	3	0	3	0	0	0	0	14
Total Volume	0	18	4	22	0	6	1	7	0	16	1	17	3	6	0	9	55
% App. Total	0	81.8	18.2		0	85.7	14.3		0	94.1	5.9		33.3	66.7	0		
PHF	.000	.563	.500	.611	.000	.300	.250	.350	.000	.444	.250	.425	.375	.375	.000	.450	.724

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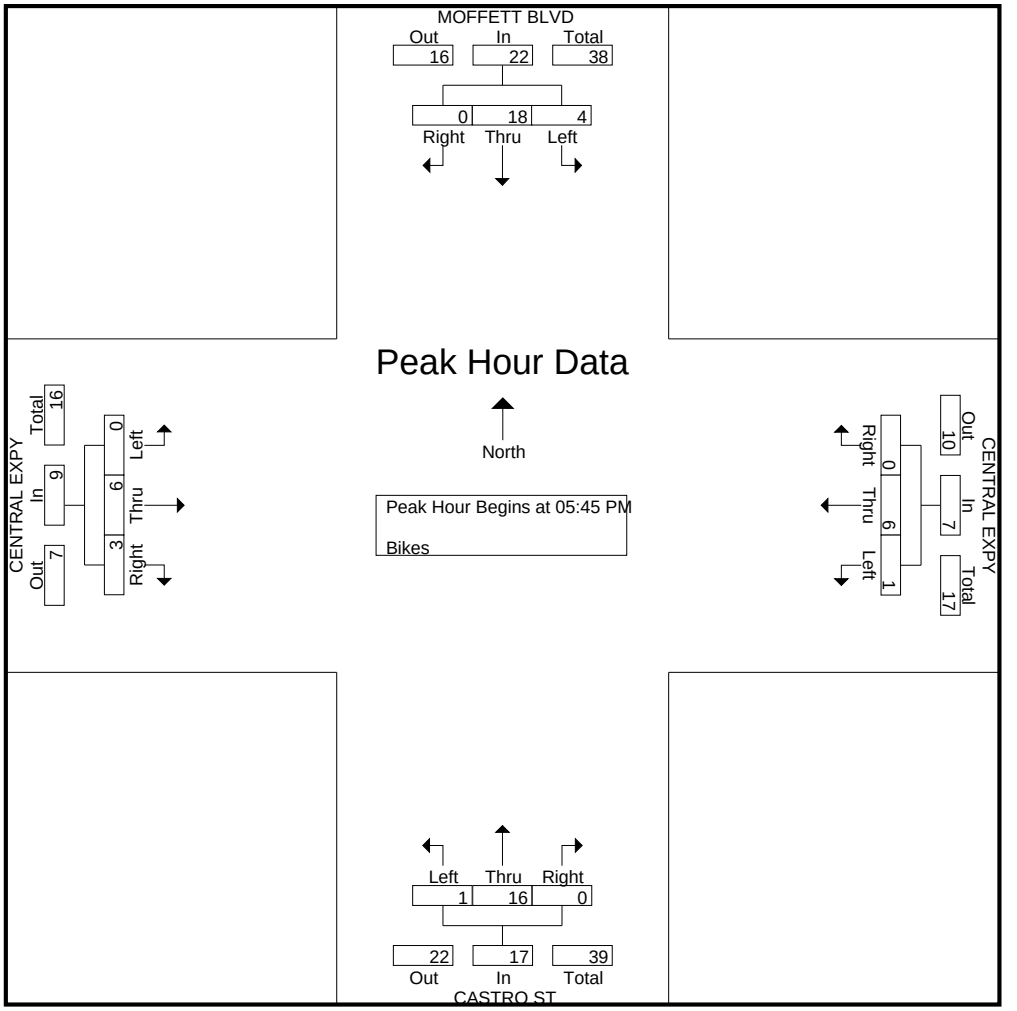

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 6/5/2018
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W MOFFETT PARK DR Westbound					N MATHILDA AVE Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	21	0	0	27	2	62	20	2	86	83	207	101	0	391	18	8	2	0	28	532
07:15 AM	13	33	1	0	47	4	57	23	1	85	144	213	115	0	472	15	15	3	0	33	637
07:30 AM	15	30	2	0	47	5	87	33	0	125	147	222	178	0	547	22	10	4	0	36	755
07:45 AM	16	34	0	0	50	0	83	46	2	131	139	244	164	0	547	29	26	6	0	61	789
Total	50	118	3	0	171	11	289	122	5	427	513	886	558	0	1957	84	59	15	0	158	2713
08:00 AM	16	46	2	0	64	6	115	26	4	151	205	241	152	0	598	21	12	7	1	41	854
08:15 AM	12	32	2	0	46	4	83	46	0	133	169	278	191	0	638	16	38	6	0	60	877
08:30 AM	11	41	0	0	52	2	104	55	6	167	195	222	183	0	600	29	37	9	0	75	894
08:45 AM	22	49	2	0	73	3	101	48	1	153	216	330	213	0	759	39	30	11	0	80	1065
Total	61	168	6	0	235	15	403	175	11	604	785	1071	739	0	2595	105	117	33	1	256	3690
09:00 AM	13	35	3	0	51	3	119	73	2	197	152	268	181	0	601	30	29	14	0	73	922
09:15 AM	13	56	2	0	71	4	77	52	2	135	185	314	195	0	694	35	24	8	0	67	967
09:30 AM	8	40	1	2	51	5	71	45	0	121	175	315	189	0	679	39	24	12	0	75	926
09:45 AM	10	51	4	0	65	2	82	43	1	128	174	317	169	0	660	39	27	9	0	75	928
Total	44	182	10	2	238	14	349	213	5	581	686	1214	734	0	2634	143	104	43	0	290	3743
Grand Total	155	468	19	2	644	40	1041	510	21	1612	1984	3171	2031	0	7186	332	280	91	1	704	10146
Apprch %	24.1	72.7	3	0.3		2.5	64.6	31.6	1.3		27.6	44.1	28.3	0		47.2	39.8	12.9	0.1		
Total %	1.5	4.6	0.2	0	6.3	0.4	10.3	5	0.2	15.9	19.6	31.3	20	0	70.8	3.3	2.8	0.9	0	6.9	
Lights	139	411	19	2	571	37	974	452	21	1484	1938	3099	1990	0	7027	280	264	89	1	634	9716
% Lights	89.7	87.8	100	100	88.7	92.5	93.6	88.6	100	92.1	97.7	97.7	98	0	97.8	84.3	94.3	97.8	100	90.1	95.8
Buses	8	20	0	0	28	1	37	18	0	56	14	22	14	0	50	15	3	0	0	18	152
% Buses	5.2	4.3	0	0	4.3	2.5	3.6	3.5	0	3.5	0.7	0.7	0.7	0	0.7	4.5	1.1	0	0	2.6	1.5
Trucks	8	37	0	0	45	2	30	40	0	72	32	50	27	0	109	37	13	2	0	52	278
% Trucks	5.2	7.9	0	0	7	5	2.9	7.8	0	4.5	1.6	1.6	1.3	0	1.5	11.1	4.6	2.2	0	7.4	2.7

	N MATHILDA AVE Southbound				W MOFFETT PARK DR Westbound				N MATHILDA AVE Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**22**	49	2	**73**	3	101	48	152	**216**	**330**	**213**	**759**	**39**	**30**	11	**80**	**1064**
09:00 AM	13	35	**3**	51	3	**119**	**73**	**195**	152	268	181	601	30	29	**14**	73	920
09:15 AM	13	**56**	2	71	4	77	52	133	185	314	195	694	35	24	8	67	965
09:30 AM	8	40	1	49	**5**	71	45	121	175	315	189	679	39	24	12	75	924
Total Volume	56	180	8	244	15	368	218	601	728	1227	778	2733	143	107	45	295	3873
% App. Total	23	73.8	3.3		2.5	61.2	36.3		26.6	44.9	28.5		48.5	36.3	15.3		
PHF	.636	.804	.667	.836	.750	.773	.747	.771	.843	.930	.913	.900	.917	.892	.804	.922	.910

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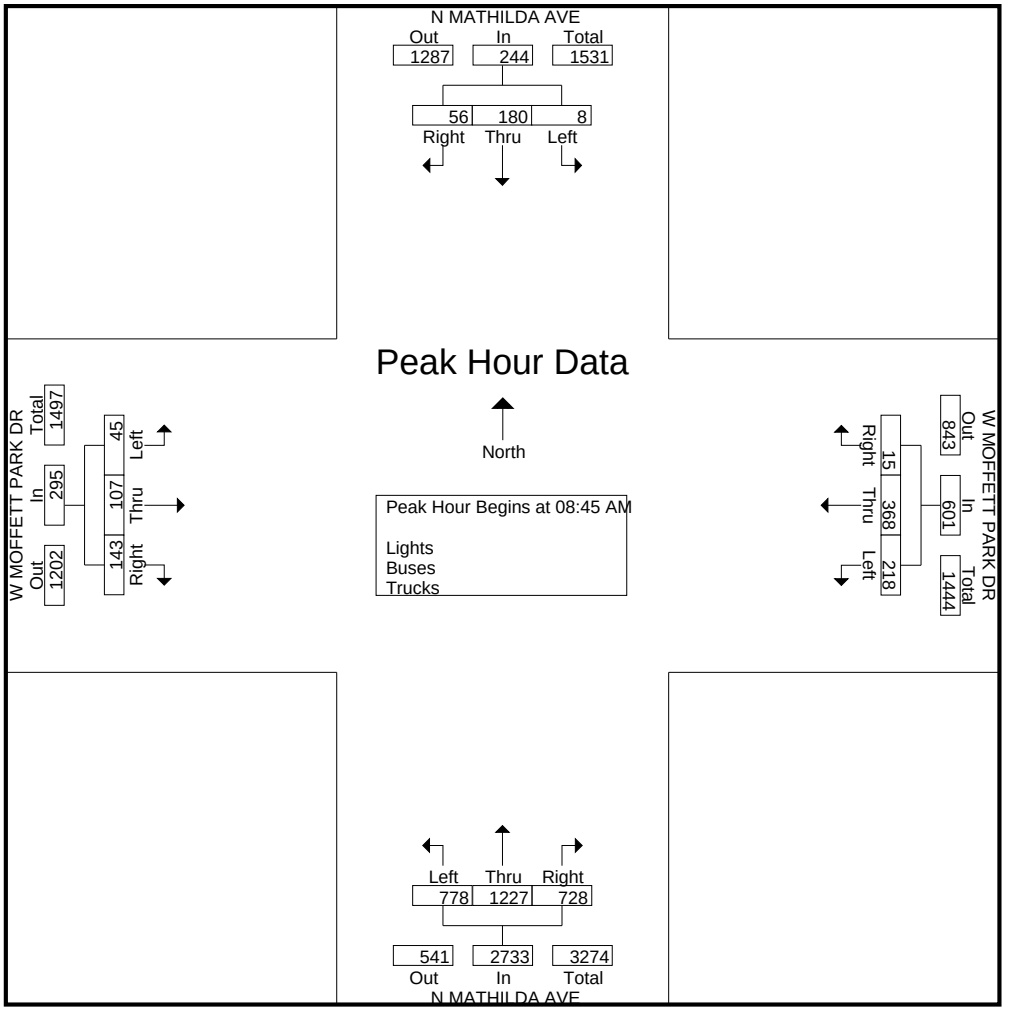

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File Name : 7AM FINAL
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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W MOFFETT PARK DR Westbound					N MATHILDA AVE Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	7
07:15 AM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	6
07:30 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	4	0	0	4	4	1	0	0	5	0	11	0	0	11	20
Total	0	0	0	0	0	0	13	0	0	13	8	4	0	0	12	0	14	0	0	14	39
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	2	0	2	0	4	0	0	4	10
08:15 AM	0	0	0	0	0	2	8	0	0	10	0	1	0	0	1	0	12	0	0	12	23
08:30 AM	0	1	0	0	1	0	12	0	0	12	0	0	1	0	1	0	8	2	0	10	24
08:45 AM	0	0	0	0	0	2	11	0	0	13	0	0	1	0	1	0	8	1	0	9	23
Total	0	2	0	0	2	4	34	0	0	38	0	1	4	0	5	0	32	3	0	35	80
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	2	0	9	13
09:15 AM	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	1	9	2	0	12	18
09:30 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	2	1	0	3	8
09:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	1	0	0	0	1	0	17	0	0	17	0	2	0	0	2	2	17	5	0	24	44
Grand Total	1	2	0	0	3	4	64	0	0	68	8	7	4	0	19	2	63	8	0	73	163
Apprch %	33.3	66.7	0	0		5.9	94.1	0	0		42.1	36.8	21.1	0		2.7	86.3	11	0		
Total %	0.6	1.2	0	0	1.8	2.5	39.3	0	0	41.7	4.9	4.3	2.5	0	11.7	1.2	38.7	4.9	0	44.8	

	N MATHILDA AVE Southbound				W MOFFETT PARK DR Westbound				N MATHILDA AVE Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	**2**	8	0	10	0	**1**	0	**1**	0	**12**	0	**12**	23
08:30 AM	0	**1**	0	**1**	0	**12**	0	12	0	0	**1**	1	0	8	**2**	10	**24**
08:45 AM	0	0	0	0	2	11	0	**13**	0	0	1	1	0	8	1	9	23
09:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	6	2	9	13
Total Volume	0	1	0	1	4	35	0	39	0	1	2	3	1	34	5	40	83
% App. Total	0	100	0		10.3	89.7	0		0	33.3	66.7		2.5	85	12.5		
PHF	.000	.250	.000	.250	.500	.729	.000	.750	.000	.250	.500	.750	.250	.708	.625	.833	.865

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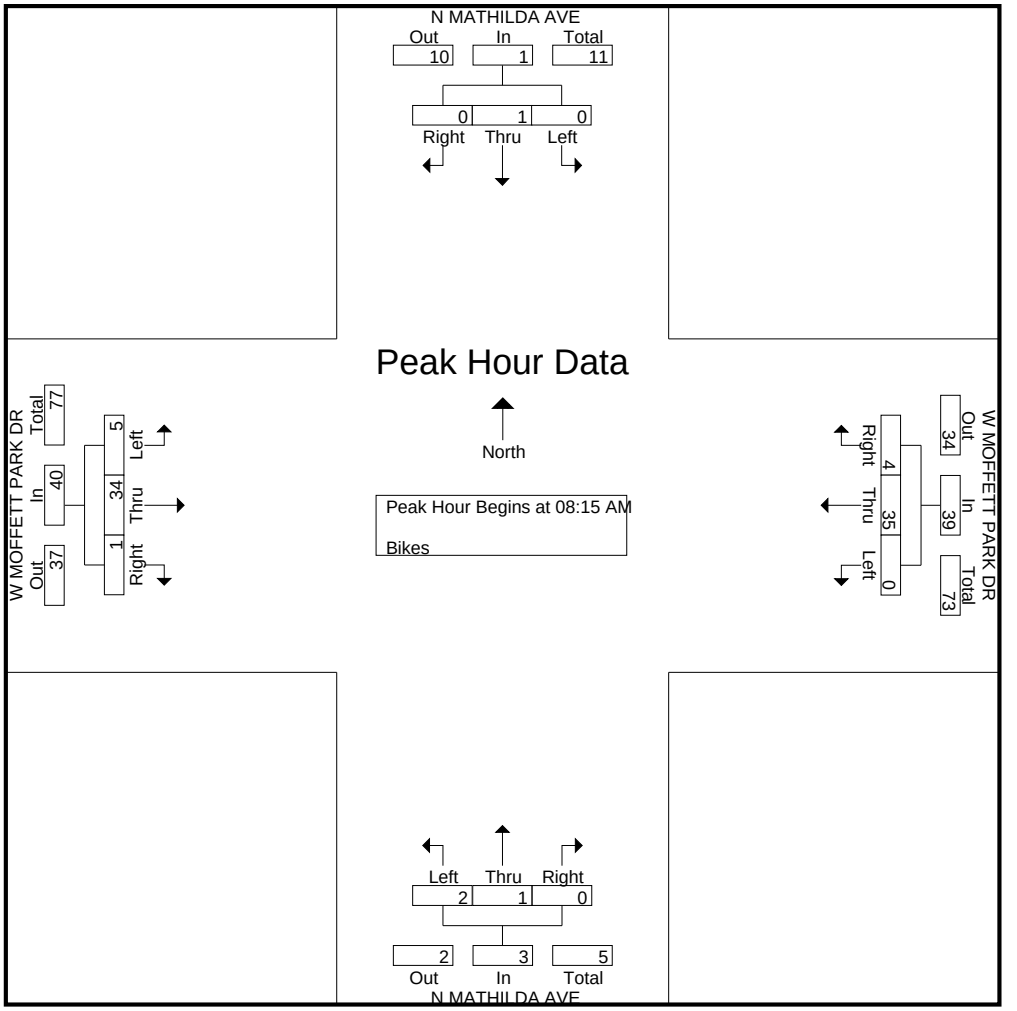

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W MOFFETT PARK DR Westbound					N MATHILDA AVE Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	242	5	2	256	3	58	123	1	185	55	53	33	0	141	104	45	6	0	155	737
04:15 PM	8	351	3	1	363	3	43	99	1	146	58	66	25	0	149	102	58	8	0	168	826
04:30 PM	12	275	5	0	292	1	59	112	2	174	35	51	29	0	115	102	53	5	0	160	741
04:45 PM	8	356	6	1	371	0	53	143	0	196	50	51	28	0	129	109	59	10	3	181	877
Total	35	1224	19	4	1282	7	213	477	4	701	198	221	115	0	534	417	215	29	3	664	3181
05:00 PM	10	393	7	1	411	1	71	128	1	201	46	49	33	0	128	96	66	12	0	174	914
05:15 PM	15	376	11	0	402	3	76	142	2	223	51	46	45	0	142	98	74	16	1	189	956
05:30 PM	20	328	7	1	356	1	73	119	0	193	54	53	44	0	151	81	60	9	0	150	850
05:45 PM	17	244	13	4	278	3	77	141	0	221	45	61	56	0	162	101	78	13	1	193	854
Total	62	1341	38	6	1447	8	297	530	3	838	196	209	178	0	583	376	278	50	2	706	3574
06:00 PM	14	302	5	1	322	1	86	130	0	217	65	61	47	1	174	90	59	19	2	170	883
06:15 PM	10	243	7	2	262	2	90	130	1	223	71	58	38	0	167	91	67	7	2	167	819
06:30 PM	12	274	2	0	288	7	54	138	1	200	60	63	28	0	151	103	50	8	1	162	801
06:45 PM	11	229	5	0	245	3	45	117	2	167	36	57	32	0	125	119	59	9	0	187	724
Total	47	1048	19	3	1117	13	275	515	4	807	232	239	145	1	617	403	235	43	5	686	3227
Grand Total	144	3613	76	13	3846	28	785	1522	11	2346	626	669	438	1	1734	1196	728	122	10	2056	9982
Apprch %	3.7	93.9	2	0.3		1.2	33.5	64.9	0.5		36.1	38.6	25.3	0.1		58.2	35.4	5.9	0.5		
Total %	1.4	36.2	0.8	0.1	38.5	0.3	7.9	15.2	0.1	23.5	6.3	6.7	4.4	0	17.4	12	7.3	1.2	0.1	20.6	
Lights	142	3581	76	13	3812	27	774	1499	11	2311	593	634	418	1	1646	1181	694	114	10	1999	9768
% Lights	98.6	99.1	100	100	99.1	96.4	98.6	98.5	100	98.5	94.7	94.8	95.4	100	94.9	98.7	95.3	93.4	100	97.2	97.9
Buses	2	27	0	0	29	0	3	19	0	22	21	32	19	0	72	11	27	6	0	44	167
% Buses	1.4	0.7	0	0	0.8	0	0.4	1.2	0	0.9	3.4	4.8	4.3	0	4.2	0.9	3.7	4.9	0	2.1	1.7
Trucks	0	5	0	0	5	1	8	4	0	13	12	3	1	0	16	4	7	2	0	13	47
% Trucks	0	0.1	0	0	0.1	3.6	1	0.3	0	0.6	1.9	0.4	0.2	0	0.9	0.3	1	1.6	0	0.6	0.5

	N MATHILDA AVE Southbound				W MOFFETT PARK DR Westbound				N MATHILDA AVE Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	356	6	370	0	53	**143**	196	50	51	28	129	**109**	59	10	178	873
05:00 PM	10	**393**	7	**410**	1	71	128	200	46	49	33	128	96	66	12	174	912
05:15 PM	15	376	**11**	402	**3**	**76**	142	**221**	51	46	**45**	142	98	**74**	**16**	**188**	**953**
05:30 PM	**20**	328	7	355	1	73	119	193	**54**	**53**	44	**151**	81	60	9	150	849
Total Volume	53	1453	31	1537	5	273	532	810	201	199	150	550	384	259	47	690	3587
% App. Total	3.4	94.5	2		0.6	33.7	65.7		36.5	36.2	27.3		55.7	37.5	6.8		
PHF	.663	.924	.705	.937	.417	.898	.930	.916	.931	.939	.833	.911	.881	.875	.734	.918	.941

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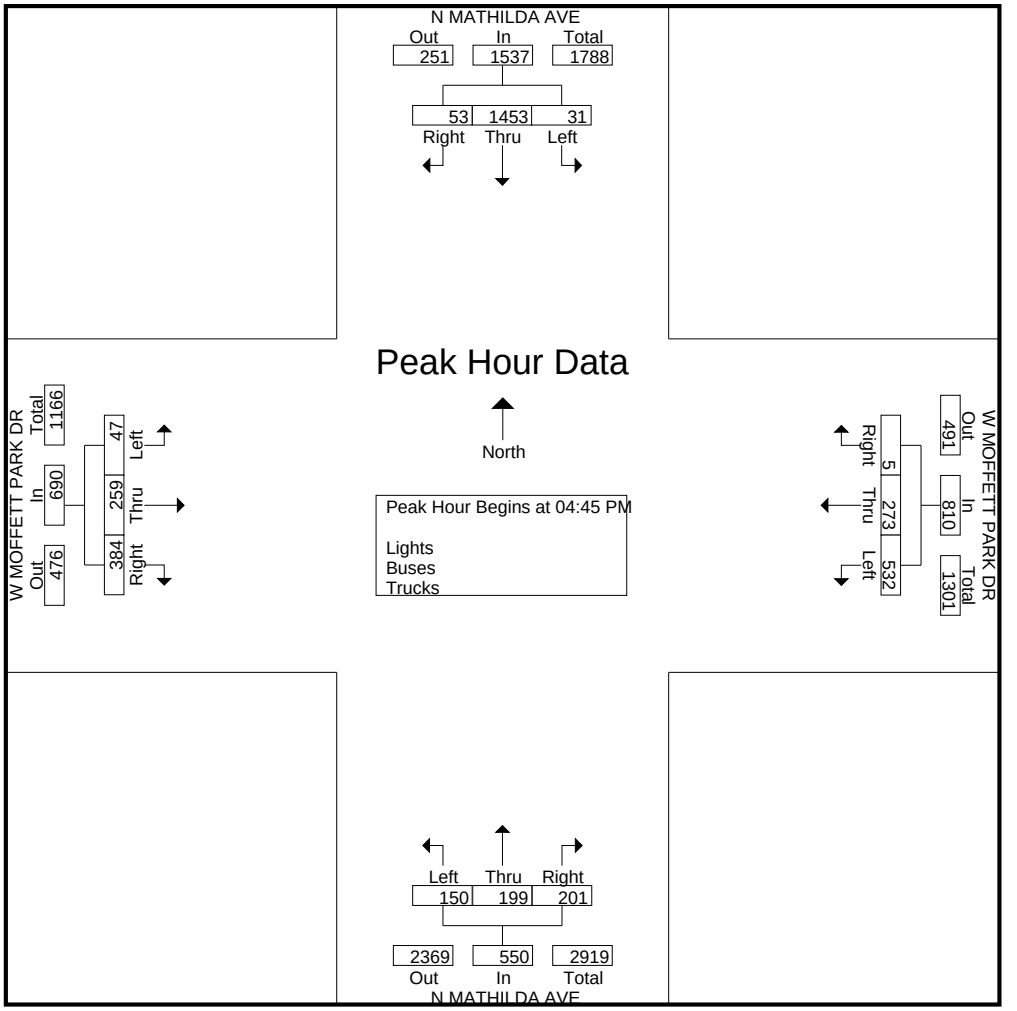

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W MOFFETT PARK DR Westbound					N MATHILDA AVE Northbound					W MOFFETT PARK DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	9
04:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	8
Total	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	1	16	1	0	18	29
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
05:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	11
05:30 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	5	2	0	8	15
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
Total	0	0	0	0	0	0	18	0	0	18	2	0	0	0	2	2	22	2	0	26	46
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	1	0	4	9
06:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	11
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	1	16	1	0	18	34
Grand Total	2	0	1	0	3	0	41	1	0	42	2	0	0	0	2	4	54	4	0	62	109
Apprch %	66.7	0	33.3	0		0	97.6	2.4	0		100	0	0	0		6.5	87.1	6.5	0		
Total %	1.8	0	0.9	0	2.8	0	37.6	0.9	0	38.5	1.8	0	0	0	1.8	3.7	49.5	3.7	0	56.9	

	N MATHILDA AVE Southbound				W MOFFETT PARK DR Westbound				N MATHILDA AVE Northbound				W MOFFETT PARK DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	**6**	0	6	11
05:15 PM	0	0	0	0	0	4	0	4	**1**	0	0	**1**	0	6	0	6	11
05:30 PM	0	0	0	0	0	**6**	0	**6**	1	0	0	1	**1**	5	**2**	**8**	**15**
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
Total Volume	0	0	0	0	0	18	0	18	2	0	0	2	2	22	2	26	46
% App. Total	0	0	0		0	100	0		100	0	0		7.7	84.6	7.7		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.000	.500	.500	.917	.250	.813	.767

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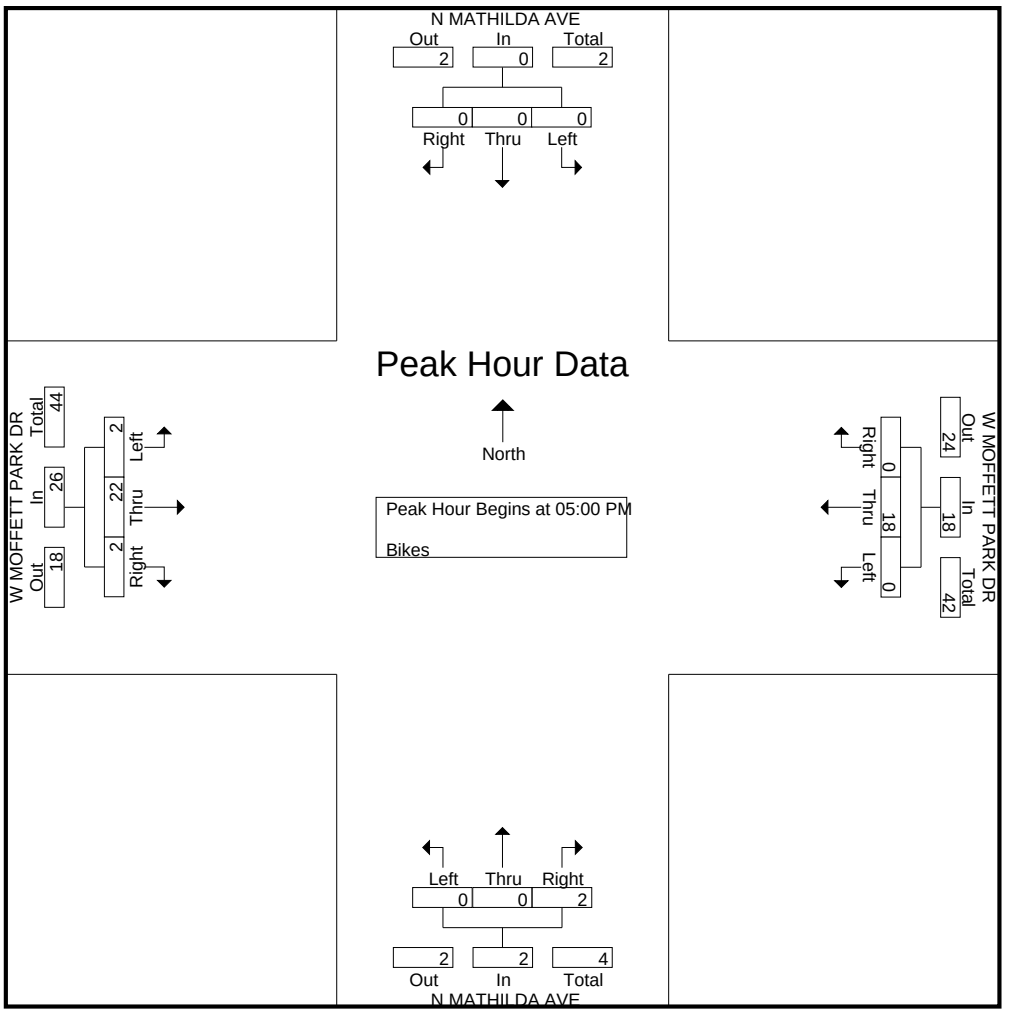

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Eastbound						W MOFFETT PARK DR Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	6	35	0	0	41	53	0	50	93	1	197	0	297	0	30	0	327	0	0	0	0	0	0	4	18	0	0	0	22	587
07:15 AM	0	25	28	0	0	53	37	0	45	110	1	193	0	420	0	26	0	446	0	0	0	0	0	0	3	15	0	0	0	18	710
07:30 AM	0	23	33	0	0	56	35	0	20	99	3	157	0	493	0	42	0	535	0	0	0	0	0	0	11	22	0	0	0	33	781
07:45 AM	0	27	50	0	0	77	31	0	35	102	6	174	0	498	0	33	0	531	0	0	0	0	0	0	5	29	0	0	0	34	816
Total	0	81	146	0	0	227	156	0	150	404	11	721	0	1708	0	131	0	1839	0	0	0	0	0	0	23	84	0	0	0	107	2894
08:00 AM	0	19	53	0	0	72	28	0	20	99	0	147	0	478	0	43	0	521	0	0	0	0	0	0	5	21	0	0	0	26	766
08:15 AM	0	38	40	0	0	78	38	0	33	122	0	193	0	495	0	49	0	544	0	0	0	0	0	0	7	16	0	0	0	23	838
08:30 AM	0	36	59	0	0	95	37	0	13	118	0	168	0	471	0	24	0	495	0	0	0	0	1	1	9	29	0	0	0	38	797
08:45 AM	0	42	52	0	0	94	46	0	11	104	0	161	0	565	0	47	0	612	0	0	0	0	0	0	16	39	0	0	0	55	922
Total	0	135	204	0	0	339	149	0	77	443	0	669	0	2009	0	163	0	2172	0	0	0	0	1	1	37	105	0	0	0	142	3323
09:00 AM	0	31	69	0	0	100	43	0	4	130	4	181	0	598	0	40	0	638	0	0	0	0	0	0	23	30	0	0	0	53	972
09:15 AM	0	33	70	0	0	103	33	0	3	128	1	165	0	695	0	39	0	734	0	0	0	0	0	0	14	35	0	0	0	49	1051
09:30 AM	0	23	54	0	0	77	34	0	0	77	0	111	0	648	0	35	0	683	0	0	0	0	0	0	13	39	0	0	0	52	923
09:45 AM	0	33	70	0	0	103	42	0	0	67	0	109	0	658	0	19	0	677	0	0	0	0	0	0	17	39	0	0	0	56	945
Total	0	120	263	0	0	383	152	0	7	402	5	566	0	2599	0	133	0	2732	0	0	0	0	0	0	67	143	0	0	0	210	3891
Grand Total	0	336	613	0	0	949	457	0	234	1249	16	1956	0	6316	0	427	0	6743	0	0	0	0	1	1	127	332	0	0	0	459	10108
Apprch %	0	35.4	64.6	0	0		23.4	0	12	63.9	0.8		0	93.7	0	6.3	0		0	0	0	0	100		27.7	72.3	0	0	0		
Total %	0	3.3	6.1	0	0	9.4	4.5	0	2.3	12.4	0.2	19.4	0	62.5	0	4.2	0	66.7	0	0	0	0	0	0	1.3	3.3	0	0	0	4.5	
Lights	0	283	557	0	0	840	438	0	209	1215	16	1878	0	6189	0	418	0	6607	0	0	0	0	1	1	116	280	0	0	0	396	9722
% Lights	0	84.2	90.9	0	0	88.5	95.8	0	89.3	97.3	100	96	0	98	0	97.9	0	98	0	0	0	0	100	100	91.3	84.3	0	0	0	86.3	96.2
Buses	0	19	17	0	0	36	2	0	1	14	0	17	0	45	0	1	0	46	0	0	0	0	0	0	6	15	0	0	0	21	120
% Buses	0	5.7	2.8	0	0	3.8	0.4	0	0.4	1.1	0	0.9	0	0.7	0	0.2	0	0.7	0	0	0	0	0	0	4.7	4.5	0	0	0	4.6	1.2
Trucks	0	34	39	0	0	73	17	0	24	20	0	61	0	82	0	8	0	90	0	0	0	0	0	0	5	37	0	0	0	42	266
% Trucks	0	10.1	6.4	0	0	7.7	3.7	0	10.3	1.6	0	3.1	0	1.3	0	1.9	0	1.3	0	0	0	0	0	0	3.9	11.1	0	0	0	9.2	2.6

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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Eastbound					W MOFFETT PARK DR Southeastbound					
Start Time	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 09:00 AM																										
09:00 AM	0	31	69	0	100	**43**	0	**4**	**130**	**177**	0	598	0	**40**	638	0	0	0	0	0	**23**	30	0	0	53	968
09:15 AM	0	**33**	**70**	0	**103**	33	0	3	128	164	0	**695**	0	39	**734**	0	0	0	0	0	14	35	0	0	49	**1050**
09:30 AM	0	23	54	0	77	34	0	0	77	111	0	648	0	35	683	0	0	0	0	0	13	**39**	0	0	52	923
09:45 AM	0	33	70	0	103	42	0	0	67	109	0	658	0	19	677	0	0	0	0	0	17	39	0	0	**56**	945
Total Volume	0	120	263	0	383	152	0	7	402	561	0	2599	0	133	2732	0	0	0	0	0	67	143	0	0	210	3886
% App. Total	0	31.3	68.7	0		27.1	0	1.2	71.7		0	95.1	0	4.9		0	0	0	0		31.9	68.1	0	0		
PHF	.000	.909	.939	.000	.930	.884	.000	.438	.773	.792	.000	.935	.000	.831	.931	.000	.000	.000	.000	.000	.728	.917	.000	.000	.938	.925

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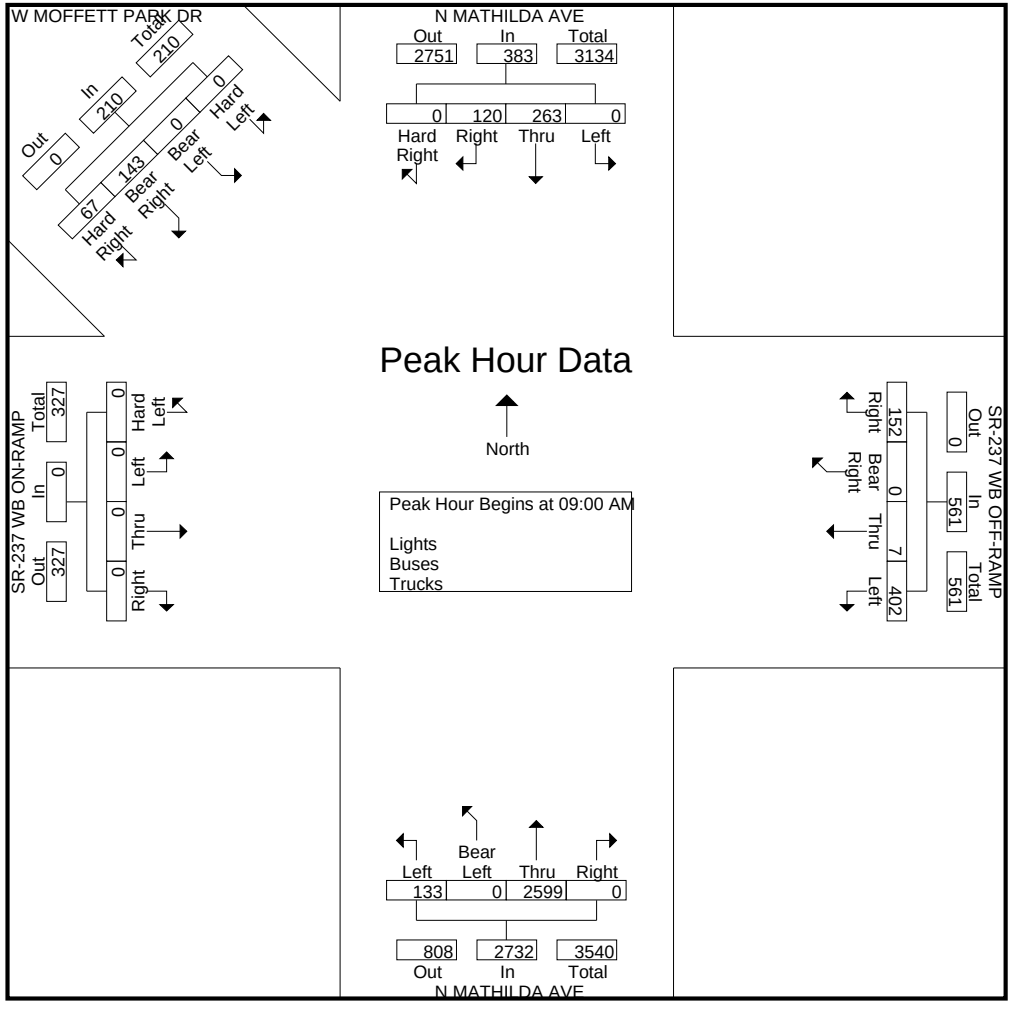

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Groups Printed- Bikes

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Eastbound						W MOFFETT PARK DR Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
Grand Total	0	1	2	0	0	3	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	12
Apprch %	0	33.3	66.7	0	0		0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	8.3	16.7	0	0	25	0	0	0	0	0	0	0	58.3	0	0	0	58.3	0	0	0	0	0	0	0	16.7	0	0	0	16.7	

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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Eastbound					W MOFFETT PARK DR Southeastbound					
Start Time	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:30 AM																										
08:30 AM	0	0	**1**	0	**1**	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**3**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.667

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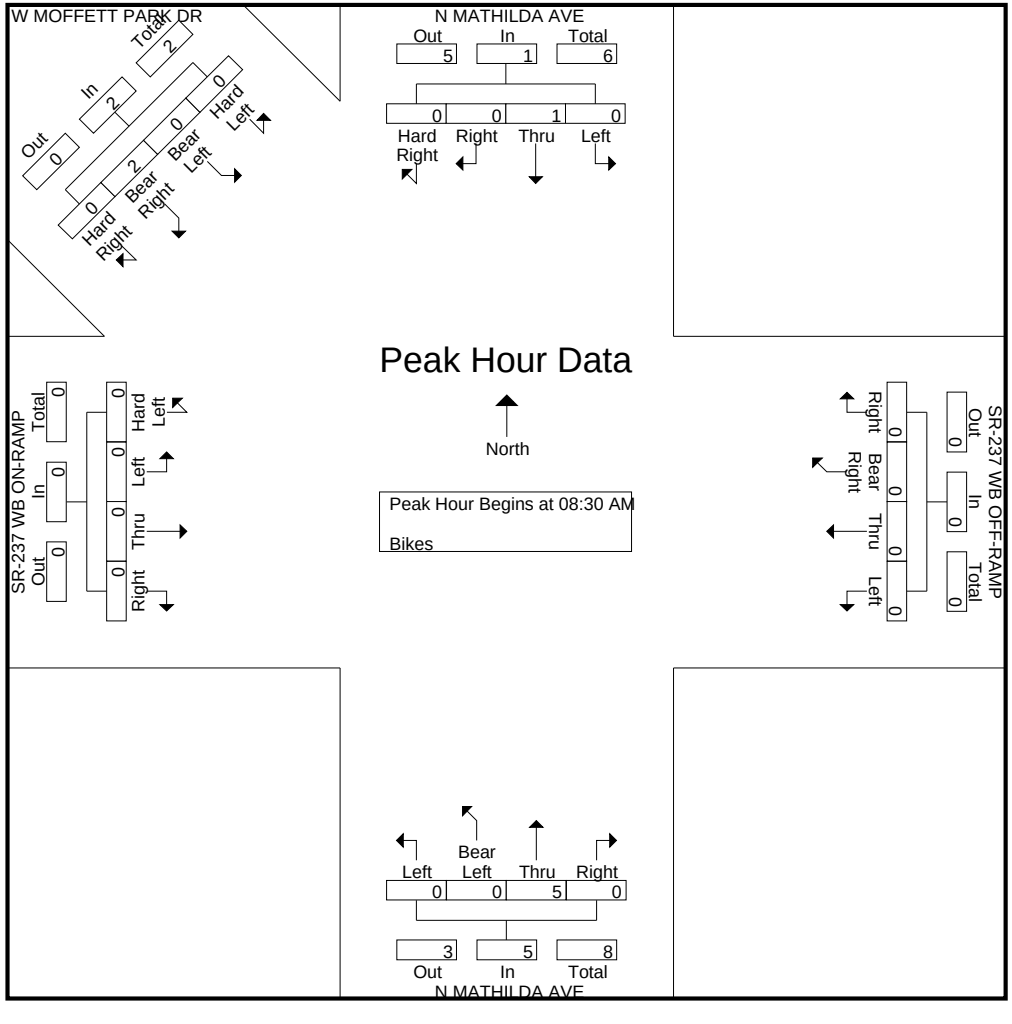

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Eastbound						W MOFFETT PARK DR Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	103	256	0	0	359	26	0	5	133	0	164	0	117	0	23	0	140	0	0	0	0	0	0	45	101	0	0	0	146	809
04:15 PM	0	114	345	0	0	459	15	0	5	119	0	139	0	118	0	21	0	139	0	0	0	0	0	0	52	101	0	0	0	153	890
04:30 PM	0	99	284	0	0	383	17	0	2	137	0	156	0	97	0	29	0	126	0	0	0	0	0	0	30	101	0	0	0	131	796
04:45 PM	0	123	383	0	0	506	10	0	1	140	0	151	0	115	0	21	0	136	0	0	0	0	1	1	40	107	0	0	1	148	942
Total	0	439	1268	0	0	1707	68	0	13	529	0	610	0	447	0	94	0	541	0	0	0	0	1	1	167	410	0	0	1	578	3437
05:00 PM	0	123	413	0	0	536	9	0	3	151	1	164	0	109	0	26	0	135	0	0	0	0	0	0	41	95	0	0	0	136	971
05:15 PM	0	110	391	0	0	501	10	0	2	154	2	168	0	131	0	19	0	150	0	0	0	0	0	0	38	96	0	0	0	134	953
05:30 PM	0	124	311	0	0	435	9	0	4	119	1	133	0	128	0	9	0	137	0	0	0	0	0	0	32	80	0	0	0	112	817
05:45 PM	0	108	257	0	0	365	8	0	12	117	4	141	0	156	0	14	0	170	0	0	0	0	0	0	25	99	0	0	0	124	800
Total	0	465	1372	0	0	1837	36	0	21	541	8	606	0	524	0	68	0	592	0	0	0	0	0	0	136	370	0	0	0	506	3541
06:00 PM	0	147	282	0	0	429	11	0	13	142	3	169	0	142	0	21	0	163	0	0	0	0	0	0	0	90	0	0	0	90	851
06:15 PM	0	110	249	0	0	359	12	0	12	151	2	177	0	151	0	21	0	172	0	0	0	0	0	0	0	88	0	0	1	89	797
06:30 PM	0	101	292	0	0	393	12	0	2	134	0	148	0	136	0	10	0	146	0	0	0	0	0	0	1	101	0	0	0	102	789
06:45 PM	0	92	263	0	0	355	9	0	7	138	0	154	0	110	0	21	0	131	0	0	0	0	0	0	0	115	0	0	0	115	755
Total	0	450	1086	0	0	1536	44	0	34	565	5	648	0	539	0	73	0	612	0	0	0	0	0	0	1	394	0	0	1	396	3192
Grand Total	0	1354	3726	0	0	5080	148	0	68	1635	13	1864	0	1510	0	235	0	1745	0	0	0	0	1	1	304	1174	0	0	2	1480	10170
Apprch %	0	26.7	73.3	0	0		7.9	0	3.6	87.7	0.7		0	86.5	0	13.5	0		0	0	0	0	100		20.5	79.3	0	0	0.1		
Total %	0	13.3	36.6	0	0	50	1.5	0	0.7	16.1	0.1	18.3	0	14.8	0	2.3	0	17.2	0	0	0	0	0	0	3	11.5	0	0	0	14.6	
Lights	0	1342	3683	0	0	5025	139	0	67	1624	13	1843	0	1438	0	231	0	1669	0	0	0	0	1	1	297	1159	0	0	2	1458	9996
% Lights	0	99.1	98.8	0	0	98.9	93.9	0	98.5	99.3	100	98.9	0	95.2	0	98.3	0	95.6	0	0	0	0	100	100	97.7	98.7	0	0	100	98.5	98.3
Buses	0	8	39	0	0	47	4	0	0	1	0	5	0	63	0	0	0	63	0	0	0	0	0	0	7	11	0	0	0	18	133
% Buses	0	0.6	1	0	0	0.9	2.7	0	0	0.1	0	0.3	0	4.2	0	0	0	3.6	0	0	0	0	0	0	2.3	0.9	0	0	0	1.2	1.3
Trucks	0	4	4	0	0	8	5	0	1	10	0	16	0	9	0	4	0	13	0	0	0	0	0	0	0	4	0	0	0	4	41
% Trucks	0	0.3	0.1	0	0	0.2	3.4	0	1.5	0.6	0	0.9	0	0.6	0	1.7	0	0.7	0	0	0	0	0	0	0	0.3	0	0	0	0.3	0.4

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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Eastbound					W MOFFETT PARK DR Southeastbound					
Start Time	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. 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	0	123	383	0	506	**10**	0	1	140	151	0	115	0	21	136	0	0	0	0	0	40	**107**	0	0	**147**	940
05:00 PM	0	123	**413**	0	**536**	9	0	3	151	163	0	109	0	**26**	135	0	0	0	0	0	**41**	95	0	0	136	**970**
05:15 PM	0	110	391	0	501	10	0	2	**154**	**166**	0	**131**	0	19	**150**	0	0	0	0	0	38	96	0	0	134	951
05:30 PM	0	**124**	311	0	435	9	0	**4**	119	132	0	128	0	9	137	0	0	0	0	0	32	80	0	0	112	816
Total Volume	0	480	1498	0	1978	38	0	10	564	612	0	483	0	75	558	0	0	0	0	0	151	378	0	0	529	3677
% App. Total	0	24.3	75.7	0		6.2	0	1.6	92.2		0	86.6	0	13.4		0	0	0	0		28.5	71.5	0	0		
PHF	.000	.968	.907	.000	.923	.950	.000	.625	.916	.922	.000	.922	.000	.721	.930	.000	.000	.000	.000	.000	.921	.883	.000	.000	.900	.948

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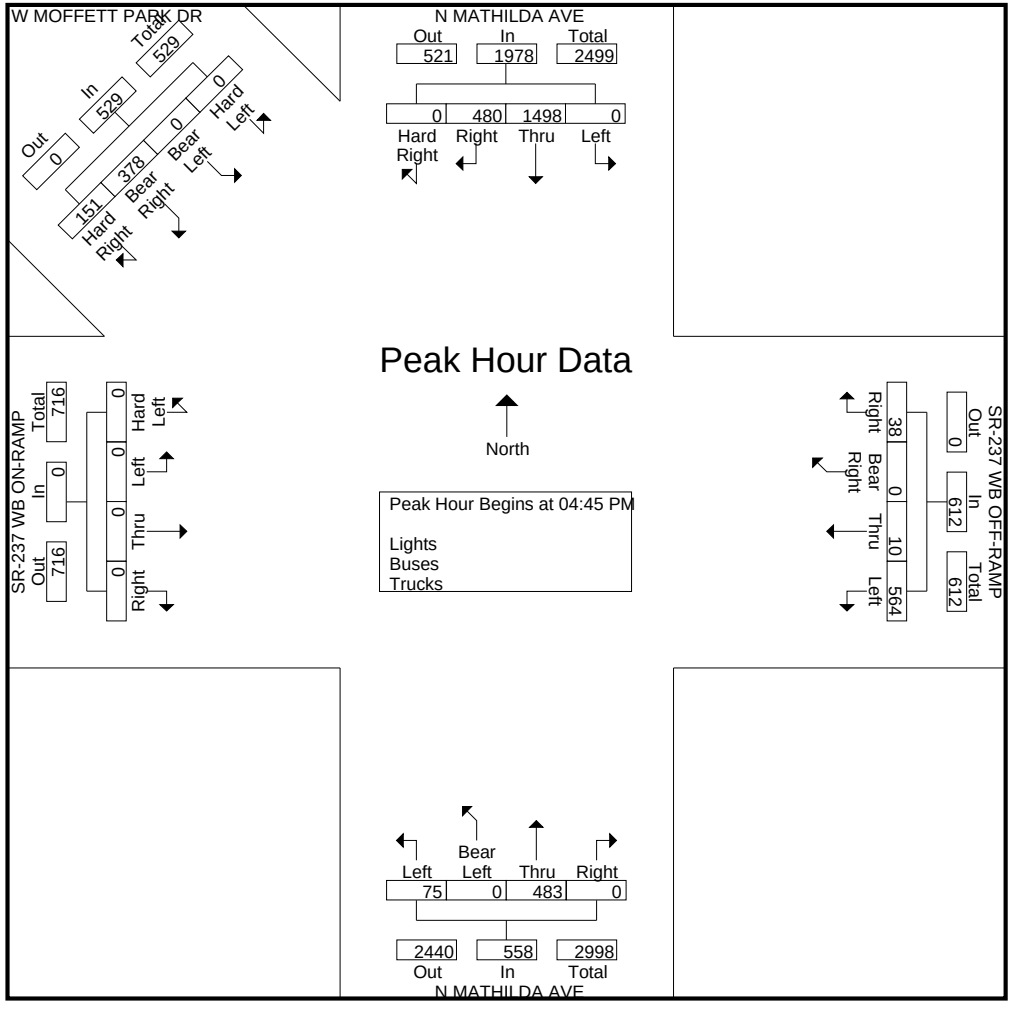

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Site Code : 00000008
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Groups Printed- Bikes

	N MATHILDA AVE Southbound						SR-237 WB OFF-RAMP Westbound						N MATHILDA AVE Northbound						SR-237 WB ON-RAMP Eastbound						W MOFFETT PARK DR Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
06:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
06:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
Grand Total	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	13
Apprch %	0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	69.2	0	0	69.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	0	0	0	30.8	

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	N MATHILDA AVE Southbound					SR-237 WB OFF-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 WB ON-RAMP Eastbound					W MOFFETT PARK DR Southeastbound					
Start Time	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:30 PM																										
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
06:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.563

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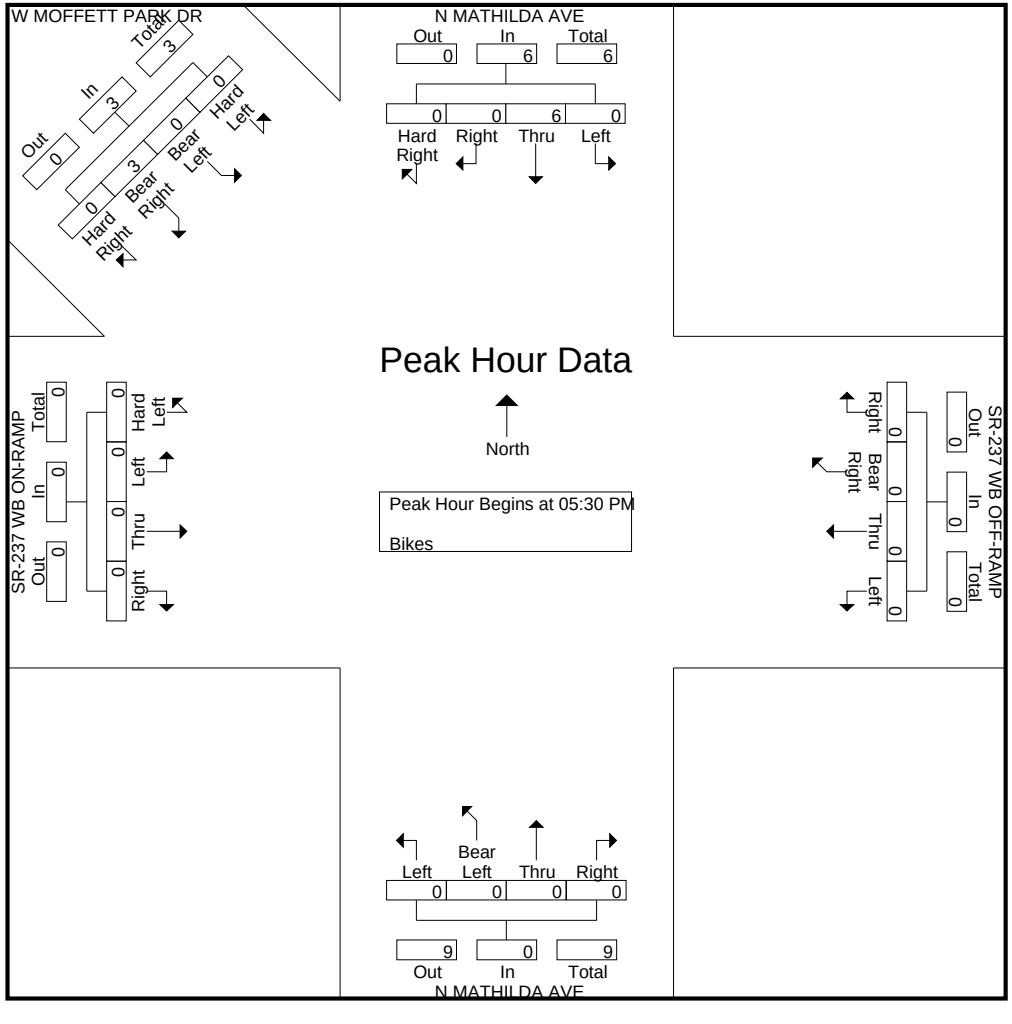

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	132	10	0	142	0	0	0	0	0	67	213	0	0	280	13	0	114	0	127	549
07:15 AM	0	151	4	0	155	0	0	0	2	2	102	269	0	0	371	15	0	171	0	186	714
07:30 AM	0	135	12	0	147	0	0	0	4	4	133	318	0	0	451	16	0	168	0	184	786
07:45 AM	0	169	16	0	185	0	0	0	6	6	160	344	0	0	504	19	0	139	0	158	853
Total	0	587	42	0	629	0	0	0	12	12	462	1144	0	0	1606	63	0	592	0	655	2902
08:00 AM	0	164	13	0	177	0	0	0	0	0	182	361	0	0	543	23	0	250	0	273	993
08:15 AM	0	169	13	0	182	0	0	0	0	0	164	407	0	0	571	10	0	208	0	218	971
08:30 AM	0	190	11	0	201	0	0	0	5	5	168	367	0	0	535	7	0	214	3	224	965
08:45 AM	0	181	13	0	194	0	0	0	0	0	186	474	0	0	660	22	0	207	0	229	1083
Total	0	704	50	0	754	0	0	0	5	5	700	1609	0	0	2309	62	0	879	3	944	4012
09:00 AM	0	203	16	0	219	0	0	0	4	4	151	427	0	0	578	18	0	174	1	193	994
09:15 AM	0	216	15	0	231	0	0	0	1	1	153	483	0	0	636	24	0	194	1	219	1087
09:30 AM	0	141	20	0	161	0	0	0	0	0	142	451	0	0	593	14	0	208	0	222	976
09:45 AM	0	149	14	0	163	0	0	0	1	1	132	401	0	0	533	18	0	196	0	214	911
Total	0	709	65	0	774	0	0	0	6	6	578	1762	0	0	2340	74	0	772	2	848	3968
Grand Total	0	2000	157	0	2157	0	0	0	23	23	1740	4515	0	0	6255	199	0	2243	5	2447	10882
Apprch %	0	92.7	7.3	0		0	0	0	100		27.8	72.2	0	0		8.1	0	91.7	0.2		
Total %	0	18.4	1.4	0	19.8	0	0	0	0.2	0.2	16	41.5	0	0	57.5	1.8	0	20.6	0	22.5	
Lights	0	1879	137	0	2016	0	0	0	23	23	1704	4436	0	0	6140	198	0	2183	5	2386	10565
% Lights	0	93.9	87.3	0	93.5	0	0	0	100	100	97.9	98.3	0	0	98.2	99.5	0	97.3	100	97.5	97.1
Buses	0	39	7	0	46	0	0	0	0	0	4	17	0	0	21	0	0	29	0	29	96
% Buses	0	2	4.5	0	2.1	0	0	0	0	0	0.2	0.4	0	0	0.3	0	0	1.3	0	1.2	0.9
Trucks	0	82	13	0	95	0	0	0	0	0	32	62	0	0	94	1	0	31	0	32	221
% Trucks	0	4.1	8.3	0	4.4	0	0	0	0	0	1.8	1.4	0	0	1.5	0.5	0	1.4	0	1.3	2

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	181	13	194	0	0	0	0	**186**	474	0	**660**	22	0	207	**229**	1083
09:00 AM	0	203	16	219	0	0	0	0	151	427	0	578	18	0	174	192	989
09:15 AM	0	**216**	15	**231**	0	0	0	0	153	**483**	0	636	**24**	0	194	218	**1085**
09:30 AM	0	141	**20**	161	0	0	0	0	142	451	0	593	14	0	**208**	222	976
Total Volume	0	741	64	805	0	0	0	0	632	1835	0	2467	78	0	783	861	4133
% App. Total	0	92	8		0	0	0		25.6	74.4	0		9.1	0	90.9		
PHF	.000	.858	.800	.871	.000	.000	.000	.000	.849	.950	.000	.934	.813	.000	.941	.940	.952

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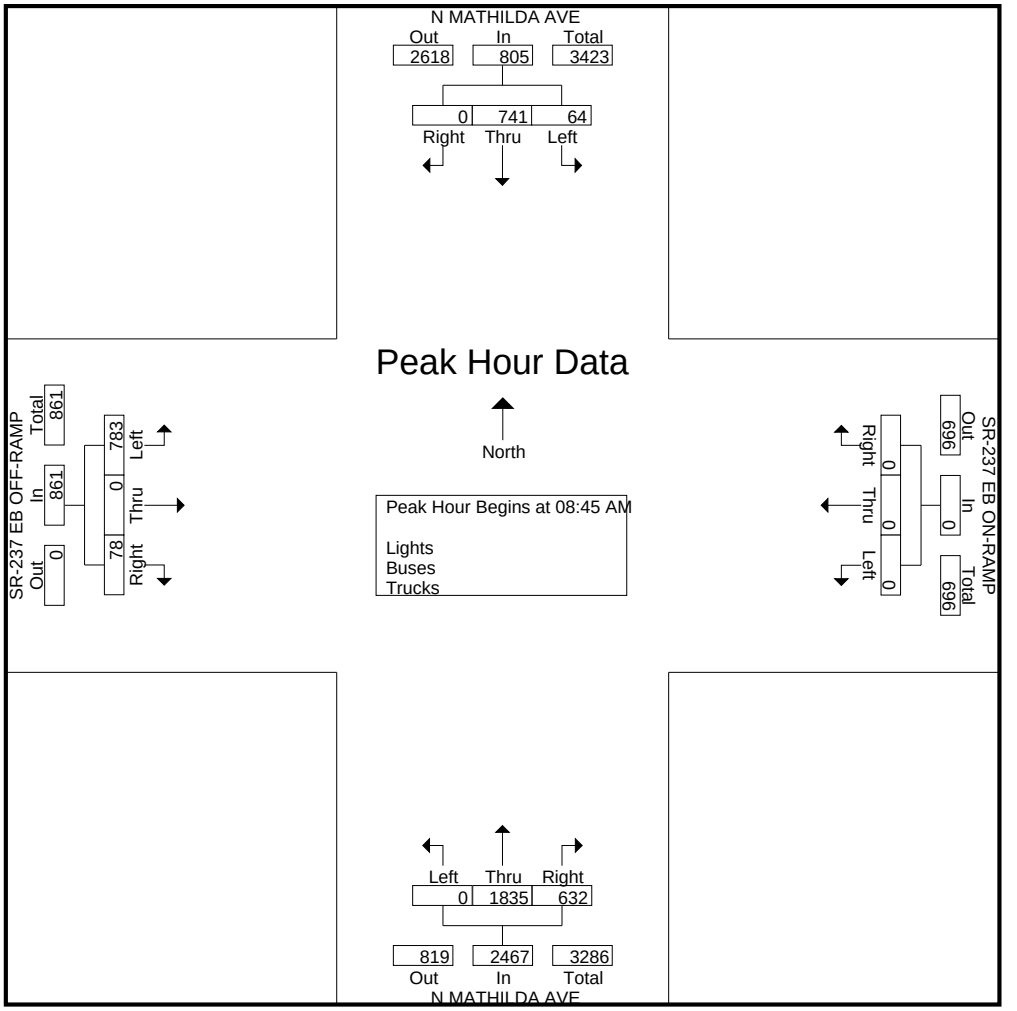

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	7
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
Total	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	11
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	0	0	0	0	1	15	0	0	16	1	0	0	0	1	20
Apprch %	0	100	0	0		0	0	0	0		6.2	93.8	0	0		100	0	0	0		
Total %	0	15	0	0	15	0	0	0	0	0	5	75	0	0	80	5	0	0	0	5	

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**1**	0	0	**1**	**6**
Total Volume	0	1	0	1	0	0	0	0	0	9	0	9	1	0	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.450	.000	.450	.250	.000	.000	.250	.458

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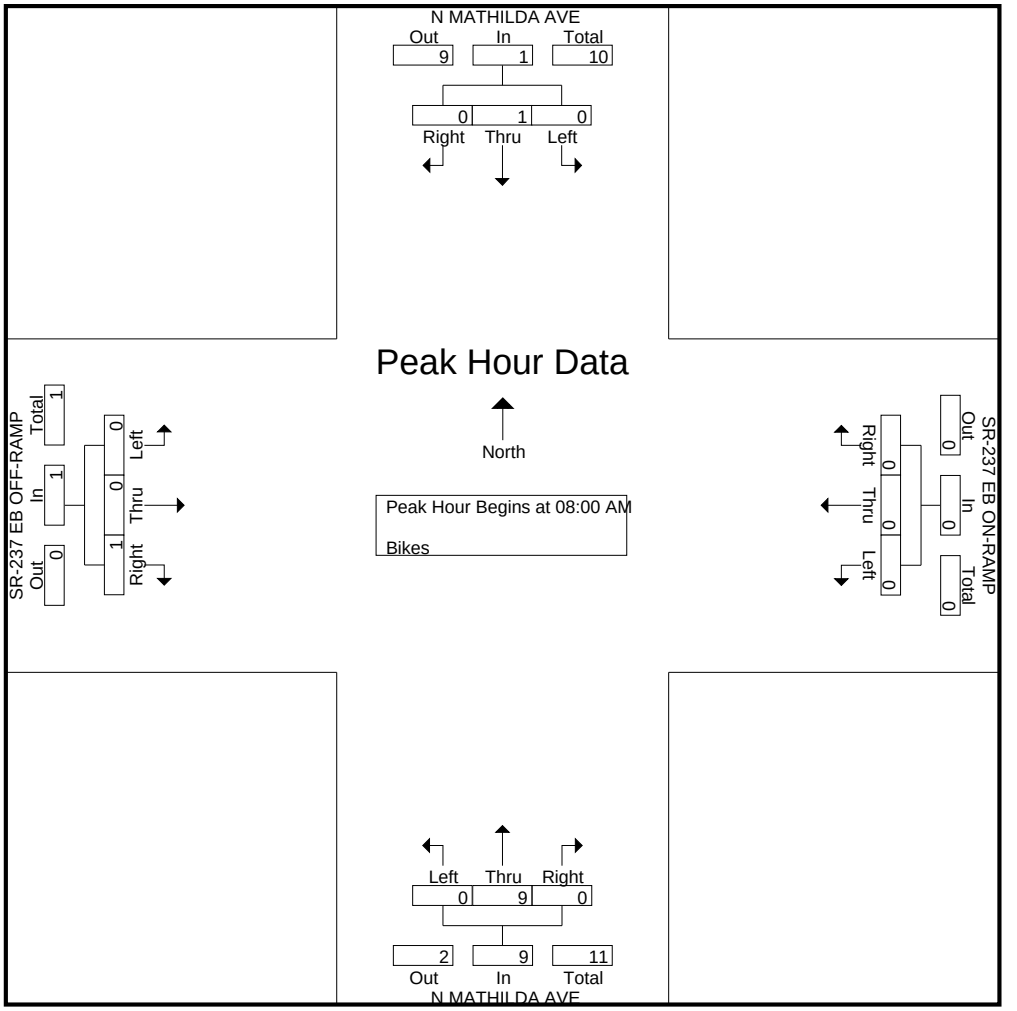

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	418	68	0	486	0	0	0	2	2	99	101	0	0	200	30	0	55	0	85	773
04:15 PM	0	451	101	0	552	0	0	0	3	3	132	90	0	0	222	29	0	42	0	71	848
04:30 PM	0	467	61	0	528	0	0	0	2	2	158	98	0	0	256	29	0	42	0	71	857
04:45 PM	0	551	79	0	630	0	0	0	0	0	136	96	0	0	232	29	0	43	0	72	934
Total	0	1887	309	0	2196	0	0	0	7	7	525	385	0	0	910	117	0	182	0	299	3412
05:00 PM	0	545	84	0	629	0	0	0	2	2	157	98	0	0	255	42	0	52	0	94	980
05:15 PM	0	554	88	0	642	0	0	0	1	1	139	102	0	0	241	53	0	40	0	93	977
05:30 PM	0	470	55	0	525	0	0	0	3	3	115	105	0	0	220	52	0	52	0	104	852
05:45 PM	0	449	41	0	490	0	0	0	4	4	107	141	0	0	248	55	0	61	0	116	858
Total	0	2018	268	0	2286	0	0	0	10	10	518	446	0	0	964	202	0	205	0	407	3667
06:00 PM	0	431	73	0	504	0	0	0	5	5	90	104	0	0	194	55	0	44	0	99	802
06:15 PM	0	419	49	0	468	0	0	0	3	3	90	118	0	0	208	51	0	67	0	118	797
06:30 PM	0	464	60	0	524	0	0	0	2	2	90	81	0	0	171	40	0	55	0	95	792
06:45 PM	0	468	60	0	528	0	0	0	2	2	93	99	0	0	192	30	0	45	0	75	797
Total	0	1782	242	0	2024	0	0	0	12	12	363	402	0	0	765	176	0	211	0	387	3188
Grand Total	0	5687	819	0	6506	0	0	0	29	29	1406	1233	0	0	2639	495	0	598	0	1093	10267
Apprch %	0	87.4	12.6	0		0	0	0	100		53.3	46.7	0	0		45.3	0	54.7	0		
Total %	0	55.4	8	0	63.4	0	0	0	0.3	0.3	13.7	12	0	0	25.7	4.8	0	5.8	0	10.6	
Lights	0	5645	797	0	6442	0	0	0	29	29	1393	1189	0	0	2582	482	0	555	0	1037	10090
% Lights	0	99.3	97.3	0	99	0	0	0	100	100	99.1	96.4	0	0	97.8	97.4	0	92.8	0	94.9	98.3
Buses	0	23	21	0	44	0	0	0	0	0	5	35	0	0	40	2	0	36	0	38	122
% Buses	0	0.4	2.6	0	0.7	0	0	0	0	0	0.4	2.8	0	0	1.5	0.4	0	6	0	3.5	1.2
Trucks	0	19	1	0	20	0	0	0	0	0	8	9	0	0	17	11	0	7	0	18	55
% Trucks	0	0.3	0.1	0	0.3	0	0	0	0	0	0.6	0.7	0	0	0.6	2.2	0	1.2	0	1.6	0.5

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	467	61	528	0	0	0	0	**158**	98	0	**256**	29	0	42	71	855
04:45 PM	0	551	79	630	0	0	0	0	136	96	0	232	29	0	43	72	934
05:00 PM	0	545	84	629	0	0	0	0	157	98	0	255	42	0	**52**	**94**	**978**
05:15 PM	0	**554**	**88**	**642**	0	0	0	0	139	**102**	0	241	**53**	0	40	93	976
Total Volume	0	2117	312	2429	0	0	0	0	590	394	0	984	153	0	177	330	3743
% App. Total	0	87.2	12.8		0	0	0		60	40	0		46.4	0	53.6		
PHF	.000	.955	.886	.946	.000	.000	.000	.000	.934	.966	.000	.961	.722	.000	.851	.878	.957

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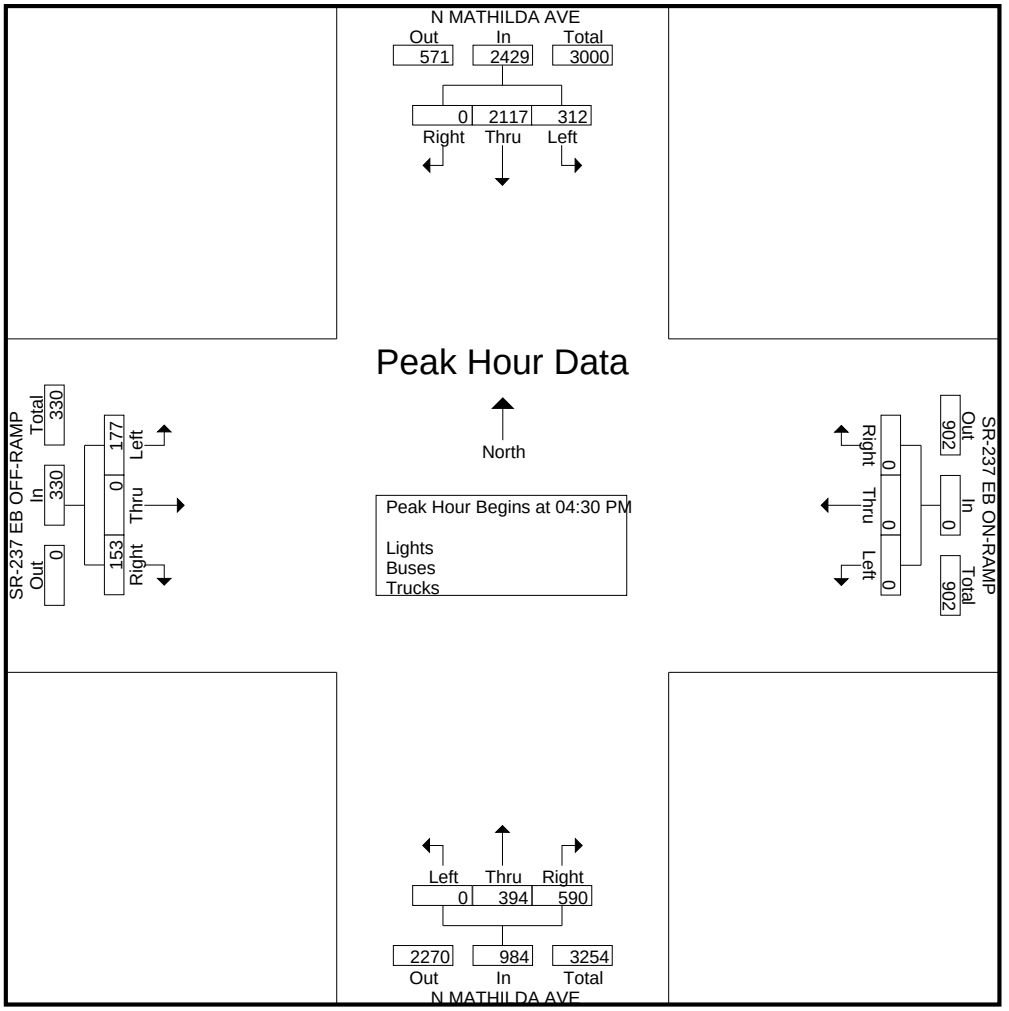

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File Name : 9PM FINAL
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Groups Printed- Bikes

	N MATHILDA AVE Southbound					SR-237 EB ON-RAMP Westbound					N MATHILDA AVE Northbound					SR-237 EB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
Apprch %	0	80	20	0		0	0	0	0		25	75	0	0		0	0	0	0		
Total %	0	44.4	11.1	0	55.6	0	0	0	0	0	11.1	33.3	0	0	44.4	0	0	0	0	0	

	N MATHILDA AVE Southbound				SR-237 EB ON-RAMP Westbound				N MATHILDA AVE Northbound				SR-237 EB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
Total Volume	0	2	1	3	0	0	0	0	1	2	0	3	0	0	0	0	6
% App. Total	0	66.7	33.3		0	0	0		33.3	66.7	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.750

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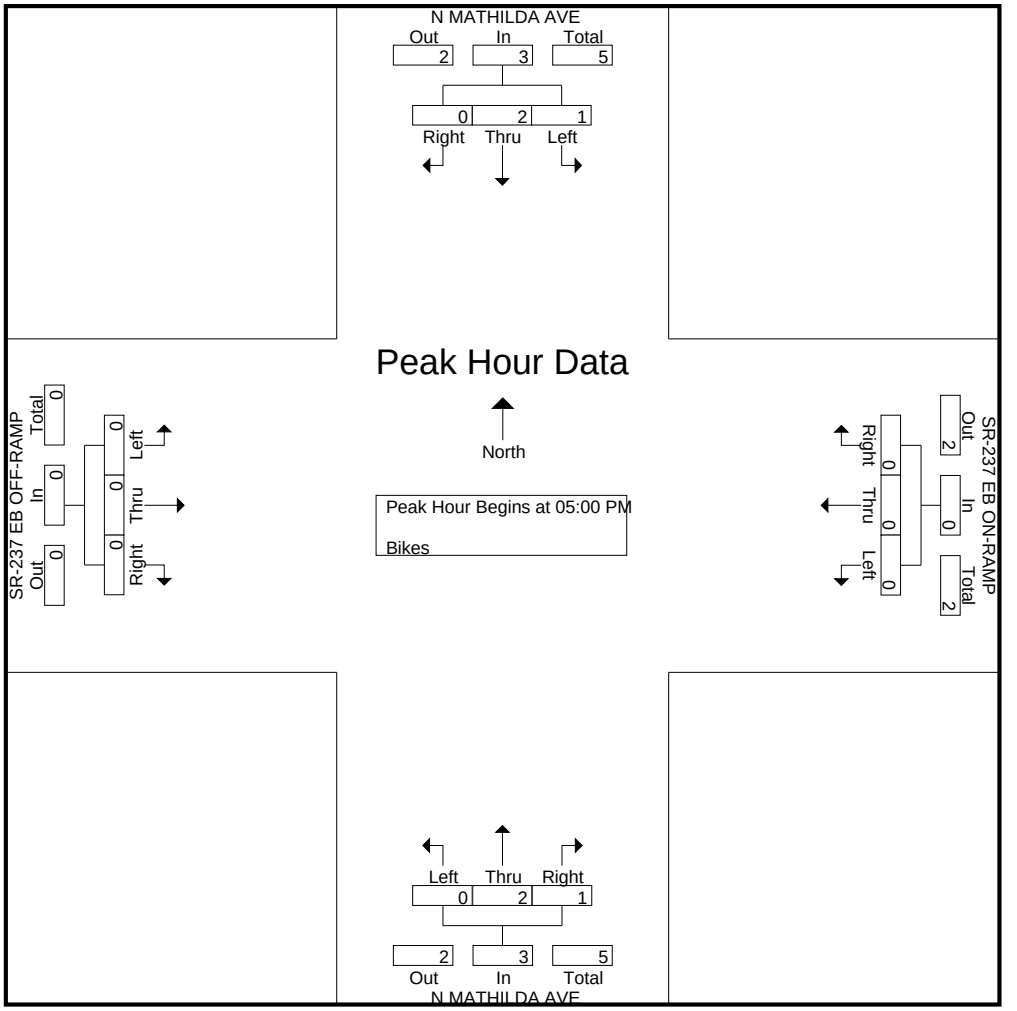

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Site Code : 00000010
Start Date : 6/5/2018
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	132	3	0	144	33	2	30	0	65	12	248	11	3	274	5	0	8	1	14	497
07:15 AM	19	144	9	0	172	37	4	26	1	68	15	333	16	0	364	5	0	6	0	11	615
07:30 AM	17	139	7	0	163	44	3	37	3	87	22	433	15	6	476	10	0	11	0	21	747
07:45 AM	20	165	8	0	193	54	5	53	6	118	34	480	29	5	548	12	0	7	0	19	878
Total	65	580	27	0	672	168	14	146	10	338	83	1494	71	14	1662	32	0	32	1	65	2737
08:00 AM	13	149	15	0	177	45	7	61	2	115	34	478	36	4	552	9	0	12	0	21	865
08:15 AM	13	147	11	1	172	45	11	61	1	118	32	433	26	4	495	6	1	3	0	10	795
08:30 AM	14	175	8	0	197	48	13	76	1	138	20	435	27	6	488	10	1	17	0	28	851
08:45 AM	29	158	9	0	196	75	18	61	0	154	21	520	26	3	570	11	0	7	0	18	938
Total	69	629	43	1	742	213	49	259	4	525	107	1866	115	17	2105	36	2	39	0	77	3449
09:00 AM	31	201	13	0	245	53	19	73	2	147	13	475	17	5	510	10	2	13	0	25	927
09:15 AM	29	210	6	0	245	47	14	62	1	124	26	529	27	0	582	14	2	12	0	28	979
09:30 AM	12	149	7	0	168	47	15	41	0	103	21	530	26	0	577	10	1	8	0	19	867
09:45 AM	19	150	7	0	176	28	16	50	1	95	21	491	19	0	531	6	0	12	0	18	820
Total	91	710	33	0	834	175	64	226	4	469	81	2025	89	5	2200	40	5	45	0	90	3593
Grand Total	225	1919	103	1	2248	556	127	631	18	1332	271	5385	275	36	5967	108	7	116	1	232	9779
Apprch %	10	85.4	4.6	0		41.7	9.5	47.4	1.4		4.5	90.2	4.6	0.6		46.6	3	50	0.4		
Total %	2.3	19.6	1.1	0	23	5.7	1.3	6.5	0.2	13.6	2.8	55.1	2.8	0.4	61	1.1	0.1	1.2	0	2.4	
Lights	220	1802	103	0	2125	551	126	622	18	1317	266	5287	271	35	5859	101	7	112	1	221	9522
% Lights	97.8	93.9	100	0	94.5	99.1	99.2	98.6	100	98.9	98.2	98.2	98.5	97.2	98.2	93.5	100	96.6	100	95.3	97.4
Buses	1	38	0	0	39	2	0	2	0	4	2	32	2	0	36	1	0	3	0	4	83
% Buses	0.4	2	0	0	1.7	0.4	0	0.3	0	0.3	0.7	0.6	0.7	0	0.6	0.9	0	2.6	0	1.7	0.8
Trucks	4	79	0	1	84	3	1	7	0	11	3	66	2	1	72	6	0	1	0	7	174
% Trucks	1.8	4.1	0	100	3.7	0.5	0.8	1.1	0	0.8	1.1	1.2	0.7	2.8	1.2	5.6	0	0.9	0	3	1.8

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	29	158	9	196	**75**	18	61	**154**	21	520	26	567	11	0	7	18	935
09:00 AM	**31**	201	**13**	**245**	53	**19**	**73**	145	13	475	17	505	10	**2**	**13**	25	920
09:15 AM	29	**210**	6	245	47	14	62	123	**26**	529	**27**	**582**	**14**	2	12	**28**	**978**
09:30 AM	12	149	7	168	47	15	41	103	21	**530**	26	577	10	1	8	19	867
Total Volume	101	718	35	854	222	66	237	525	81	2054	96	2231	45	5	40	90	3700
% App. Total	11.8	84.1	4.1		42.3	12.6	45.1		3.6	92.1	4.3		50	5.6	44.4		
PHF	.815	.855	.673	.871	.740	.868	.812	.852	.779	.969	.889	.958	.804	.625	.769	.804	.946

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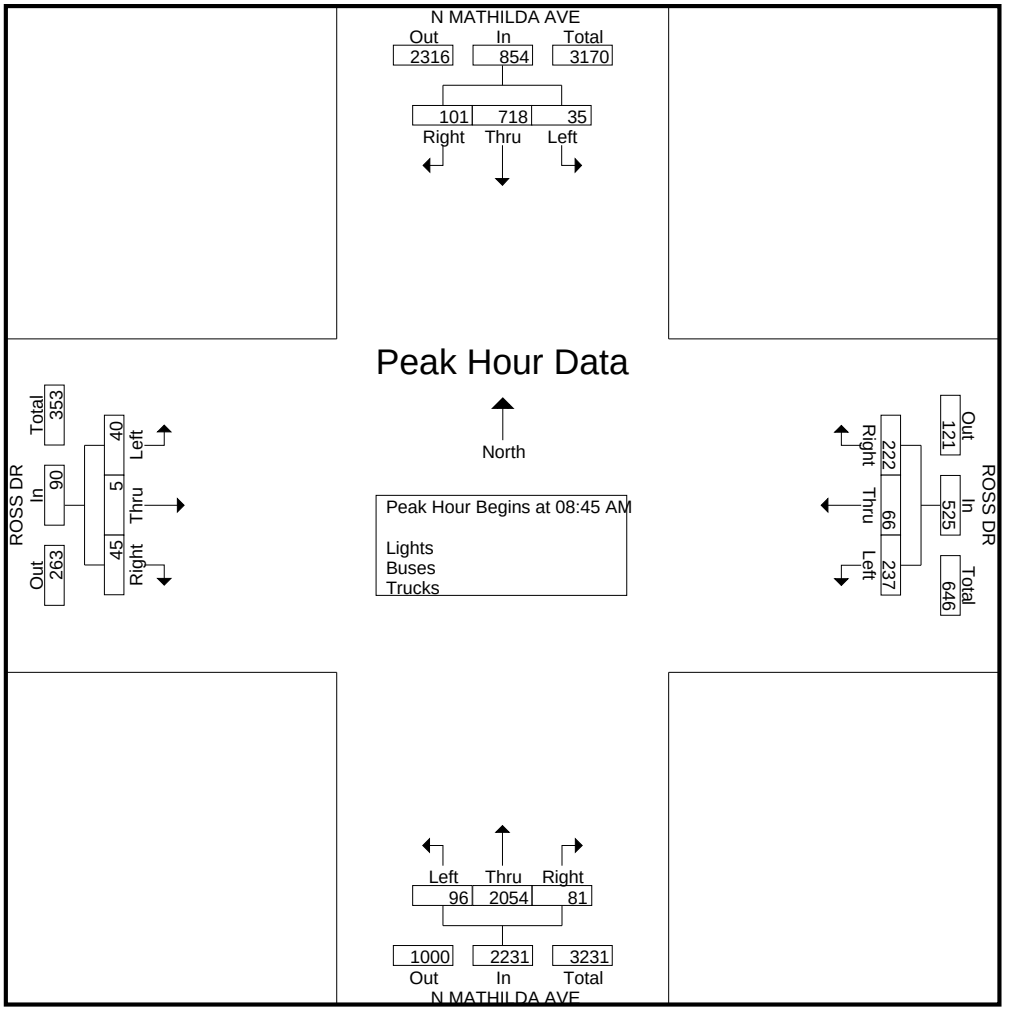

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	3	0	0	3	0	4	2	0	6	1	0	0	0	1	10
Grand Total	0	0	0	0	0	2	7	0	0	9	0	11	2	0	13	1	0	0	0	1	23
Apprch %	0	0	0	0		22.2	77.8	0	0		0	84.6	15.4	0		100	0	0	0		
Total %	0	0	0	0	0	8.7	30.4	0	0	39.1	0	47.8	8.7	0	56.5	4.3	0	0	0	4.3	

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**1**	0	1	0	**1**	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	**1**	1	0	**2**	0	1	0	1	0	0	0	0	**3**
09:00 AM	0	0	0	0	0	0	0	0	0	1	**1**	**2**	**1**	0	0	**1**	3
09:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total Volume	0	0	0	0	1	3	0	4	0	3	2	5	1	0	0	1	10
% App. Total	0	0	0		25	75	0		0	60	40		100	0	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.750	.500	.625	.250	.000	.000	.250	.833

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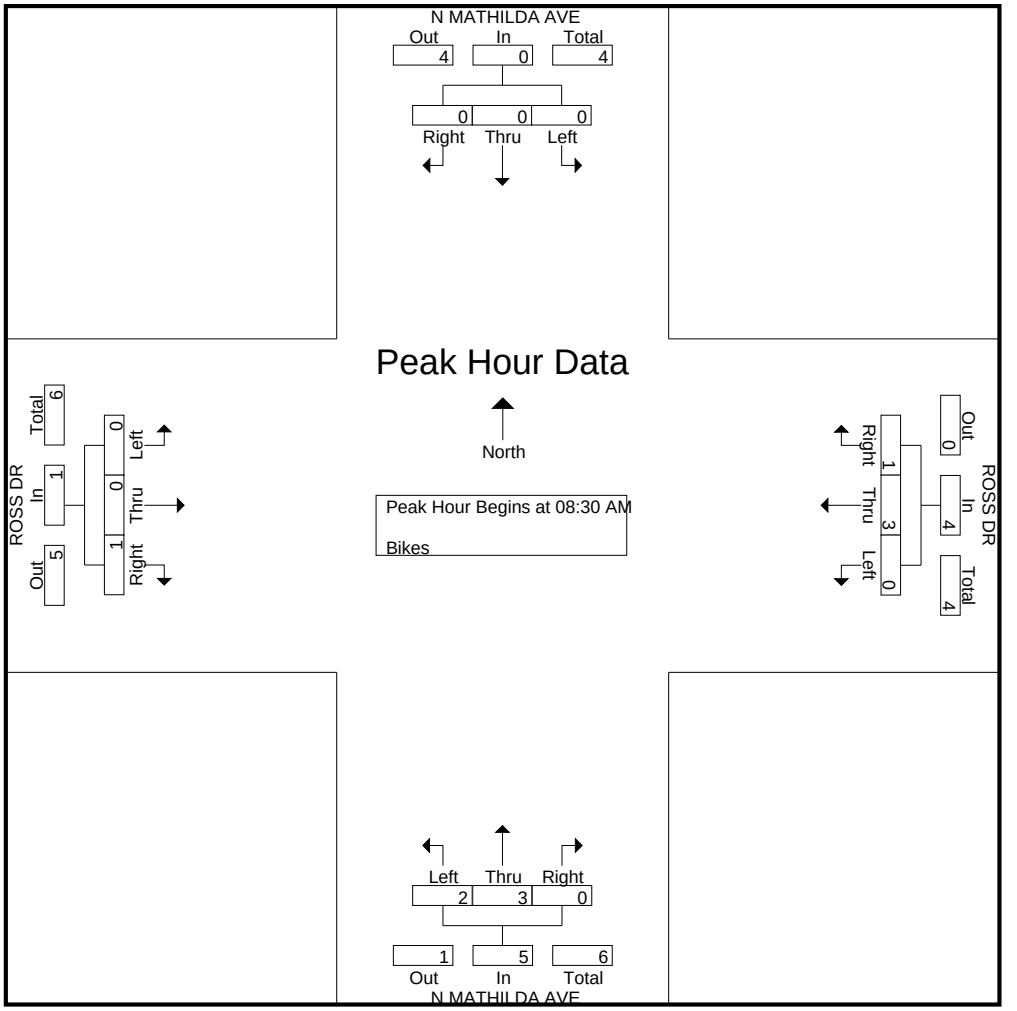

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File Name : 10PM FINAL
Site Code : 00000010
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	416	27	0	448	9	1	33	1	44	57	169	7	2	235	26	6	22	0	54	781
04:15 PM	14	447	33	0	494	9	2	25	3	39	43	205	11	9	268	38	3	17	0	58	859
04:30 PM	8	446	29	0	483	14	1	19	1	35	69	213	16	5	303	48	1	22	0	71	892
04:45 PM	21	520	52	0	593	13	0	25	1	39	63	198	12	4	277	35	9	18	0	62	971
Total	48	1829	141	0	2018	45	4	102	6	157	232	785	46	20	1083	147	19	79	0	245	3503
05:00 PM	16	512	39	0	567	21	1	23	2	47	74	220	11	5	310	57	8	26	0	91	1015
05:15 PM	10	517	46	0	573	13	1	21	0	35	98	207	5	3	313	29	15	25	0	69	990
05:30 PM	6	398	54	0	458	13	4	23	4	44	100	198	9	3	310	38	24	19	0	81	893
05:45 PM	3	400	60	0	463	26	3	28	3	60	95	213	16	1	325	22	18	12	0	52	900
Total	35	1827	199	0	2061	73	9	95	9	186	367	838	41	12	1258	146	65	82	0	293	3798
06:00 PM	16	402	67	0	485	16	0	24	2	42	87	165	15	8	275	29	14	24	0	67	869
06:15 PM	20	419	57	0	496	19	2	26	1	48	79	178	15	2	274	17	15	11	0	43	861
06:30 PM	9	458	47	0	514	14	0	36	2	52	77	156	11	1	245	24	4	3	0	31	842
06:45 PM	8	433	38	1	480	14	2	29	2	47	57	162	21	4	244	21	1	18	0	40	811
Total	53	1712	209	1	1975	63	4	115	7	189	300	661	62	15	1038	91	34	56	0	181	3383
Grand Total	136	5368	549	1	6054	181	17	312	22	532	899	2284	149	47	3379	384	118	217	0	719	10684
Apprch %	2.2	88.7	9.1	0		34	3.2	58.6	4.1		26.6	67.6	4.4	1.4		53.4	16.4	30.2	0		
Total %	1.3	50.2	5.1	0	56.7	1.7	0.2	2.9	0.2	5	8.4	21.4	1.4	0.4	31.6	3.6	1.1	2	0	6.7	
Lights	132	5322	541	1	5996	181	17	309	22	529	890	2230	147	47	3314	384	112	215	0	711	10550
% Lights	97.1	99.1	98.5	100	99	100	100	99	100	99.4	99	97.6	98.7	100	98.1	100	94.9	99.1	0	98.9	98.7
Buses	0	26	0	0	26	0	0	1	0	1	1	41	0	0	42	0	0	0	0	0	69
% Buses	0	0.5	0	0	0.4	0	0	0.3	0	0.2	0.1	1.8	0	0	1.2	0	0	0	0	0	0.6
Trucks	4	20	8	0	32	0	0	2	0	2	8	13	2	0	23	0	6	2	0	8	65
% Trucks	2.9	0.4	1.5	0	0.5	0	0	0.6	0	0.4	0.9	0.6	1.3	0	0.7	0	5.1	0.9	0	1.1	0.6

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	446	29	483	14	**1**	19	34	69	213	**16**	298	48	1	22	71	886
04:45 PM	**21**	**520**	**52**	**593**	13	0	**25**	38	63	198	12	273	35	9	18	62	966
05:00 PM	16	512	39	567	**21**	1	23	**45**	74	**220**	11	305	**57**	8	**26**	**91**	**1008**
05:15 PM	10	517	46	573	13	1	21	35	**98**	207	5	**310**	29	**15**	25	69	987
Total Volume	55	1995	166	2216	61	3	88	152	304	838	44	1186	169	33	91	293	3847
% App. Total	2.5	90	7.5		40.1	2	57.9		25.6	70.7	3.7		57.7	11.3	31.1		
PHF	.655	.959	.798	.934	.726	.750	.880	.844	.776	.952	.688	.956	.741	.550	.875	.805	.954

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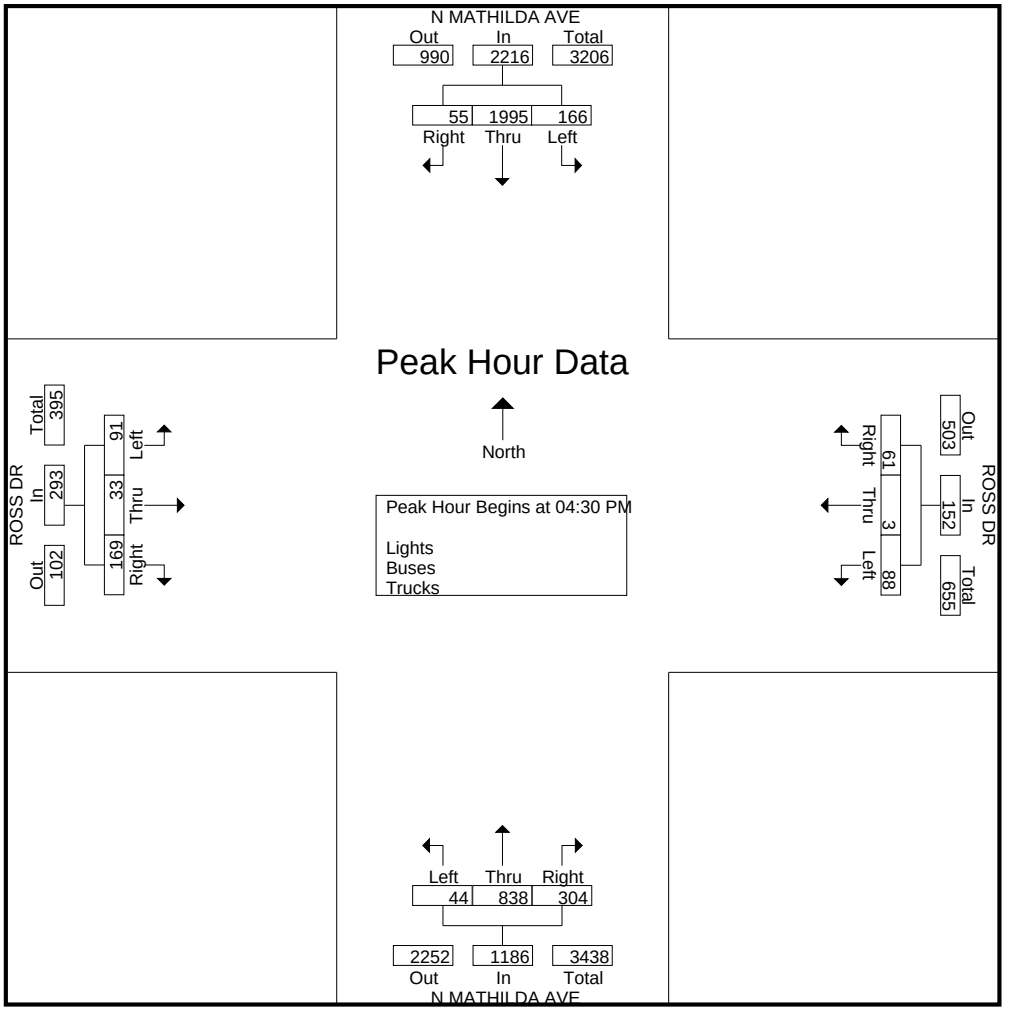

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File Name : 10PM FINAL
Site Code : 00000010
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Groups Printed- Bikes

	N MATHILDA AVE Southbound					ROSS DR Westbound					N MATHILDA AVE Northbound					ROSS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	5	0	0	6	10
Grand Total	0	1	2	0	3	0	0	0	0	0	2	4	0	0	6	2	10	0	0	12	21
Apprch %	0	33.3	66.7	0		0	0	0	0		33.3	66.7	0	0		16.7	83.3	0	0		
Total %	0	4.8	9.5	0	14.3	0	0	0	0	0	9.5	19	0	0	28.6	9.5	47.6	0	0	57.1	

	N MATHILDA AVE Southbound				ROSS DR Westbound				N MATHILDA AVE Northbound				ROSS DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	**1**	1	0	**2**	**5**
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	1	1	2	0	0	0	0	0	2	0	2	1	5	0	6	10
% App. Total	0	50	50		0	0	0		0	100	0		16.7	83.3	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.625	.000	.750	.500

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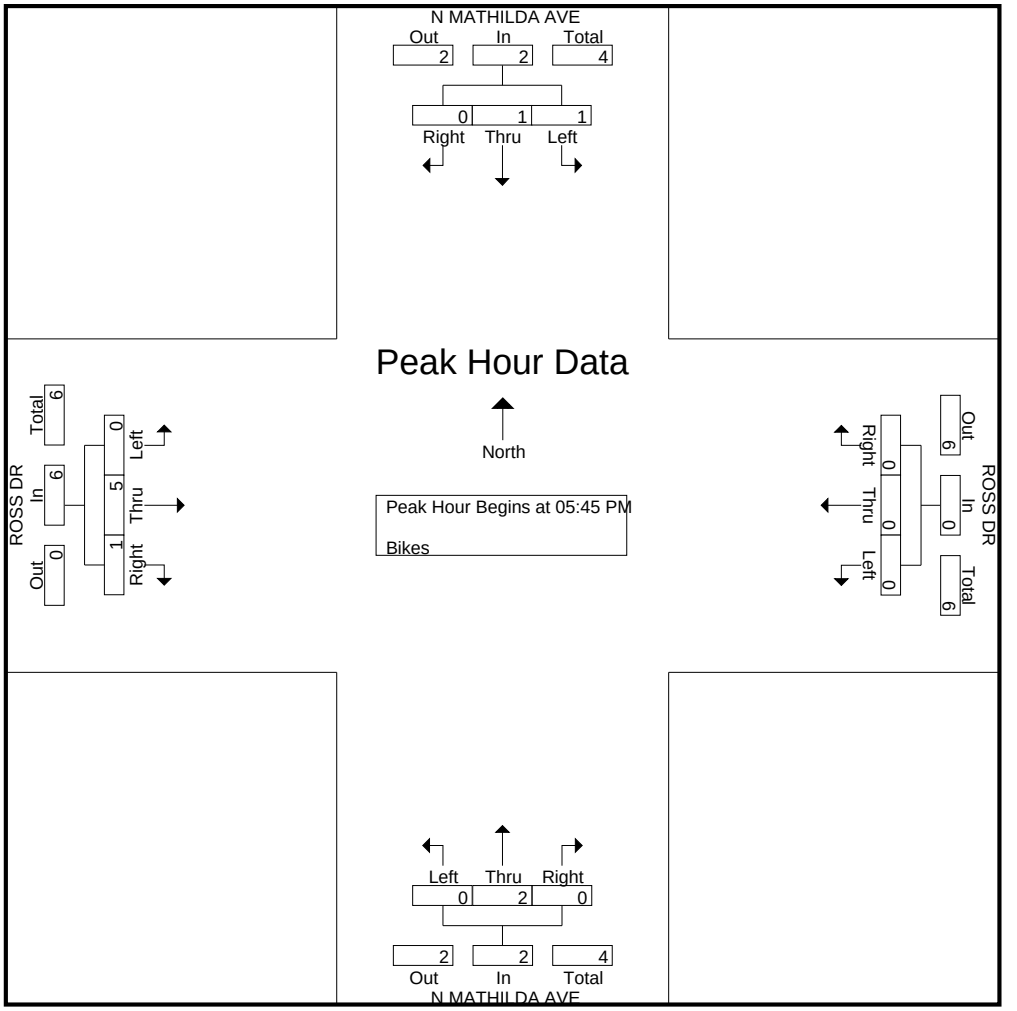

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File Name : 11AM FINAL
Site Code : 00000011
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W AHWANEE AVE Westbound					N MATHILDA AVE Northbound					ALMANOR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	50	212	17	1	280	40	2	8	1	51	5	218	6	3	232	0	1	7	0	8	571
07:15 AM	39	233	23	0	295	55	3	2	0	60	2	329	9	4	344	2	2	9	0	13	712
07:30 AM	44	283	9	0	336	70	2	7	0	79	4	442	6	8	460	3	2	6	0	11	886
07:45 AM	50	305	33	0	388	76	10	13	5	104	7	488	8	4	507	0	0	18	0	18	1017
Total	183	1033	82	1	1299	241	17	30	6	294	18	1477	29	19	1543	5	5	40	0	50	3186
08:00 AM	50	293	22	0	365	64	16	11	4	95	12	524	9	2	547	3	2	15	0	20	1027
08:15 AM	68	319	28	0	415	42	9	7	2	60	1	604	14	5	624	1	2	18	0	21	1120
08:30 AM	85	305	30	0	420	67	11	7	0	85	4	624	12	6	646	4	5	19	0	28	1179
08:45 AM	76	299	28	0	403	72	5	14	0	91	7	581	19	2	609	1	5	19	0	25	1128
Total	279	1216	108	0	1603	245	41	39	6	331	24	2333	54	15	2426	9	14	71	0	94	4454
09:00 AM	94	357	33	0	484	38	9	13	2	62	9	605	28	2	644	3	3	13	0	19	1209
09:15 AM	123	388	33	1	545	51	8	6	0	65	5	563	23	3	594	10	2	32	0	44	1248
09:30 AM	93	292	36	1	422	46	7	14	0	67	6	565	22	3	596	9	2	24	0	35	1120
09:45 AM	107	296	15	0	418	37	10	7	0	54	3	499	28	3	533	4	0	29	0	33	1038
Total	417	1333	117	2	1869	172	34	40	2	248	23	2232	101	11	2367	26	7	98	0	131	4615
Grand Total	879	3582	307	3	4771	658	92	109	14	873	65	6042	184	45	6336	40	26	209	0	275	12255
Apprch %	18.4	75.1	6.4	0.1		75.4	10.5	12.5	1.6		1	95.4	2.9	0.7		14.5	9.5	76	0		
Total %	7.2	29.2	2.5	0	38.9	5.4	0.8	0.9	0.1	7.1	0.5	49.3	1.5	0.4	51.7	0.3	0.2	1.7	0	2.2	
Lights	863	3463	302	0	4628	654	92	108	14	868	64	5948	184	42	6238	36	25	188	0	249	11983
% Lights	98.2	96.7	98.4	0	97	99.4	100	99.1	100	99.4	98.5	98.4	100	93.3	98.5	90	96.2	90	0	90.5	97.8
Buses	2	35	0	0	37	0	0	0	0	0	0	29	0	0	29	0	0	8	0	8	74
% Buses	0.2	1	0	0	0.8	0	0	0	0	0	0	0.5	0	0	0.5	0	0	3.8	0	2.9	0.6
Trucks	14	84	5	3	106	4	0	1	0	5	1	65	0	3	69	4	1	13	0	18	198
% Trucks	1.6	2.3	1.6	100	2.2	0.6	0	0.9	0	0.6	1.5	1.1	0	6.7	1.1	10	3.8	6.2	0	6.5	1.6

	N MATHILDA AVE Southbound				W AHWANEE AVE Westbound				N MATHILDA AVE Northbound				ALMANOR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	85	305	30	420	67	**11**	7	85	4	**624**	12	640	4	**5**	19	28	1173
08:45 AM	76	299	28	403	**72**	5	**14**	**91**	7	581	19	607	1	5	19	25	1126
09:00 AM	94	357	**33**	484	38	9	13	60	**9**	605	**28**	**642**	3	3	13	19	1205
09:15 AM	**123**	**388**	33	**544**	51	8	6	65	5	563	23	591	**10**	2	**32**	**44**	**1244**
Total Volume	378	1349	124	1851	228	33	40	301	25	2373	82	2480	18	15	83	116	4748
% App. Total	20.4	72.9	6.7		75.7	11	13.3		1	95.7	3.3		15.5	12.9	71.6		
PHF	.768	.869	.939	.851	.792	.750	.714	.827	.694	.951	.732	.966	.450	.750	.648	.659	.954

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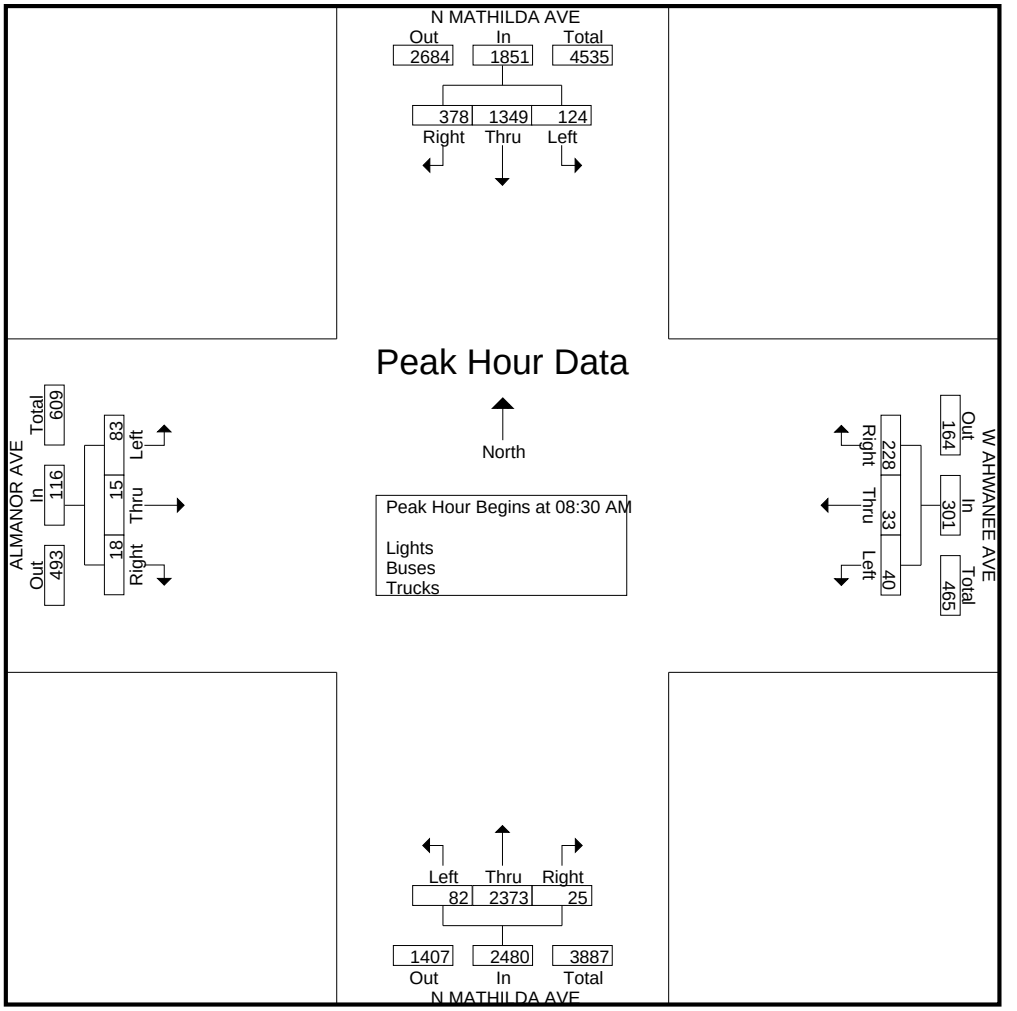

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W AHWANEE AVE Westbound					N MATHILDA AVE Northbound					ALMANOR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	1	0	0	1	6
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
08:45 AM	1	1	0	0	2	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	2	3	0	0	5	1	4	0	0	5	0	5	0	0	5	0	1	1	0	2	17
09:00 AM	0	0	0	0	0	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0	6
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	1	2	0	0	3	1	5	0	0	6	0	0	0	0	0	10
Grand Total	3	3	0	0	6	2	7	0	0	9	2	13	0	0	15	0	2	1	0	3	33
Apprch %	50	50	0	0		22.2	77.8	0	0		13.3	86.7	0	0		0	66.7	33.3	0		
Total %	9.1	9.1	0	0	18.2	6.1	21.2	0	0	27.3	6.1	39.4	0	0	45.5	0	6.1	3	0	9.1	

	N MATHILDA AVE Southbound				W AHWANEE AVE Westbound				N MATHILDA AVE Northbound				ALMANOR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	1	0	1	0	**2**	0	2	0	0	0	0	3
08:30 AM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	**1**	**1**	5
08:45 AM	**1**	1	0	2	**1**	**2**	0	**3**	0	0	0	0	0	**1**	0	1	**6**
09:00 AM	0	0	0	0	1	2	0	3	**1**	2	0	**3**	0	0	0	0	6
Total Volume	1	3	0	4	2	5	0	7	1	6	0	7	0	1	1	2	20
% App. Total	25	75	0		28.6	71.4	0		14.3	85.7	0		0	50	50		
PHF	.250	.375	.000	.500	.500	.625	.000	.583	.250	.750	.000	.583	.000	.250	.250	.500	.833

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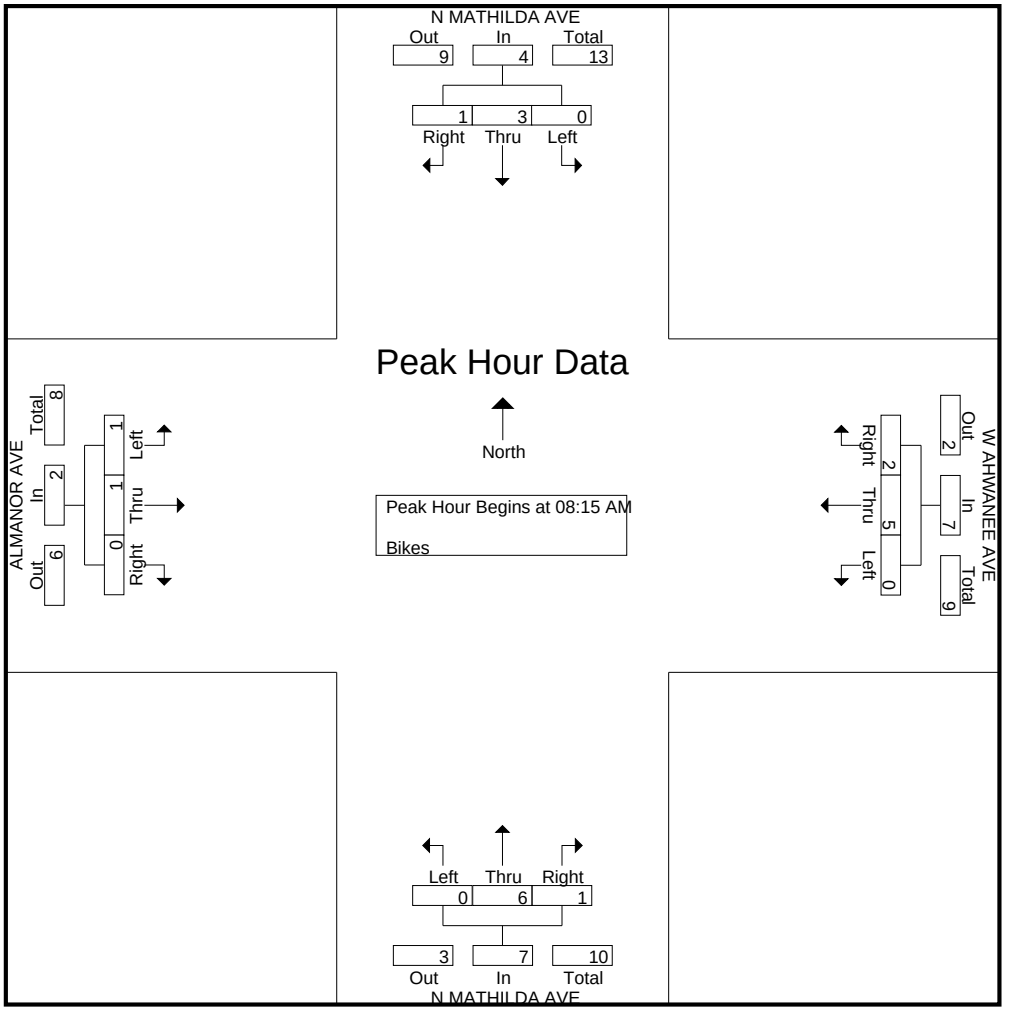

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W AHWANEE AVE Westbound					N MATHILDA AVE Northbound					ALMANOR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	447	47	0	514	29	1	14	2	46	10	238	7	3	258	12	7	76	1	96	914
04:15 PM	14	491	36	0	541	22	3	8	2	35	11	294	4	5	314	13	8	76	0	97	987
04:30 PM	9	525	51	0	585	36	0	6	0	42	10	322	4	4	340	13	7	65	0	85	1052
04:45 PM	20	527	54	0	601	21	6	6	7	40	18	308	16	2	344	14	12	81	1	108	1093
Total	63	1990	188	0	2241	108	10	34	11	163	49	1162	31	14	1256	52	34	298	2	386	4046
05:00 PM	37	673	50	0	760	12	1	10	2	25	11	342	6	4	363	17	21	91	0	129	1277
05:15 PM	50	520	46	0	616	18	4	3	1	26	18	300	8	1	327	21	26	81	0	128	1097
05:30 PM	45	483	36	0	564	18	5	4	1	28	24	315	4	3	346	13	33	117	0	163	1101
05:45 PM	71	493	58	0	622	20	3	11	1	35	27	319	11	11	368	11	31	81	0	123	1148
Total	203	2169	190	0	2562	68	13	28	5	114	80	1276	29	19	1404	62	111	370	0	543	4623
06:00 PM	71	490	54	0	615	14	2	12	0	28	20	275	11	4	310	9	19	81	0	109	1062
06:15 PM	48	476	45	0	569	29	3	8	0	40	20	284	17	8	329	6	9	74	0	89	1027
06:30 PM	31	603	45	1	680	23	0	10	2	35	23	260	10	1	294	11	12	42	0	65	1074
06:45 PM	23	486	40	0	549	28	5	6	1	40	18	250	4	2	274	4	16	48	0	68	931
Total	173	2055	184	1	2413	94	10	36	3	143	81	1069	42	15	1207	30	56	245	0	331	4094
Grand Total	439	6214	562	1	7216	270	33	98	19	420	210	3507	102	48	3867	144	201	913	2	1260	12763
Apprch %	6.1	86.1	7.8	0		64.3	7.9	23.3	4.5		5.4	90.7	2.6	1.2		11.4	16	72.5	0.2		
Total %	3.4	48.7	4.4	0	56.5	2.1	0.3	0.8	0.1	3.3	1.6	27.5	0.8	0.4	30.3	1.1	1.6	7.2	0	9.9	
Lights	432	6159	555	0	7146	266	33	97	19	415	209	3457	102	47	3815	144	199	889	2	1234	12610
% Lights	98.4	99.1	98.8	0	99	98.5	100	99	100	98.8	99.5	98.6	100	97.9	98.7	100	99	97.4	100	97.9	98.8
Buses	4	41	1	1	47	1	0	0	0	1	0	19	0	0	19	0	0	15	0	15	82
% Buses	0.9	0.7	0.2	100	0.7	0.4	0	0	0	0.2	0	0.5	0	0	0.5	0	0	1.6	0	1.2	0.6
Trucks	3	14	6	0	23	3	0	1	0	4	1	31	0	1	33	0	2	9	0	11	71
% Trucks	0.7	0.2	1.1	0	0.3	1.1	0	1	0	1	0.5	0.9	0	2.1	0.9	0	1	1	0	0.9	0.6

	N MATHILDA AVE Southbound				W AHWANEE AVE Westbound				N MATHILDA AVE Northbound				ALMANOR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	37	**673**	50	**760**	12	1	10	23	11	**342**	6	**359**	17	21	91	129	**1271**
05:15 PM	50	520	46	616	18	4	3	25	18	300	8	326	**21**	26	81	128	1095
05:30 PM	45	483	36	564	18	**5**	4	27	24	315	4	343	13	**33**	**117**	**163**	1097
05:45 PM	**71**	493	**58**	622	**20**	3	**11**	**34**	**27**	319	**11**	357	11	31	81	123	1136
Total Volume	203	2169	190	2562	68	13	28	109	80	1276	29	1385	62	111	370	543	4599
% App. Total	7.9	84.7	7.4		62.4	11.9	25.7		5.8	92.1	2.1		11.4	20.4	68.1		
PHF	.715	.806	.819	.843	.850	.650	.636	.801	.741	.933	.659	.964	.738	.841	.791	.833	.905

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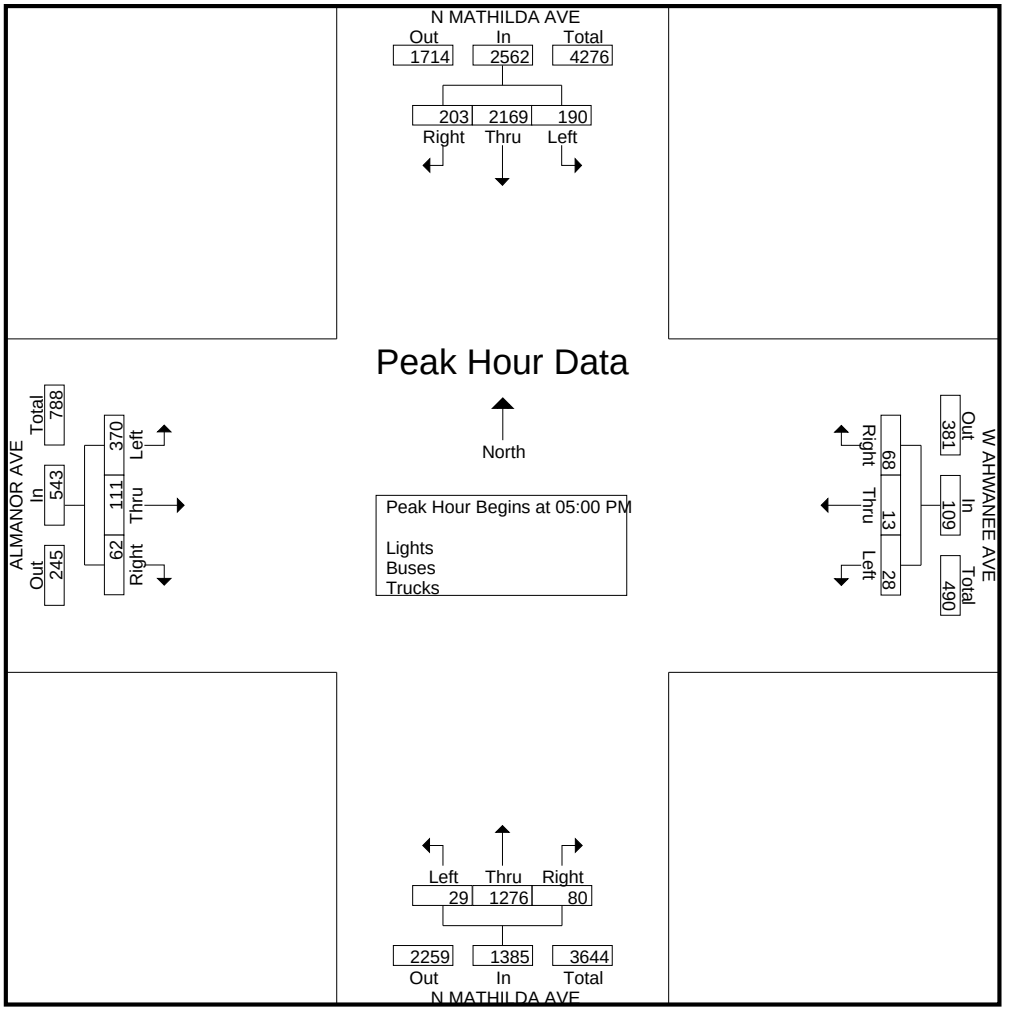

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W AHWANEE AVE Westbound					N MATHILDA AVE Northbound					ALMANOR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	7
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	3	0	4	0	1	0	0	1	0	1	0	0	1	0	6	0	0	6	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Grand Total	1	2	3	0	6	0	1	0	0	1	0	4	0	0	4	0	12	0	0	12	23
Apprch %	16.7	33.3	50	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	4.3	8.7	13	0	26.1	0	4.3	0	0	4.3	0	17.4	0	0	17.4	0	52.2	0	0	52.2	

	N MATHILDA AVE Southbound				W AHWANEE AVE Westbound				N MATHILDA AVE Northbound				ALMANOR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	**4**
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	**1**	0	**2**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	0	3	4	0	1	0	1	0	1	0	1	0	6	0	6	12
% App. Total	25	0	75		0	100	0		0	100	0		0	100	0		
PHF	.250	.000	.375	.333	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.000	.750	.750

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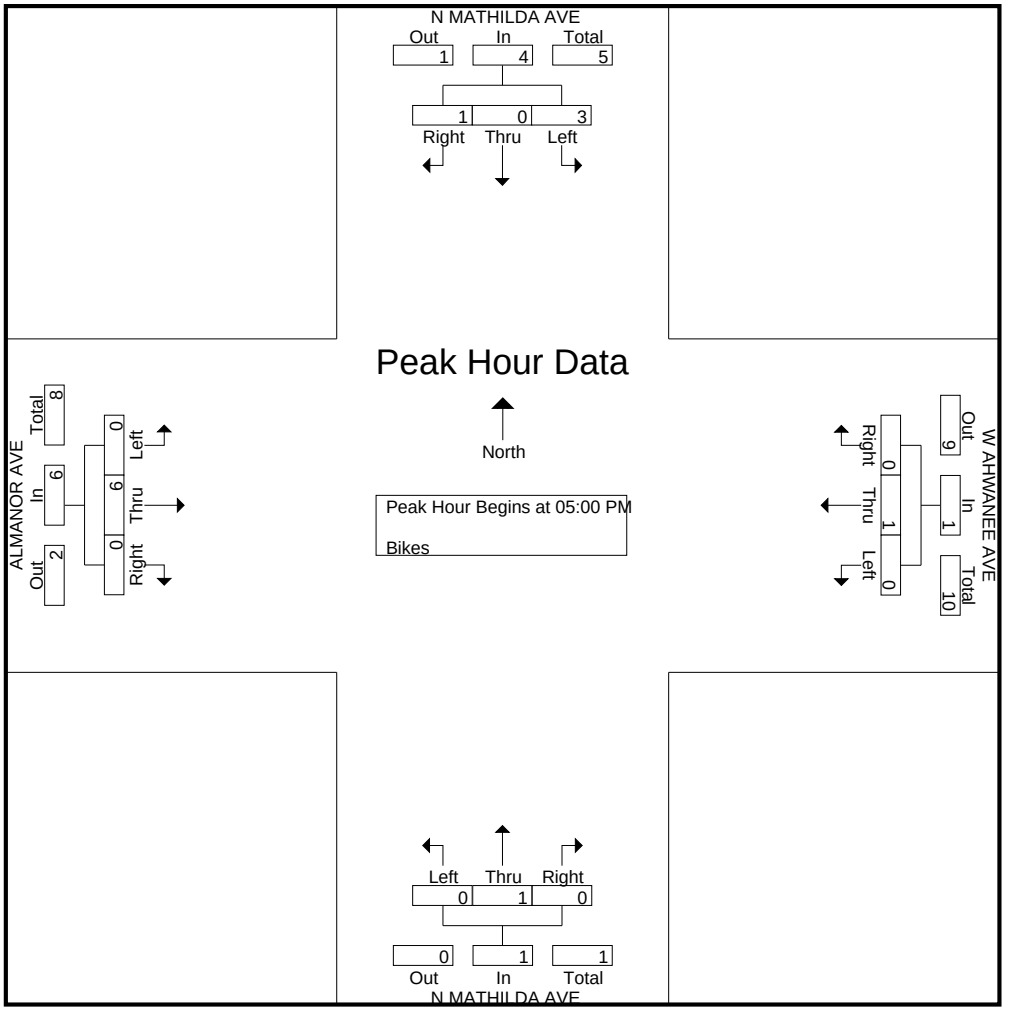

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					SAN ALESO AVE Westbound					N MATHILDA AVE Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	287	11	0	301	2	0	8	2	12	7	288	2	0	297	0	0	0	1	1	611
07:15 AM	2	245	10	0	257	1	1	13	2	17	12	325	1	1	339	1	0	0	0	1	614
07:30 AM	2	240	9	1	252	1	0	4	4	9	8	420	2	0	430	0	0	0	1	1	692
07:45 AM	11	365	9	0	385	3	0	4	1	8	10	530	1	2	543	2	0	0	3	5	941
Total	18	1137	39	1	1195	7	1	29	9	46	37	1563	6	3	1609	3	0	0	5	8	2858
08:00 AM	7	353	18	0	378	3	0	6	1	10	8	564	1	1	574	0	0	2	0	2	964
08:15 AM	8	313	10	0	331	5	1	9	6	21	12	595	4	3	614	1	1	0	4	6	972
08:30 AM	10	331	9	0	350	3	0	5	1	9	6	672	3	2	683	1	0	2	1	4	1046
08:45 AM	10	339	15	1	365	3	1	8	5	17	6	637	4	4	651	0	0	2	4	6	1039
Total	35	1336	52	1	1424	14	2	28	13	57	32	2468	12	10	2522	2	1	6	9	18	4021
09:00 AM	8	312	18	5	343	3	1	10	3	17	4	583	5	0	592	1	0	1	2	4	956
09:15 AM	7	355	13	1	376	2	0	4	5	11	8	631	2	2	643	0	0	2	3	5	1035
09:30 AM	8	306	14	0	328	4	0	9	2	15	4	619	0	2	625	0	0	3	0	3	971
09:45 AM	4	361	8	0	373	2	0	3	1	6	7	549	7	0	563	2	0	0	2	4	946
Total	27	1334	53	6	1420	11	1	26	11	49	23	2382	14	4	2423	3	0	6	7	16	3908
Grand Total	80	3807	144	8	4039	32	4	83	33	152	92	6413	32	17	6554	8	1	12	21	42	10787
Apprch %	2	94.3	3.6	0.2		21.1	2.6	54.6	21.7		1.4	97.8	0.5	0.3		19	2.4	28.6	50		
Total %	0.7	35.3	1.3	0.1	37.4	0.3	0	0.8	0.3	1.4	0.9	59.5	0.3	0.2	60.8	0.1	0	0.1	0.2	0.4	
Lights	79	3699	142	8	3928	29	2	77	33	141	87	6307	32	17	6443	8	1	12	21	42	10554
% Lights	98.8	97.2	98.6	100	97.3	90.6	50	92.8	100	92.8	94.6	98.3	100	100	98.3	100	100	100	100	100	97.8
Buses	0	29	0	0	29	0	0	0	0	0	2	38	0	0	40	0	0	0	0	0	69
% Buses	0	0.8	0	0	0.7	0	0	0	0	0	2.2	0.6	0	0	0.6	0	0	0	0	0	0.6
Trucks	1	79	2	0	82	3	2	6	0	11	3	68	0	0	71	0	0	0	0	0	164
% Trucks	1.2	2.1	1.4	0	2	9.4	50	7.2	0	7.2	3.3	1.1	0	0	1.1	0	0	0	0	0	1.5

	N MATHILDA AVE Southbound				SAN ALESO AVE Westbound				N MATHILDA AVE Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**10**	331	9	350	**3**	0	5	8	6	**672**	3	**681**	**1**	0	**2**	**3**	**1042**
08:45 AM	10	339	15	364	3	**1**	8	12	6	637	4	647	0	0	2	2	1025
09:00 AM	8	312	**18**	338	3	1	**10**	**14**	4	583	**5**	592	1	0	1	2	946
09:15 AM	7	**355**	13	**375**	2	0	4	6	**8**	631	2	641	0	0	2	2	1024
Total Volume	35	1337	55	1427	11	2	27	40	24	2523	14	2561	2	0	7	9	4037
% App. Total	2.5	93.7	3.9		27.5	5	67.5		0.9	98.5	0.5		22.2	0	77.8		
PHF	.875	.942	.764	.951	.917	.500	.675	.714	.750	.939	.700	.940	.500	.000	.875	.750	.969

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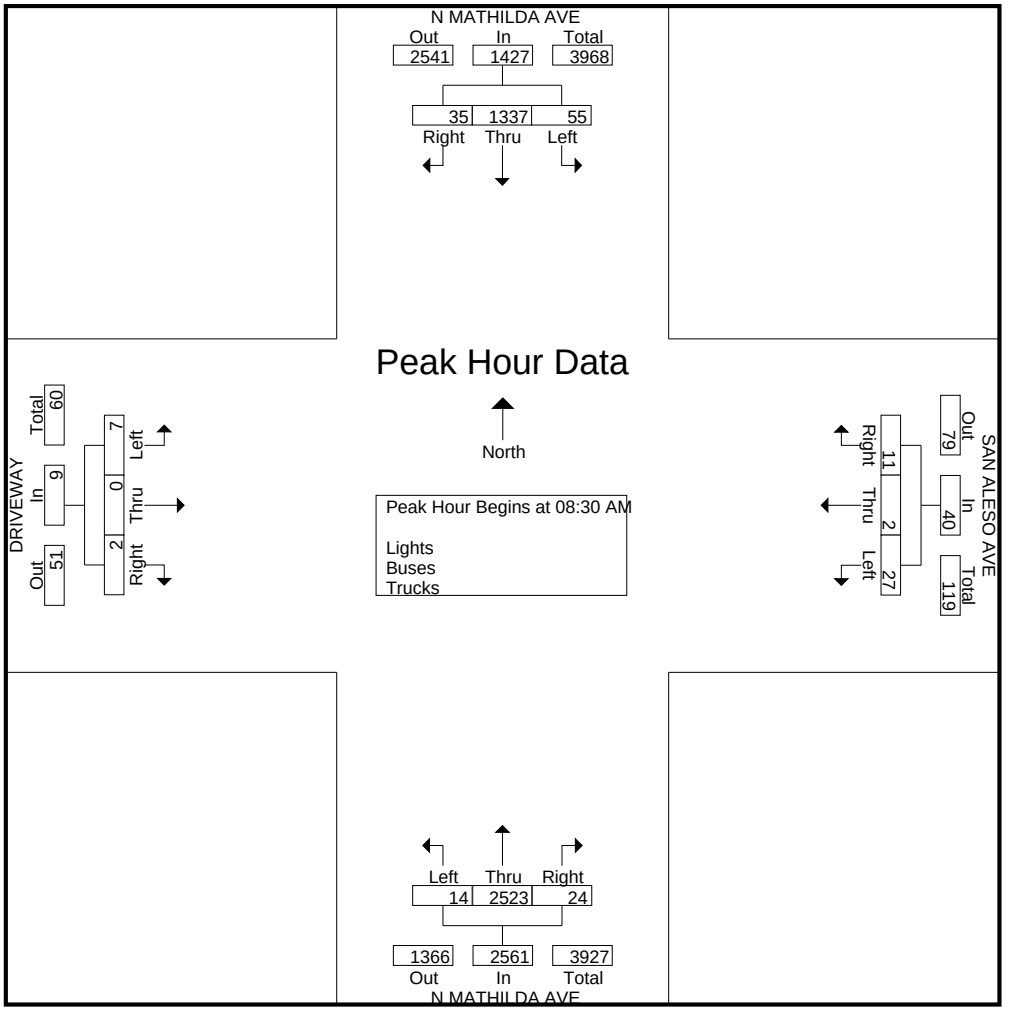

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					SAN ALESO AVE Westbound					N MATHILDA AVE Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	5
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	1	2	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	9
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Grand Total	1	1	0	1	3	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	12
Apprch %	33.3	33.3	0	33.3		0	100	0	0		12.5	87.5	0	0		0	0	0	0		
Total %	8.3	8.3	0	8.3	25	0	8.3	0	0	8.3	8.3	58.3	0	0	66.7	0	0	0	0	0	

	N MATHILDA AVE Southbound				SAN ALESO AVE Westbound				N MATHILDA AVE Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	**1**	0	**1**	0	**1**	0	**1**	0	**3**	0	**3**	0	0	0	0	**5**
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	1	0	1	0	6	0	6	0	0	0	0	8
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.400

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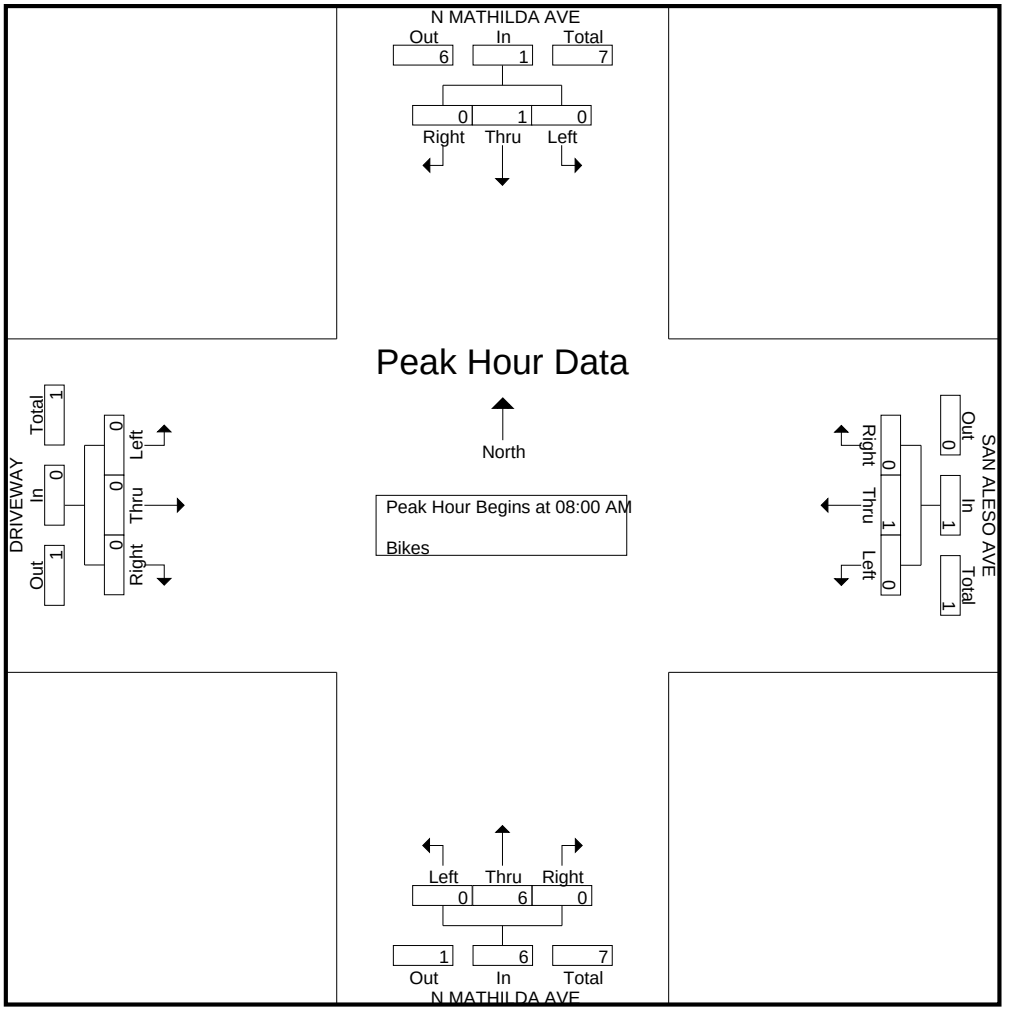

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File Name : 12PM FINAL
Site Code : 00000012
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					SAN ALESO AVE Westbound					N MATHILDA AVE Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	413	17	2	434	7	0	10	1	18	9	284	3	0	296	1	0	6	3	10	758
04:15 PM	2	558	18	0	578	10	0	5	2	17	7	246	3	0	256	7	0	19	4	30	881
04:30 PM	5	594	20	2	621	4	0	9	1	14	12	270	0	0	282	6	2	9	2	19	936
04:45 PM	4	583	15	0	602	11	0	3	3	17	9	311	0	1	321	5	0	10	2	17	957
Total	13	2148	70	4	2235	32	0	27	7	66	37	1111	6	1	1155	19	2	44	11	76	3532
05:00 PM	1	670	18	0	689	9	0	7	3	19	23	316	3	0	342	7	0	12	2	21	1071
05:15 PM	2	547	15	3	567	6	0	4	4	14	16	359	1	0	376	1	2	8	5	16	973
05:30 PM	8	478	21	0	507	7	0	5	2	14	20	341	1	0	362	4	2	9	1	16	899
05:45 PM	3	490	25	1	519	10	0	6	3	19	15	290	3	0	308	0	0	7	1	8	854
Total	14	2185	79	4	2282	32	0	22	12	66	74	1306	8	0	1388	12	4	36	9	61	3797
06:00 PM	3	477	20	0	500	4	0	8	5	17	17	355	6	1	379	3	1	9	2	15	911
06:15 PM	2	599	25	1	627	2	0	12	3	17	10	295	4	0	309	1	1	5	1	8	961
06:30 PM	1	526	22	1	550	6	0	6	4	16	14	252	1	0	267	1	0	12	2	15	848
06:45 PM	0	453	16	0	469	10	0	10	4	24	7	277	2	0	286	3	0	5	2	10	789
Total	6	2055	83	2	2146	22	0	36	16	74	48	1179	13	1	1241	8	2	31	7	48	3509
Grand Total	33	6388	232	10	6663	86	0	85	35	206	159	3596	27	2	3784	39	8	111	27	185	10838
Apprch %	0.5	95.9	3.5	0.2		41.7	0	41.3	17		4.2	95	0.7	0.1		21.1	4.3	60	14.6		
Total %	0.3	58.9	2.1	0.1	61.5	0.8	0	0.8	0.3	1.9	1.5	33.2	0.2	0	34.9	0.4	0.1	1	0.2	1.7	
Lights	33	6322	231	9	6595	85	0	83	35	203	159	3541	27	2	3729	39	8	110	27	184	10711
% Lights	100	99	99.6	90	99	98.8	0	97.6	100	98.5	100	98.5	100	100	98.5	100	100	99.1	100	99.5	98.8
Buses	0	40	0	0	40	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	62
% Buses	0	0.6	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.9	0	0.5	0.6
Trucks	0	26	1	1	28	1	0	2	0	3	0	34	0	0	34	0	0	0	0	0	65
% Trucks	0	0.4	0.4	10	0.4	1.2	0	2.4	0	1.5	0	0.9	0	0	0.9	0	0	0	0	0	0.6

	N MATHILDA AVE Southbound				SAN ALESO AVE Westbound				N MATHILDA AVE Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	594	**20**	619	4	0	**9**	13	12	270	0	282	6	**2**	9	17	931
04:45 PM	4	583	15	602	**11**	0	3	14	9	311	0	320	5	0	10	15	951
05:00 PM	1	**670**	18	**689**	9	0	7	**16**	**23**	316	**3**	342	**7**	0	**12**	**19**	**1066**
05:15 PM	2	547	15	564	6	0	4	10	16	**359**	1	**376**	1	2	8	11	961
Total Volume	12	2394	68	2474	30	0	23	53	60	1256	4	1320	19	4	39	62	3909
% App. Total	0.5	96.8	2.7		56.6	0	43.4		4.5	95.2	0.3		30.6	6.5	62.9		
PHF	.600	.893	.850	.898	.682	.000	.639	.828	.652	.875	.333	.878	.679	.500	.813	.816	.917

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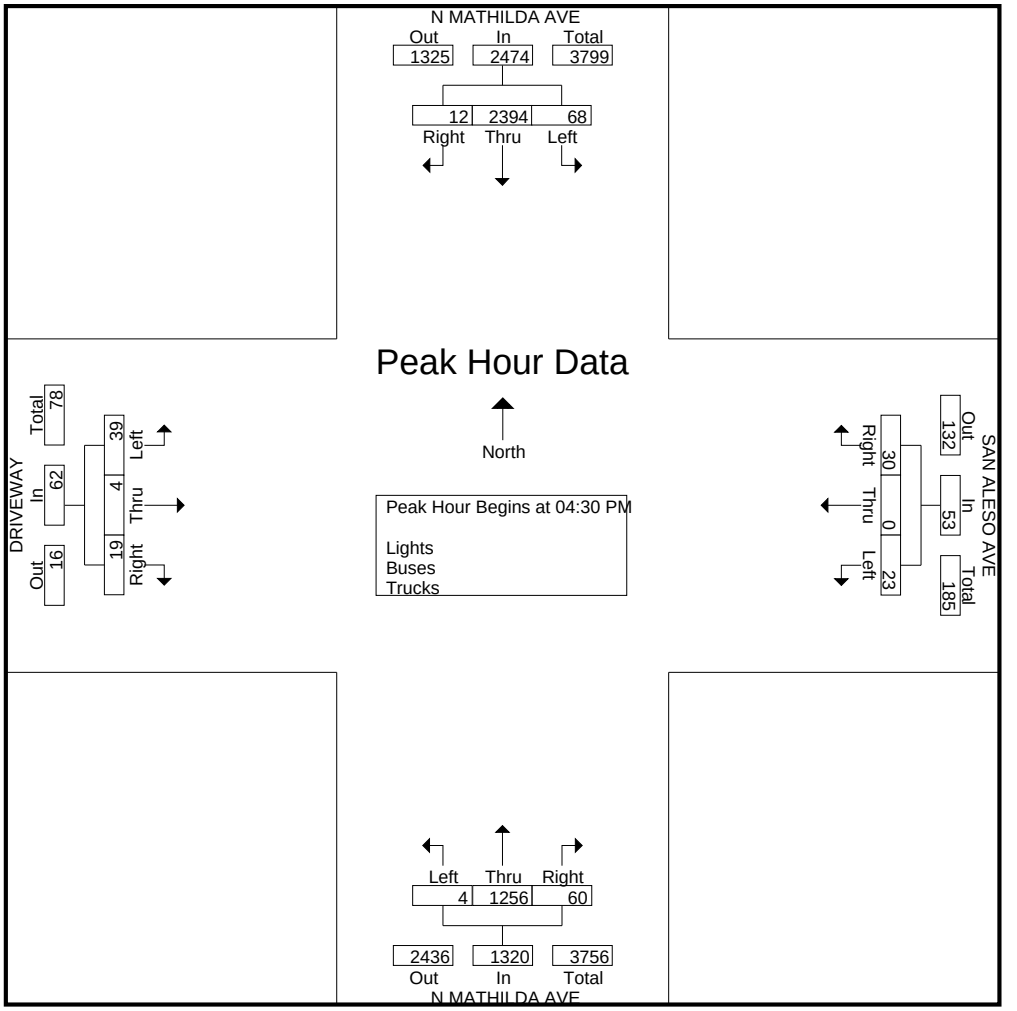

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					SAN ALESO AVE Westbound					N MATHILDA AVE Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	10	50	0	0	60	0	0	0	0	0	

	N MATHILDA AVE Southbound				SAN ALESO AVE Westbound				N MATHILDA AVE Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
Total Volume	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		25	75	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000	.500

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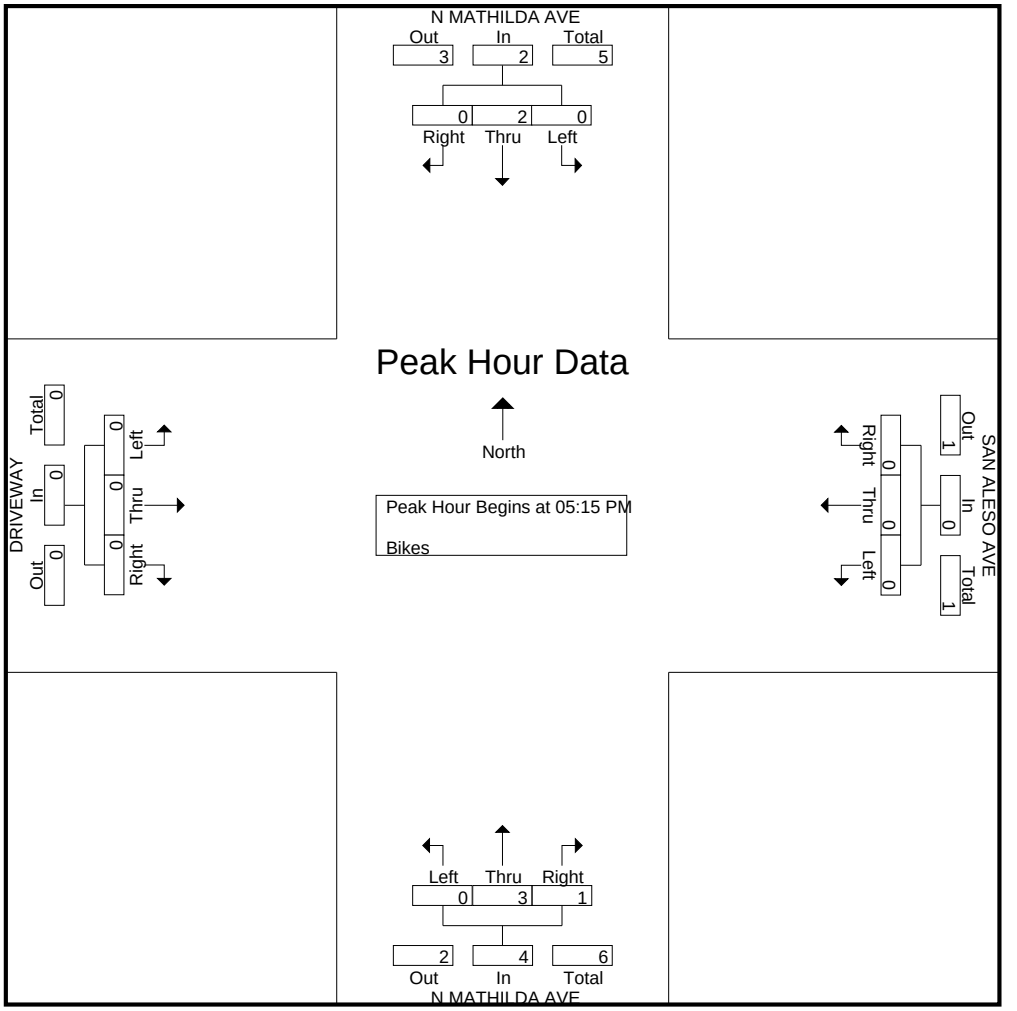

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File Name : 13AM FINAL
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					INDIO AVE Westbound					N MATHILDA AVE Northbound					INDIO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	189	6	1	211	57	0	3	3	63	23	220	12	1	256	49	0	3	0	52	582
07:15 AM	17	199	1	3	220	85	0	11	1	97	23	257	17	1	298	51	0	2	2	55	670
07:30 AM	12	173	4	0	189	105	0	13	3	121	22	353	22	0	397	63	0	1	0	64	771
07:45 AM	10	222	6	0	238	116	0	31	8	155	32	426	15	0	473	89	0	2	3	94	960
Total	54	783	17	4	858	363	0	58	15	436	100	1256	66	2	1424	252	0	8	5	265	2983
08:00 AM	24	237	4	0	265	114	1	28	8	151	26	508	13	1	548	88	0	3	3	94	1058
08:15 AM	22	237	5	2	266	111	1	20	6	138	33	612	23	0	668	64	0	3	5	72	1144
08:30 AM	14	209	2	3	228	106	2	19	12	139	43	677	22	0	742	54	0	4	5	63	1172
08:45 AM	20	181	11	5	217	123	4	41	13	181	44	512	24	3	583	51	0	3	4	58	1039
Total	80	864	22	10	976	454	8	108	39	609	146	2309	82	4	2541	257	0	13	17	287	4413
09:00 AM	13	222	9	1	245	117	0	10	9	136	44	699	24	1	768	63	0	8	8	79	1228
09:15 AM	20	237	7	0	264	120	1	17	15	153	60	619	25	1	705	71	0	1	0	72	1194
09:30 AM	13	227	2	1	243	113	1	24	7	145	60	601	37	3	701	76	0	5	4	85	1174
09:45 AM	8	249	12	1	270	131	5	19	4	159	53	561	27	4	645	80	0	1	6	87	1161
Total	54	935	30	3	1022	481	7	70	35	593	217	2480	113	9	2819	290	0	15	18	323	4757
Grand Total	188	2582	69	17	2856	1298	15	236	89	1638	463	6045	261	15	6784	799	0	36	40	875	12153
Apprch %	6.6	90.4	2.4	0.6		79.2	0.9	14.4	5.4		6.8	89.1	3.8	0.2		91.3	0	4.1	4.6		
Total %	1.5	21.2	0.6	0.1	23.5	10.7	0.1	1.9	0.7	13.5	3.8	49.7	2.1	0.1	55.8	6.6	0	0.3	0.3	7.2	
Lights	179	2472	69	17	2737	1284	15	229	89	1617	440	5956	255	11	6662	777	0	35	40	852	11868
% Lights	95.2	95.7	100	100	95.8	98.9	100	97	100	98.7	95	98.5	97.7	73.3	98.2	97.2	0	97.2	100	97.4	97.7
Buses	1	32	0	0	33	2	0	1	0	3	19	41	0	0	60	6	0	0	0	6	102
% Buses	0.5	1.2	0	0	1.2	0.2	0	0.4	0	0.2	4.1	0.7	0	0	0.9	0.8	0	0	0	0.7	0.8
Trucks	8	78	0	0	86	12	0	6	0	18	4	48	6	4	62	16	0	1	0	17	183
% Trucks	4.3	3	0	0	3	0.9	0	2.5	0	1.1	0.9	0.8	2.3	26.7	0.9	2	0	2.8	0	1.9	1.5

	N MATHILDA AVE Southbound				INDIO AVE Westbound				N MATHILDA AVE Northbound				INDIO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	13	222	9	244	117	0	10	127	44	**699**	24	**767**	63	0	**8**	71	**1209**
09:15 AM	**20**	237	7	264	120	1	17	138	**60**	619	25	704	71	0	1	72	1178
09:30 AM	13	227	2	242	113	1	**24**	138	60	601	**37**	698	76	0	5	**81**	1159
09:45 AM	8	**249**	**12**	**269**	**131**	**5**	19	**155**	53	561	27	641	**80**	0	1	81	1146
Total Volume	54	935	30	1019	481	7	70	558	217	2480	113	2810	290	0	15	305	4692
% App. Total	5.3	91.8	2.9		86.2	1.3	12.5		7.7	88.3	4		95.1	0	4.9		
PHF	.675	.939	.625	.947	.918	.350	.729	.900	.904	.887	.764	.916	.906	.000	.469	.941	.970

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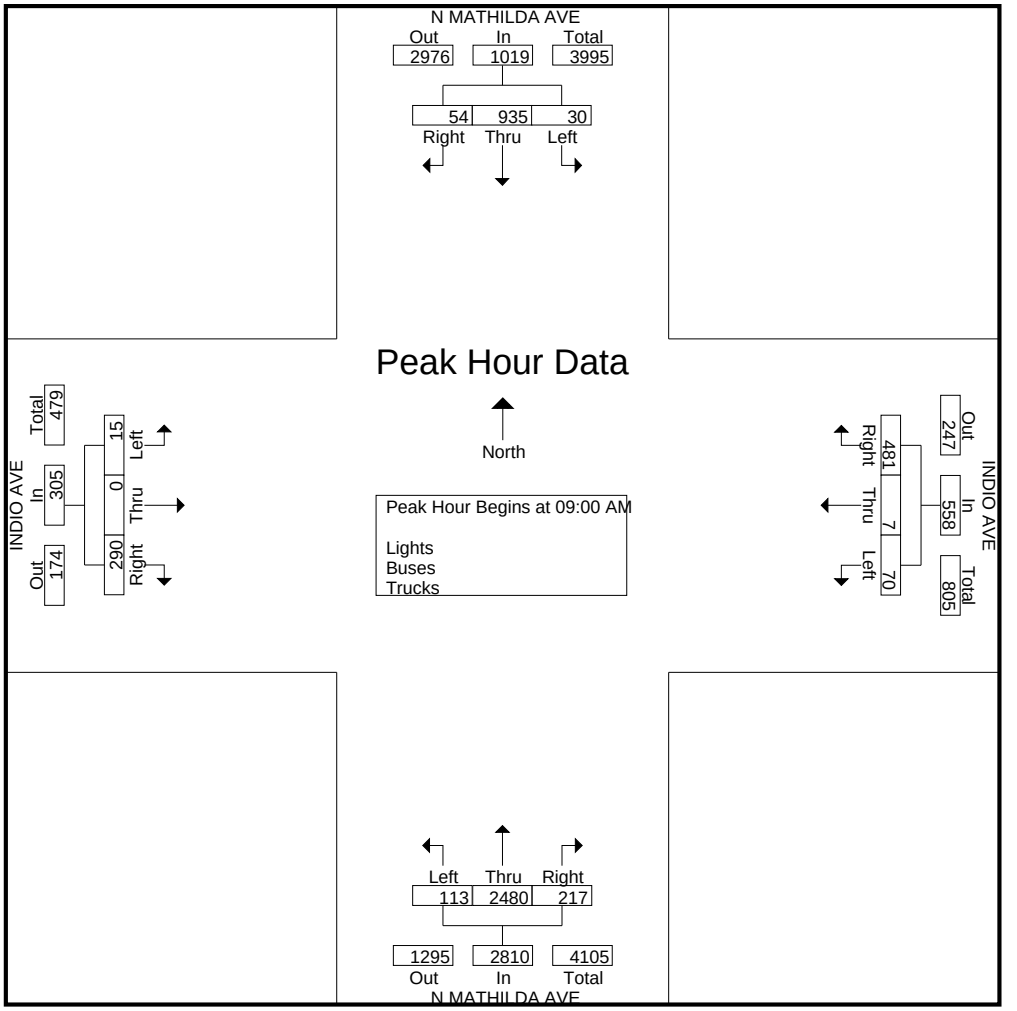

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					INDIO AVE Westbound					N MATHILDA AVE Northbound					INDIO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	5
07:45 AM	1	0	0	0	1	1	0	1	0	2	1	5	0	0	6	1	0	0	0	1	10
Total	1	1	0	0	2	2	0	1	0	3	1	10	1	0	12	1	0	0	0	1	18
08:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
Total	0	2	0	0	2	0	1	1	0	2	0	20	0	0	20	0	0	0	0	0	24
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	17
Grand Total	1	3	0	0	4	2	2	2	0	6	1	46	1	0	48	1	0	0	0	1	59
Apprch %	25	75	0	0		33.3	33.3	33.3	0		2.1	95.8	2.1	0		100	0	0	0		
Total %	1.7	5.1	0	0	6.8	3.4	3.4	3.4	0	10.2	1.7	78	1.7	0	81.4	1.7	0	0	0	1.7	

	N MATHILDA AVE Southbound				INDIO AVE Westbound				N MATHILDA AVE Northbound				INDIO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	0	**1**	**1**	0	**1**	**2**	**1**	5	0	**6**	**1**	0	0	**1**	**10**
08:00 AM	0	**1**	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	0	0	0	**6**	0	6	0	0	0	0	7
Total Volume	1	2	0	3	1	0	2	3	1	17	0	18	1	0	0	1	25
% App. Total	33.3	66.7	0		33.3	0	66.7		5.6	94.4	0		100	0	0		
PHF	.250	.500	.000	.750	.250	.000	.500	.375	.250	.708	.000	.750	.250	.000	.000	.250	.625

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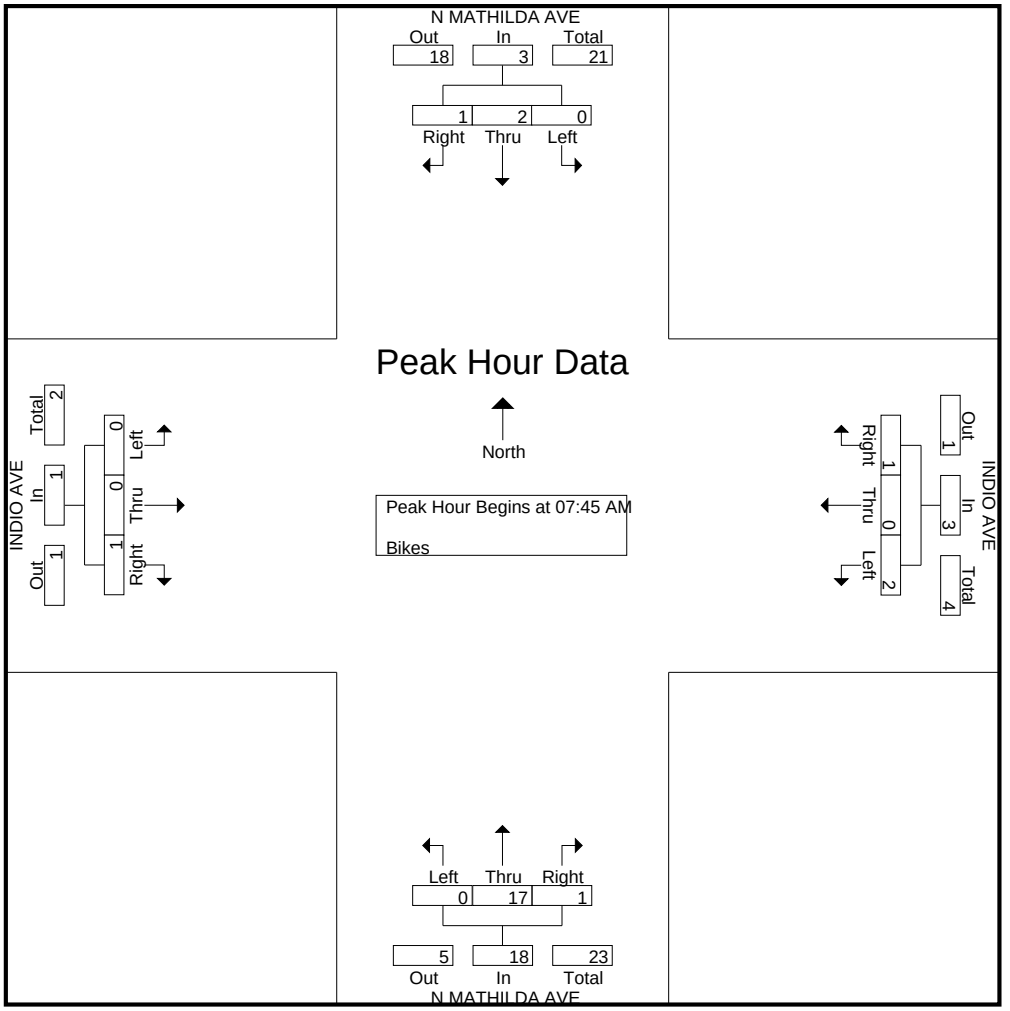

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					INDIO AVE Westbound					N MATHILDA AVE Northbound					INDIO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	501	10	1	523	18	0	8	4	30	26	206	5	1	238	24	1	5	7	37	828
04:15 PM	13	500	6	3	522	16	1	7	3	27	20	168	16	0	204	16	0	5	1	22	775
04:30 PM	13	643	5	4	665	14	1	11	0	26	20	206	5	2	233	28	0	5	10	43	967
04:45 PM	17	681	11	0	709	21	0	9	3	33	21	197	5	1	224	44	0	4	5	53	1019
Total	54	2325	32	8	2419	69	2	35	10	116	87	777	31	4	899	112	1	19	23	155	3589
05:00 PM	20	615	11	0	646	20	0	14	7	41	21	210	5	1	237	30	0	10	6	46	970
05:15 PM	6	626	10	2	644	29	0	14	8	51	20	230	6	0	256	79	0	10	4	93	1044
05:30 PM	4	520	10	3	537	24	0	31	7	62	22	226	6	1	255	97	0	8	8	113	967
05:45 PM	5	647	24	1	677	17	0	23	9	49	25	205	7	0	237	104	0	15	5	124	1087
Total	35	2408	55	6	2504	90	0	82	31	203	88	871	24	2	985	310	0	43	23	376	4068
06:00 PM	7	512	22	7	548	19	1	19	14	53	15	237	8	0	260	78	0	10	2	90	951
06:15 PM	8	533	13	3	557	16	1	16	14	47	25	190	8	2	225	68	0	8	2	78	907
06:30 PM	7	450	13	1	471	18	1	11	9	39	31	180	4	1	216	55	0	6	0	61	787
06:45 PM	2	464	18	2	486	16	0	12	11	39	27	170	1	0	198	66	0	5	5	76	799
Total	24	1959	66	13	2062	69	3	58	48	178	98	777	21	3	899	267	0	29	9	305	3444
Grand Total	113	6692	153	27	6985	228	5	175	89	497	273	2425	76	9	2783	689	1	91	55	836	11101
Apprch %	1.6	95.8	2.2	0.4		45.9	1	35.2	17.9		9.8	87.1	2.7	0.3		82.4	0.1	10.9	6.6		
Total %	1	60.3	1.4	0.2	62.9	2.1	0	1.6	0.8	4.5	2.5	21.8	0.7	0.1	25.1	6.2	0	0.8	0.5	7.5	
Lights	113	6635	152	26	6926	221	5	175	89	490	261	2376	75	9	2721	683	0	91	55	829	10966
% Lights	100	99.1	99.3	96.3	99.2	96.9	100	100	100	98.6	95.6	98	98.7	100	97.8	99.1	0	100	100	99.2	98.8
Buses	0	37	0	0	37	4	0	0	0	4	8	29	0	0	37	4	0	0	0	4	82
% Buses	0	0.6	0	0	0.5	1.8	0	0	0	0.8	2.9	1.2	0	0	1.3	0.6	0	0	0	0.5	0.7
Trucks	0	20	1	1	22	3	0	0	0	3	4	20	1	0	25	2	1	0	0	3	53
% Trucks	0	0.3	0.7	3.7	0.3	1.3	0	0	0	0.6	1.5	0.8	1.3	0	0.9	0.3	100	0	0	0.4	0.5

	N MATHILDA AVE Southbound				INDIO AVE Westbound				N MATHILDA AVE Northbound				INDIO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**20**	615	11	646	20	0	14	34	21	210	5	236	30	0	10	40	956
05:15 PM	6	626	10	642	**29**	0	14	43	20	**230**	6	**256**	79	0	10	89	1030
05:30 PM	4	520	10	534	24	0	**31**	**55**	22	226	6	254	97	0	8	105	948
05:45 PM	5	**647**	**24**	**676**	17	0	23	40	**25**	205	**7**	237	**104**	0	**15**	**119**	**1072**
Total Volume	35	2408	55	2498	90	0	82	172	88	871	24	983	310	0	43	353	4006
% App. Total	1.4	96.4	2.2		52.3	0	47.7		9	88.6	2.4		87.8	0	12.2		
PHF	.438	.930	.573	.924	.776	.000	.661	.782	.880	.947	.857	.960	.745	.000	.717	.742	.934

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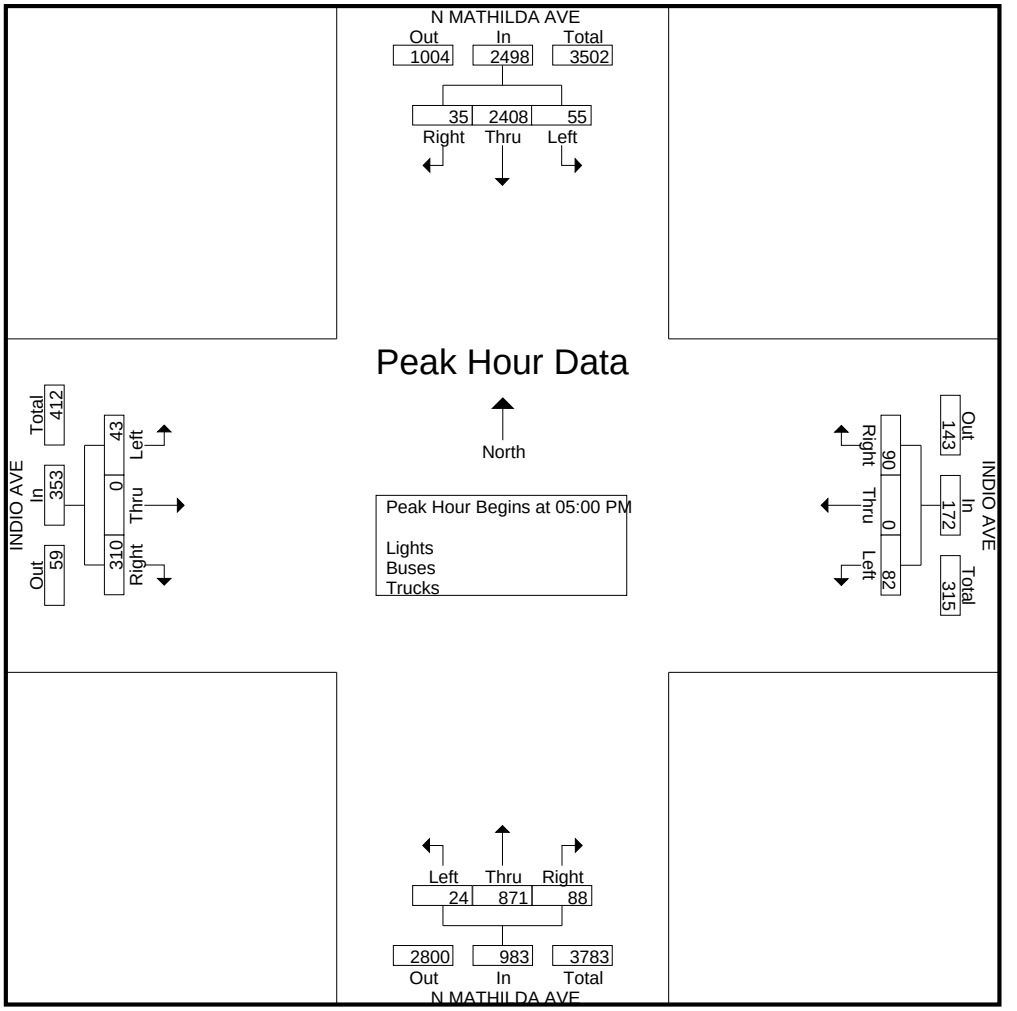

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					INDIO AVE Westbound					N MATHILDA AVE Northbound					INDIO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4
Total	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	2	0	0	0	2	5
Grand Total	0	6	0	0	6	2	0	0	0	2	0	7	0	0	7	2	0	1	0	3	18
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		66.7	0	33.3	0		
Total %	0	33.3	0	0	33.3	11.1	0	0	0	11.1	0	38.9	0	0	38.9	11.1	0	5.6	0	16.7	

	N MATHILDA AVE Southbound				INDIO AVE Westbound				N MATHILDA AVE Northbound				INDIO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**4**
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**	2
06:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	6	0	6	0	0	0	0	0	3	0	3	1	0	0	1	10
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.625

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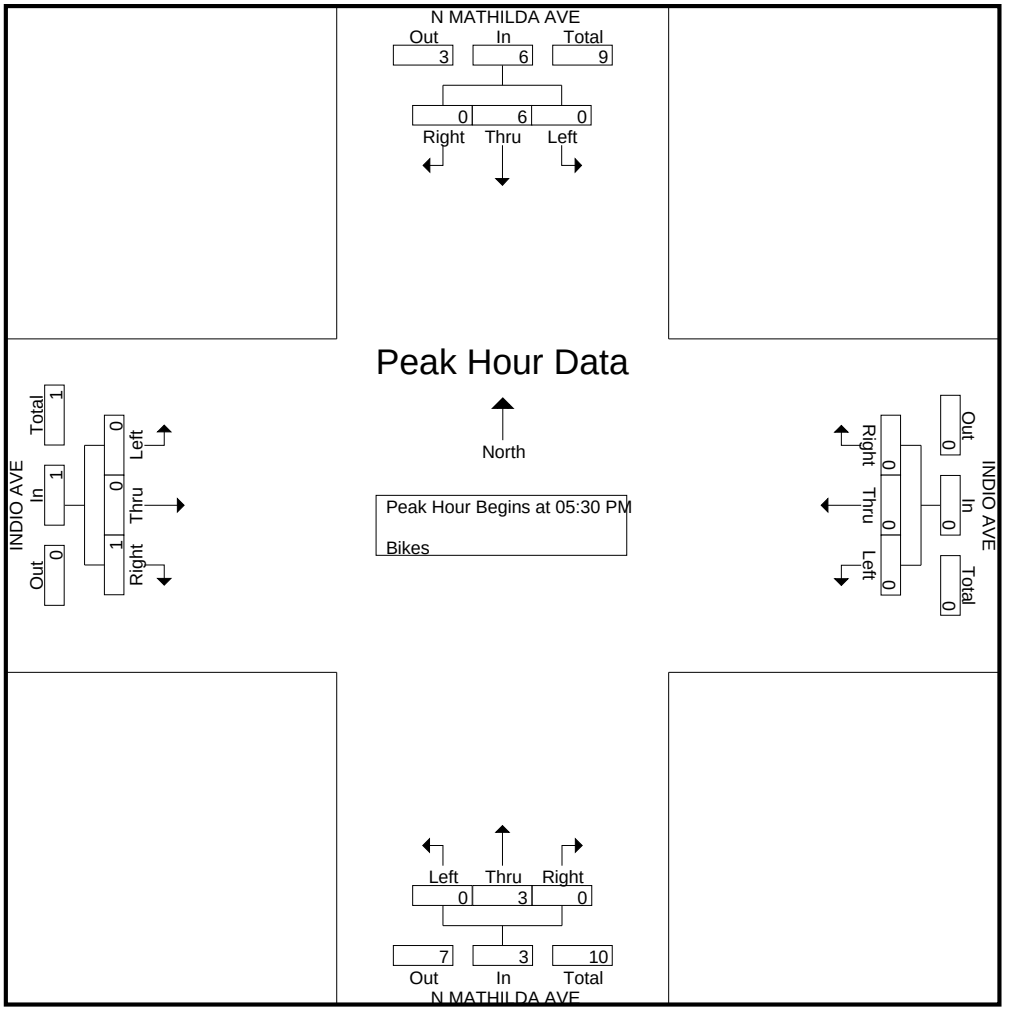

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Site Code : 00000014
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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W CALIFORNIA AVE Westbound					N MATHILDA AVE Northbound					W CALIFORNIA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	43	189	9	0	241	26	8	7	4	45	37	200	7	2	246	9	2	4	1	16	548
07:15 AM	43	192	7	2	244	38	6	11	3	58	34	274	10	2	320	17	4	9	2	32	654
07:30 AM	29	208	13	0	250	37	5	13	4	59	37	365	9	1	412	10	3	8	3	24	745
07:45 AM	54	288	15	0	357	44	17	30	5	96	59	426	22	2	509	22	8	11	10	51	1013
Total	169	877	44	2	1092	145	36	61	16	258	167	1265	48	7	1487	58	17	32	16	123	2960
08:00 AM	50	288	15	3	356	47	18	21	5	91	65	495	23	1	584	25	3	18	2	48	1079
08:15 AM	51	228	17	2	298	43	20	13	9	85	89	655	30	1	775	26	6	10	5	47	1205
08:30 AM	56	215	16	0	287	53	20	10	7	90	72	691	24	3	790	24	4	12	4	44	1211
08:45 AM	74	180	17	2	273	52	28	19	8	107	61	538	31	4	634	20	7	16	4	47	1061
Total	231	911	65	7	1214	195	86	63	29	373	287	2379	108	9	2783	95	20	56	15	186	4556
09:00 AM	103	198	15	4	320	41	31	8	6	86	72	641	62	3	778	35	7	15	8	65	1249
09:15 AM	91	223	17	3	334	40	27	10	24	101	72	652	52	4	780	29	9	18	4	60	1275
09:30 AM	126	214	20	0	360	51	33	12	3	99	60	589	46	3	698	21	6	18	3	48	1205
09:45 AM	118	215	17	2	352	33	26	6	6	71	65	521	45	3	634	23	7	23	6	59	1116
Total	438	850	69	9	1366	165	117	36	39	357	269	2403	205	13	2890	108	29	74	21	232	4845
Grand Total	838	2638	178	18	3672	505	239	160	84	988	723	6047	361	29	7160	261	66	162	52	541	12361
Apprch %	22.8	71.8	4.8	0.5		51.1	24.2	16.2	8.5		10.1	84.5	5	0.4		48.2	12.2	29.9	9.6		
Total %	6.8	21.3	1.4	0.1	29.7	4.1	1.9	1.3	0.7	8	5.8	48.9	2.9	0.2	57.9	2.1	0.5	1.3	0.4	4.4	
Lights	821	2530	169	17	3537	482	237	158	84	961	714	5971	347	29	7061	246	64	153	52	515	12074
% Lights	98	95.9	94.9	94.4	96.3	95.4	99.2	98.8	100	97.3	98.8	98.7	96.1	100	98.6	94.3	97	94.4	100	95.2	97.7
Buses	4	35	2	0	41	11	0	2	0	13	3	31	12	0	46	13	0	5	0	18	118
% Buses	0.5	1.3	1.1	0	1.1	2.2	0	1.2	0	1.3	0.4	0.5	3.3	0	0.6	5	0	3.1	0	3.3	1
Trucks	13	73	7	1	94	12	2	0	0	14	6	45	2	0	53	2	2	4	0	8	169
% Trucks	1.6	2.8	3.9	5.6	2.6	2.4	0.8	0	0	1.4	0.8	0.7	0.6	0	0.7	0.8	3	2.5	0	1.5	1.4

	N MATHILDA AVE Southbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				W CALIFORNIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	103	198	15	316	41	31	8	80	**72**	641	**62**	775	**35**	7	15	**57**	1228
09:15 AM	91	**223**	17	331	40	27	10	77	72	**652**	52	**776**	29	**9**	18	56	**1240**
09:30 AM	**126**	214	**20**	**360**	**51**	**33**	**12**	**96**	60	589	46	695	21	6	18	45	1196
09:45 AM	118	215	17	350	33	26	6	65	65	521	45	631	23	7	**23**	53	1099
Total Volume	438	850	69	1357	165	117	36	318	269	2403	205	2877	108	29	74	211	4763
% App. Total	32.3	62.6	5.1		51.9	36.8	11.3		9.4	83.5	7.1		51.2	13.7	35.1		
PHF	.869	.953	.863	.942	.809	.886	.750	.828	.934	.921	.827	.927	.771	.806	.804	.925	.960

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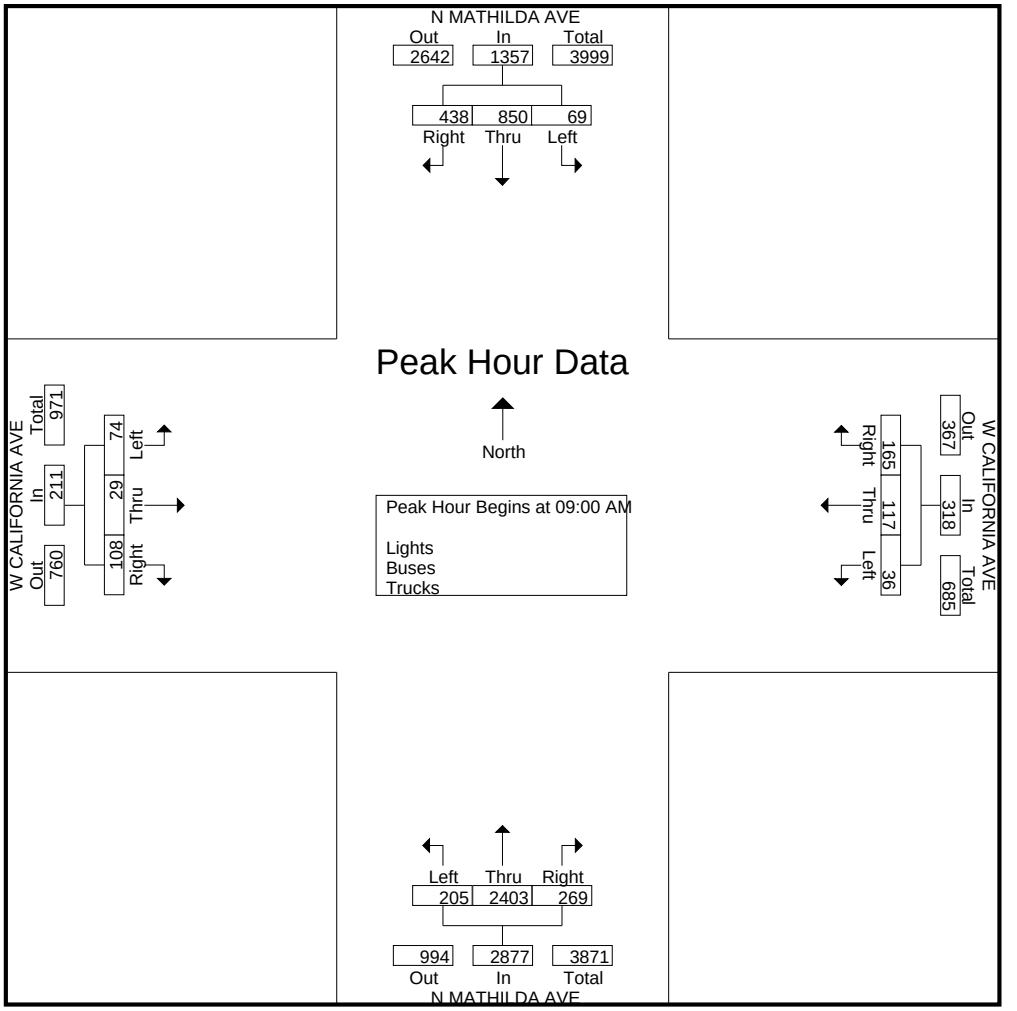

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File Name : 14AM FINAL
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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W CALIFORNIA AVE Westbound					N MATHILDA AVE Northbound					W CALIFORNIA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	5
07:45 AM	2	0	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	7
Total	2	0	0	0	2	2	2	0	0	4	0	7	0	0	7	0	0	3	0	3	16
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	1	1	0	0	2	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	8
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	10
Total	1	4	0	0	5	2	0	0	0	2	1	18	0	0	19	0	1	0	0	1	27
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	1	0	1	0	2	6
09:15 AM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
09:45 AM	0	1	0	0	1	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	7
Total	0	1	0	0	1	2	3	0	0	5	0	11	0	0	11	1	3	1	0	5	22
Grand Total	3	5	0	0	8	6	5	0	0	11	1	36	0	0	37	1	4	4	0	9	65
Apprch %	37.5	62.5	0	0		54.5	45.5	0	0		2.7	97.3	0	0		11.1	44.4	44.4	0		
Total %	4.6	7.7	0	0	12.3	9.2	7.7	0	0	16.9	1.5	55.4	0	0	56.9	1.5	6.2	6.2	0	13.8	

	N MATHILDA AVE Southbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				W CALIFORNIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	1	0	**2**	**2**	0	0	**2**	**1**	3	0	4	0	0	0	0	8
08:30 AM	0	**2**	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	**9**	0	**9**	0	**1**	0	1	**10**
09:00 AM	0	0	0	0	0	**1**	0	1	0	3	0	3	**1**	0	**1**	**2**	6
Total Volume	1	3	0	4	2	1	0	3	1	20	0	21	1	1	1	3	31
% App. Total	25	75	0		66.7	33.3	0		4.8	95.2	0		33.3	33.3	33.3		
PHF	.250	.375	.000	.500	.250	.250	.000	.375	.250	.556	.000	.583	.250	.250	.250	.375	.775

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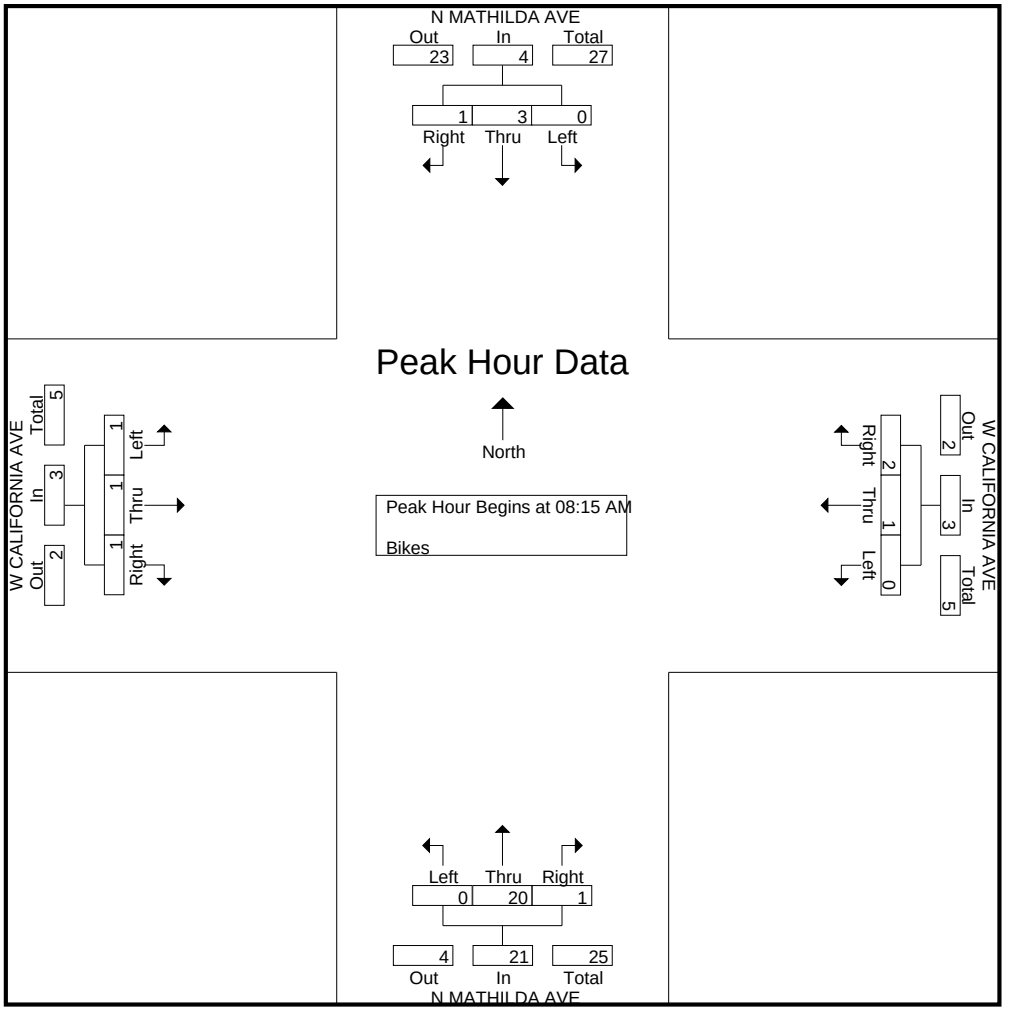

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Groups Printed- Lights - Buses - Trucks

	N MATHILDA AVE Southbound					W CALIFORNIA AVE Westbound					N MATHILDA AVE Northbound					W CALIFORNIA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	89	493	34	1	617	25	8	8	5	46	48	199	9	0	256	35	14	27	5	81	1000
04:15 PM	75	496	50	3	624	29	10	10	5	54	37	139	13	1	190	37	12	32	4	85	953
04:30 PM	107	649	52	0	808	19	12	5	4	40	45	179	7	2	233	42	18	28	3	91	1172
04:45 PM	92	627	64	2	785	25	6	13	6	50	52	166	17	7	242	56	36	35	5	132	1209
Total	363	2265	200	6	2834	98	36	36	20	190	182	683	46	10	921	170	80	122	17	389	4334
05:00 PM	92	615	49	1	757	30	10	11	4	55	57	176	20	3	256	69	24	39	2	134	1202
05:15 PM	74	637	40	5	756	21	5	9	9	44	56	208	11	6	281	76	52	43	8	179	1260
05:30 PM	78	524	43	4	649	47	13	20	5	85	62	204	20	8	294	88	48	27	4	167	1195
05:45 PM	79	661	49	5	794	17	10	15	7	49	59	203	21	4	287	65	32	24	7	128	1258
Total	323	2437	181	15	2956	115	38	55	25	233	234	791	72	21	1118	298	156	133	21	608	4915
06:00 PM	95	634	43	2	774	26	11	19	8	64	62	195	17	5	279	62	27	28	1	118	1235
06:15 PM	119	622	59	0	800	20	4	12	4	40	49	173	12	2	236	55	28	28	3	114	1190
06:30 PM	81	613	50	3	747	29	9	13	8	59	66	169	7	6	248	51	15	18	4	88	1142
06:45 PM	63	525	46	3	637	20	5	13	6	44	40	160	14	3	217	49	15	18	7	89	987
Total	358	2394	198	8	2958	95	29	57	26	207	217	697	50	16	980	217	85	92	15	409	4554
Grand Total	1044	7096	579	29	8748	308	103	148	71	630	633	2171	168	47	3019	685	321	347	53	1406	13803
Apprch %	11.9	81.1	6.6	0.3		48.9	16.3	23.5	11.3		21	71.9	5.6	1.6		48.7	22.8	24.7	3.8		
Total %	7.6	51.4	4.2	0.2	63.4	2.2	0.7	1.1	0.5	4.6	4.6	15.7	1.2	0.3	21.9	5	2.3	2.5	0.4	10.2	
Lights	1035	7024	574	28	8661	301	102	147	71	621	626	2134	163	47	2970	672	314	344	53	1383	13635
% Lights	99.1	99	99.1	96.6	99	97.7	99	99.3	100	98.6	98.9	98.3	97	100	98.4	98.1	97.8	99.1	100	98.4	98.8
Buses	4	51	1	0	56	5	0	0	0	5	1	19	4	0	24	11	5	3	0	19	104
% Buses	0.4	0.7	0.2	0	0.6	1.6	0	0	0	0.8	0.2	0.9	2.4	0	0.8	1.6	1.6	0.9	0	1.4	0.8
Trucks	5	21	4	1	31	2	1	1	0	4	6	18	1	0	25	2	2	0	0	4	64
% Trucks	0.5	0.3	0.7	3.4	0.4	0.6	1	0.7	0	0.6	0.9	0.8	0.6	0	0.8	0.3	0.6	0	0	0.3	0.5

	N MATHILDA AVE Southbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				W CALIFORNIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	74	637	40	751	21	5	9	35	56	**208**	11	275	76	**52**	**43**	**171**	1232
05:30 PM	78	524	43	645	**47**	**13**	**20**	**80**	**62**	204	20	**286**	**88**	48	27	163	1174
05:45 PM	79	**661**	**49**	**789**	17	10	15	42	59	203	**21**	283	65	32	24	121	**1235**
06:00 PM	**95**	634	43	772	26	11	19	56	62	195	17	274	62	27	28	117	1219
Total Volume	326	2456	175	2957	111	39	63	213	239	810	69	1118	291	159	122	572	4860
% App. Total	11	83.1	5.9		52.1	18.3	29.6		21.4	72.5	6.2		50.9	27.8	21.3		
PHF	.858	.929	.893	.937	.590	.750	.788	.666	.964	.974	.821	.977	.827	.764	.709	.836	.984

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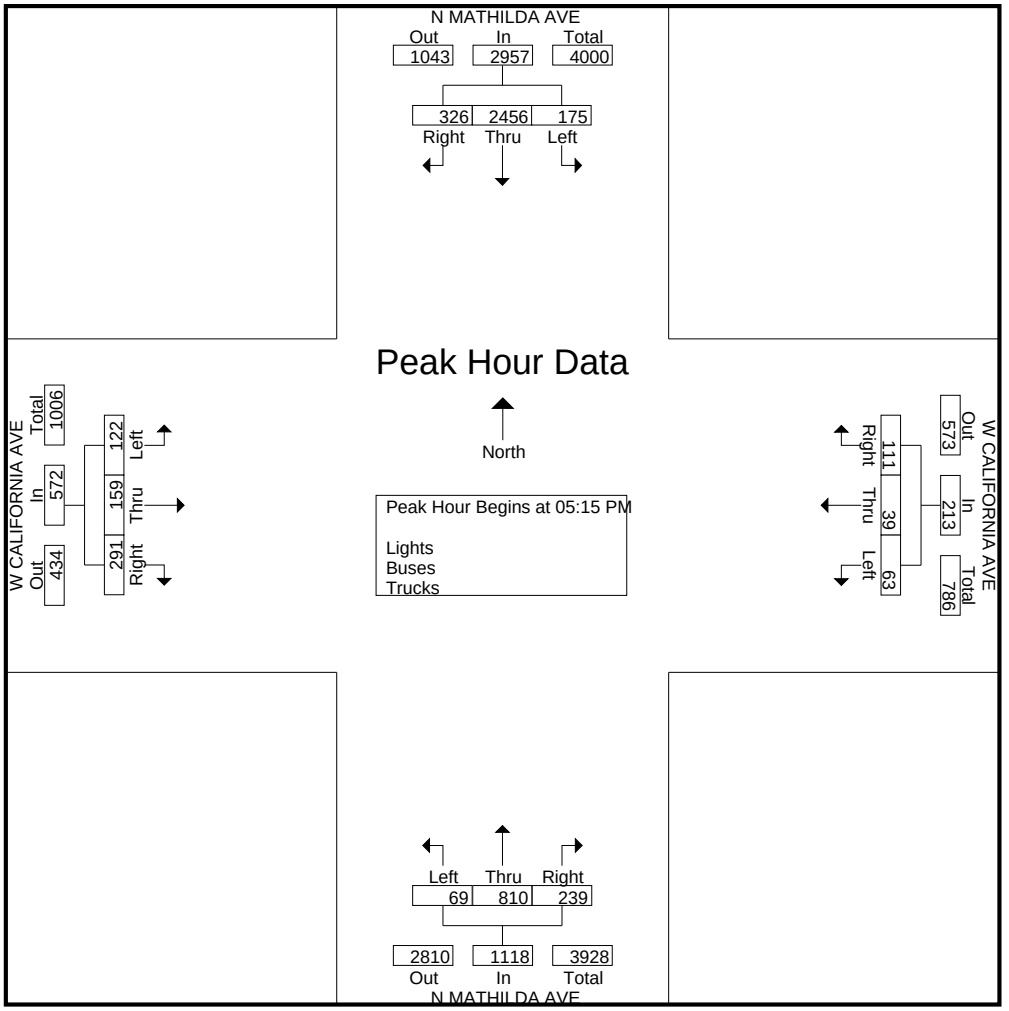

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Groups Printed- Bikes

	N MATHILDA AVE Southbound					W CALIFORNIA AVE Westbound					N MATHILDA AVE Northbound					W CALIFORNIA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	14
Total	5	11	0	0	16	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	20
05:00 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
05:15 PM	2	6	0	0	8	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	10
05:30 PM	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
05:45 PM	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	9	22	0	0	31	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	37
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
06:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Total	4	11	1	0	16	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	19
Grand Total	18	44	1	0	63	0	2	0	0	2	0	4	0	0	4	0	3	4	0	7	76
Apprch %	28.6	69.8	1.6	0		0	100	0	0		0	100	0	0		0	42.9	57.1	0		
Total %	23.7	57.9	1.3	0	82.9	0	2.6	0	0	2.6	0	5.3	0	0	5.3	0	3.9	5.3	0	9.2	

	N MATHILDA AVE Southbound				W CALIFORNIA AVE Westbound				N MATHILDA AVE Northbound				W CALIFORNIA AVE Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	**9**	0	**11**	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**14**
05:00 PM	**3**	2	0	5	0	0	0	0	0	0	0	0	0	0	1	1	6
05:15 PM	2	6	0	8	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	10
05:30 PM	2	7	0	9	0	0	0	0	0	**3**	0	**3**	0	0	0	0	12
Total Volume	9	24	0	33	0	1	0	1	0	3	0	3	0	1	4	5	42
% App. Total	27.3	72.7	0		0	100	0		0	100	0		0	20	80		
PHF	.750	.667	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.333	.417	.750

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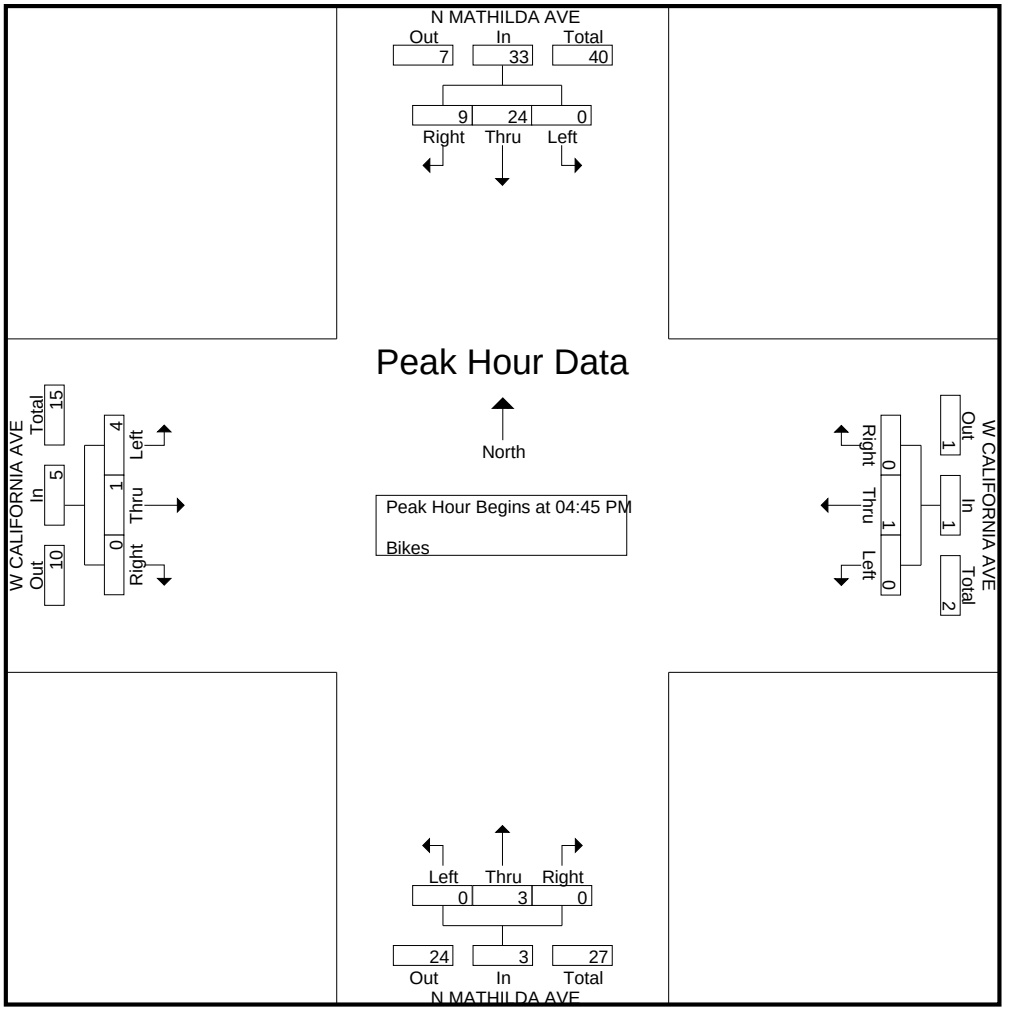

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 5/15/2018
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Groups Printed- Lights - Buses - Trucks

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	0	8	4	20	3	46	0	1	50	1	1	2	4	8	6	28	2	1	37	115
07:15 AM	10	3	7	3	23	9	107	4	0	120	3	2	12	5	22	2	44	6	2	54	219
07:30 AM	32	3	16	0	51	27	118	2	0	147	2	7	24	0	33	3	49	16	9	77	308
07:45 AM	65	6	41	1	113	37	130	4	1	172	8	18	32	1	59	6	94	42	7	149	493
Total	115	12	72	8	207	76	401	10	2	489	14	28	70	10	122	17	215	66	19	317	1135
08:00 AM	69	12	28	6	115	28	143	3	6	180	6	6	26	1	39	7	92	23	1	123	457
08:15 AM	25	4	22	0	51	11	154	4	0	169	7	1	20	1	29	5	115	10	3	133	382
08:30 AM	26	3	12	2	43	6	144	2	1	153	3	0	24	1	28	13	129	13	2	157	381
08:45 AM	16	1	8	2	27	8	140	3	4	155	6	1	33	1	41	11	122	13	0	146	369
Total	136	20	70	10	236	53	581	12	11	657	22	8	103	4	137	36	458	59	6	559	1589
09:00 AM	15	3	4	0	22	6	129	7	1	143	6	1	23	0	30	6	111	12	2	131	326
09:15 AM	12	2	4	3	21	2	98	0	0	100	2	1	16	2	21	9	99	5	3	116	258
09:30 AM	9	1	11	1	22	2	118	6	0	126	6	1	19	2	28	8	93	6	4	111	287
09:45 AM	8	1	6	1	16	5	92	2	2	101	4	2	18	1	25	9	100	5	1	115	257
Total	44	7	25	5	81	15	437	15	3	470	18	5	76	5	104	32	403	28	10	473	1128
Grand Total	295	39	167	23	524	144	1419	37	16	1616	54	41	249	19	363	85	1076	153	35	1349	3852
Apprch %	56.3	7.4	31.9	4.4		8.9	87.8	2.3	1		14.9	11.3	68.6	5.2		6.3	79.8	11.3	2.6		
Total %	7.7	1	4.3	0.6	13.6	3.7	36.8	1	0.4	42	1.4	1.1	6.5	0.5	9.4	2.2	27.9	4	0.9	35	
Lights	293	38	166	23	520	143	1364	35	16	1558	54	41	249	19	363	84	1033	151	35	1303	3744
% Lights	99.3	97.4	99.4	100	99.2	99.3	96.1	94.6	100	96.4	100	100	100	100	100	98.8	96	98.7	100	96.6	97.2
Buses	0	1	1	0	2	0	19	2	0	21	0	0	0	0	0	1	24	0	0	25	48
% Buses	0	2.6	0.6	0	0.4	0	1.3	5.4	0	1.3	0	0	0	0	0	1.2	2.2	0	0	1.9	1.2
Trucks	2	0	0	0	2	1	36	0	0	37	0	0	0	0	0	0	19	2	0	21	60
% Trucks	0.7	0	0	0	0.4	0.7	2.5	0	0	2.3	0	0	0	0	0	0	1.8	1.3	0	1.6	1.6

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	65	6	**41**	**112**	**37**	130	**4**	171	**8**	**18**	**32**	**58**	6	94	**42**	142	**483**
08:00 AM	**69**	**12**	28	109	28	143	3	**174**	6	6	26	38	7	92	23	122	443
08:15 AM	25	4	22	51	11	**154**	4	169	7	1	20	28	5	115	10	130	378
08:30 AM	26	3	12	41	6	144	2	152	3	0	24	27	**13**	**129**	13	**155**	375
Total Volume	185	25	103	313	82	571	13	666	24	25	102	151	31	430	88	549	1679
% App. Total	59.1	8	32.9		12.3	85.7	2		15.9	16.6	67.5		5.6	78.3	16		
PHF	.670	.521	.628	.699	.554	.927	.813	.957	.750	.347	.797	.651	.596	.833	.524	.885	.869

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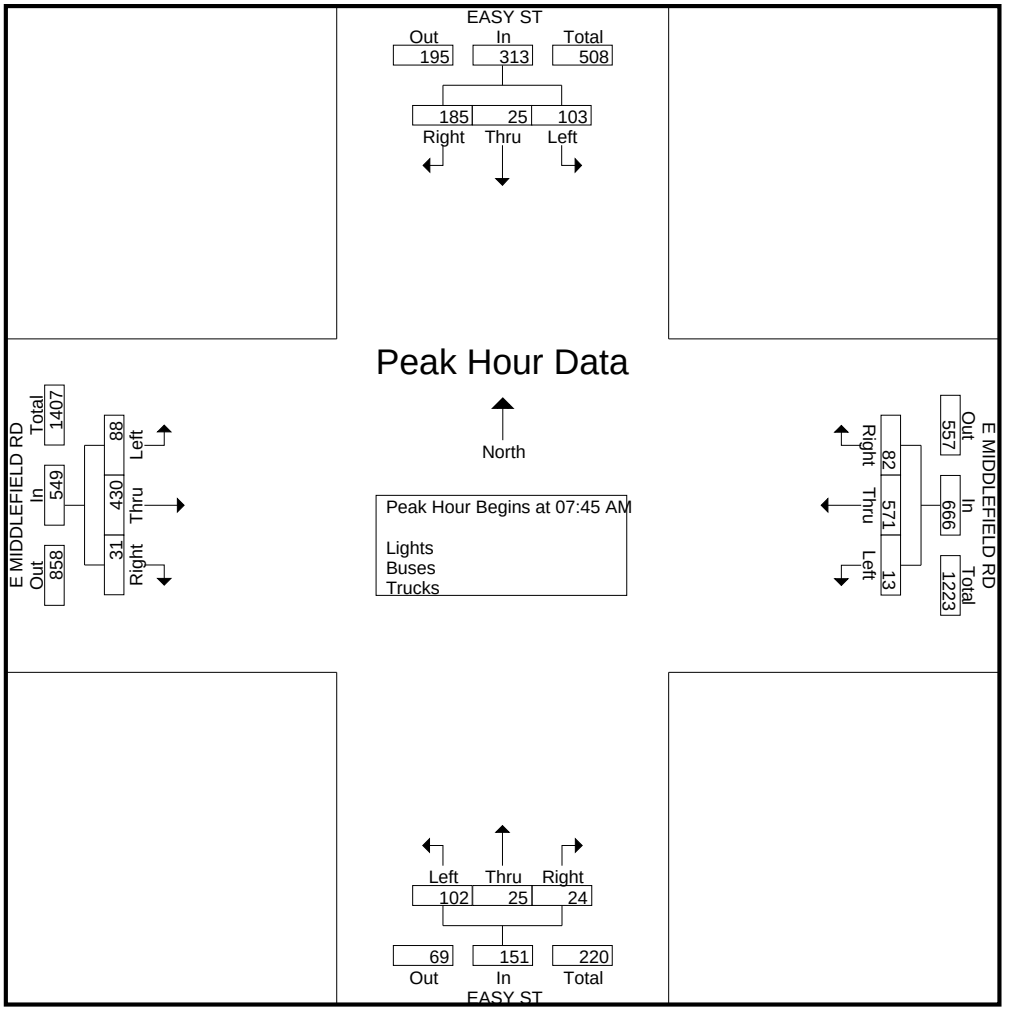

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File Name : 15AM FINAL
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Groups Printed- Bikes

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	4
07:30 AM	1	2	0	0	3	0	1	0	0	1	0	2	1	0	3	0	7	1	0	8	15
07:45 AM	0	1	0	0	1	2	3	1	0	6	2	1	0	0	3	0	6	0	0	6	16
Total	2	3	0	0	5	2	4	1	0	7	2	3	2	0	7	0	15	1	0	16	35
08:00 AM	0	0	0	0	0	3	1	0	0	4	0	1	1	0	2	0	6	0	0	6	12
08:15 AM	0	1	0	0	1	1	2	0	0	3	1	0	0	0	1	0	8	0	0	8	13
08:30 AM	1	2	0	0	3	0	0	0	0	0	2	0	0	0	2	0	12	0	0	12	17
08:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	6	1	0	7	13
Total	1	3	0	0	4	4	8	1	0	13	3	1	1	0	5	0	32	1	0	33	55
09:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	6	1	0	7	12
09:15 AM	0	0	0	0	0	2	1	0	0	3	1	0	2	0	3	1	3	0	0	4	10
09:30 AM	1	0	0	0	1	1	3	0	0	4	0	1	1	0	2	0	5	0	0	5	12
09:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	4	0	4	0	4	0	0	4	10
Total	3	0	0	0	3	5	7	0	0	12	1	1	7	0	9	1	18	1	0	20	44
Grand Total	6	6	0	0	12	11	19	2	0	32	6	5	10	0	21	1	65	3	0	69	134
Apprch %	50	50	0	0		34.4	59.4	6.2	0		28.6	23.8	47.6	0		1.4	94.2	4.3	0		
Total %	4.5	4.5	0	0	9	8.2	14.2	1.5	0	23.9	4.5	3.7	7.5	0	15.7	0.7	48.5	2.2	0	51.5	

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	2	**3**	**1**	**6**	**2**	**1**	0	**3**	0	6	0	6	16
08:00 AM	0	0	0	0	**3**	1	0	4	0	1	**1**	2	0	6	0	6	12
08:15 AM	0	1	0	1	1	2	0	3	1	0	0	1	0	8	0	8	13
08:30 AM	**1**	**2**	0	**3**	0	0	0	0	2	0	0	2	0	**12**	0	**12**	**17**
Total Volume	1	4	0	5	6	6	1	13	5	2	1	8	0	32	0	32	58
% App. Total	20	80	0		46.2	46.2	7.7		62.5	25	12.5		0	100	0		
PHF	.250	.500	.000	.417	.500	.500	.250	.542	.625	.500	.250	.667	.000	.667	.000	.667	.853

Traffic Data Service

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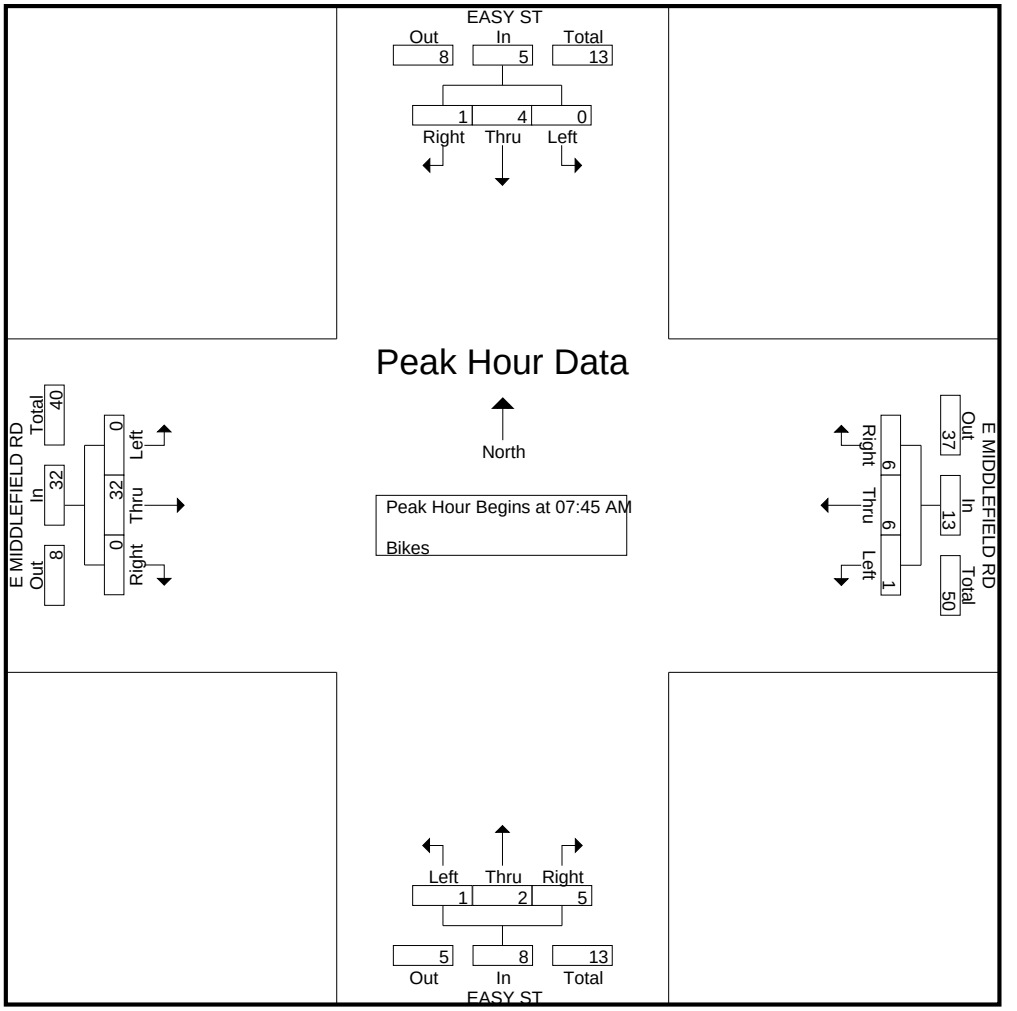

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File Name : 15PM FINAL
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Groups Printed- Lights - Buses - Trucks

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	1	9	3	28	8	73	16	3	100	2	2	5	1	10	8	126	16	4	154	292
04:15 PM	12	1	9	3	25	8	86	15	6	115	1	2	8	1	12	7	116	19	3	145	297
04:30 PM	12	1	15	2	30	16	97	14	1	128	3	1	8	2	14	14	157	31	3	205	377
04:45 PM	18	5	14	1	38	11	96	14	5	126	6	2	5	1	14	20	149	26	1	196	374
Total	57	8	47	9	121	43	352	59	15	469	12	7	26	5	50	49	548	92	11	700	1340
05:00 PM	23	2	22	3	50	17	160	12	5	194	5	3	5	4	17	20	178	22	4	224	485
05:15 PM	21	2	15	3	41	17	149	9	3	178	5	2	7	5	19	19	242	24	3	288	526
05:30 PM	9	7	14	4	34	13	142	13	3	171	2	1	13	6	22	20	261	19	0	300	527
05:45 PM	12	4	12	4	32	14	145	12	9	180	5	3	10	8	26	31	248	23	6	308	546
Total	65	15	63	14	157	61	596	46	20	723	17	9	35	23	84	90	929	88	13	1120	2084
06:00 PM	14	5	11	5	35	8	124	9	5	146	5	1	7	7	20	33	228	18	6	285	486
06:15 PM	6	2	5	1	14	15	136	6	3	160	4	3	7	3	17	26	176	19	4	225	416
06:30 PM	15	0	13	3	31	10	102	13	5	130	9	1	9	4	23	20	135	19	2	176	360
06:45 PM	11	0	3	1	15	6	83	8	1	98	4	1	8	5	18	9	122	14	4	149	280
Total	46	7	32	10	95	39	445	36	14	534	22	6	31	19	78	88	661	70	16	835	1542
Grand Total	168	30	142	33	373	143	1393	141	49	1726	51	22	92	47	212	227	2138	250	40	2655	4966
Apprch %	45	8	38.1	8.8		8.3	80.7	8.2	2.8		24.1	10.4	43.4	22.2		8.5	80.5	9.4	1.5		
Total %	3.4	0.6	2.9	0.7	7.5	2.9	28.1	2.8	1	34.8	1	0.4	1.9	0.9	4.3	4.6	43.1	5	0.8	53.5	
Lights	168	30	142	33	373	143	1374	124	49	1690	51	22	92	47	212	227	2100	250	40	2617	4892
% Lights	100	100	100	100	100	100	98.6	87.9	100	97.9	100	100	100	100	100	100	98.2	100	100	98.6	98.5
Buses	0	0	0	0	0	0	12	16	0	28	0	0	0	0	0	0	26	0	0	26	54
% Buses	0	0	0	0	0	0	0.9	11.3	0	1.6	0	0	0	0	0	0	1.2	0	0	1	1.1
Trucks	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	12	0	0	12	20
% Trucks	0	0	0	0	0	0	0.5	0.7	0	0.5	0	0	0	0	0	0	0.6	0	0	0.5	0.4

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**23**	2	**22**	**47**	**17**	**160**	12	**189**	**5**	**3**	5	13	20	178	22	220	469
05:15 PM	21	2	15	38	17	149	9	175	5	2	7	14	19	242	**24**	285	512
05:30 PM	9	**7**	14	30	13	142	**13**	168	2	1	**13**	16	20	**261**	19	300	514
05:45 PM	12	4	12	28	14	145	12	171	5	3	10	**18**	**31**	248	23	**302**	**519**
Total Volume	65	15	63	143	61	596	46	703	17	9	35	61	90	929	88	1107	2014
% App. Total	45.5	10.5	44.1		8.7	84.8	6.5		27.9	14.8	57.4		8.1	83.9	7.9		
PHF	.707	.536	.716	.761	.897	.931	.885	.930	.850	.750	.673	.847	.726	.890	.917	.916	.970

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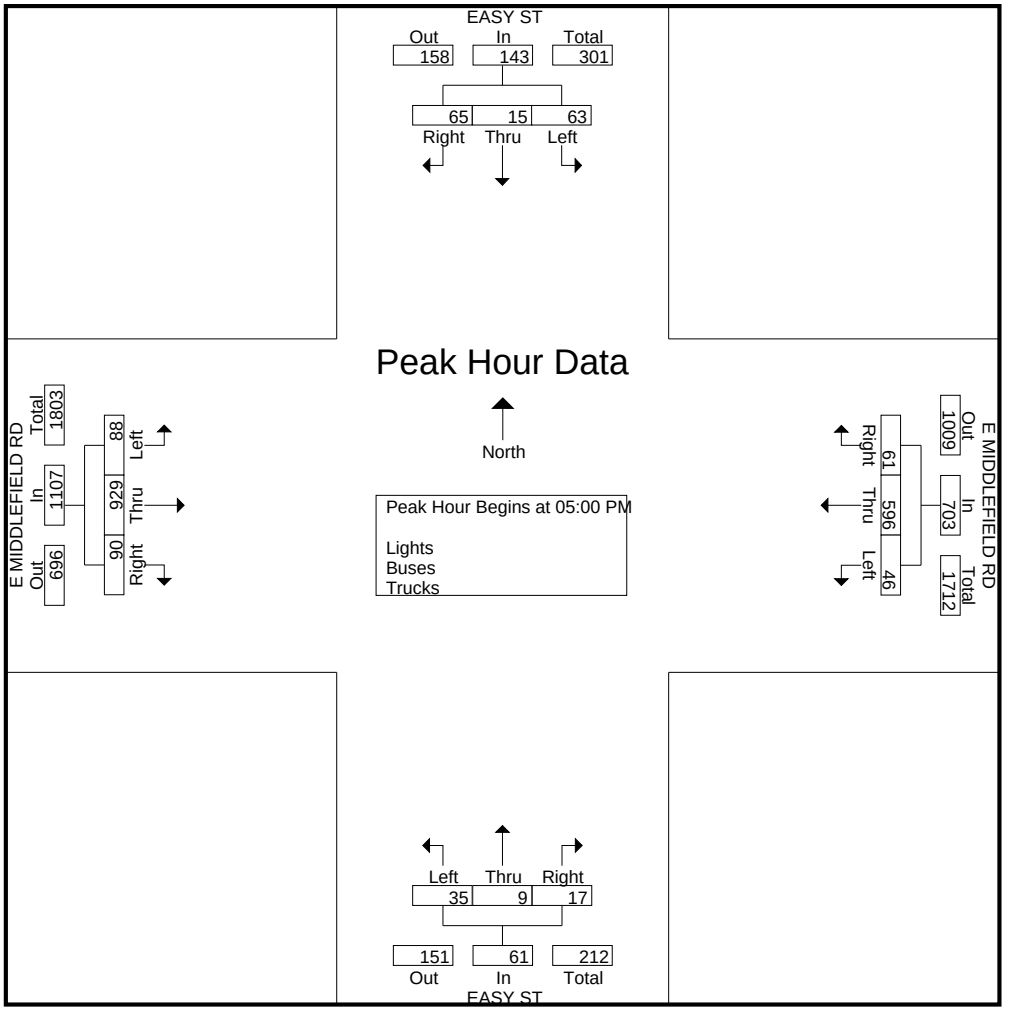

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File Name : 15PM FINAL
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Groups Printed- Bikes

	EASY ST Southbound					E MIDDLEFIELD RD Westbound					EASY ST Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	8
Total	0	3	0	0	3	0	8	0	0	8	0	1	0	0	1	1	6	0	0	7	19
05:00 PM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	10
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	13
05:45 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	5	0	1	0	6	2	12	1	0	15	0	0	0	0	0	0	12	0	0	12	33
06:00 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	4
06:15 PM	0	1	0	0	1	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	9
06:30 PM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	1	2	0	1	4	11
06:45 PM	1	1	1	0	3	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	8
Total	1	2	2	0	5	4	12	0	0	16	1	0	0	0	1	2	7	0	1	10	32
Grand Total	6	5	3	0	14	6	32	1	0	39	1	1	0	0	2	3	25	0	1	29	84
Apprch %	42.9	35.7	21.4	0		15.4	82.1	2.6	0		50	50	0	0		10.3	86.2	0	3.4		
Total %	7.1	6	3.6	0	16.7	7.1	38.1	1.2	0	46.4	1.2	1.2	0	0	2.4	3.6	29.8	0	1.2	34.5	

	EASY ST Southbound				E MIDDLEFIELD RD Westbound				EASY ST Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	2	0	3	0	3	0	0	0	0	**1**	2	0	3	8
05:00 PM	1	0	**1**	2	**1**	**4**	0	**5**	0	0	0	0	0	3	0	3	10
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:30 PM	**3**	0	0	**3**	0	3	**1**	4	0	0	0	0	0	**6**	0	**6**	**13**
Total Volume	4	2	1	7	1	14	1	16	0	0	0	0	1	13	0	14	37
% App. Total	57.1	28.6	14.3		6.2	87.5	6.2		0	0	0		7.1	92.9	0		
PHF	.333	.250	.250	.583	.250	.875	.250	.800	.000	.000	.000	.000	.250	.542	.000	.583	.712

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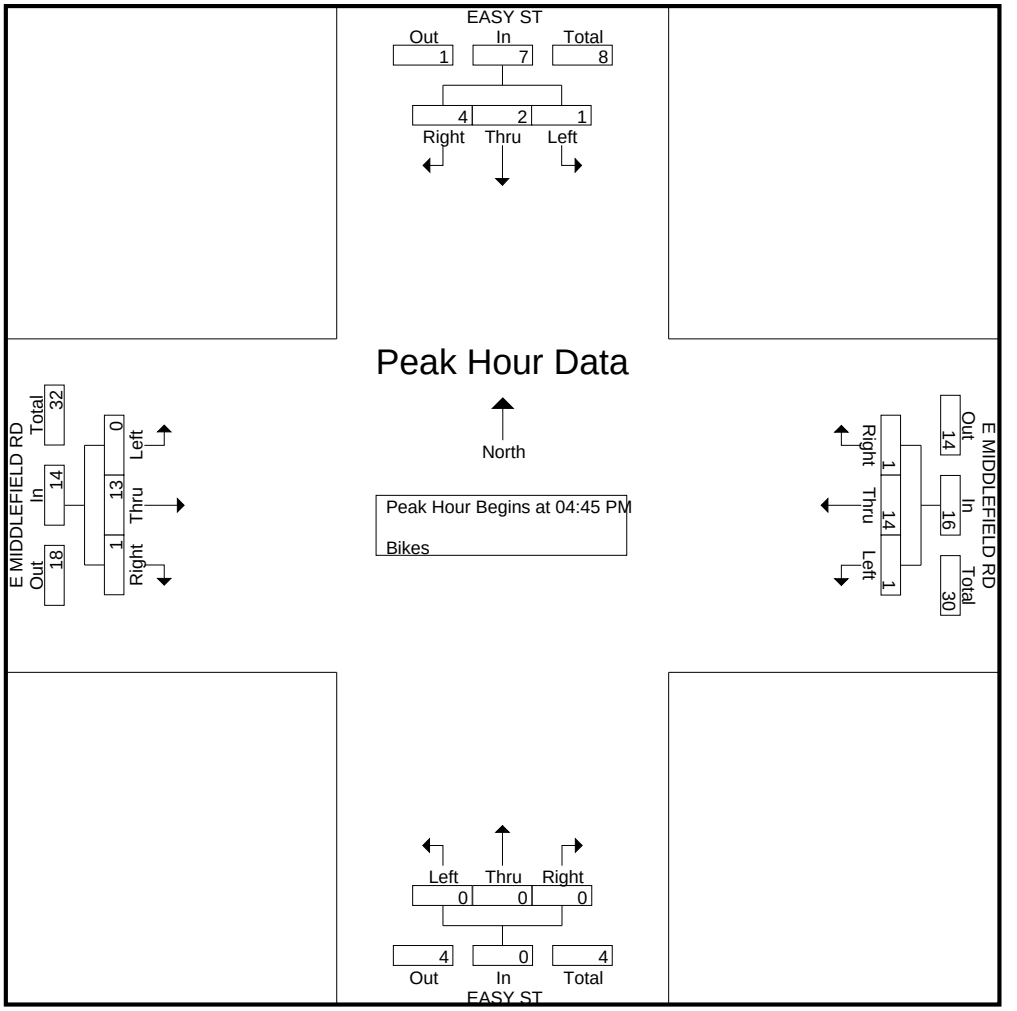

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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 5/15/2018
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Groups Printed- Lights - Buses - Trucks

	S WHISMAN RD Southbound					FERRY MORSE WAY Westbound					SR-237 WB RAMPS Northbound					S WHISMAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	39	10	0	62	33	0	5	0	38	29	13	35	0	77	9	1	37	0	47	224
07:15 AM	33	44	6	0	83	29	1	7	0	37	24	22	30	0	76	7	1	44	0	52	248
07:30 AM	61	67	20	0	148	39	1	8	0	48	38	18	40	0	96	9	1	39	0	49	341
07:45 AM	85	75	14	0	174	32	2	10	0	44	48	33	55	0	136	8	1	57	0	66	420
Total	192	225	50	0	467	133	4	30	0	167	139	86	160	0	385	33	4	177	0	214	1233
08:00 AM	114	49	19	1	183	49	0	8	0	57	47	22	42	0	111	14	2	85	0	101	452
08:15 AM	55	54	21	0	130	78	0	10	0	88	54	21	40	0	115	16	2	94	0	112	445
08:30 AM	65	50	26	4	145	80	3	13	0	96	42	27	30	0	99	9	7	76	0	92	432
08:45 AM	67	50	22	1	140	81	3	8	0	92	58	22	49	0	129	9	3	78	0	90	451
Total	301	203	88	6	598	288	6	39	0	333	201	92	161	0	454	48	14	333	0	395	1780
09:00 AM	50	49	24	1	124	77	1	13	1	92	38	19	57	0	114	15	1	70	0	86	416
09:15 AM	51	47	31	1	130	68	1	8	1	78	42	27	44	0	113	12	3	66	0	81	402
09:30 AM	46	47	16	1	110	75	5	9	2	91	40	19	35	0	94	15	4	60	0	79	374
09:45 AM	62	25	16	0	103	51	2	9	0	62	47	13	33	0	93	8	0	45	0	53	311
Total	209	168	87	3	467	271	9	39	4	323	167	78	169	0	414	50	8	241	0	299	1503
Grand Total	702	596	225	9	1532	692	19	108	4	823	507	256	490	0	1253	131	26	751	0	908	4516
Apprch %	45.8	38.9	14.7	0.6		84.1	2.3	13.1	0.5		40.5	20.4	39.1	0		14.4	2.9	82.7	0		
Total %	15.5	13.2	5	0.2	33.9	15.3	0.4	2.4	0.1	18.2	11.2	5.7	10.9	0	27.7	2.9	0.6	16.6	0	20.1	
Lights	685	588	212	8	1493	662	18	102	4	786	469	246	476	0	1191	129	26	741	0	896	4366
% Lights	97.6	98.7	94.2	88.9	97.5	95.7	94.7	94.4	100	95.5	92.5	96.1	97.1	0	95.1	98.5	100	98.7	0	98.7	96.7
Buses	14	4	11	0	29	17	0	2	0	19	25	3	1	0	29	1	0	5	0	6	83
% Buses	2	0.7	4.9	0	1.9	2.5	0	1.9	0	2.3	4.9	1.2	0.2	0	2.3	0.8	0	0.7	0	0.7	1.8
Trucks	3	4	2	1	10	13	1	4	0	18	13	7	13	0	33	1	0	5	0	6	67
% Trucks	0.4	0.7	0.9	11.1	0.7	1.9	5.3	3.7	0	2.2	2.6	2.7	2.7	0	2.6	0.8	0	0.7	0	0.7	1.5

	S WHISMAN RD Southbound				FERRY MORSE WAY Westbound				SR-237 WB RAMPS Northbound				S WHISMAN RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**114**	49	19	**182**	49	0	8	57	47	22	42	111	14	2	85	101	**451**
08:15 AM	55	**54**	21	130	78	0	10	88	54	21	40	115	**16**	2	**94**	**112**	445
08:30 AM	65	50	**26**	141	80	**3**	**13**	**96**	42	**27**	30	99	9	**7**	76	92	428
08:45 AM	67	50	22	139	**81**	3	8	92	**58**	22	**49**	**129**	9	3	78	90	450
Total Volume	301	203	88	592	288	6	39	333	201	92	161	454	48	14	333	395	1774
% App. Total	50.8	34.3	14.9		86.5	1.8	11.7		44.3	20.3	35.5		12.2	3.5	84.3		
PHF	.660	.940	.846	.813	.889	.500	.750	.867	.866	.852	.821	.880	.750	.500	.886	.882	.983

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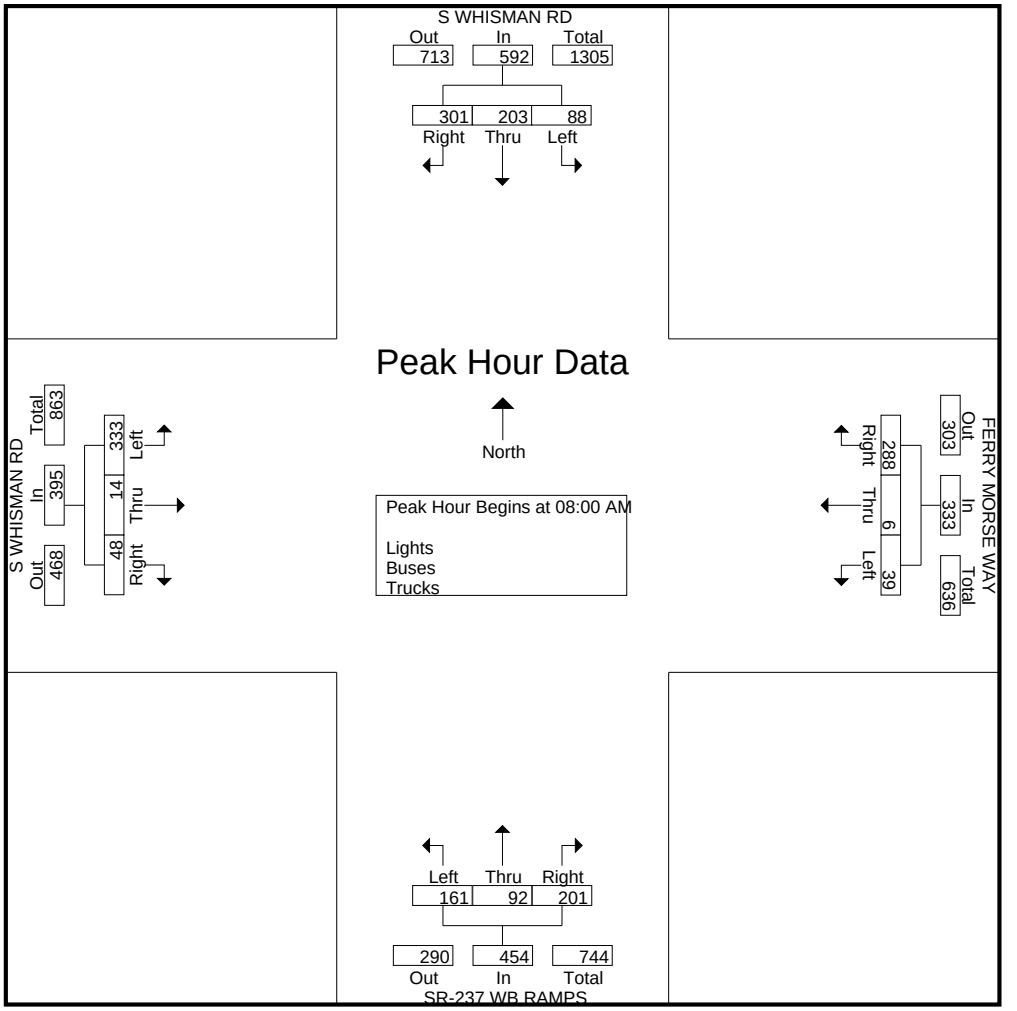

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File Name : 16AM FINAL
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Groups Printed- Bikes

	S WHISMAN RD Southbound					FERRY MORSE WAY Westbound					SR-237 WB RAMPS Northbound					S WHISMAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	10
08:00 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
Total	4	0	0	0	4	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	9	0	0	0	9	3	0	0	0	3	1	0	0	0	1	0	1	6	0	7	20
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	14.3	85.7	0		
Total %	45	0	0	0	45	15	0	0	0	15	5	0	0	0	5	0	5	30	0	35	

	S WHISMAN RD Southbound				FERRY MORSE WAY Westbound				SR-237 WB RAMPS Northbound				S WHISMAN RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**3**
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	1	0	0	1	**1**	0	0	**1**	0	0	0	0	0	0	1	1	3
Total Volume	3	0	0	3	1	0	0	1	0	0	0	0	0	0	6	6	10
% App. Total	100	0	0		100	0	0		0	0	0		0	0	100		
PHF	.750	.000	.000	.750	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.750	.750	.833

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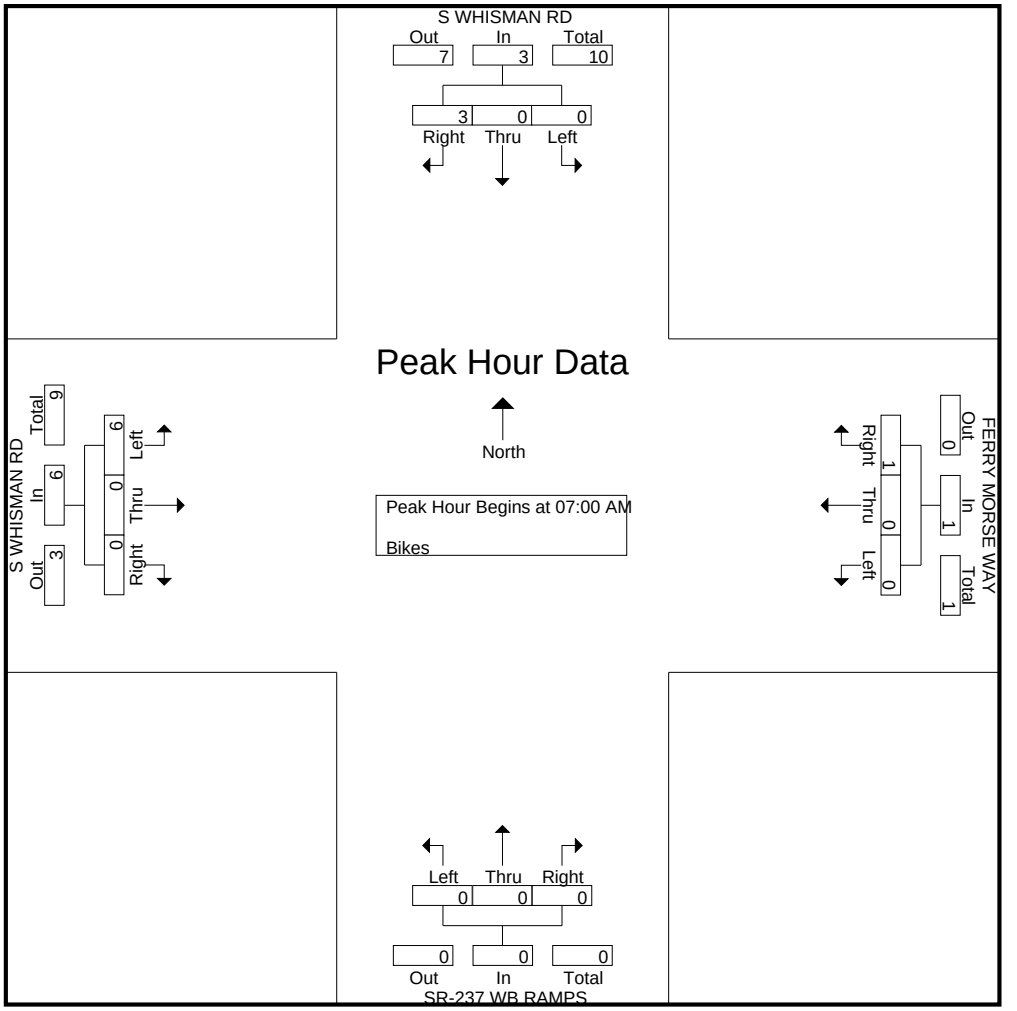

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Groups Printed- Lights - Buses - Trucks

	S WHISMAN RD Southbound					FERRY MORSE WAY Westbound					SR-237 WB RAMPS Northbound					S WHISMAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	58	61	31	3	153	19	2	8	1	30	52	9	24	0	85	10	1	49	0	60	328
04:15 PM	70	56	41	0	167	23	7	2	0	32	76	30	36	0	142	12	3	51	0	66	407
04:30 PM	78	47	42	2	169	30	5	7	2	44	64	33	57	0	154	13	4	53	0	70	437
04:45 PM	100	53	60	0	213	40	1	10	0	51	69	13	67	0	149	11	1	71	0	83	496
Total	306	217	174	5	702	112	15	27	3	157	261	85	184	0	530	46	9	224	0	279	1668
05:00 PM	123	73	82	0	278	33	0	3	0	36	95	10	58	0	163	7	8	69	0	84	561
05:15 PM	150	66	111	2	329	36	10	8	2	56	80	12	65	0	157	13	2	60	0	75	617
05:30 PM	179	62	113	0	354	29	7	7	0	43	89	7	76	0	172	11	4	74	0	89	658
05:45 PM	176	100	109	1	386	46	2	8	1	57	83	5	72	0	160	11	7	66	0	84	687
Total	628	301	415	3	1347	144	19	26	3	192	347	34	271	0	652	42	21	269	0	332	2523
06:00 PM	158	76	102	0	336	40	1	10	0	51	92	9	62	0	163	13	6	84	0	103	653
06:15 PM	112	55	67	1	235	36	3	3	0	42	93	12	66	0	171	8	2	57	0	67	515
06:30 PM	82	50	53	0	185	23	0	3	0	26	92	7	63	0	162	8	1	58	0	67	440
06:45 PM	71	52	41	0	164	23	3	5	0	31	81	17	66	0	164	13	2	45	0	60	419
Total	423	233	263	1	920	122	7	21	0	150	358	45	257	0	660	42	11	244	0	297	2027
Grand Total	1357	751	852	9	2969	378	41	74	6	499	966	164	712	0	1842	130	41	737	0	908	6218
Apprch %	45.7	25.3	28.7	0.3		75.8	8.2	14.8	1.2		52.4	8.9	38.7	0		14.3	4.5	81.2	0		
Total %	21.8	12.1	13.7	0.1	47.7	6.1	0.7	1.2	0.1	8	15.5	2.6	11.5	0	29.6	2.1	0.7	11.9	0	14.6	
Lights	1326	739	831	9	2905	357	41	73	6	477	946	162	711	0	1819	130	41	726	0	897	6098
% Lights	97.7	98.4	97.5	100	97.8	94.4	100	98.6	100	95.6	97.9	98.8	99.9	0	98.8	100	100	98.5	0	98.8	98.1
Buses	22	8	17	0	47	19	0	1	0	20	16	1	1	0	18	0	0	5	0	5	90
% Buses	1.6	1.1	2	0	1.6	5	0	1.4	0	4	1.7	0.6	0.1	0	1	0	0	0.7	0	0.6	1.4
Trucks	9	4	4	0	17	2	0	0	0	2	4	1	0	0	5	0	0	6	0	6	30
% Trucks	0.7	0.5	0.5	0	0.6	0.5	0	0	0	0.4	0.4	0.6	0	0	0.3	0	0	0.8	0	0.7	0.5

	S WHISMAN RD Southbound				FERRY MORSE WAY Westbound				SR-237 WB RAMPS Northbound				S WHISMAN RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	150	66	111	327	36	**10**	8	54	80	**12**	65	157	**13**	2	60	75	613
05:30 PM	**179**	62	**113**	354	29	7	7	43	89	7	**76**	**172**	11	4	74	89	658
05:45 PM	176	**100**	109	**385**	**46**	2	8	**56**	83	5	72	160	11	**7**	66	84	**685**
06:00 PM	158	76	102	336	40	1	**10**	51	**92**	9	62	163	13	6	**84**	**103**	653
Total Volume	663	304	435	1402	151	20	33	204	344	33	275	652	48	19	284	351	2609
% App. Total	47.3	21.7	31		74	9.8	16.2		52.8	5.1	42.2		13.7	5.4	80.9		
PHF	.926	.760	.962	.910	.821	.500	.825	.911	.935	.688	.905	.948	.923	.679	.845	.852	.952

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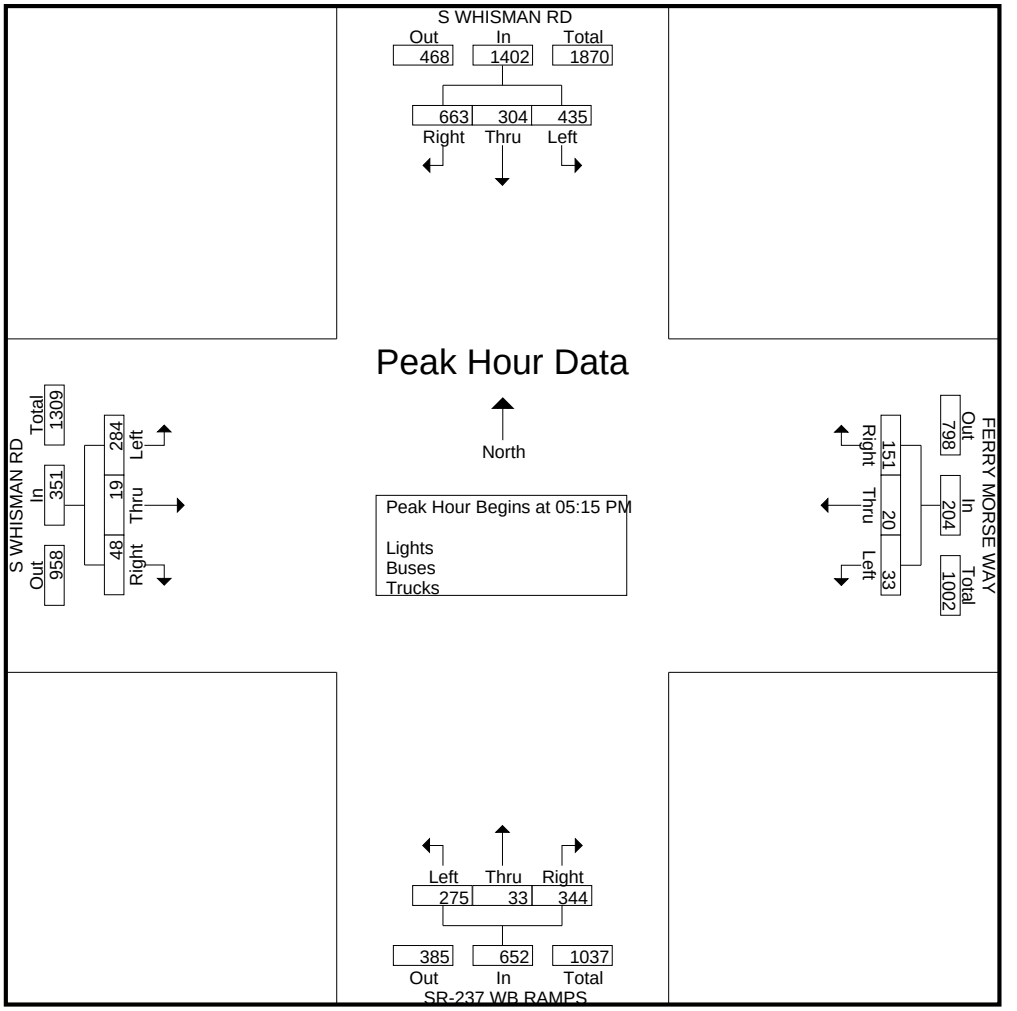

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Groups Printed- Bikes

	S WHISMAN RD Southbound					FERRY MORSE WAY Westbound					SR-237 WB RAMPS Northbound					S WHISMAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	11
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	5	0	1	0	6	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	9
Total	17	0	1	0	18	3	0	0	0	3	0	0	0	0	0	0	1	4	0	5	26
06:00 PM	7	0	1	0	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	10	0	1	0	11	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	13
Grand Total	31	0	2	0	33	5	2	0	0	7	0	0	0	0	0	0	1	4	0	5	45
Apprch %	93.9	0	6.1	0		71.4	28.6	0	0		0	0	0	0		0	20	80	0		
Total %	68.9	0	4.4	0	73.3	11.1	4.4	0	0	15.6	0	0	0	0	0	0	2.2	8.9	0	11.1	

	S WHISMAN RD Southbound				FERRY MORSE WAY Westbound				SR-237 WB RAMPS Northbound				S WHISMAN RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**7**	0	0	**7**	0	0	0	0	0	0	0	0	0	**1**	**3**	**4**	**11**
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	5	0	**1**	6	**2**	0	0	**2**	0	0	0	0	0	0	1	1	9
Total Volume	17	0	1	18	3	0	0	3	0	0	0	0	0	1	4	5	26
% App. Total	94.4	0	5.6		100	0	0		0	0	0		0	20	80		
PHF	.607	.000	.250	.643	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.333	.313	.591

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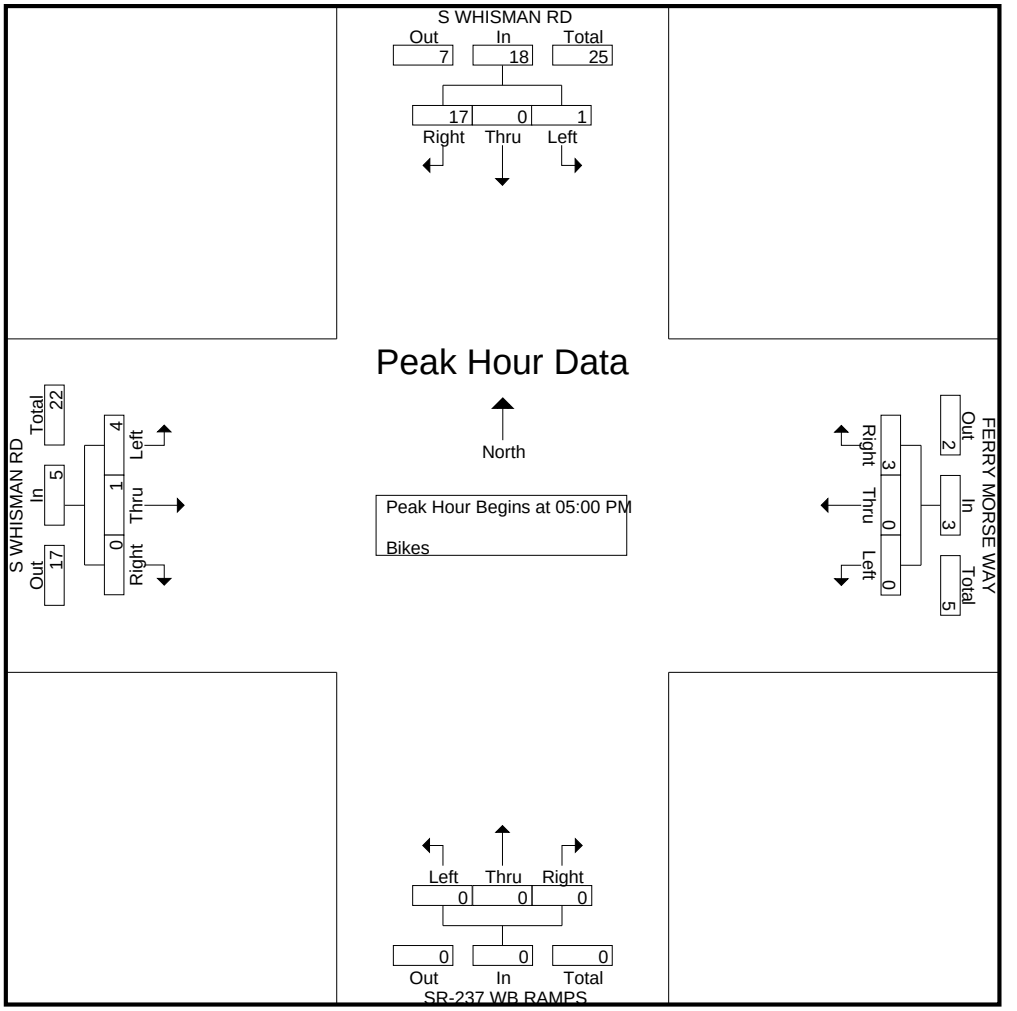

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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					S BERNARDO AVE Northbound					E EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	48	10	0	58	21	0	51	2	74	11	34	0	0	45	177
07:15 AM	0	0	0	0	0	0	89	9	0	98	30	0	64	1	95	20	25	1	0	46	239
07:30 AM	0	0	0	0	0	0	103	14	0	117	29	0	120	1	150	25	25	2	0	52	319
07:45 AM	0	0	0	0	0	0	150	9	0	159	42	0	108	0	150	23	51	3	0	77	386
Total	0	0	0	0	0	0	390	42	0	432	122	0	343	4	469	79	135	6	0	220	1121
08:00 AM	0	0	0	0	0	0	115	8	0	123	39	0	112	0	151	26	51	1	0	78	352
08:15 AM	0	0	0	0	0	0	124	8	0	132	42	0	167	3	212	25	39	1	1	66	410
08:30 AM	0	0	0	0	0	0	141	12	0	153	37	0	150	0	187	17	49	2	0	68	408
08:45 AM	0	0	0	0	0	0	139	8	0	147	39	0	141	3	183	32	68	6	0	106	436
Total	0	0	0	0	0	0	519	36	0	555	157	0	570	6	733	100	207	10	1	318	1606
09:00 AM	0	0	0	0	0	0	127	15	0	142	38	0	120	0	158	27	49	1	0	77	377
09:15 AM	0	0	0	0	0	0	128	17	0	145	41	0	145	0	186	15	46	2	0	63	394
09:30 AM	0	0	0	0	0	0	113	14	0	127	41	0	113	3	157	27	41	1	0	69	353
09:45 AM	0	0	0	0	0	0	97	16	0	113	42	0	101	1	144	17	47	1	0	65	322
Total	0	0	0	0	0	0	465	62	0	527	162	0	479	4	645	86	183	5	0	274	1446
Grand Total	0	0	0	0	0	0	1374	140	0	1514	441	0	1392	14	1847	265	525	21	1	812	4173
Apprch %	0	0	0	0		0	90.8	9.2	0		23.9	0	75.4	0.8		32.6	64.7	2.6	0.1		
Total %	0	0	0	0	0	0	32.9	3.4	0	36.3	10.6	0	33.4	0.3	44.3	6.4	12.6	0.5	0	19.5	
Lights	0	0	0	0	0	0	1342	137	0	1479	438	0	1377	14	1829	258	511	21	0	790	4098
% Lights	0	0	0	0	0	0	97.7	97.9	0	97.7	99.3	0	98.9	100	99	97.4	97.3	100	0	97.3	98.2
Buses	0	0	0	0	0	0	17	0	0	17	0	0	4	0	4	2	10	0	0	12	33
% Buses	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0.3	0	0.2	0.8	1.9	0	0	1.5	0.8
Trucks	0	0	0	0	0	0	15	3	0	18	3	0	11	0	14	5	4	0	1	10	42
% Trucks	0	0	0	0	0	0	1.1	2.1	0	1.2	0.7	0	0.8	0	0.8	1.9	0.8	0	100	1.2	1

	Southbound				W EVELYN AVE Westbound				S BERNARDO AVE Northbound				E EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	124	8	132	**42**	0	**167**	**209**	25	39	1	65	406
08:30 AM	0	0	0	0	0	**141**	12	**153**	37	0	150	187	17	49	2	68	408
08:45 AM	0	0	0	0	0	139	8	147	39	0	141	180	**32**	**68**	**6**	**106**	**433**
09:00 AM	0	0	0	0	0	127	**15**	142	38	0	120	158	27	49	1	77	377
Total Volume	0	0	0	0	0	531	43	574	156	0	578	734	101	205	10	316	1624
% App. Total	0	0	0		0	92.5	7.5		21.3	0	78.7		32	64.9	3.2		
PHF	.000	.000	.000	.000	.000	.941	.717	.938	.929	.000	.865	.878	.789	.754	.417	.745	.938

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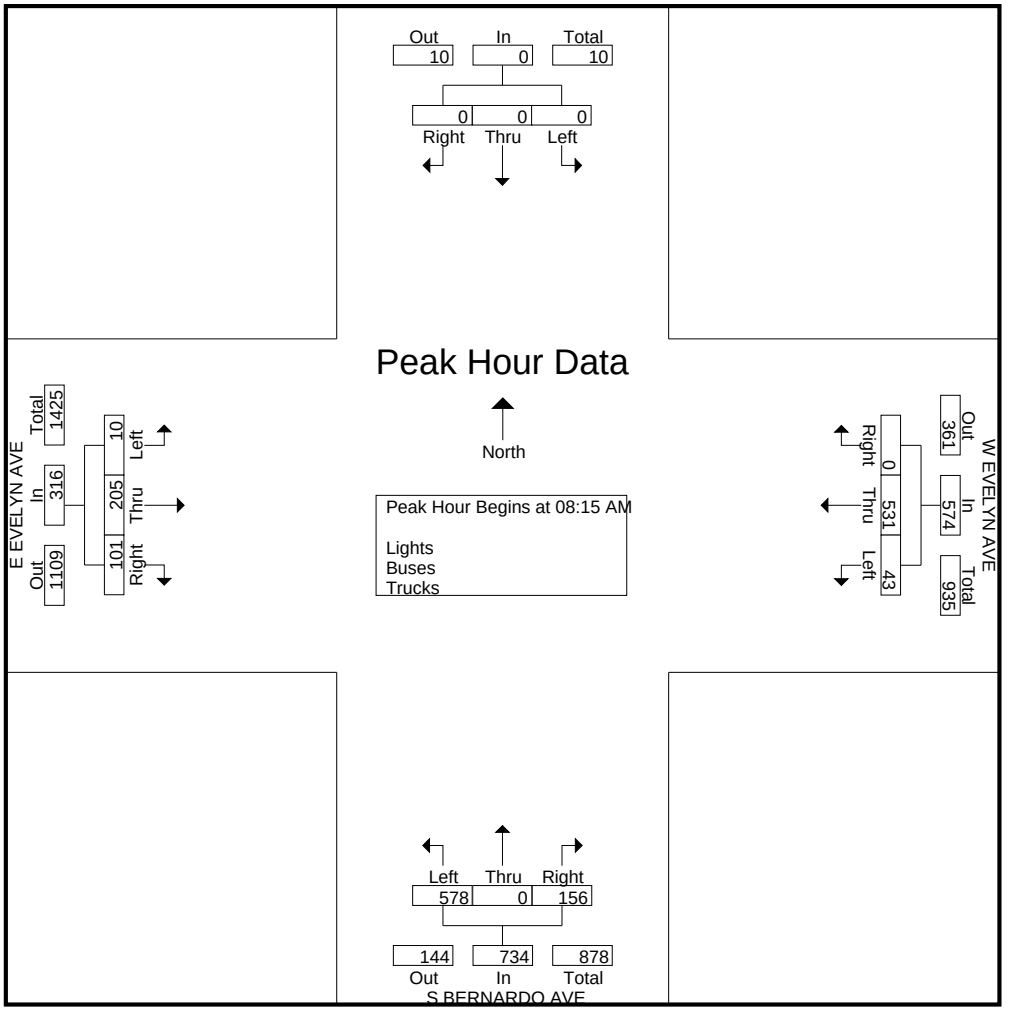

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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					S BERNARDO AVE Northbound					E EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	0	4	0	0	4	11
07:15 AM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	1	3	0	0	4	14
07:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	2	0	2	0	5	0	0	5	18
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	10	0	10	0	5	0	0	5	22
Total	0	0	0	0	0	0	31	1	0	32	1	0	14	0	15	1	17	0	0	18	65
08:00 AM	0	0	0	0	0	0	5	0	0	5	4	0	5	0	9	0	4	0	0	4	18
08:15 AM	0	0	0	0	0	0	16	0	0	16	3	0	2	0	5	1	11	0	0	12	33
08:30 AM	0	0	0	0	0	0	10	0	0	10	3	0	4	0	7	0	5	0	0	5	22
08:45 AM	0	0	0	0	0	0	14	0	0	14	2	0	16	0	18	1	8	0	0	9	41
Total	0	0	0	0	0	0	45	0	0	45	12	0	27	0	39	2	28	0	0	30	114
09:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	7	0	7	0	8	0	0	8	27
09:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	5	0	5	0	3	0	0	3	16
09:30 AM	0	0	0	0	0	0	11	0	0	11	1	0	5	0	6	1	10	0	0	11	28
09:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	0	3	0	0	3	13
Total	0	0	0	0	0	0	37	0	0	37	1	0	21	0	22	1	24	0	0	25	84
Grand Total	0	0	0	0	0	0	113	1	0	114	14	0	62	0	76	4	69	0	0	73	263
Apprch %	0	0	0	0		0	99.1	0.9	0		18.4	0	81.6	0		5.5	94.5	0	0		
Total %	0	0	0	0	0	0	43	0.4	0	43.3	5.3	0	23.6	0	28.9	1.5	26.2	0	0	27.8	

	Southbound				W EVELYN AVE Westbound				S BERNARDO AVE Northbound				E EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	**16**	0	**16**	**3**	0	2	5	**1**	**11**	0	**12**	33
08:30 AM	0	0	0	0	0	10	0	10	3	0	4	7	0	5	0	5	22
08:45 AM	0	0	0	0	0	14	0	14	2	0	**16**	**18**	1	8	0	9	**41**
09:00 AM	0	0	0	0	0	12	0	12	0	0	7	7	0	8	0	8	27
Total Volume	0	0	0	0	0	52	0	52	8	0	29	37	2	32	0	34	123
% App. Total	0	0	0		0	100	0		21.6	0	78.4		5.9	94.1	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.667	.000	.453	.514	.500	.727	.000	.708	.750

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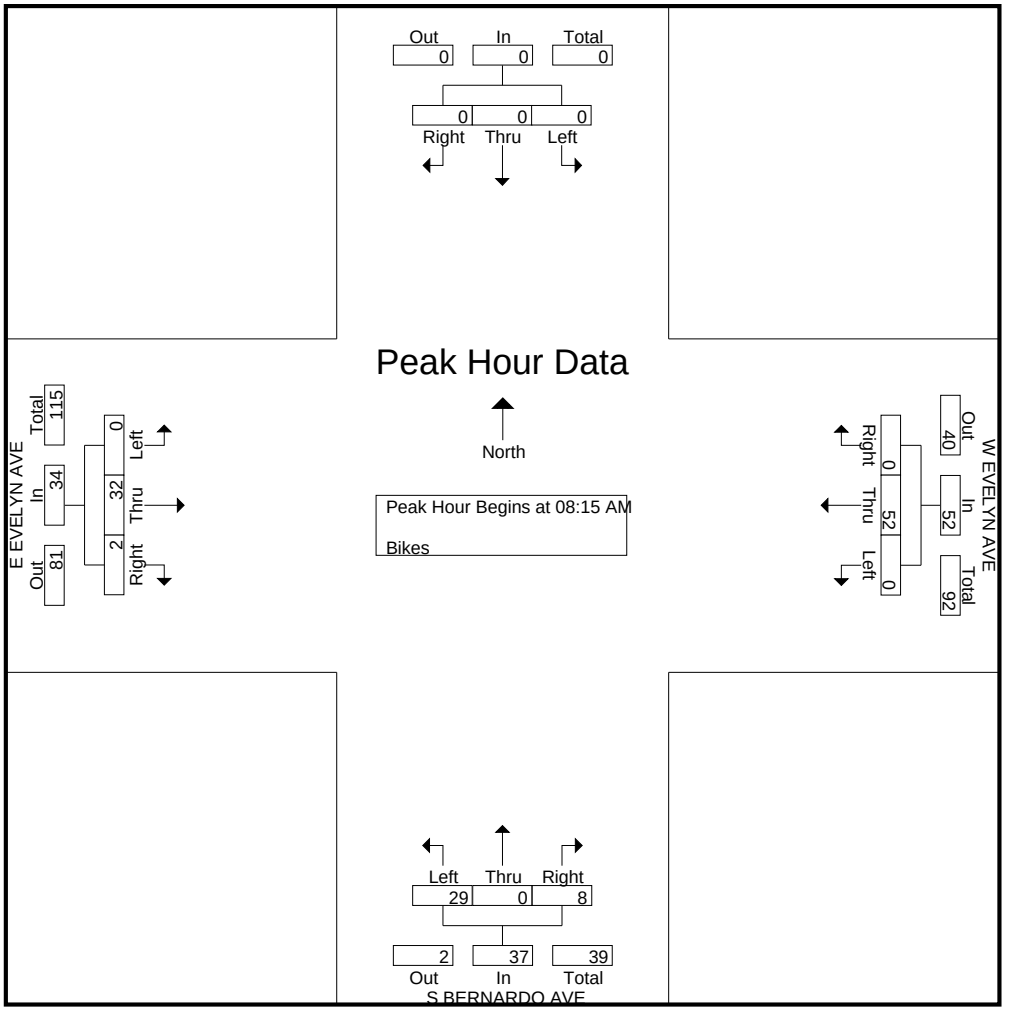

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File Name : 17PM FINAL
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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					S BERNARDO AVE Northbound					E EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	51	26	0	77	26	0	22	0	48	65	98	2	0	165	290
04:15 PM	0	0	0	0	0	0	65	24	0	89	19	0	24	0	43	81	133	0	0	214	346
04:30 PM	0	0	0	0	0	0	49	46	0	95	25	0	31	1	57	84	171	2	0	257	409
04:45 PM	0	0	0	0	0	0	58	40	0	98	28	0	32	1	61	106	171	1	0	278	437
Total	0	0	0	0	0	0	223	136	0	359	98	0	109	2	209	336	573	5	0	914	1482
05:00 PM	0	0	0	0	0	0	53	53	0	106	25	0	40	1	66	139	209	1	0	349	521
05:15 PM	0	0	0	0	0	0	77	45	0	122	18	0	29	2	49	146	209	0	0	355	526
05:30 PM	0	0	0	0	0	0	79	55	0	134	33	0	20	2	55	178	231	1	0	410	599
05:45 PM	0	0	0	0	0	0	86	48	0	134	28	0	22	1	51	156	179	1	0	336	521
Total	0	0	0	0	0	0	295	201	0	496	104	0	111	6	221	619	828	3	0	1450	2167
06:00 PM	0	0	0	0	0	0	78	61	0	139	18	0	32	0	50	156	202	0	0	358	547
06:15 PM	0	0	0	0	0	0	75	60	0	135	32	0	23	1	56	124	179	0	0	303	494
06:30 PM	0	0	0	0	0	0	62	41	0	103	27	0	26	1	54	124	146	0	0	270	427
06:45 PM	0	0	0	0	0	0	52	37	0	89	24	0	45	0	69	94	97	0	0	191	349
Total	0	0	0	0	0	0	267	199	0	466	101	0	126	2	229	498	624	0	0	1122	1817
Grand Total	0	0	0	0	0	0	785	536	0	1321	303	0	346	10	659	1453	2025	8	0	3486	5466
Apprch %	0	0	0	0		0	59.4	40.6	0		46	0	52.5	1.5		41.7	58.1	0.2	0		
Total %	0	0	0	0	0	0	14.4	9.8	0	24.2	5.5	0	6.3	0.2	12.1	26.6	37	0.1	0	63.8	
Lights	0	0	0	0	0	0	776	529	0	1305	298	0	342	10	650	1451	2002	8	0	3461	5416
% Lights	0	0	0	0	0	0	98.9	98.7	0	98.8	98.3	0	98.8	100	98.6	99.9	98.9	100	0	99.3	99.1
Buses	0	0	0	0	0	0	6	0	0	6	3	0	1	0	4	2	19	0	0	21	31
% Buses	0	0	0	0	0	0	0.8	0	0	0.5	1	0	0.3	0	0.6	0.1	0.9	0	0	0.6	0.6
Trucks	0	0	0	0	0	0	3	7	0	10	2	0	3	0	5	0	4	0	0	4	19
% Trucks	0	0	0	0	0	0	0.4	1.3	0	0.8	0.7	0	0.9	0	0.8	0	0.2	0	0	0.1	0.3

	Southbound				W EVELYN AVE Westbound				S BERNARDO AVE Northbound				E EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	77	45	122	18	0	29	47	146	209	0	355	524
05:30 PM	0	0	0	0	0	79	55	134	**33**	0	20	**53**	**178**	**231**	**1**	**410**	**597**
05:45 PM	0	0	0	0	0	**86**	48	134	28	0	22	50	156	179	1	336	520
06:00 PM	0	0	0	0	0	78	**61**	**139**	18	0	**32**	50	156	202	0	358	547
Total Volume	0	0	0	0	0	320	209	529	97	0	103	200	636	821	2	1459	2188
% App. Total	0	0	0		0	60.5	39.5		48.5	0	51.5		43.6	56.3	0.1		
PHF	.000	.000	.000	.000	.000	.930	.857	.951	.735	.000	.805	.943	.893	.889	.500	.890	.916

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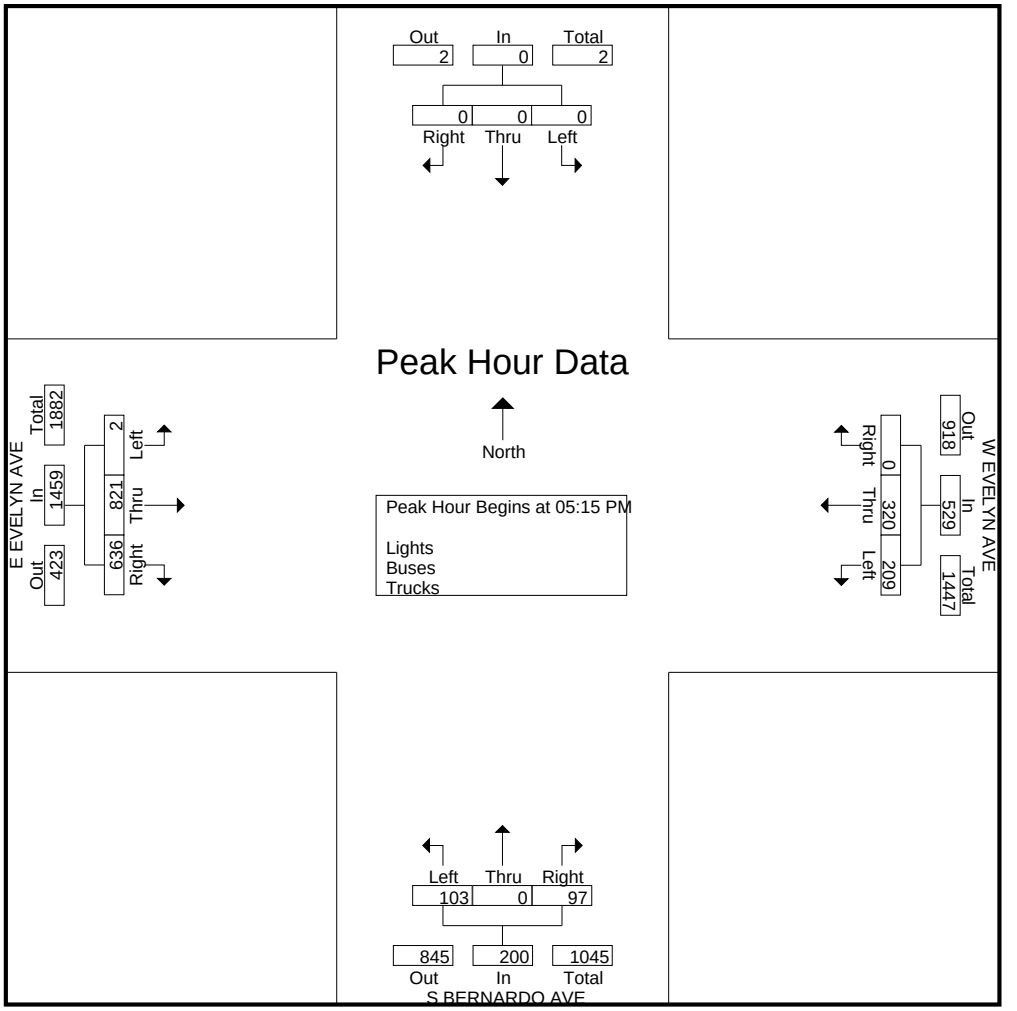

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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					S BERNARDO AVE Northbound					E EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	1	3	0	0	4	7
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	8
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	3	3	0	0	6	13
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	5	0	0	10	14
Total	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	10	13	0	0	23	42
05:00 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	5	14	0	0	19	28
05:15 PM	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	4	13	0	0	17	27
05:30 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	13	0	0	13	22
05:45 PM	0	0	0	0	0	0	7	4	0	11	0	0	1	0	1	4	7	0	0	11	23
Total	0	0	0	0	0	0	30	9	0	39	0	0	1	0	1	13	47	0	0	60	100
06:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	7	17	0	0	24	36
06:15 PM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	5	12	0	0	17	27
06:30 PM	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	3	12	0	0	15	20
06:45 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	10	9	0	0	19	24
Total	0	0	0	0	0	0	23	6	0	29	0	0	3	0	3	25	50	0	0	75	107
Grand Total	0	0	0	0	0	0	70	16	0	86	1	0	4	0	5	48	110	0	0	158	249
Apprch %	0	0	0	0		0	81.4	18.6	0		20	0	80	0		30.4	69.6	0	0		
Total %	0	0	0	0	0	0	28.1	6.4	0	34.5	0.4	0	1.6	0	2	19.3	44.2	0	0	63.5	

	Southbound				W EVELYN AVE Westbound				S BERNARDO AVE Northbound				E EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	8	2	10	0	0	0	0	4	13	0	17	27
05:30 PM	0	0	0	0	0	8	1	9	0	0	0	0	0	13	0	13	22
05:45 PM	0	0	0	0	0	7	**4**	**11**	0	0	**1**	**1**	4	7	0	11	23
06:00 PM	0	0	0	0	0	**10**	1	11	0	0	1	1	**7**	**17**	0	**24**	**36**
Total Volume	0	0	0	0	0	33	8	41	0	0	2	2	15	50	0	65	108
% App. Total	0	0	0		0	80.5	19.5		0	0	100		23.1	76.9	0		
PHF	.000	.000	.000	.000	.000	.825	.500	.932	.000	.000	.500	.500	.536	.735	.000	.677	.750

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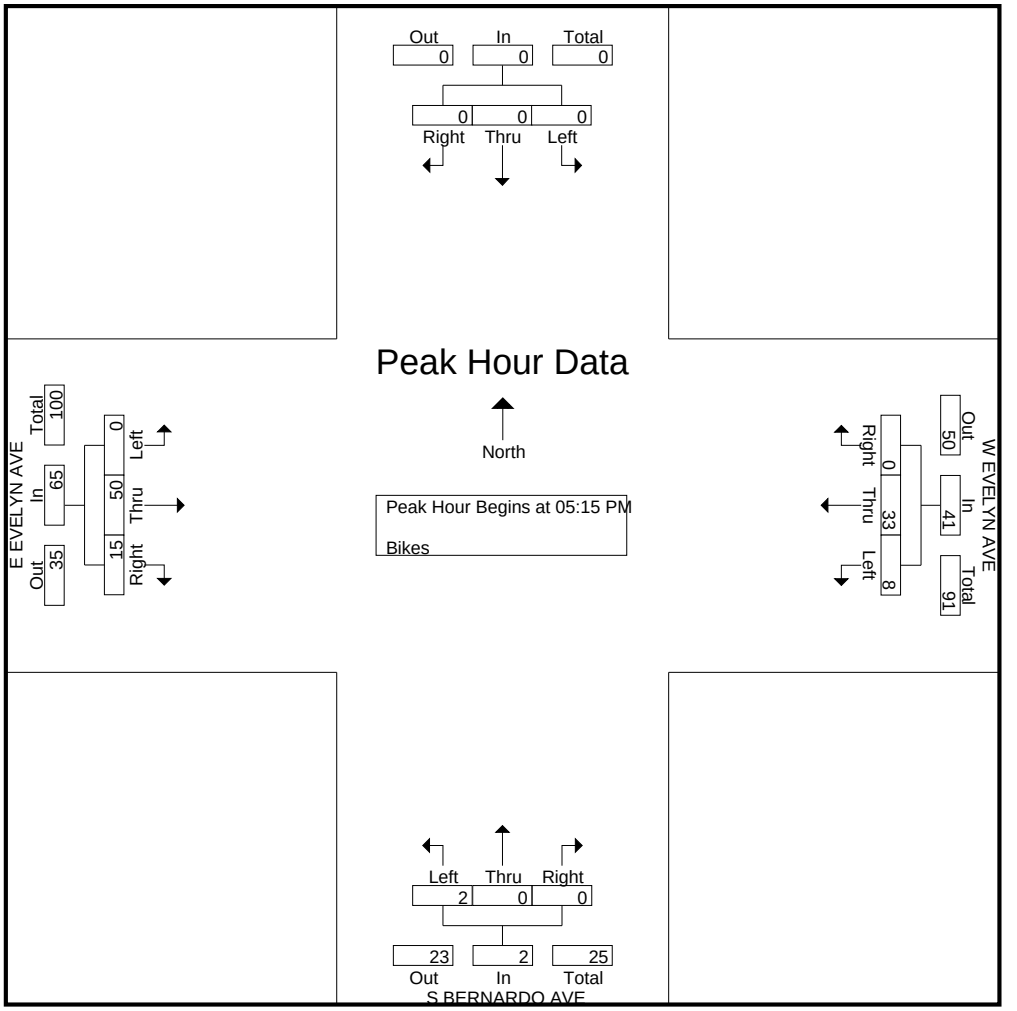

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File Name : 18AM FINAL
Site Code : 00000018
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Groups Printed- Lights - Buses - Trucks

	N PASTORIA AVE Southbound					W MAUDE AVE Westbound					N PASTORIA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	0	6	10	6	87	4	2	99	2	2	2	0	6	2	30	5	0	37	152
07:15 AM	10	0	3	8	21	9	153	10	0	172	4	0	2	6	12	2	25	13	1	41	246
07:30 AM	7	2	4	7	20	9	134	5	2	150	2	2	5	0	9	6	29	6	0	41	220
07:45 AM	9	4	3	6	22	17	182	19	2	220	2	2	3	1	8	4	48	14	2	68	318
Total	30	6	10	27	73	41	556	38	6	641	10	6	12	7	35	14	132	38	3	187	936
08:00 AM	6	4	1	9	20	16	159	15	3	193	5	1	1	5	12	5	47	13	2	67	292
08:15 AM	13	2	3	17	35	13	231	16	5	265	2	1	1	4	8	5	67	29	2	103	411
08:30 AM	11	5	2	19	37	13	224	13	13	263	4	4	6	8	22	12	44	19	6	81	403
08:45 AM	9	9	7	18	43	10	237	21	16	284	7	2	2	13	24	13	53	21	16	103	454
Total	39	20	13	63	135	52	851	65	37	1005	18	8	10	30	66	35	211	82	26	354	1560
09:00 AM	18	9	6	15	48	14	186	19	8	227	10	8	1	6	25	12	61	32	11	116	416
09:15 AM	18	8	4	23	53	13	243	28	3	287	6	2	2	7	17	15	57	27	14	113	470
09:30 AM	16	9	2	3	30	10	209	17	8	244	9	2	4	6	21	18	53	27	8	106	401
09:45 AM	15	7	3	9	34	8	242	17	3	270	6	4	5	4	19	9	86	21	6	122	445
Total	67	33	15	50	165	45	880	81	22	1028	31	16	12	23	82	54	257	107	39	457	1732
Grand Total	136	59	38	140	373	138	2287	184	65	2674	59	30	34	60	183	103	600	227	68	998	4228
Apprch %	36.5	15.8	10.2	37.5		5.2	85.5	6.9	2.4		32.2	16.4	18.6	32.8		10.3	60.1	22.7	6.8		
Total %	3.2	1.4	0.9	3.3	8.8	3.3	54.1	4.4	1.5	63.2	1.4	0.7	0.8	1.4	4.3	2.4	14.2	5.4	1.6	23.6	
Lights	115	59	33	140	347	134	2225	179	65	2603	43	20	31	60	154	102	577	179	68	926	4030
% Lights	84.6	100	86.8	100	93	97.1	97.3	97.3	100	97.3	72.9	66.7	91.2	100	84.2	99	96.2	78.9	100	92.8	95.3
Buses	14	0	3	0	17	1	37	1	0	39	13	10	3	0	26	0	9	45	0	54	136
% Buses	10.3	0	7.9	0	4.6	0.7	1.6	0.5	0	1.5	22	33.3	8.8	0	14.2	0	1.5	19.8	0	5.4	3.2
Trucks	7	0	2	0	9	3	25	4	0	32	3	0	0	0	3	1	14	3	0	18	62
% Trucks	5.1	0	5.3	0	2.4	2.2	1.1	2.2	0	1.2	5.1	0	0	0	1.6	1	2.3	1.3	0	1.8	1.5

	N PASTORIA AVE Southbound				W MAUDE AVE Westbound				N PASTORIA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**18**	**9**	**6**	**33**	**14**	186	19	219	**10**	**8**	1	**19**	12	61	**32**	105	376
09:15 AM	18	8	4	30	13	**243**	**28**	**284**	6	2	2	10	15	57	27	99	**423**
09:30 AM	16	9	2	27	10	209	17	236	9	2	4	15	**18**	53	27	98	376
09:45 AM	15	7	3	25	8	242	17	267	6	4	**5**	15	9	**86**	21	**116**	423
Total Volume	67	33	15	115	45	880	81	1006	31	16	12	59	54	257	107	418	1598
% App. Total	58.3	28.7	13		4.5	87.5	8.1		52.5	27.1	20.3		12.9	61.5	25.6		
PHF	.931	.917	.625	.871	.804	.905	.723	.886	.775	.500	.600	.776	.750	.747	.836	.901	.944

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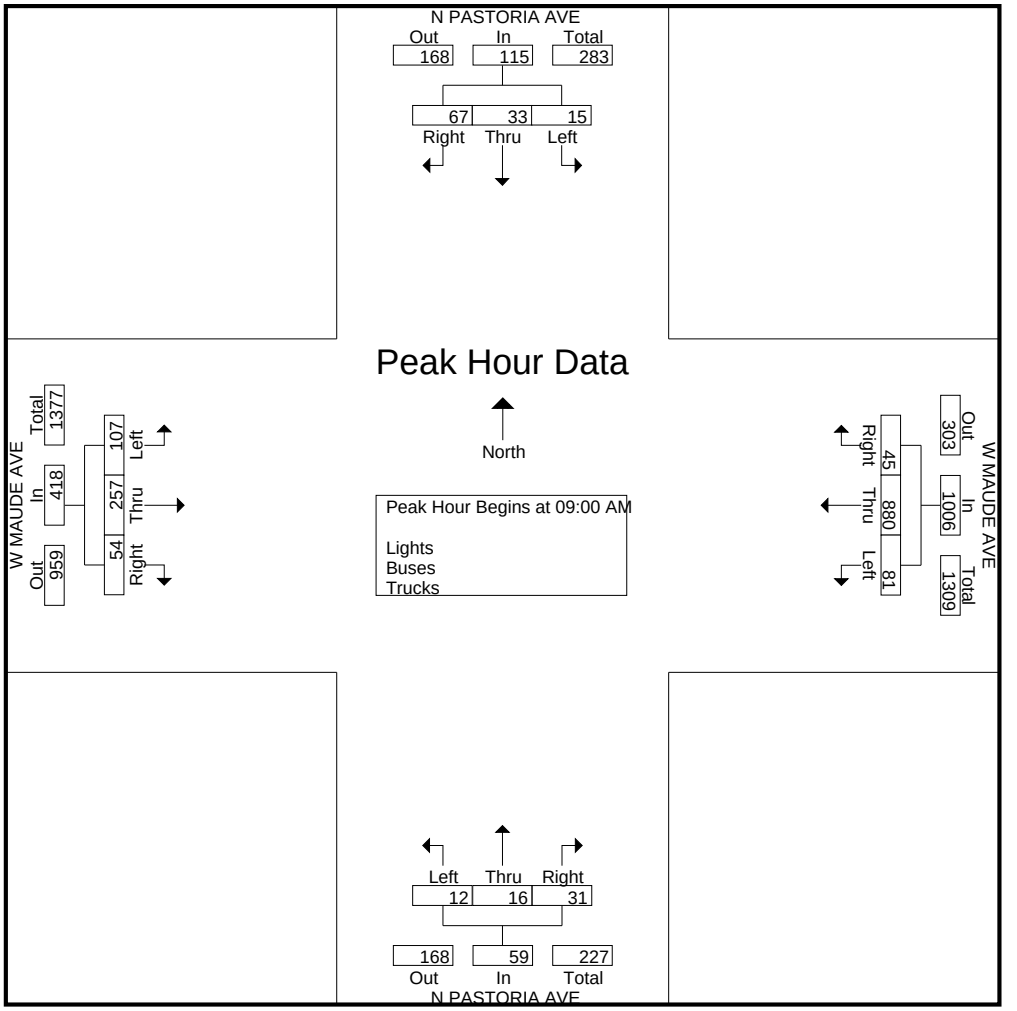

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File Name : 18AM FINAL
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Groups Printed- Bikes

	N PASTORIA AVE Southbound					W MAUDE AVE Westbound					N PASTORIA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
07:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	4
07:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	7	0	0	9	0	1	0	0	1	0	0	0	0	0	10
Total	0	0	0	0	0	2	13	2	0	17	0	1	0	0	1	0	2	2	0	4	22
08:00 AM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	9
08:15 AM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	16
08:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	10
08:45 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	3	1	0	4	13
Total	2	1	0	0	3	0	28	1	0	29	0	0	1	0	1	0	13	2	0	15	48
09:00 AM	0	0	0	0	0	5	5	0	0	10	1	1	0	0	2	0	6	0	0	6	18
09:15 AM	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	2	1	2	0	5	17
09:30 AM	2	4	0	0	6	0	8	0	0	8	0	2	0	0	2	1	3	2	0	6	22
09:45 AM	0	0	0	0	0	0	9	1	0	10	0	1	0	0	1	1	4	0	0	5	16
Total	2	4	0	0	6	7	32	1	0	40	1	4	0	0	5	4	14	4	0	22	73
Grand Total	4	5	0	0	9	9	73	4	0	86	1	5	1	0	7	4	29	8	0	41	143
Apprch %	44.4	55.6	0	0		10.5	84.9	4.7	0		14.3	71.4	14.3	0		9.8	70.7	19.5	0		
Total %	2.8	3.5	0	0	6.3	6.3	51	2.8	0	60.1	0.7	3.5	0.7	0	4.9	2.8	20.3	5.6	0	28.7	

	N PASTORIA AVE Southbound				W MAUDE AVE Westbound				N PASTORIA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**5**	5	0	10	**1**	1	0	**2**	0	**6**	0	**6**	18
09:15 AM	0	0	0	0	2	**10**	0	**12**	0	0	0	0	**2**	1	**2**	5	17
09:30 AM	**2**	**4**	0	**6**	0	8	0	8	0	**2**	0	2	1	3	2	6	**22**
09:45 AM	0	0	0	0	0	9	**1**	10	0	1	0	1	1	4	0	5	16
Total Volume	2	4	0	6	7	32	1	40	1	4	0	5	4	14	4	22	73
% App. Total	33.3	66.7	0		17.5	80	2.5		20	80	0		18.2	63.6	18.2		
PHF	.250	.250	.000	.250	.350	.800	.250	.833	.250	.500	.000	.625	.500	.583	.500	.917	.830

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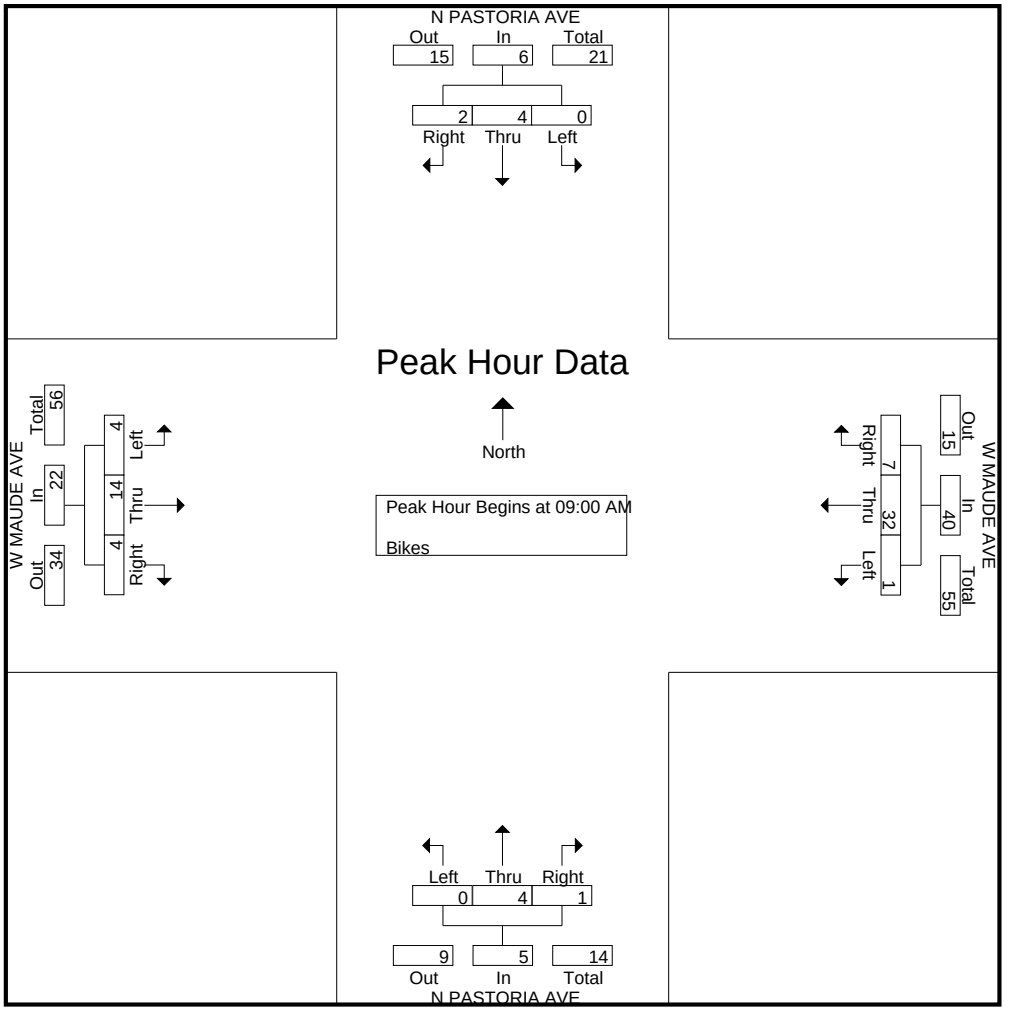

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Groups Printed- Lights - Buses - Trucks

	N PASTORIA AVE Southbound					W MAUDE AVE Westbound					N PASTORIA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	2	26	12	55	4	55	6	7	72	18	6	4	8	36	5	129	12	11	157	320
04:15 PM	22	3	23	12	60	6	67	7	5	85	15	4	7	5	31	3	161	15	6	185	361
04:30 PM	19	5	25	6	55	1	73	9	10	93	34	3	6	12	55	10	214	8	3	235	438
04:45 PM	19	6	26	7	58	2	75	2	3	82	30	4	3	3	40	7	220	12	7	246	426
Total	75	16	100	37	228	13	270	24	25	332	97	17	20	28	162	25	724	47	27	823	1545
05:00 PM	36	5	29	16	86	5	96	3	5	109	41	6	10	4	61	5	269	12	10	296	552
05:15 PM	44	8	49	10	111	5	85	9	8	107	46	7	11	10	74	7	250	10	4	271	563
05:30 PM	50	5	24	13	92	5	90	10	3	108	26	5	8	5	44	10	251	12	4	277	521
05:45 PM	42	4	28	11	85	1	83	8	5	97	32	8	7	8	55	9	177	8	5	199	436
Total	172	22	130	50	374	16	354	30	21	421	145	26	36	27	234	31	947	42	23	1043	2072
06:00 PM	22	6	21	2	51	5	73	5	0	83	41	2	8	1	52	5	204	6	0	215	401
06:15 PM	23	6	23	2	54	0	76	1	3	80	29	6	6	3	44	4	157	3	1	165	343
06:30 PM	20	3	11	5	39	2	75	1	1	79	21	2	5	3	31	5	154	7	2	168	317
06:45 PM	14	4	12	6	36	1	71	4	2	78	22	3	6	2	33	1	110	3	4	118	265
Total	79	19	67	15	180	8	295	11	6	320	113	13	25	9	160	15	625	19	7	666	1326
Grand Total	326	57	297	102	782	37	919	65	52	1073	355	56	81	64	556	71	2296	108	57	2532	4943
Apprch %	41.7	7.3	38	13		3.4	85.6	6.1	4.8		63.8	10.1	14.6	11.5		2.8	90.7	4.3	2.3		
Total %	6.6	1.2	6	2.1	15.8	0.7	18.6	1.3	1.1	21.7	7.2	1.1	1.6	1.3	11.2	1.4	46.4	2.2	1.2	51.2	
Lights	302	43	291	102	738	37	867	59	52	1015	329	28	80	64	501	69	2278	77	57	2481	4735
% Lights	92.6	75.4	98	100	94.4	100	94.3	90.8	100	94.6	92.7	50	98.8	100	90.1	97.2	99.2	71.3	100	98	95.8
Buses	22	14	5	0	41	0	43	6	0	49	25	27	0	0	52	1	8	26	0	35	177
% Buses	6.7	24.6	1.7	0	5.2	0	4.7	9.2	0	4.6	7	48.2	0	0	9.4	1.4	0.3	24.1	0	1.4	3.6
Trucks	2	0	1	0	3	0	9	0	0	9	1	1	1	0	3	1	10	5	0	16	31
% Trucks	0.6	0	0.3	0	0.4	0	1	0	0	0.8	0.3	1.8	1.2	0	0.5	1.4	0.4	4.6	0	0.6	0.6

	N PASTORIA AVE Southbound				W MAUDE AVE Westbound				N PASTORIA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	36	5	29	70	**5**	**96**	3	104	41	6	10	57	5	**269**	**12**	**286**	517
05:15 PM	44	**8**	**49**	**101**	5	85	9	99	**46**	7	**11**	**64**	7	250	10	267	**531**
05:30 PM	**50**	5	24	79	5	90	**10**	**105**	26	5	8	39	**10**	251	12	273	496
05:45 PM	42	4	28	74	1	83	8	92	32	**8**	7	47	9	177	8	194	407
Total Volume	172	22	130	324	16	354	30	400	145	26	36	207	31	947	42	1020	1951
% App. Total	53.1	6.8	40.1		4	88.5	7.5		70	12.6	17.4		3	92.8	4.1		
PHF	.860	.688	.663	.802	.800	.922	.750	.952	.788	.813	.818	.809	.775	.880	.875	.892	.919

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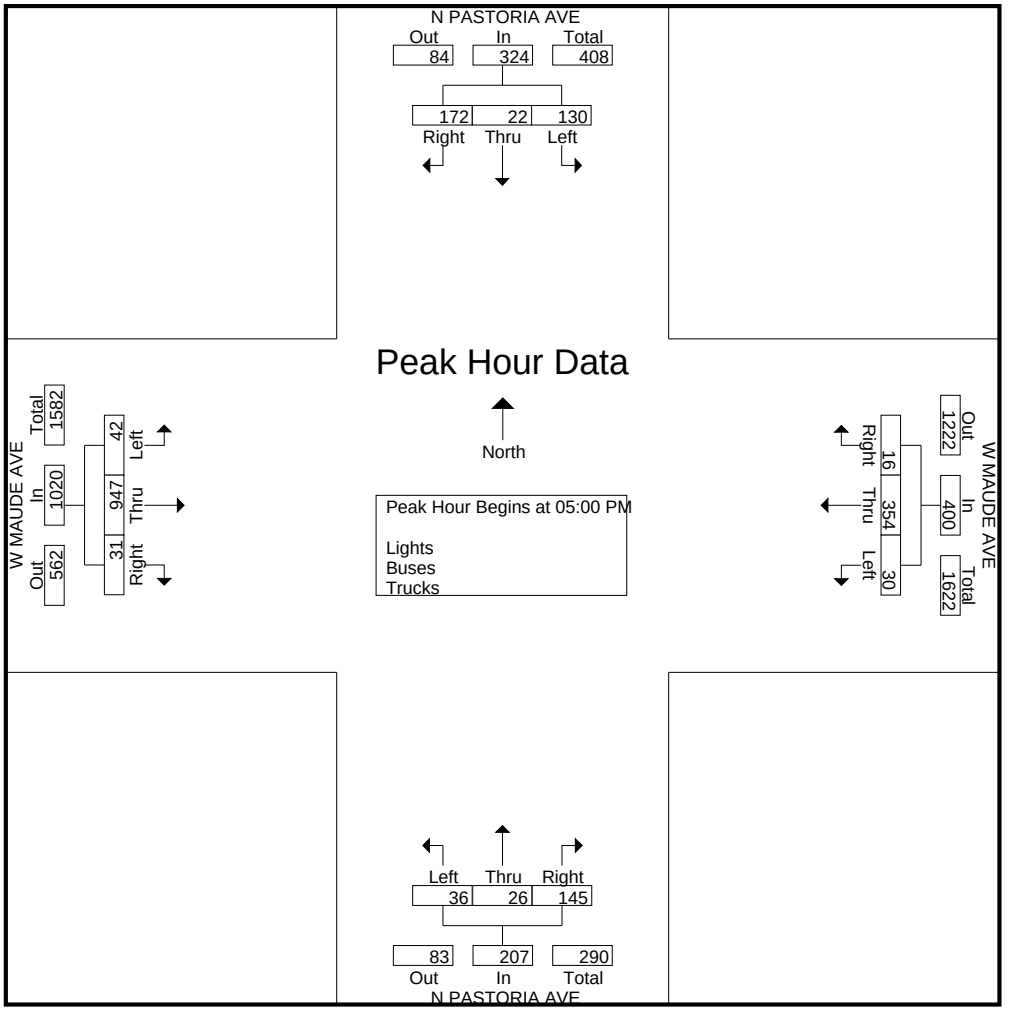

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Groups Printed- Bikes

	N PASTORIA AVE Southbound					W MAUDE AVE Westbound					N PASTORIA AVE Northbound					W MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
04:15 PM	1	1	0	0	2	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
04:45 PM	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	9
Total	2	2	4	0	8	0	4	0	0	4	2	0	1	0	3	0	12	0	0	12	27
05:00 PM	0	1	0	0	1	0	2	2	0	4	0	1	0	0	1	0	7	0	0	7	13
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	9	0	0	9	13
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	0	7	0	0	7	11
05:45 PM	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	17
Total	1	5	2	0	8	0	8	2	0	10	0	1	3	0	4	0	32	0	0	32	54
06:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	10
06:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	12
06:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
06:45 PM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	1	5	0	0	6	10
Total	2	3	0	0	5	0	8	0	0	8	2	0	2	0	4	1	21	0	0	22	39
Grand Total	5	10	6	0	21	0	20	2	0	22	4	1	6	0	11	1	65	0	0	66	120
Apprch %	23.8	47.6	28.6	0		0	90.9	9.1	0		36.4	9.1	54.5	0		1.5	98.5	0	0		
Total %	4.2	8.3	5	0	17.5	0	16.7	1.7	0	18.3	3.3	0.8	5	0	9.2	0.8	54.2	0	0	55	

	N PASTORIA AVE Southbound				W MAUDE AVE Westbound				N PASTORIA AVE Northbound				W MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	2	**2**	**4**	0	**1**	0	1	0	7	0	7	13
05:15 PM	0	0	**1**	1	0	2	0	2	0	0	1	1	0	**9**	0	**9**	13
05:30 PM	0	0	1	1	0	1	0	1	0	0	**2**	**2**	0	7	0	7	11
05:45 PM	**1**	**4**	0	**5**	0	**3**	0	3	0	0	0	0	0	9	0	9	**17**
Total Volume	1	5	2	8	0	8	2	10	0	1	3	4	0	32	0	32	54
% App. Total	12.5	62.5	25		0	80	20		0	25	75		0	100	0		
PHF	.250	.313	.500	.400	.000	.667	.250	.625	.000	.250	.375	.500	.000	.889	.000	.889	.794

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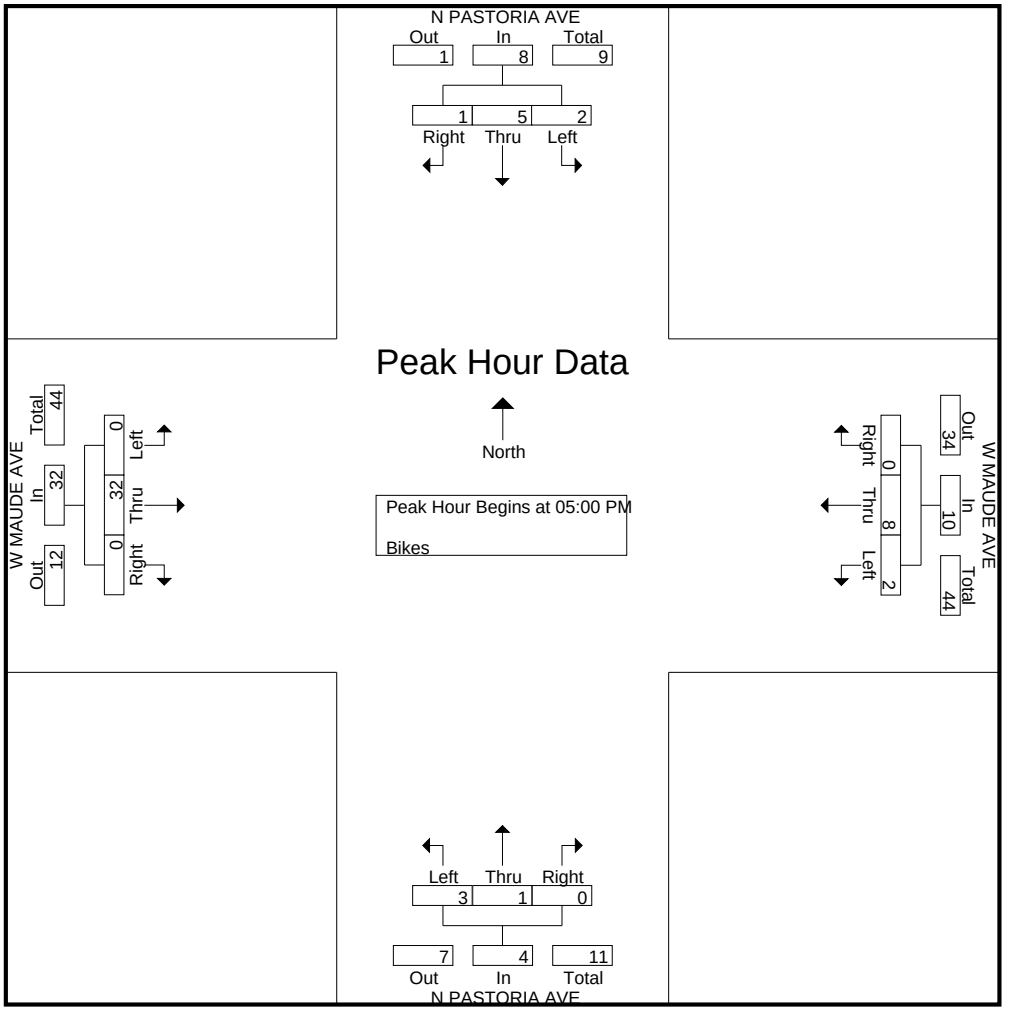

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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 6/5/2018
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Groups Printed- Lights - Buses - Trucks

	FAIR OAKS AVE Southbound					E MAUDE AVE Westbound					FAIR OAKS AVE Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	101	1	0	117	2	9	2	0	13	2	64	12	0	78	18	14	6	1	39	247
07:15 AM	16	86	1	2	105	0	22	4	1	27	4	72	18	2	96	12	10	10	0	32	260
07:30 AM	31	98	0	1	130	0	40	2	0	42	2	102	19	4	127	20	15	16	3	54	353
07:45 AM	25	108	1	1	135	0	34	1	2	37	2	144	32	5	183	22	15	23	1	61	416
Total	87	393	3	4	487	2	105	9	3	119	10	382	81	11	484	72	54	55	5	186	1276
08:00 AM	17	162	0	0	179	0	32	4	2	38	4	135	25	6	170	38	15	30	0	83	470
08:15 AM	18	120	0	0	138	0	38	1	1	40	3	180	37	3	223	19	16	11	3	49	450
08:30 AM	18	108	1	1	128	0	37	2	3	42	2	193	34	2	231	21	22	12	1	56	457
08:45 AM	17	141	0	3	161	1	41	3	1	46	5	167	30	2	204	17	23	15	5	60	471
Total	70	531	1	4	606	1	148	10	7	166	14	675	126	13	828	95	76	68	9	248	1848
09:00 AM	24	131	0	3	158	0	72	4	5	81	5	195	38	6	244	23	16	12	1	52	535
09:15 AM	21	110	1	2	134	1	68	4	0	73	2	195	42	3	242	17	21	13	2	53	502
09:30 AM	23	116	0	6	145	0	42	5	2	49	7	168	41	9	225	18	25	11	0	54	473
09:45 AM	21	129	0	4	154	3	42	3	3	51	4	148	32	3	187	24	17	16	0	57	449
Total	89	486	1	15	591	4	224	16	10	254	18	706	153	21	898	82	79	52	3	216	1959
Grand Total	246	1410	5	23	1684	7	477	35	20	539	42	1763	360	45	2210	249	209	175	17	650	5083
Apprch %	14.6	83.7	0.3	1.4		1.3	88.5	6.5	3.7		1.9	79.8	16.3	2		38.3	32.2	26.9	2.6		
Total %	4.8	27.7	0.1	0.5	33.1	0.1	9.4	0.7	0.4	10.6	0.8	34.7	7.1	0.9	43.5	4.9	4.1	3.4	0.3	12.8	
Lights	228	1380	4	23	1635	7	459	31	20	517	39	1715	344	45	2143	245	195	160	17	617	4912
% Lights	92.7	97.9	80	100	97.1	100	96.2	88.6	100	95.9	92.9	97.3	95.6	100	97	98.4	93.3	91.4	100	94.9	96.6
Buses	10	7	1	0	18	0	3	2	0	5	1	27	9	0	37	2	9	10	0	21	81
% Buses	4.1	0.5	20	0	1.1	0	0.6	5.7	0	0.9	2.4	1.5	2.5	0	1.7	0.8	4.3	5.7	0	3.2	1.6
Trucks	8	23	0	0	31	0	15	2	0	17	2	21	7	0	30	2	5	5	0	12	90
% Trucks	3.3	1.6	0	0	1.8	0	3.1	5.7	0	3.2	4.8	1.2	1.9	0	1.4	0.8	2.4	2.9	0	1.8	1.8

	FAIR OAKS AVE Southbound				E MAUDE AVE Westbound				FAIR OAKS AVE Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	17	**141**	0	**158**	**1**	41	3	45	5	167	30	202	17	23	**15**	**55**	460
09:00 AM	**24**	131	0	155	0	**72**	4	**76**	5	**195**	38	238	**23**	16	12	51	**520**
09:15 AM	21	110	**1**	132	1	68	4	73	2	195	**42**	**239**	17	21	13	51	495
09:30 AM	23	116	0	139	0	42	**5**	47	**7**	168	41	216	18	**25**	11	54	456
Total Volume	85	498	1	584	2	223	16	241	19	725	151	895	75	85	51	211	1931
% App. Total	14.6	85.3	0.2		0.8	92.5	6.6		2.1	81	16.9		35.5	40.3	24.2		
PHF	.885	.883	.250	.924	.500	.774	.800	.793	.679	.929	.899	.936	.815	.850	.850	.959	.928

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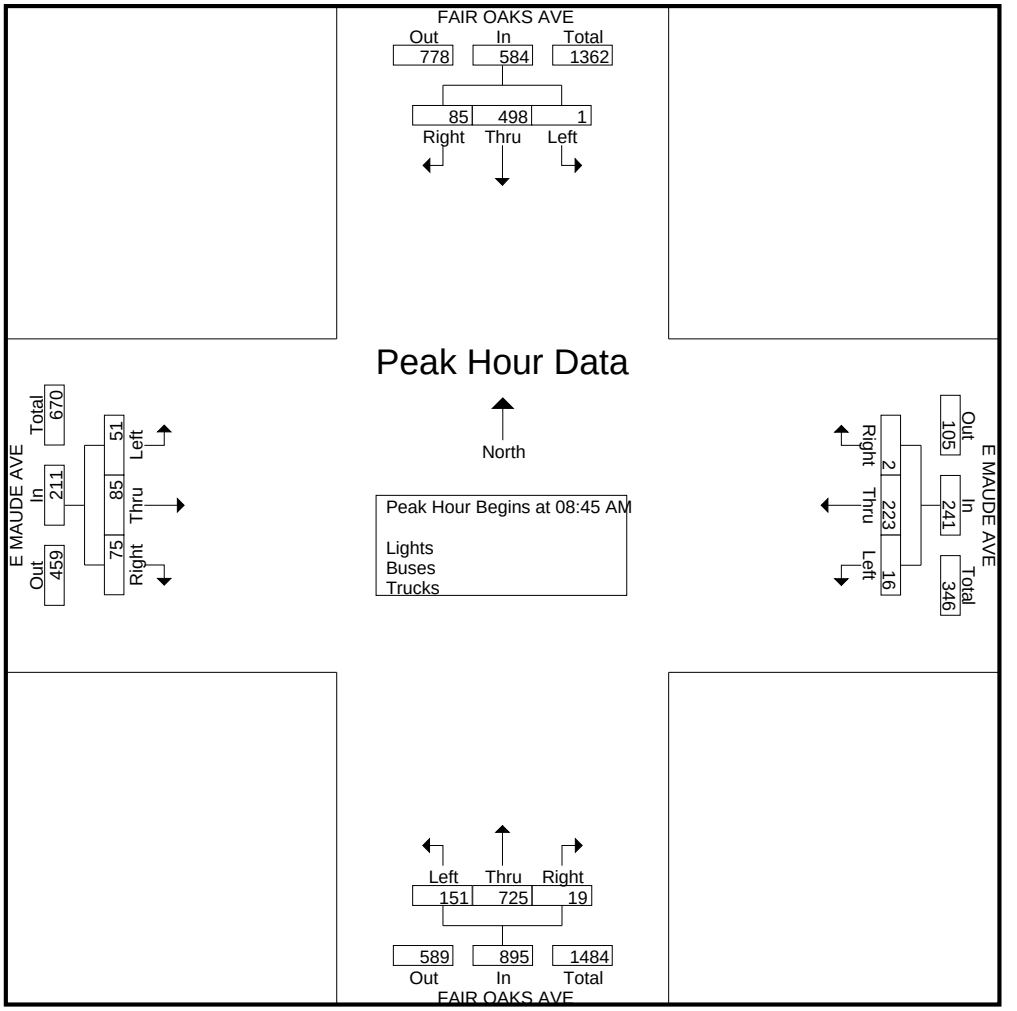

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File Name : 19AM FINAL
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Groups Printed- Bikes

	FAIR OAKS AVE Southbound					E MAUDE AVE Westbound					FAIR OAKS AVE Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	1	0	3	0	0	3	0	1	2	0	3	0	1	0	0	1	8
Total	2	0	0	0	2	0	5	0	0	5	0	2	2	0	4	1	1	0	0	2	13
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	1	0	0	1	0	3	0	0	3	1	1	1	0	3	0	6	0	0	6	13
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4
Total	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	0	3	0	0	3	10
Grand Total	2	1	0	0	3	0	12	1	0	13	2	3	4	0	9	1	10	0	0	11	36
Apprch %	66.7	33.3	0	0		0	92.3	7.7	0		22.2	33.3	44.4	0		9.1	90.9	0	0		
Total %	5.6	2.8	0	0	8.3	0	33.3	2.8	0	36.1	5.6	8.3	11.1	0	25	2.8	27.8	0	0	30.6	

	FAIR OAKS AVE Southbound				E MAUDE AVE Westbound				FAIR OAKS AVE Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	**1**	0	0	**1**	0	**3**	0	**3**	0	**1**	**2**	**3**	0	1	0	1	**8**
08:00 AM	0	**1**	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	6
Total Volume	1	1	0	2	0	7	0	7	0	2	2	4	0	6	0	6	19
% App. Total	50	50	0		0	100	0		0	50	50		0	100	0		
PHF	.250	.250	.000	.500	.000	.583	.000	.583	.000	.500	.250	.333	.000	.300	.000	.300	.594

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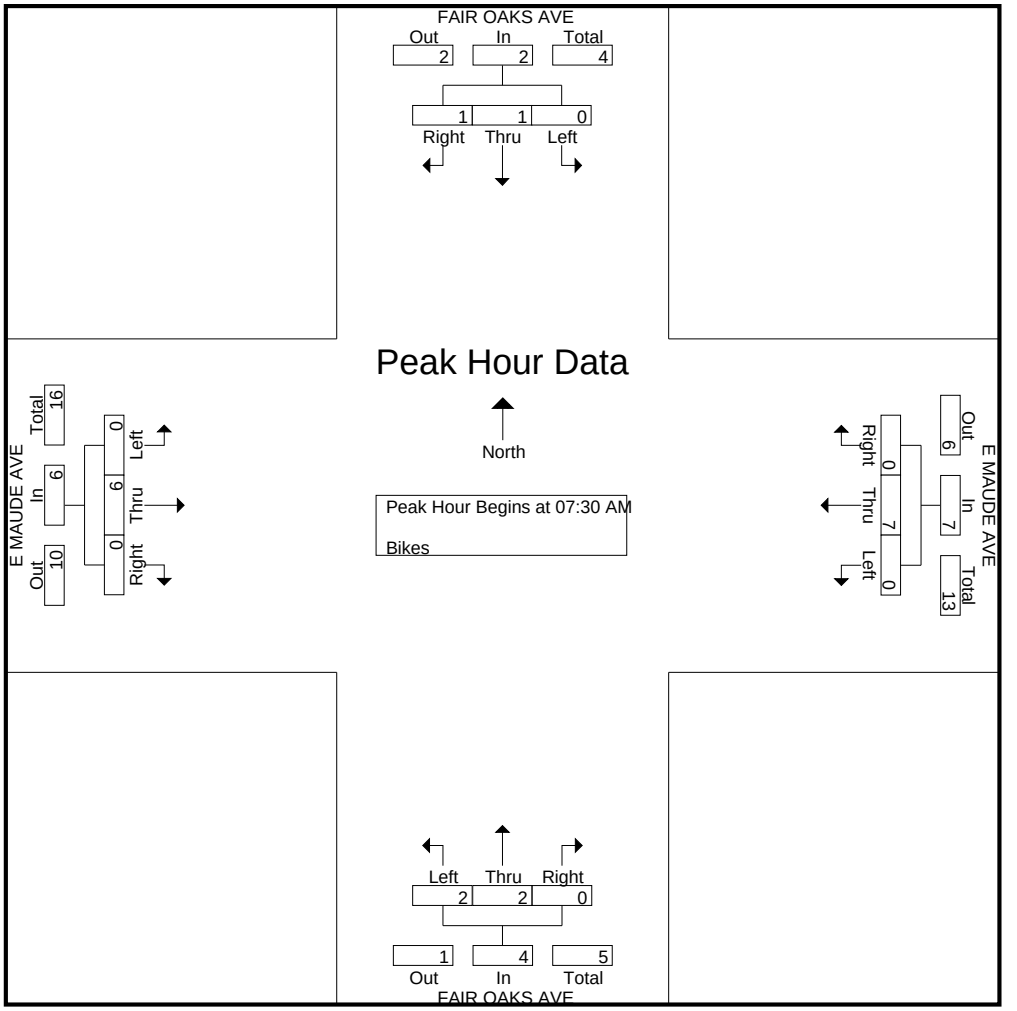

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Groups Printed- Lights - Buses - Trucks

	FAIR OAKS AVE Southbound					E MAUDE AVE Westbound					FAIR OAKS AVE Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	127	0	2	148	1	21	6	0	28	3	111	17	2	133	29	39	23	0	91	400
04:15 PM	15	152	0	2	169	0	22	6	1	29	9	141	29	1	180	21	47	24	2	94	472
04:30 PM	15	158	0	2	175	2	25	11	4	42	9	105	14	2	130	22	53	32	0	107	454
04:45 PM	21	216	0	5	242	2	25	7	0	34	1	97	20	6	124	37	45	26	2	110	510
Total	70	653	0	11	734	5	93	30	5	133	22	454	80	11	567	109	184	105	4	402	1836
05:00 PM	22	214	0	3	239	3	24	12	0	39	5	124	18	4	151	37	42	24	1	104	533
05:15 PM	20	251	1	1	273	5	20	12	1	38	3	138	24	4	169	50	58	30	3	141	621
05:30 PM	20	260	3	2	285	1	31	10	0	42	8	129	31	6	174	32	52	24	4	112	613
05:45 PM	19	253	2	1	275	1	28	6	1	36	8	119	33	8	168	22	68	27	2	119	598
Total	81	978	6	7	1072	10	103	40	2	155	24	510	106	22	662	141	220	105	10	476	2365
06:00 PM	20	251	0	5	276	3	24	13	3	43	5	119	21	3	148	38	51	22	0	111	578
06:15 PM	16	264	2	1	283	1	24	5	4	34	13	121	24	2	160	36	64	20	2	122	599
06:30 PM	24	194	1	2	221	1	17	11	2	31	5	116	20	3	144	41	37	30	1	109	505
06:45 PM	19	196	0	7	222	1	16	5	3	25	9	112	26	4	151	28	44	21	1	94	492
Total	79	905	3	15	1002	6	81	34	12	133	32	468	91	12	603	143	196	93	4	436	2174
Grand Total	230	2536	9	33	2808	21	277	104	19	421	78	1432	277	45	1832	393	600	303	18	1314	6375
Apprch %	8.2	90.3	0.3	1.2		5	65.8	24.7	4.5		4.3	78.2	15.1	2.5		29.9	45.7	23.1	1.4		
Total %	3.6	39.8	0.1	0.5	44	0.3	4.3	1.6	0.3	6.6	1.2	22.5	4.3	0.7	28.7	6.2	9.4	4.8	0.3	20.6	
Lights	221	2511	9	33	2774	21	275	104	19	419	78	1412	275	45	1810	390	593	291	18	1292	6295
% Lights	96.1	99	100	100	98.8	100	99.3	100	100	99.5	100	98.6	99.3	100	98.8	99.2	98.8	96	100	98.3	98.7
Buses	8	18	0	0	26	0	1	0	0	1	0	5	2	0	7	2	5	11	0	18	52
% Buses	3.5	0.7	0	0	0.9	0	0.4	0	0	0.2	0	0.3	0.7	0	0.4	0.5	0.8	3.6	0	1.4	0.8
Trucks	1	7	0	0	8	0	1	0	0	1	0	15	0	0	15	1	2	1	0	4	28
% Trucks	0.4	0.3	0	0	0.3	0	0.4	0	0	0.2	0	1	0	0	0.8	0.3	0.3	0.3	0	0.3	0.4

	FAIR OAKS AVE Southbound				E MAUDE AVE Westbound				FAIR OAKS AVE Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**20**	251	1	272	**5**	20	12	37	3	**138**	24	165	**50**	58	**30**	**138**	**612**
05:30 PM	20	**260**	**3**	**283**	1	**31**	10	**42**	**8**	129	31	**168**	32	52	24	108	601
05:45 PM	19	253	2	274	1	28	6	35	8	119	**33**	160	22	**68**	27	117	586
06:00 PM	20	251	0	271	3	24	**13**	40	5	119	21	145	38	51	22	111	567
Total Volume	79	1015	6	1100	10	103	41	154	24	505	109	638	142	229	103	474	2366
% App. Total	7.2	92.3	0.5		6.5	66.9	26.6		3.8	79.2	17.1		30	48.3	21.7		
PHF	.988	.976	.500	.972	.500	.831	.788	.917	.750	.915	.826	.949	.710	.842	.858	.859	.967

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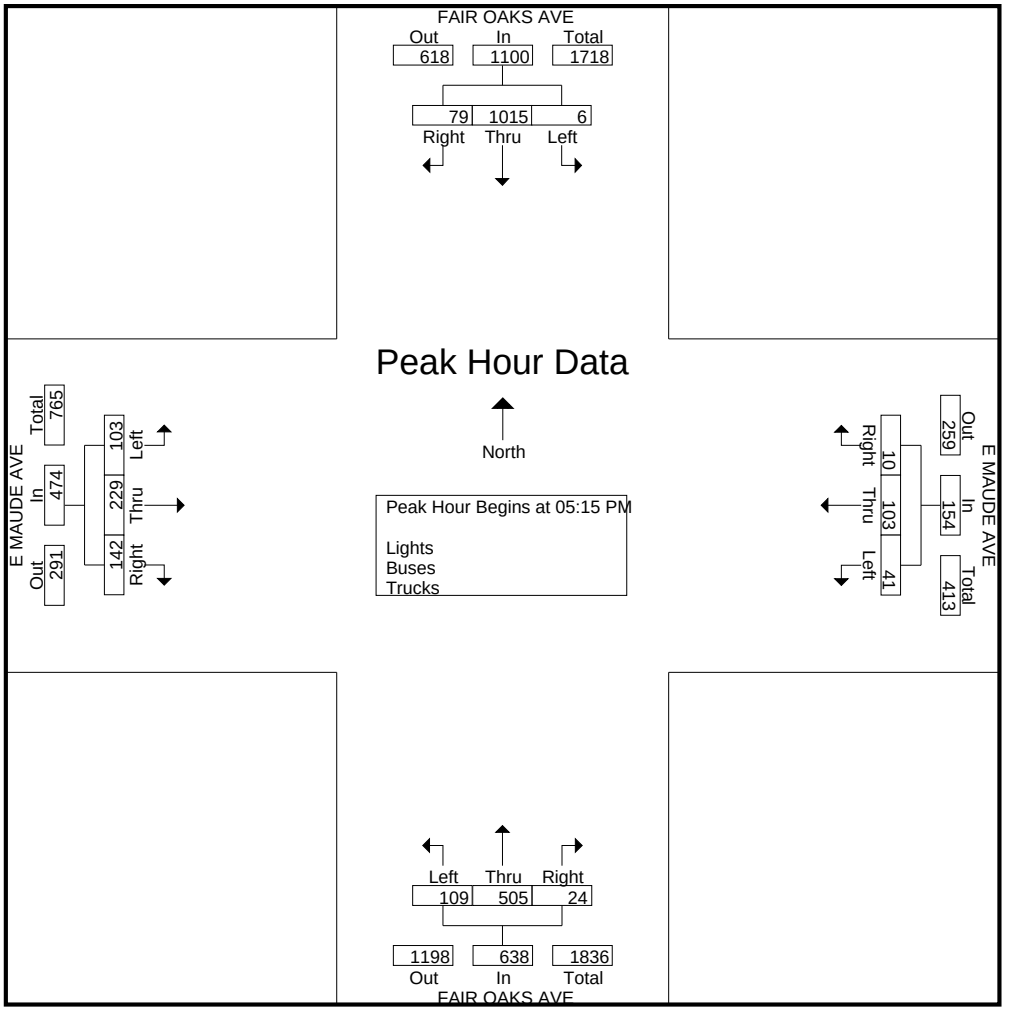

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Groups Printed- Bikes

	FAIR OAKS AVE Southbound					E MAUDE AVE Westbound					FAIR OAKS AVE Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	1	1	0	0	2	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	2	4	0	0	6	10
05:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	3	0	0	4	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
05:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	3	1	0	4	8
Total	0	1	0	0	1	0	7	0	0	7	1	1	1	0	3	1	10	1	0	12	23
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	3	1	0	7	8
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	4	1	0	8	10
Grand Total	0	2	0	0	2	0	8	0	0	8	3	3	1	0	7	6	18	2	0	26	43
Apprch %	0	100	0	0		0	100	0	0		42.9	42.9	14.3	0		23.1	69.2	7.7	0		
Total %	0	4.7	0	0	4.7	0	18.6	0	0	18.6	7	7	2.3	0	16.3	14	41.9	4.7	0	60.5	

	FAIR OAKS AVE Southbound				E MAUDE AVE Westbound				FAIR OAKS AVE Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	1	**3**	0	4	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	**2**	0	**2**	**1**	0	**1**	**2**	0	3	**1**	4	**8**
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	**3**	3	1	**7**	8
Total Volume	0	0	0	0	0	4	0	4	1	2	1	4	4	12	2	18	26
% App. Total	0	0	0		0	100	0		25	50	25		22.2	66.7	11.1		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.250	.500	.333	1.00	.500	.643	.813

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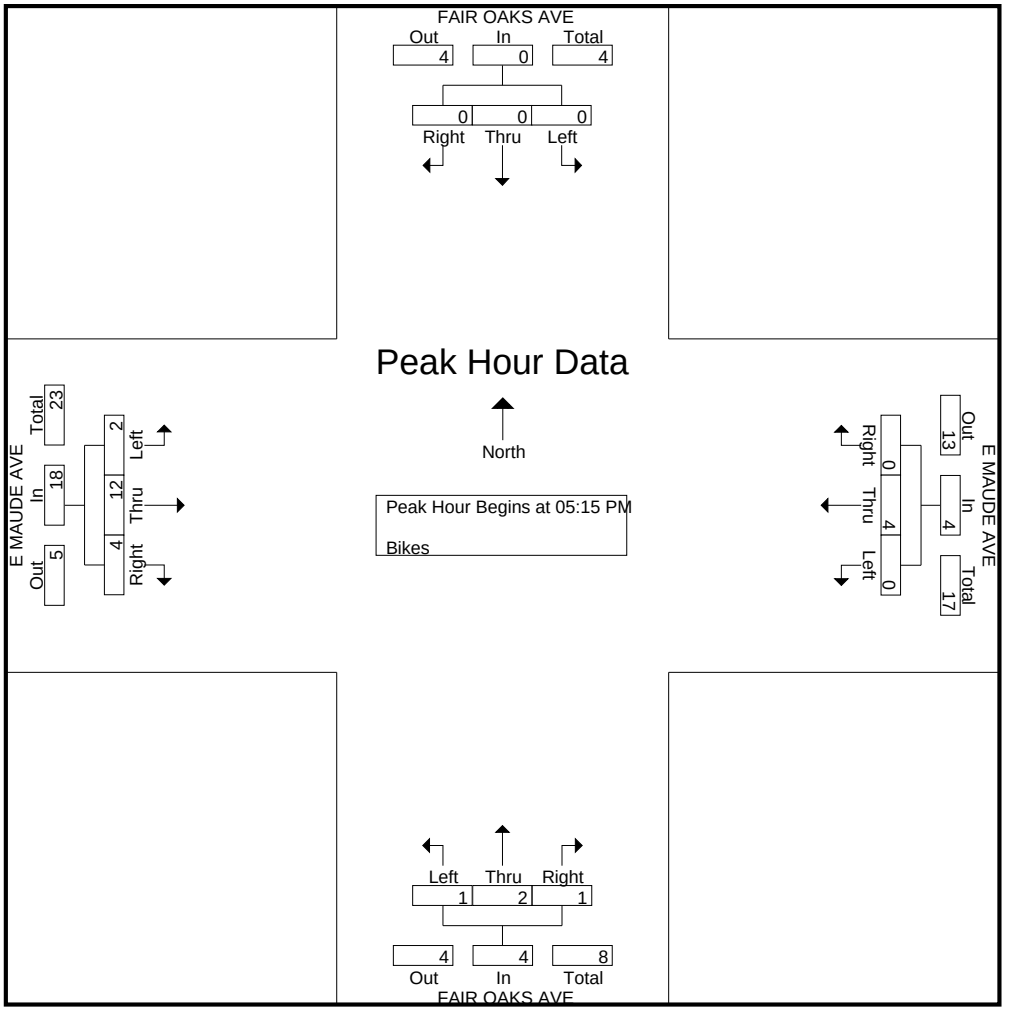

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Site Code : 00000020
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Groups Printed- Lights - Buses - Trucks

	N WOLFE RD Southbound					DRIVEWAY Westbound					N WOLFE RD Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	44	0	0	45	0	2	0	12	14	1	37	8	3	49	14	3	0	0	17	125
07:15 AM	1	50	3	0	54	2	2	2	10	16	2	59	25	0	86	13	0	3	2	18	174
07:30 AM	1	57	2	0	60	2	0	1	10	13	0	70	39	2	111	12	1	8	0	21	205
07:45 AM	0	55	2	0	57	3	1	0	7	11	3	110	32	3	148	16	2	4	0	22	238
Total	3	206	7	0	216	7	5	3	39	54	6	276	104	8	394	55	6	15	2	78	742
08:00 AM	5	64	4	0	73	5	1	0	7	13	1	83	35	2	121	18	1	1	1	21	228
08:15 AM	1	88	1	0	90	2	1	2	5	10	0	96	35	1	132	18	1	0	0	19	251
08:30 AM	2	94	1	0	97	1	0	0	12	13	3	143	38	2	186	23	0	1	3	27	323
08:45 AM	0	79	0	0	79	4	1	0	2	7	3	104	42	0	149	26	0	2	1	29	264
Total	8	325	6	0	339	12	3	2	26	43	7	426	150	5	588	85	2	4	5	96	1066
09:00 AM	0	77	2	0	79	1	2	0	2	5	2	117	75	1	195	18	0	0	2	20	299
09:15 AM	2	80	2	0	84	1	2	0	3	6	1	108	71	3	183	24	1	3	2	30	303
09:30 AM	1	81	2	1	85	1	1	1	7	10	2	113	47	2	164	28	2	2	1	33	292
09:45 AM	5	83	4	0	92	2	0	1	2	5	2	116	46	1	165	21	1	2	0	24	286
Total	8	321	10	1	340	5	5	2	14	26	7	454	239	7	707	91	4	7	5	107	1180
Grand Total	19	852	23	1	895	24	13	7	79	123	20	1156	493	20	1689	231	12	26	12	281	2988
Apprch %	2.1	95.2	2.6	0.1		19.5	10.6	5.7	64.2		1.2	68.4	29.2	1.2		82.2	4.3	9.3	4.3		
Total %	0.6	28.5	0.8	0	30	0.8	0.4	0.2	2.6	4.1	0.7	38.7	16.5	0.7	56.5	7.7	0.4	0.9	0.4	9.4	
Lights	19	818	23	1	861	24	11	7	79	121	20	1137	477	20	1654	215	11	26	12	264	2900
% Lights	100	96	100	100	96.2	100	84.6	100	100	98.4	100	98.4	96.8	100	97.9	93.1	91.7	100	100	94	97.1
Buses	0	13	0	0	13	0	1	0	0	1	0	8	4	0	12	6	0	0	0	6	32
% Buses	0	1.5	0	0	1.5	0	7.7	0	0	0.8	0	0.7	0.8	0	0.7	2.6	0	0	0	2.1	1.1
Trucks	0	21	0	0	21	0	1	0	0	1	0	11	12	0	23	10	1	0	0	11	56
% Trucks	0	2.5	0	0	2.3	0	7.7	0	0	0.8	0	1	2.4	0	1.4	4.3	8.3	0	0	3.9	1.9

	N WOLFE RD Southbound				DRIVEWAY Westbound				N WOLFE RD Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**2**	**94**	1	**97**	1	0	0	1	**3**	**143**	38	184	23	0	1	24	**306**
08:45 AM	0	79	0	79	**4**	1	0	**5**	3	104	42	149	**26**	0	2	**28**	261
09:00 AM	0	77	**2**	79	1	**2**	0	3	2	117	**75**	**194**	18	0	0	18	294
09:15 AM	2	80	2	84	1	2	0	3	1	108	71	180	24	**1**	**3**	28	295
Total Volume	4	330	5	339	7	5	0	12	9	472	226	707	91	1	6	98	1156
% App. Total	1.2	97.3	1.5		58.3	41.7	0		1.3	66.8	32		92.9	1	6.1		
PHF	.500	.878	.625	.874	.438	.625	.000	.600	.750	.825	.753	.911	.875	.250	.500	.875	.944

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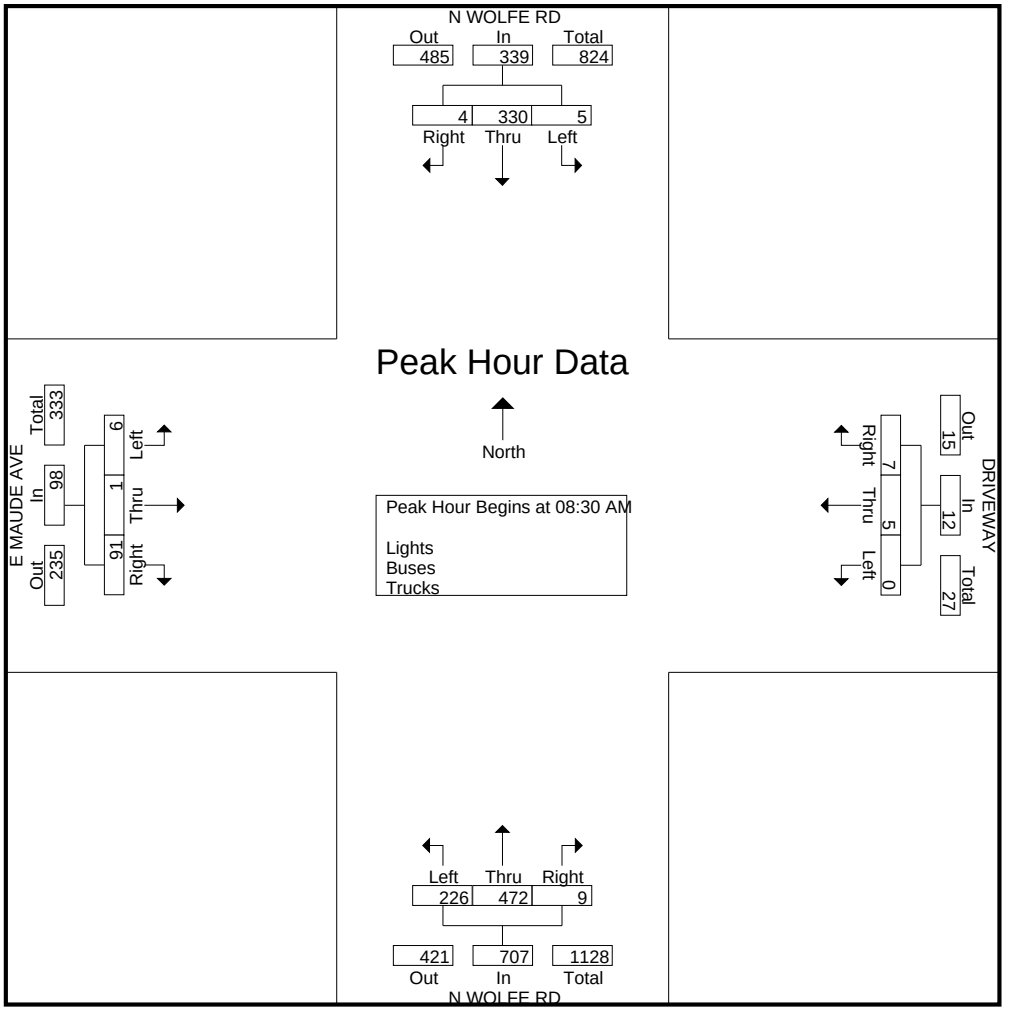

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File Name : 20AM FINAL
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Groups Printed- Bikes

	N WOLFE RD Southbound					DRIVEWAY Westbound					N WOLFE RD Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	1	0	0	0	1	7
Total	0	2	0	0	2	0	0	0	0	0	0	3	6	0	9	1	0	0	0	1	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	7
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	5	1	0	0	6	12
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	6
Total	0	1	0	0	1	0	0	0	0	0	0	0	9	0	9	3	2	0	0	5	15
Grand Total	0	6	0	0	6	0	0	0	0	0	0	3	18	0	21	9	3	0	0	12	39
Apprch %	0	100	0	0		0	0	0	0		0	14.3	85.7	0		75	25	0	0		
Total %	0	15.4	0	0	15.4	0	0	0	0	0	0	7.7	46.2	0	53.8	23.1	7.7	0	0	30.8	

	N WOLFE RD Southbound				DRIVEWAY Westbound				N WOLFE RD Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**2**	2	4	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	**4**	**5**	1	0	0	1	**7**
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	**5**	0	0	**5**	7
Total Volume	0	3	0	3	0	0	0	0	0	3	8	11	6	0	0	6	20
% App. Total	0	100	0		0	0	0		0	27.3	72.7		100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.500	.550	.300	.000	.000	.300	.714

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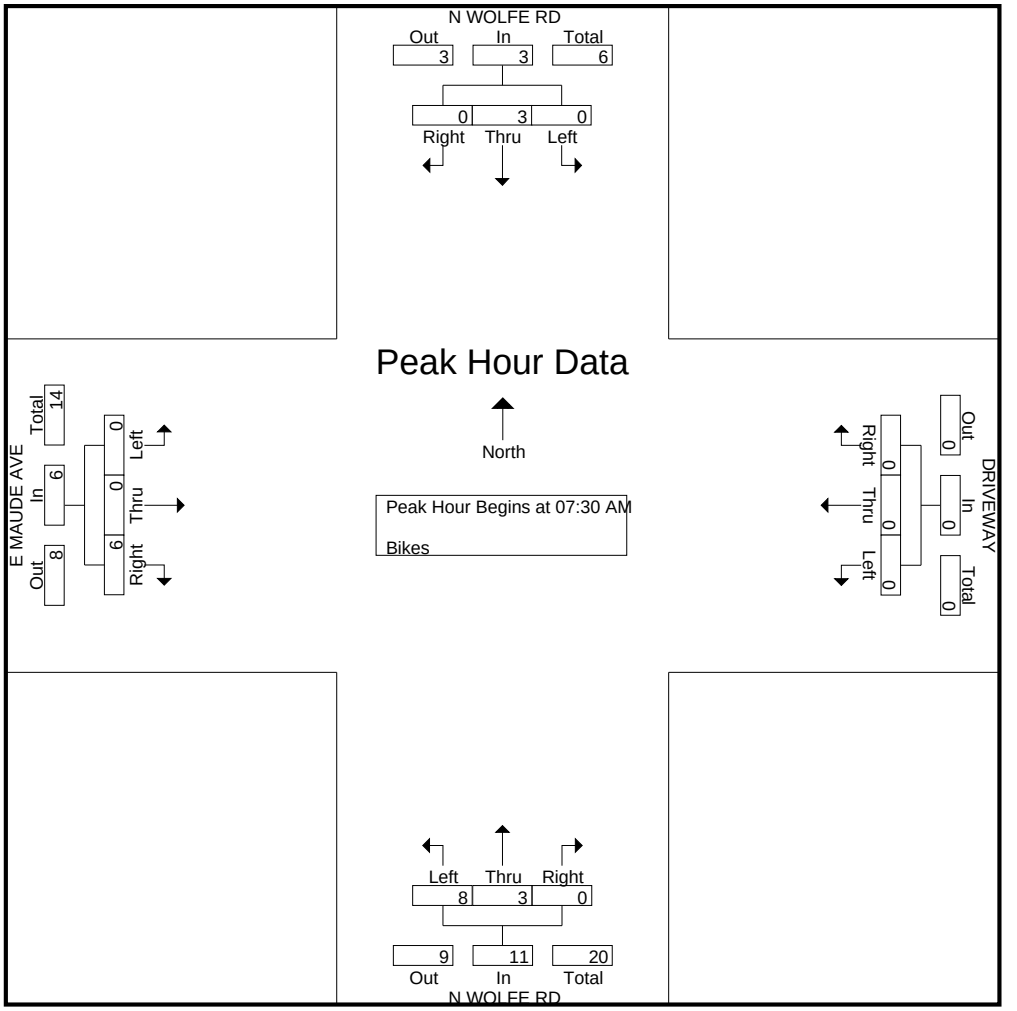

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File Name : 20PM FINAL
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Groups Printed- Lights - Buses - Trucks

	N WOLFE RD Southbound					DRIVEWAY Westbound					N WOLFE RD Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	117	13	0	135	11	2	0	2	15	4	57	26	0	87	35	5	0	0	40	277
04:15 PM	2	141	18	0	161	6	2	2	0	10	9	59	30	3	101	43	10	5	0	58	330
04:30 PM	3	162	13	0	178	12	6	2	3	23	5	51	28	2	86	54	5	3	3	65	352
04:45 PM	3	183	6	0	192	12	3	2	3	20	6	78	30	2	116	45	0	0	1	46	374
Total	13	603	50	0	666	41	13	6	8	68	24	245	114	7	390	177	20	8	4	209	1333
05:00 PM	3	251	8	0	262	5	2	7	6	20	7	74	39	3	123	41	2	1	1	45	450
05:15 PM	5	285	10	0	300	9	2	4	4	19	9	91	35	1	136	57	0	0	0	57	512
05:30 PM	2	278	11	0	291	5	2	5	3	15	2	102	35	0	139	59	4	4	2	69	514
05:45 PM	2	268	4	0	274	9	2	3	3	17	3	64	39	0	106	67	5	0	0	72	469
Total	12	1082	33	0	1127	28	8	19	16	71	21	331	148	4	504	224	11	5	3	243	1945
06:00 PM	7	281	14	0	302	14	4	3	4	25	6	72	38	1	117	50	6	0	1	57	501
06:15 PM	1	240	11	0	252	12	6	7	2	27	2	74	28	4	108	73	9	3	0	85	472
06:30 PM	3	194	4	1	202	6	4	2	6	18	4	83	30	2	119	40	4	3	1	48	387
06:45 PM	3	186	6	0	195	7	2	5	8	22	4	72	18	3	97	43	5	1	1	50	364
Total	14	901	35	1	951	39	16	17	20	92	16	301	114	10	441	206	24	7	3	240	1724
Grand Total	39	2586	118	1	2744	108	37	42	44	231	61	877	376	21	1335	607	55	20	10	692	5002
Apprch %	1.4	94.2	4.3	0		46.8	16	18.2	19		4.6	65.7	28.2	1.6		87.7	7.9	2.9	1.4		
Total %	0.8	51.7	2.4	0	54.9	2.2	0.7	0.8	0.9	4.6	1.2	17.5	7.5	0.4	26.7	12.1	1.1	0.4	0.2	13.8	
Lights	39	2572	117	1	2729	107	36	42	44	229	60	866	375	21	1322	589	55	20	10	674	4954
% Lights	100	99.5	99.2	100	99.5	99.1	97.3	100	100	99.1	98.4	98.7	99.7	100	99	97	100	100	100	97.4	99
Buses	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	14	0	0	0	14	25
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.8	0.3	0	0.6	2.3	0	0	0	2	0.5
Trucks	0	11	1	0	12	1	1	0	0	2	1	4	0	0	5	4	0	0	0	4	23
% Trucks	0	0.4	0.8	0	0.4	0.9	2.7	0	0	0.9	1.6	0.5	0	0	0.4	0.7	0	0	0	0.6	0.5

	N WOLFE RD Southbound				DRIVEWAY Westbound				N WOLFE RD Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	5	**285**	10	300	9	2	4	15	**9**	91	35	135	57	0	0	57	507
05:30 PM	2	278	11	291	5	2	**5**	12	2	**102**	35	**139**	59	4	**4**	67	**509**
05:45 PM	2	268	4	274	9	2	3	14	3	64	**39**	106	**67**	5	0	**72**	466
06:00 PM	**7**	281	**14**	**302**	**14**	**4**	3	**21**	6	72	38	116	50	**6**	0	56	495
Total Volume	16	1112	39	1167	37	10	15	62	20	329	147	496	233	15	4	252	1977
% App. Total	1.4	95.3	3.3		59.7	16.1	24.2		4	66.3	29.6		92.5	6	1.6		
PHF	.571	.975	.696	.966	.661	.625	.750	.738	.556	.806	.942	.892	.869	.625	.250	.875	.971

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File Name : 20PM FINAL
Site Code : 00000020
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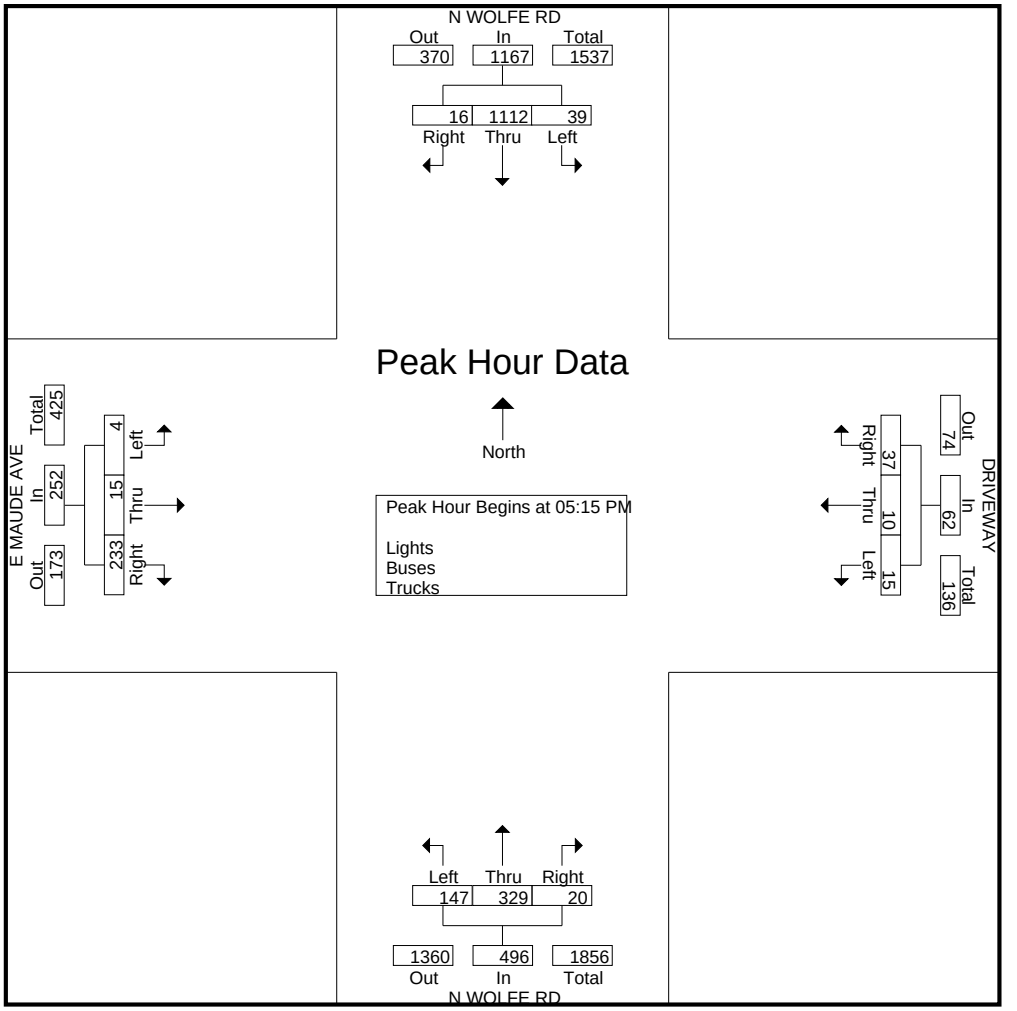

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File Name : 20PM FINAL
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Groups Printed- Bikes

	N WOLFE RD Southbound					DRIVEWAY Westbound					N WOLFE RD Northbound					E MAUDE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	1	1	0	2	0	0	0	0	0	0	1	3	0	4	4	0	1	0	5	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	8	0	1	0	9	15
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	6
Grand Total	0	1	2	0	3	0	0	0	0	0	0	2	8	0	10	16	1	2	0	19	32
Apprch %	0	33.3	66.7	0		0	0	0	0		0	20	80	0		84.2	5.3	10.5	0		
Total %	0	3.1	6.2	0	9.4	0	0	0	0	0	0	6.2	25	0	31.2	50	3.1	6.2	0	59.4	

	N WOLFE RD Southbound				DRIVEWAY Westbound				N WOLFE RD Northbound				E MAUDE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
05:30 PM	0	0	0	0	0	0	0	0	0	**1**	1	2	3	0	0	3	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	**1**	2	3
Total Volume	0	0	0	0	0	0	0	0	0	1	5	6	8	0	1	9	15
% App. Total	0	0	0		0	0	0		0	16.7	83.3		88.9	0	11.1		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.500	.667	.000	.250	.750	.750

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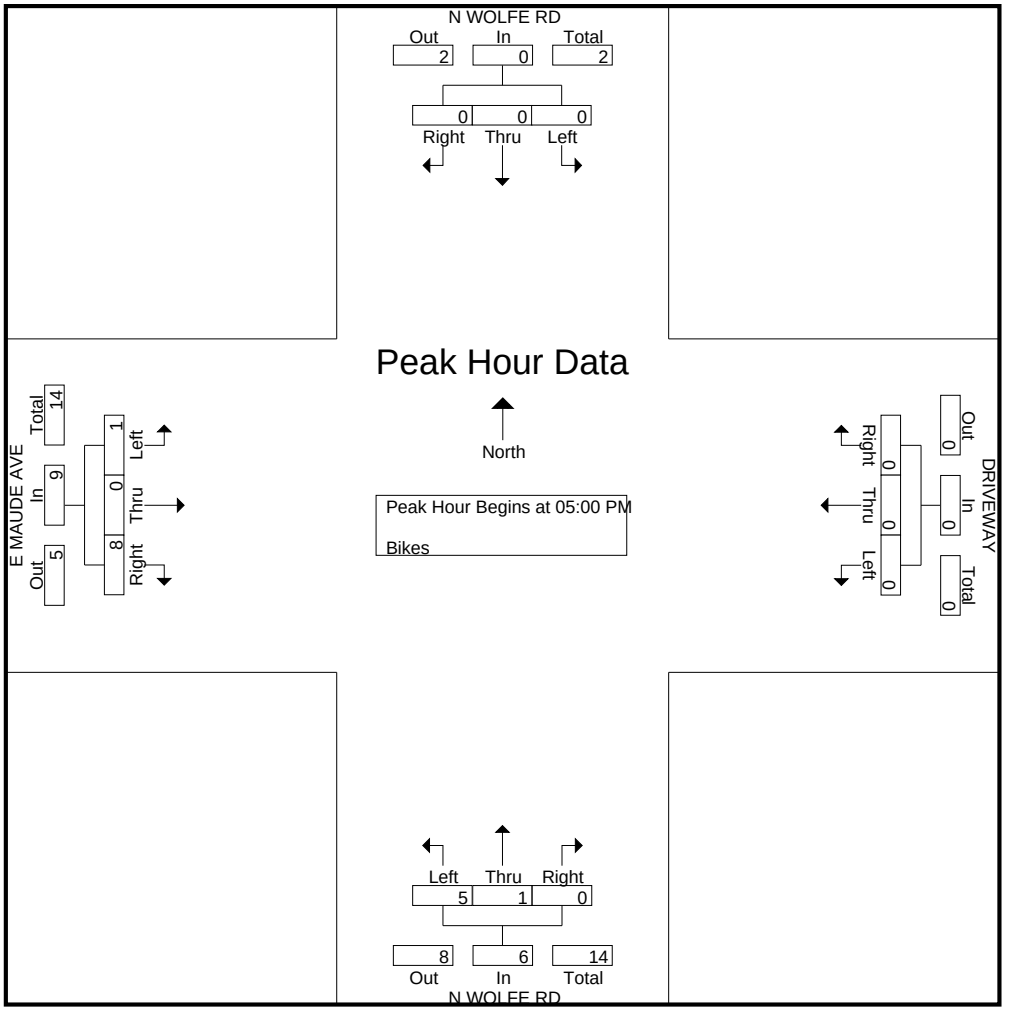

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File Name : 21AM FINAL
Site Code : 00000021
Start Date : 5/17/2018
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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					N MATHILDA AVE SB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	64	0	0	64	25	0	11	2	38	0	55	0	1	56	158
07:15 AM	0	0	0	0	0	0	74	0	0	74	15	0	14	2	31	0	32	0	1	33	138
07:30 AM	0	0	0	0	0	0	90	0	0	90	28	0	19	2	49	0	33	0	0	33	172
07:45 AM	0	0	0	0	0	0	122	0	0	122	38	0	26	5	69	0	42	0	2	44	235
Total	0	0	0	0	0	0	350	0	0	350	106	0	70	11	187	0	162	0	4	166	703
08:00 AM	0	0	0	0	0	0	119	0	0	119	42	0	17	3	62	0	62	0	3	65	246
08:15 AM	0	0	0	0	0	0	129	0	0	129	28	0	13	7	48	0	56	0	1	57	234
08:30 AM	0	0	0	0	0	0	133	0	0	133	28	0	18	3	49	0	53	0	0	53	235
08:45 AM	0	0	0	0	0	0	131	0	0	131	23	0	13	0	36	0	47	0	3	50	217
Total	0	0	0	0	0	0	512	0	0	512	121	0	61	13	195	0	218	0	7	225	932
09:00 AM	0	0	0	0	0	0	108	0	0	108	19	0	21	1	41	0	56	0	0	56	205
09:15 AM	0	0	0	0	0	0	120	0	0	120	31	0	16	2	49	0	39	0	0	39	208
09:30 AM	0	0	0	0	0	0	92	1	0	93	20	0	12	0	32	0	40	0	0	40	165
09:45 AM	0	0	0	0	0	0	88	0	0	88	36	0	12	1	49	0	52	0	1	53	190
Total	0	0	0	0	0	0	408	1	0	409	106	0	61	4	171	0	187	0	1	188	768
Grand Total	0	0	0	0	0	0	1270	1	0	1271	333	0	192	28	553	0	567	0	12	579	2403
Apprch %	0	0	0	0		0	99.9	0.1	0		60.2	0	34.7	5.1		0	97.9	0	2.1		
Total %	0	0	0	0	0	0	52.9	0	0	52.9	13.9	0	8	1.2	23	0	23.6	0	0.5	24.1	
Lights	0	0	0	0	0	0	1251	1	0	1252	307	0	182	28	517	0	556	0	12	568	2337
% Lights	0	0	0	0	0	0	98.5	100	0	98.5	92.2	0	94.8	100	93.5	0	98.1	0	100	98.1	97.3
Buses	0	0	0	0	0	0	9	0	0	9	19	0	5	0	24	0	5	0	0	5	38
% Buses	0	0	0	0	0	0	0.7	0	0	0.7	5.7	0	2.6	0	4.3	0	0.9	0	0	0.9	1.6
Trucks	0	0	0	0	0	0	10	0	0	10	7	0	5	0	12	0	6	0	0	6	28
% Trucks	0	0	0	0	0	0	0.8	0	0	0.8	2.1	0	2.6	0	2.2	0	1.1	0	0	1	1.2

	Southbound				W EVELYN AVE Westbound				N MATHILDA AVE SB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	122	0	122	38	0	**26**	**64**	0	42	0	42	228
08:00 AM	0	0	0	0	0	119	0	119	**42**	0	17	59	0	**62**	0	**62**	**240**
08:15 AM	0	0	0	0	0	129	0	129	28	0	13	41	0	56	0	56	226
08:30 AM	0	0	0	0	0	**133**	0	**133**	28	0	18	46	0	53	0	53	232
Total Volume	0	0	0	0	0	503	0	503	136	0	74	210	0	213	0	213	926
% App. Total	0	0	0		0	100	0		64.8	0	35.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.945	.000	.945	.810	.000	.712	.820	.000	.859	.000	.859	.965

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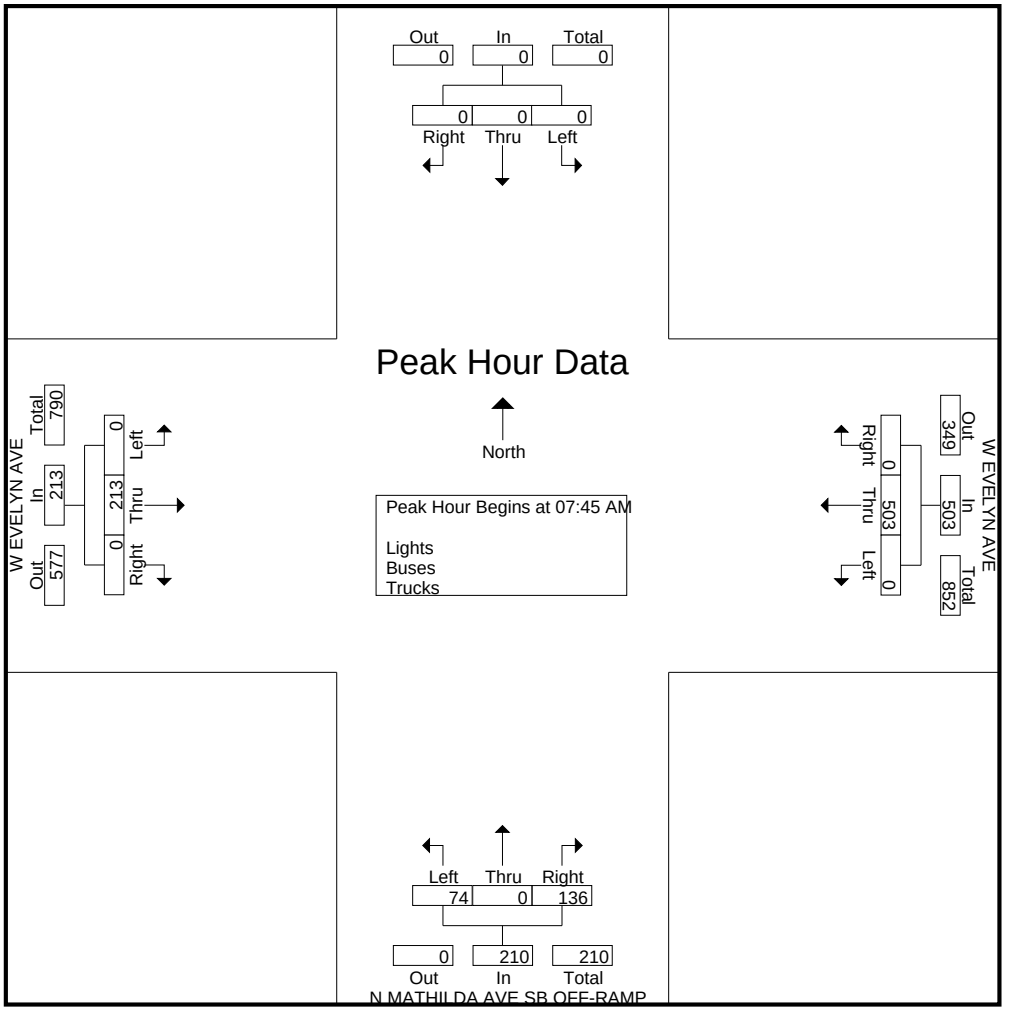

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File Name : 21AM FINAL
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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					N MATHILDA AVE SB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
07:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	21
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
Total	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	28	0	0	28	59
08:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	18	0	0	18	23
08:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	15	0	0	15	31
08:30 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	13	0	0	13	23
08:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25
Total	0	0	0	0	0	0	46	0	0	46	1	0	0	0	1	0	55	0	0	55	102
09:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	8	0	0	8	26
09:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
09:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
09:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	26	0	0	26	65
Grand Total	0	0	0	0	0	0	116	0	0	116	1	0	0	0	1	0	109	0	0	109	226
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	51.3	0	0	51.3	0.4	0	0	0	0.4	0	48.2	0	0	48.2	

	Southbound				W EVELYN AVE Westbound				N MATHILDA AVE SB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	**15**	0	**15**	**31**
08:30 AM	0	0	0	0	0	9	0	9	**1**	0	0	**1**	0	13	0	13	23
08:45 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
09:00 AM	0	0	0	0	0	**18**	0	**18**	0	0	0	0	0	8	0	8	26
Total Volume	0	0	0	0	0	59	0	59	1	0	0	1	0	45	0	45	105
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.819	.000	.819	.250	.000	.000	.250	.000	.750	.000	.750	.847

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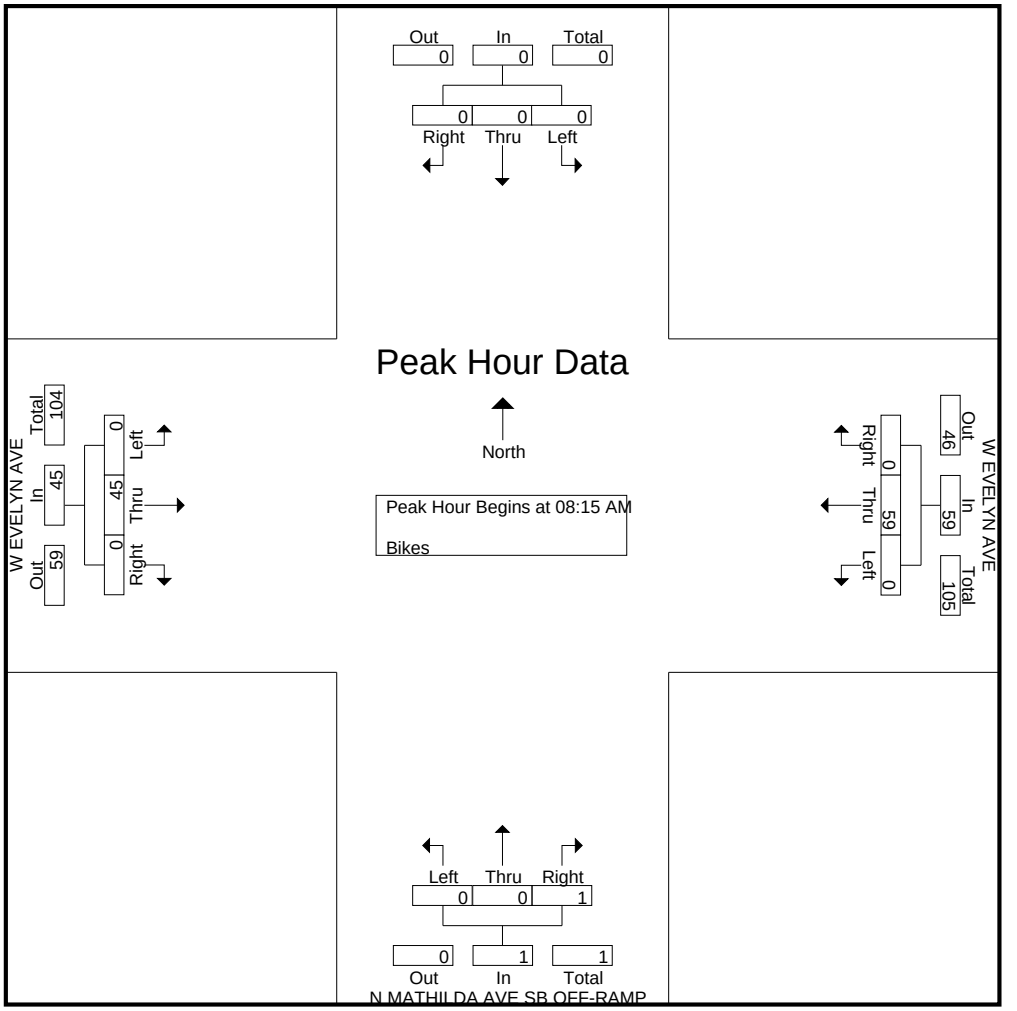

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File Name : 21PM FINAL
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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					N MATHILDA AVE SB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	56	0	0	56	19	0	14	2	35	0	84	0	0	84	175
04:15 PM	0	0	0	0	0	0	64	0	0	64	25	0	14	0	39	0	101	1	0	102	205
04:30 PM	0	0	0	0	0	0	57	0	0	57	33	0	18	2	53	0	127	0	0	127	237
04:45 PM	0	0	0	0	0	0	69	0	0	69	25	0	31	1	57	0	117	0	5	122	248
Total	0	0	0	0	0	0	246	0	0	246	102	0	77	5	184	0	429	1	5	435	865
05:00 PM	0	0	0	0	0	0	72	0	0	72	33	0	46	2	81	0	117	0	1	118	271
05:15 PM	0	0	0	0	0	0	99	0	0	99	30	0	61	9	100	0	148	0	5	153	352
05:30 PM	0	0	0	0	0	0	97	0	0	97	28	0	46	1	75	0	127	0	6	133	305
05:45 PM	0	0	0	0	0	0	82	0	0	82	38	0	49	5	92	0	127	0	2	129	303
Total	0	0	0	0	0	0	350	0	0	350	129	0	202	17	348	0	519	0	14	533	1231
06:00 PM	0	0	0	0	0	0	93	0	0	93	37	0	35	4	76	0	101	0	4	105	274
06:15 PM	0	0	0	0	0	0	79	0	0	79	57	0	26	2	85	0	109	0	8	117	281
06:30 PM	0	0	0	0	0	0	76	0	0	76	43	0	13	6	62	0	108	0	1	109	247
06:45 PM	0	0	0	0	0	0	61	0	0	61	30	0	12	6	48	0	72	0	2	74	183
Total	0	0	0	0	0	0	309	0	0	309	167	0	86	18	271	0	390	0	15	405	985
Grand Total	0	0	0	0	0	0	905	0	0	905	398	0	365	40	803	0	1338	1	34	1373	3081
Apprch %	0	0	0	0		0	100	0	0		49.6	0	45.5	5		0	97.5	0.1	2.5		
Total %	0	0	0	0	0	0	29.4	0	0	29.4	12.9	0	11.8	1.3	26.1	0	43.4	0	1.1	44.6	
Lights	0	0	0	0	0	0	894	0	0	894	381	0	360	40	781	0	1326	1	34	1361	3036
% Lights	0	0	0	0	0	0	98.8	0	0	98.8	95.7	0	98.6	100	97.3	0	99.1	100	100	99.1	98.5
Buses	0	0	0	0	0	0	7	0	0	7	17	0	3	0	20	0	4	0	0	4	31
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	4.3	0	0.8	0	2.5	0	0.3	0	0	0.3	1
Trucks	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	8	0	0	8	14
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0.5	0	0.2	0	0.6	0	0	0.6	0.5

	Southbound				W EVELYN AVE Westbound				N MATHILDA AVE SB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	72	0	72	33	0	46	79	0	117	0	117	268
05:15 PM	0	0	0	0	0	**99**	0	**99**	30	0	**61**	**91**	0	**148**	0	**148**	**338**
05:30 PM	0	0	0	0	0	97	0	97	28	0	46	74	0	127	0	127	298
05:45 PM	0	0	0	0	0	82	0	82	**38**	0	49	87	0	127	0	127	296
Total Volume	0	0	0	0	0	350	0	350	129	0	202	331	0	519	0	519	1200
% App. Total	0	0	0		0	100	0		39	0	61		0	100	0		
PHF	.000	.000	.000	.000	.000	.884	.000	.884	.849	.000	.828	.909	.000	.877	.000	.877	.888

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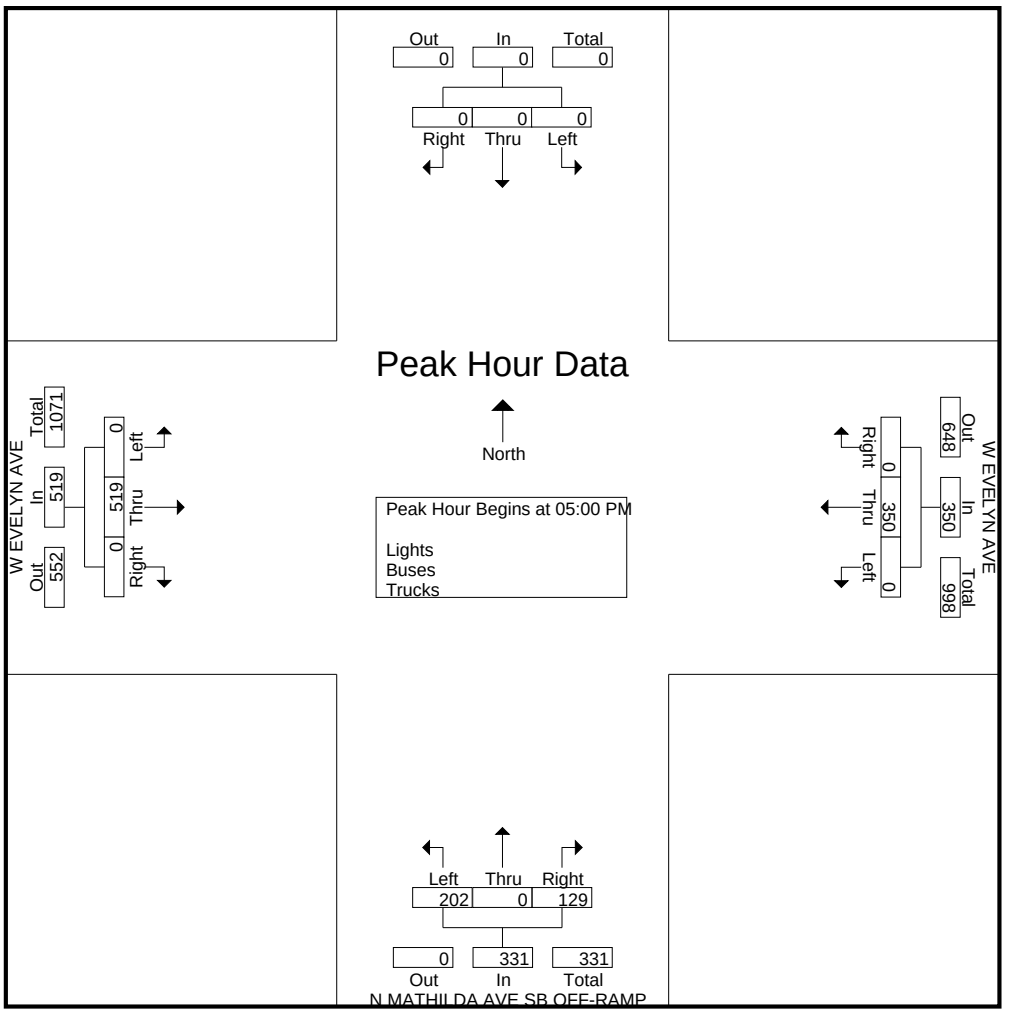

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File Name : 21PM FINAL
Site Code : 00000021
Start Date : 5/17/2018
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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					N MATHILDA AVE SB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
04:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	10
Total	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	0	15	0	0	15	33
05:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	21
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
05:30 PM	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	13	0	0	13	26
05:45 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	14	0	0	14	28
Total	0	0	0	0	0	0	42	0	0	42	1	0	1	0	2	0	45	0	0	45	89
06:00 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	29
06:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	21
06:30 PM	0	0	0	0	0	0	15	0	0	15	3	0	0	0	3	0	8	0	0	8	26
06:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
Total	0	0	0	0	0	0	41	0	0	41	3	0	0	0	3	0	46	0	0	46	90
Grand Total	0	0	0	0	0	0	100	0	0	100	5	0	1	0	6	0	106	0	0	106	212
Apprch %	0	0	0	0		0	100	0	0		83.3	0	16.7	0		0	100	0	0		
Total %	0	0	0	0	0	0	47.2	0	0	47.2	2.4	0	0.5	0	2.8	0	50	0	0	50	

	Southbound				W EVELYN AVE Westbound				N MATHILDA AVE SB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	11	0	11	**1**	0	**1**	**2**	0	13	0	13	26
05:45 PM	0	0	0	0	0	**14**	0	**14**	0	0	0	0	0	14	0	14	28
06:00 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	**15**	0	**15**	**29**
06:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	14	0	14	21
Total Volume	0	0	0	0	0	46	0	46	1	0	1	2	0	56	0	56	104
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.821	.000	.821	.250	.000	.250	.250	.000	.933	.000	.933	.897

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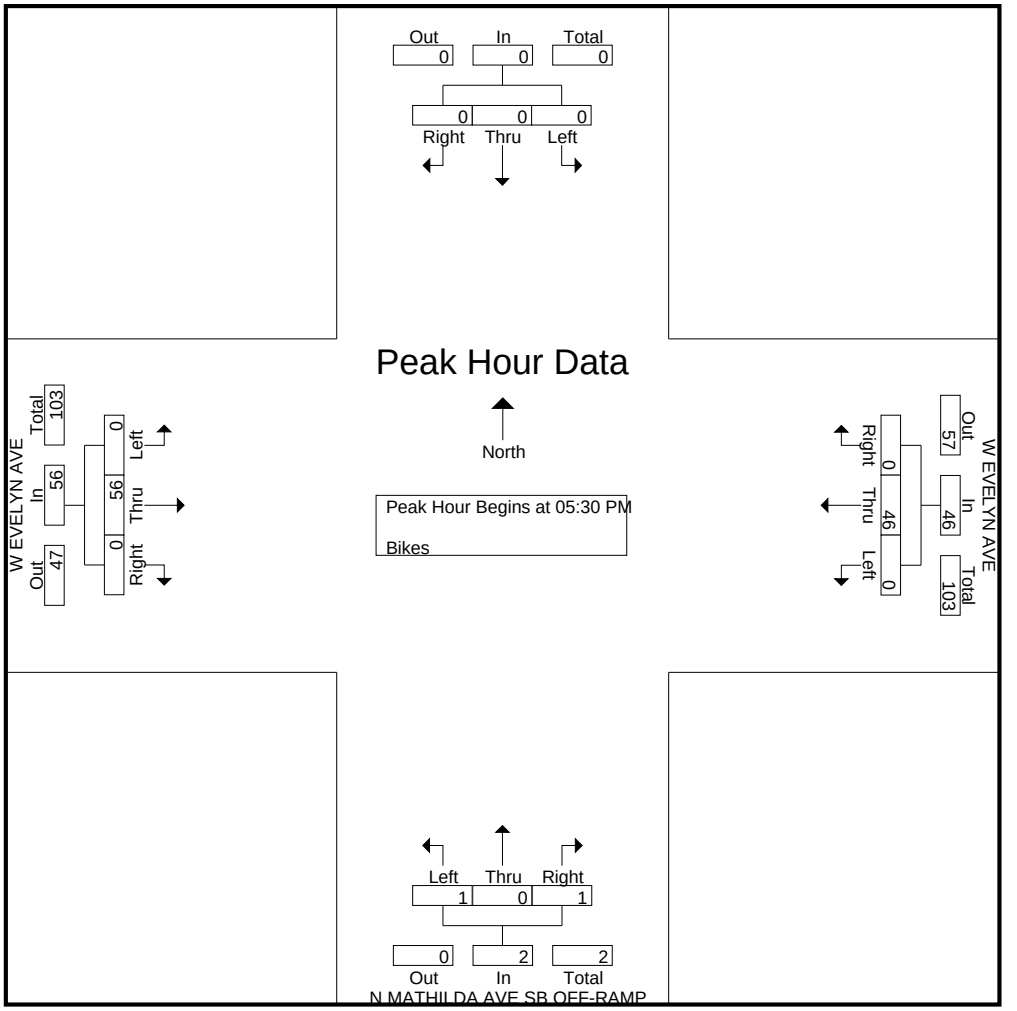

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File Name : 22AM FINAL
Site Code : 00000022
Start Date : 5/17/2018
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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					S MATHILDA AVE NB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	67	0	15	82	20	0	14	9	43	0	81	0	1	82	207
07:15 AM	0	0	0	0	0	0	70	0	8	78	11	0	10	8	29	0	45	0	1	46	153
07:30 AM	0	0	0	0	0	0	83	0	8	91	11	0	15	2	28	0	59	0	0	59	178
07:45 AM	0	0	0	0	0	0	108	1	14	123	28	0	34	11	73	0	68	0	0	68	264
Total	0	0	0	0	0	0	328	1	45	374	70	0	73	30	173	0	253	0	2	255	802
08:00 AM	0	0	0	0	0	0	130	1	21	152	24	0	18	19	61	0	100	0	0	100	313
08:15 AM	0	0	0	0	0	0	114	0	15	129	20	0	32	15	67	0	83	0	2	85	281
08:30 AM	0	0	0	0	0	0	120	0	12	132	10	0	23	5	38	1	73	1	0	75	245
08:45 AM	0	0	0	0	0	0	106	0	10	116	6	0	29	0	35	0	66	0	0	66	217
Total	0	0	0	0	0	0	470	1	58	529	60	0	102	39	201	1	322	1	2	326	1056
09:00 AM	0	0	0	0	0	0	88	0	4	92	10	0	22	3	35	0	76	0	0	76	203
09:15 AM	0	0	0	0	0	0	102	0	4	106	14	0	26	3	43	0	65	0	0	65	214
09:30 AM	0	0	0	0	0	0	75	0	7	82	7	0	19	4	30	0	60	0	0	60	172
09:45 AM	0	0	0	0	0	0	77	0	7	84	10	0	22	5	37	0	86	0	0	86	207
Total	0	0	0	0	0	0	342	0	22	364	41	0	89	15	145	0	287	0	0	287	796
Grand Total	0	0	0	0	0	0	1140	2	125	1267	171	0	264	84	519	1	862	1	4	868	2654
Apprch %	0	0	0	0		0	90	0.2	9.9		32.9	0	50.9	16.2		0.1	99.3	0.1	0.5		
Total %	0	0	0	0	0	0	43	0.1	4.7	47.7	6.4	0	9.9	3.2	19.6	0	32.5	0	0.2	32.7	
Lights	0	0	0	0	0	0	1116	2	125	1243	169	0	261	84	514	1	825	1	4	831	2588
% Lights	0	0	0	0	0	0	97.9	100	100	98.1	98.8	0	98.9	100	99	100	95.7	100	100	95.7	97.5
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	24	0	0	24	40
% Buses	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0	2.8	0	0	2.8	1.5
Trucks	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	0	13	0	0	13	26
% Trucks	0	0	0	0	0	0	0.7	0	0	0.6	1.2	0	1.1	0	1	0	1.5	0	0	1.5	1

	Southbound				W EVELYN AVE Westbound				S MATHILDA AVE NB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	108	**1**	109	**28**	0	**34**	**62**	0	68	0	68	239
08:00 AM	0	0	0	0	0	**130**	1	**131**	24	0	18	42	0	**100**	0	**100**	**273**
08:15 AM	0	0	0	0	0	114	0	114	20	0	32	52	0	83	0	83	249
08:30 AM	0	0	0	0	0	120	0	120	10	0	23	33	**1**	73	**1**	75	228
Total Volume	0	0	0	0	0	472	2	474	82	0	107	189	1	324	1	326	989
% App. Total	0	0	0		0	99.6	0.4		43.4	0	56.6		0.3	99.4	0.3		
PHF	.000	.000	.000	.000	.000	.908	.500	.905	.732	.000	.787	.762	.250	.810	.250	.815	.906

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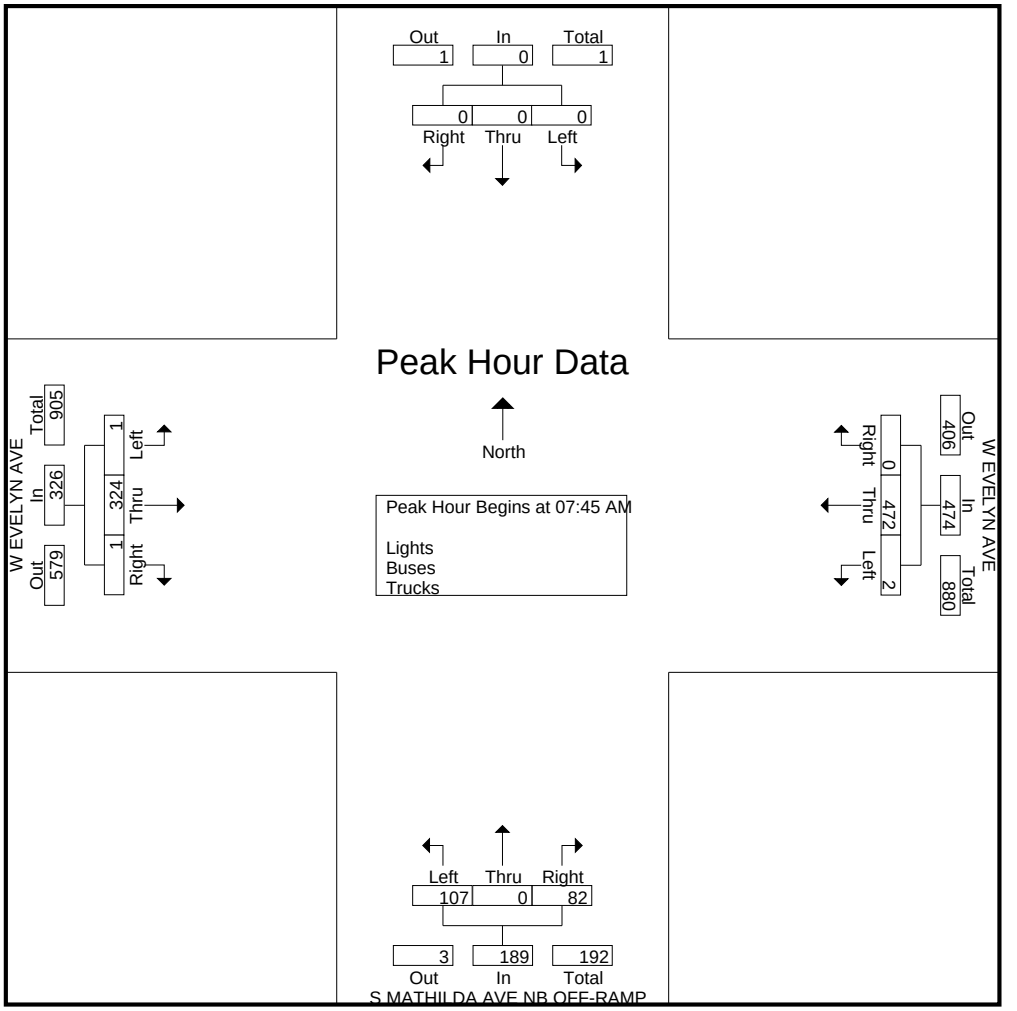

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File Name : 22AM FINAL
Site Code : 00000022
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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					S MATHILDA AVE NB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
07:30 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	8	0	0	8	22
07:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	8	0	0	8	15
Total	0	0	0	0	0	0	33	0	0	33	0	0	2	0	2	0	25	0	0	25	60
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16	0	0	16	22
08:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	15	0	0	15	30
08:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19
08:45 AM	0	0	0	0	0	0	14	0	0	14	0	0	2	0	2	0	9	0	0	9	25
Total	0	0	0	0	0	0	42	0	0	42	0	0	3	0	3	0	51	0	0	51	96
09:00 AM	0	0	0	0	0	0	16	0	0	16	1	0	1	0	2	0	7	0	0	7	25
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	6	0	0	6	10
09:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	7	0	0	7	18
09:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
Total	0	0	0	0	0	0	40	0	0	40	1	0	3	0	4	0	25	0	0	25	69
Grand Total	0	0	0	0	0	0	115	0	0	115	1	0	8	0	9	0	101	0	0	101	225
Apprch %	0	0	0	0		0	100	0	0		11.1	0	88.9	0		0	100	0	0		
Total %	0	0	0	0	0	0	51.1	0	0	51.1	0.4	0	3.6	0	4	0	44.9	0	0	44.9	

	Southbound				W EVELYN AVE Westbound				S MATHILDA AVE NB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	14	0	14	0	0	1	1	0	**15**	0	**15**	**30**
08:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	11	0	11	19
08:45 AM	0	0	0	0	0	14	0	14	0	0	**2**	**2**	0	9	0	9	25
09:00 AM	0	0	0	0	0	**16**	0	**16**	**1**	0	1	2	0	7	0	7	25
Total Volume	0	0	0	0	0	52	0	52	1	0	4	5	0	42	0	42	99
% App. Total	0	0	0		0	100	0		20	0	80		0	100	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.500	.625	.000	.700	.000	.700	.825

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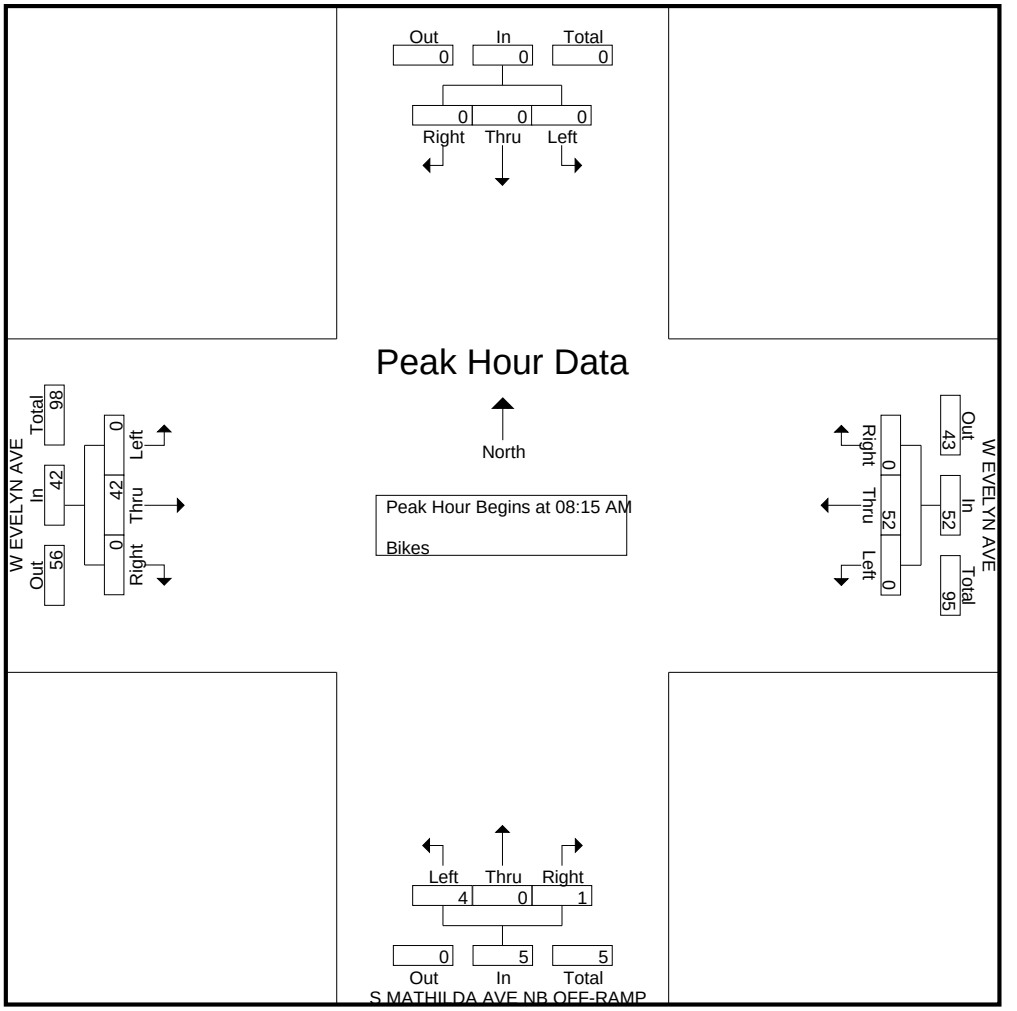

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File Name : 22PM FINAL
Site Code : 00000022
Start Date : 5/17/2018
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Groups Printed- Lights - Buses - Trucks

	Southbound					W EVELYN AVE Westbound					S MATHILDA AVE NB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	54	0	4	58	4	0	16	2	22	0	91	0	0	91	171
04:15 PM	0	0	0	0	0	0	55	0	3	58	6	0	17	3	26	0	113	0	0	113	197
04:30 PM	0	0	0	0	0	0	56	0	5	61	16	0	11	3	30	0	142	0	0	142	233
04:45 PM	0	0	0	0	0	0	68	0	13	81	11	0	15	9	35	0	134	0	1	135	251
Total	0	0	0	0	0	0	233	0	25	258	37	0	59	17	113	0	480	0	1	481	852
05:00 PM	0	0	0	0	0	0	64	0	3	67	12	0	22	1	35	0	137	0	0	137	239
05:15 PM	0	0	0	0	0	0	95	0	22	117	14	0	24	17	55	0	149	0	0	149	321
05:30 PM	0	0	0	0	0	0	113	0	17	130	16	0	21	11	48	0	132	0	1	133	311
05:45 PM	0	0	0	0	0	0	73	0	5	78	11	0	14	4	29	0	151	0	0	151	258
Total	0	0	0	0	0	0	345	0	47	392	53	0	81	33	167	0	569	0	1	570	1129
06:00 PM	0	0	0	0	0	0	90	0	9	99	10	0	19	9	38	0	125	0	0	125	262
06:15 PM	0	0	0	0	0	0	79	0	5	84	11	0	12	6	29	0	147	0	0	147	260
06:30 PM	0	0	0	0	0	0	107	1	10	118	10	0	13	13	36	0	139	0	0	139	293
06:45 PM	0	0	0	0	0	0	58	0	4	62	7	0	13	8	28	0	99	0	0	99	189
Total	0	0	0	0	0	0	334	1	28	363	38	0	57	36	131	0	510	0	0	510	1004
Grand Total	0	0	0	0	0	0	912	1	100	1013	128	0	197	86	411	0	1559	0	2	1561	2985
Apprch %	0	0	0	0		0	90	0.1	9.9		31.1	0	47.9	20.9		0	99.9	0	0.1		
Total %	0	0	0	0	0	0	30.6	0	3.4	33.9	4.3	0	6.6	2.9	13.8	0	52.2	0	0.1	52.3	
Lights	0	0	0	0	0	0	893	1	100	994	125	0	196	86	407	0	1534	0	2	1536	2937
% Lights	0	0	0	0	0	0	97.9	100	100	98.1	97.7	0	99.5	100	99	0	98.4	0	100	98.4	98.4
Buses	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	0	18	0	0	18	35
% Buses	0	0	0	0	0	0	1.6	0	0	1.5	1.6	0	0	0	0.5	0	1.2	0	0	1.2	1.2
Trucks	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	7	0	0	7	13
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0.8	0	0.5	0	0.5	0	0.4	0	0	0.4	0.4

	Southbound				W EVELYN AVE Westbound				S MATHILDA AVE NB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	95	0	95	14	0	**24**	**38**	0	149	0	149	**282**
05:30 PM	0	0	0	0	0	**113**	0	**113**	**16**	0	21	37	0	132	0	132	282
05:45 PM	0	0	0	0	0	73	0	73	11	0	14	25	0	**151**	0	**151**	249
06:00 PM	0	0	0	0	0	90	0	90	10	0	19	29	0	125	0	125	244
Total Volume	0	0	0	0	0	371	0	371	51	0	78	129	0	557	0	557	1057
% App. Total	0	0	0		0	100	0		39.5	0	60.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.821	.000	.821	.797	.000	.813	.849	.000	.922	.000	.922	.937

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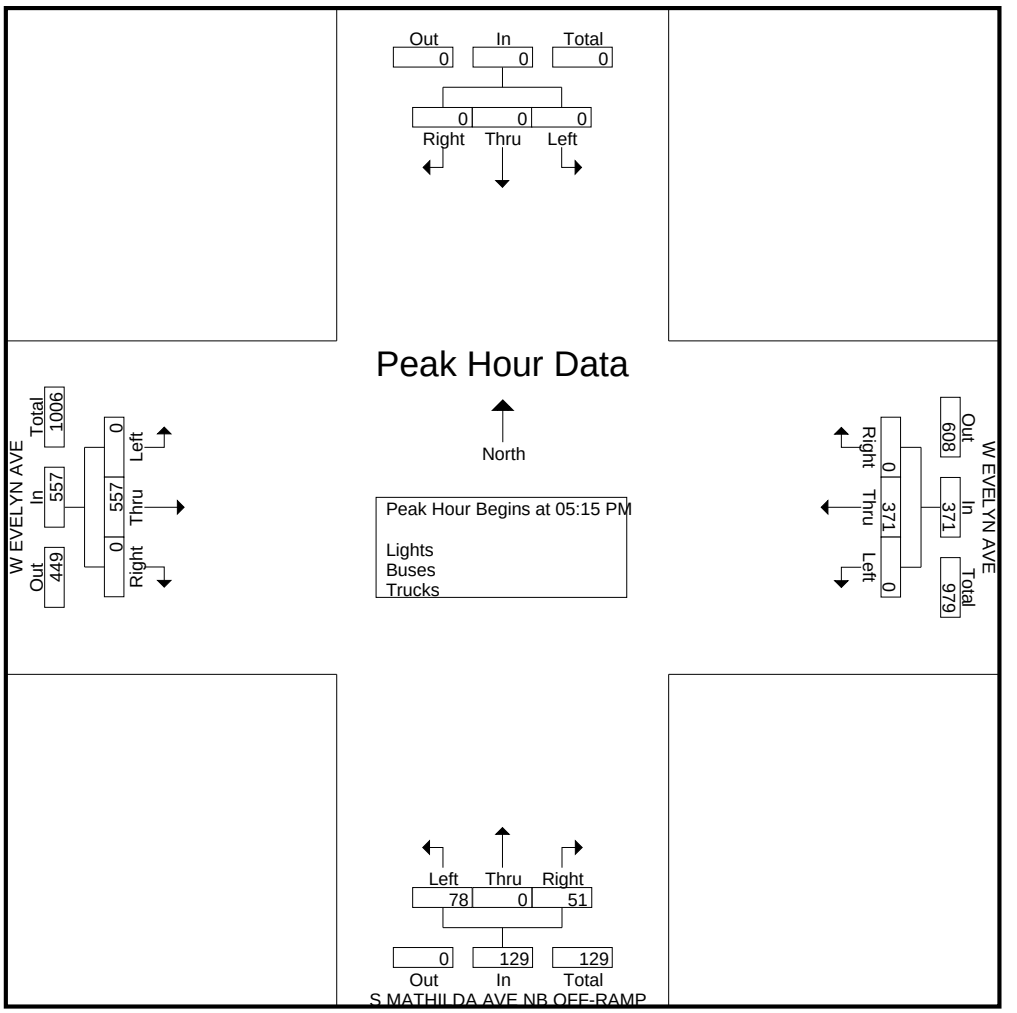

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File Name : 22PM FINAL
Site Code : 00000022
Start Date : 5/17/2018
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Groups Printed- Bikes

	Southbound					W EVELYN AVE Westbound					S MATHILDA AVE NB OFF-RAMP Northbound					W EVELYN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	8	0	0	8	14
Total	0	0	0	0	0	0	16	0	0	16	1	0	1	0	2	0	13	0	0	13	31
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	14
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	16
05:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	24
05:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	13	0	0	13	26
Total	0	0	0	0	0	0	33	0	0	33	0	0	2	0	2	0	45	0	0	45	80
06:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	17	0	0	17	29
06:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	25
06:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	0	11	0	0	11	22
06:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
Total	0	0	0	0	0	0	37	0	0	37	0	0	3	0	3	0	50	0	0	50	90
Grand Total	0	0	0	0	0	0	86	0	0	86	1	0	6	0	7	0	108	0	0	108	201
Apprch %	0	0	0	0		0	100	0	0		14.3	0	85.7	0		0	100	0	0		
Total %	0	0	0	0	0	0	42.8	0	0	42.8	0.5	0	3	0	3.5	0	53.7	0	0	53.7	

	Southbound				W EVELYN AVE Westbound				S MATHILDA AVE NB OFF-RAMP Northbound				W EVELYN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	13	0	13	24
05:45 PM	0	0	0	0	0	**12**	0	**12**	0	0	**1**	**1**	0	13	0	13	26
06:00 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	**17**	0	**17**	**29**
06:15 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	13	0	13	25
Total Volume	0	0	0	0	0	47	0	47	0	0	1	1	0	56	0	56	104
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.979	.000	.979	.000	.000	.250	.250	.000	.824	.000	.824	.897

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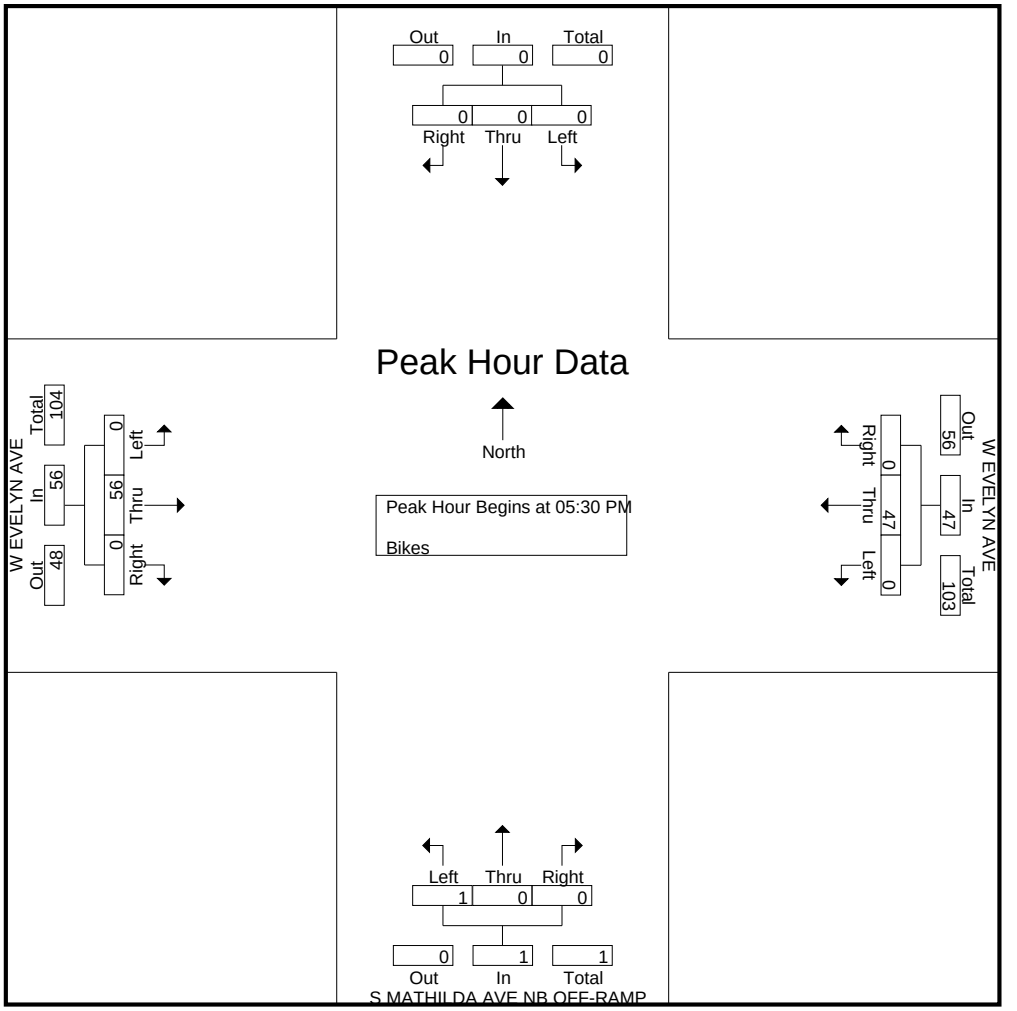

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File Name : 23AM FINAL
Site Code : 00000023
Start Date : 5/17/2018
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Groups Printed- Lights - Buses - Trucks

	FAIR OAKS AVE Southbound					E ARQUES AVE Westbound					FAIR OAKS AVE Northbound					E ARQUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	132	0	3	160	4	25	21	0	50	3	65	47	0	115	7	9	9	2	27	352
07:15 AM	38	126	4	5	173	5	36	44	4	89	11	102	63	0	176	5	11	12	0	28	466
07:30 AM	16	125	5	3	149	14	33	36	3	86	28	138	57	0	223	13	9	18	0	40	498
07:45 AM	24	129	1	1	155	17	43	48	3	111	27	151	45	0	223	5	26	19	0	50	539
Total	103	512	10	12	637	40	137	149	10	336	69	456	212	0	737	30	55	58	2	145	1855
08:00 AM	36	131	17	3	187	8	59	49	1	117	35	120	36	2	193	9	13	13	2	37	534
08:15 AM	28	117	4	0	149	12	51	41	3	107	43	169	65	1	278	12	27	22	2	63	597
08:30 AM	25	116	8	0	149	10	40	51	4	105	40	151	66	2	259	11	28	14	2	55	568
08:45 AM	21	112	4	2	139	12	52	39	2	105	45	178	57	2	282	22	23	16	4	65	591
Total	110	476	33	5	624	42	202	180	10	434	163	618	224	7	1012	54	91	65	10	220	2290
09:00 AM	25	127	9	4	165	12	42	43	0	97	50	188	78	0	316	13	32	11	1	57	635
09:15 AM	24	105	9	1	139	11	41	47	2	101	45	191	74	1	311	14	34	12	0	60	611
09:30 AM	20	114	9	3	146	12	46	51	1	110	59	191	78	1	329	11	32	5	1	49	634
09:45 AM	18	124	5	0	147	12	41	43	1	97	60	146	86	1	293	12	34	9	3	58	595
Total	87	470	32	8	597	47	170	184	4	405	214	716	316	3	1249	50	132	37	5	224	2475
Grand Total	300	1458	75	25	1858	129	509	513	24	1175	446	1790	752	10	2998	134	278	160	17	589	6620
Apprch %	16.1	78.5	4	1.3		11	43.3	43.7	2		14.9	59.7	25.1	0.3		22.8	47.2	27.2	2.9		
Total %	4.5	22	1.1	0.4	28.1	1.9	7.7	7.7	0.4	17.7	6.7	27	11.4	0.2	45.3	2	4.2	2.4	0.3	8.9	
Lights	295	1416	74	25	1810	121	494	494	24	1133	442	1743	743	10	2938	132	272	159	17	580	6461
% Lights	98.3	97.1	98.7	100	97.4	93.8	97.1	96.3	100	96.4	99.1	97.4	98.8	100	98	98.5	97.8	99.4	100	98.5	97.6
Buses	4	12	0	0	16	2	3	5	0	10	0	30	3	0	33	0	0	1	0	1	60
% Buses	1.3	0.8	0	0	0.9	1.6	0.6	1	0	0.9	0	1.7	0.4	0	1.1	0	0	0.6	0	0.2	0.9
Trucks	1	30	1	0	32	6	12	14	0	32	4	17	6	0	27	2	6	0	0	8	99
% Trucks	0.3	2.1	1.3	0	1.7	4.7	2.4	2.7	0	2.7	0.9	0.9	0.8	0	0.9	1.5	2.2	0	0	1.4	1.5

	FAIR OAKS AVE Southbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				E ARQUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**25**	**127**	**9**	**161**	**12**	42	43	97	50	188	78	316	13	32	11	56	**630**
09:15 AM	24	105	9	138	11	41	47	99	45	**191**	74	310	**14**	**34**	**12**	**60**	607
09:30 AM	20	114	9	143	12	**46**	**51**	**109**	59	191	78	**328**	11	32	5	48	628
09:45 AM	18	124	5	147	12	41	43	96	**60**	146	**86**	292	12	34	9	55	590
Total Volume	87	470	32	589	47	170	184	401	214	716	316	1246	50	132	37	219	2455
% App. Total	14.8	79.8	5.4		11.7	42.4	45.9		17.2	57.5	25.4		22.8	60.3	16.9		
PHF	.870	.925	.889	.915	.979	.924	.902	.920	.892	.937	.919	.950	.893	.971	.771	.913	.974

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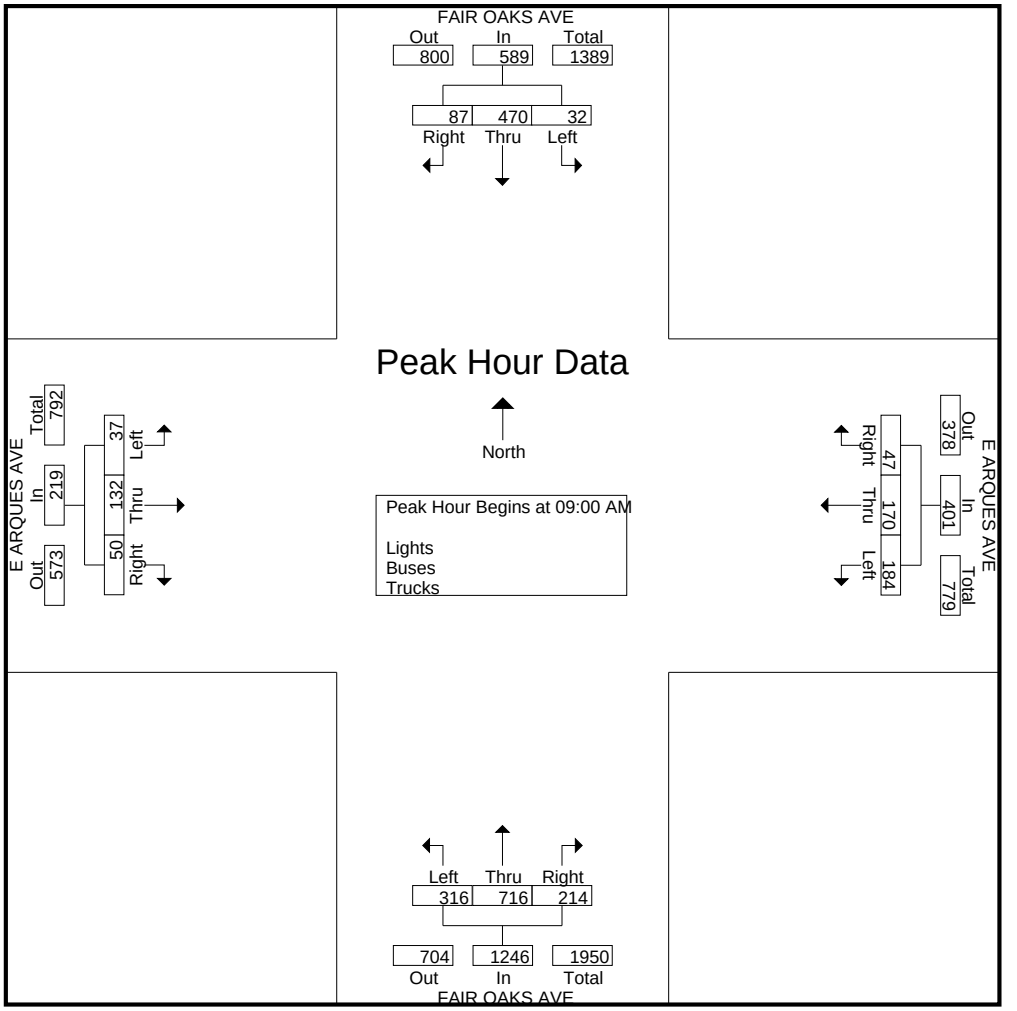

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Groups Printed- Bikes

	FAIR OAKS AVE Southbound					E ARQUES AVE Westbound					FAIR OAKS AVE Northbound					E ARQUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	0	1	0	0	1	5
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	3	1	0	4	3	3	1	0	7	0	1	0	0	1	13
08:00 AM	0	0	1	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	1	0	0	1	5
Total	0	0	1	0	1	2	2	0	0	4	5	1	0	0	6	0	2	0	0	2	13
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	6	0	0	6	3	2	0	0	5	0	1	0	0	1	12
Grand Total	0	1	1	0	2	2	11	1	0	14	11	6	1	0	18	0	4	0	0	4	38
Apprch %	0	50	50	0		14.3	78.6	7.1	0		61.1	33.3	5.6	0		0	100	0	0		
Total %	0	2.6	2.6	0	5.3	5.3	28.9	2.6	0	36.8	28.9	15.8	2.6	0	47.4	0	10.5	0	0	10.5	

	FAIR OAKS AVE Southbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				E ARQUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**2**	0	**2**	1	0	0	1	0	**1**	0	**1**	4
08:45 AM	0	0	0	0	0	0	0	0	**3**	1	0	**4**	0	1	0	1	**5**
09:00 AM	0	0	0	0	0	2	0	2	0	**2**	0	2	0	0	0	0	4
09:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
Total Volume	0	0	0	0	0	6	0	6	5	3	0	8	0	3	0	3	17
% App. Total	0	0	0		0	100	0		62.5	37.5	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.417	.375	.000	.500	.000	.750	.000	.750	.850

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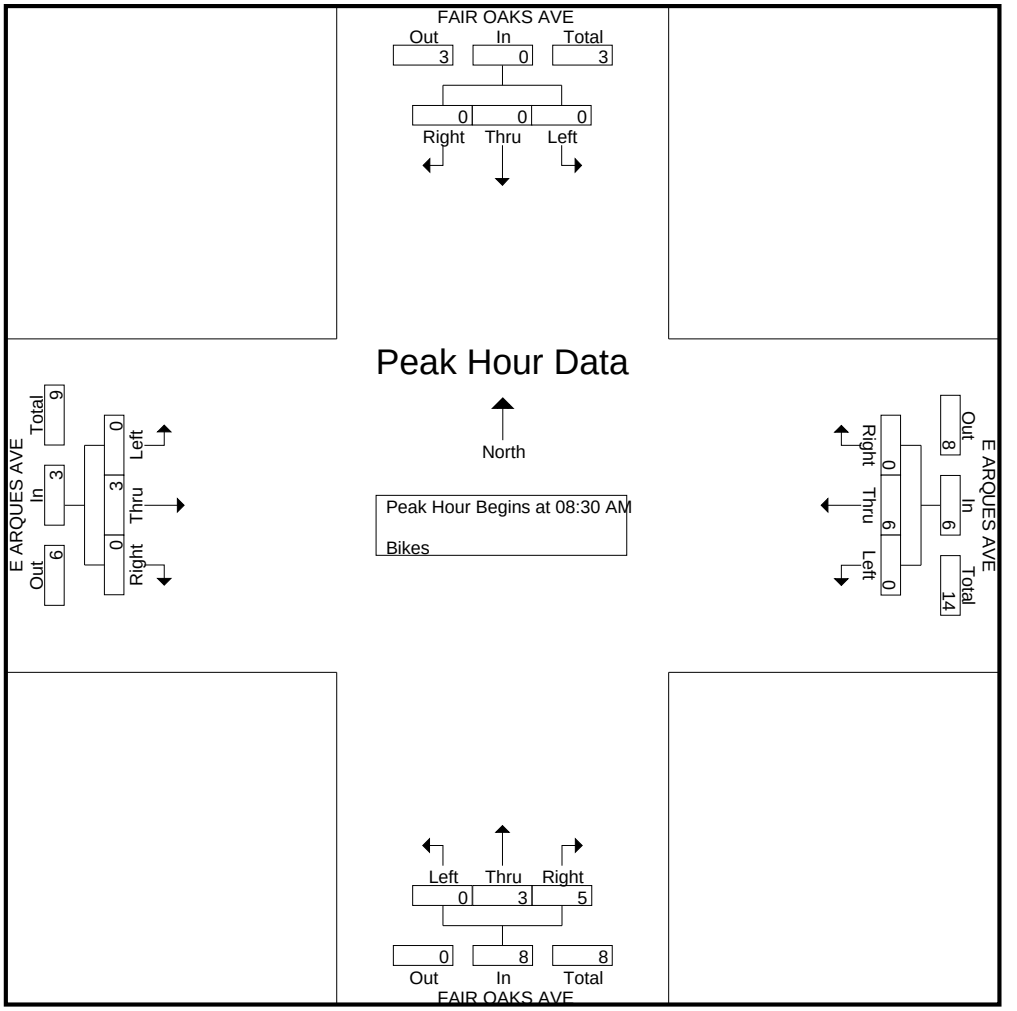

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File Name : 23PM FINAL
Site Code : 00000023
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Groups Printed- Lights - Buses - Trucks

	FAIR OAKS AVE Southbound					E ARQUES AVE Westbound					FAIR OAKS AVE Northbound					E ARQUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	141	8	0	169	11	24	44	0	79	28	119	26	1	174	22	32	17	1	72	494
04:15 PM	21	185	13	2	221	12	40	58	0	110	32	98	35	0	165	23	18	18	1	60	556
04:30 PM	17	187	18	0	222	7	37	56	1	101	29	90	20	0	139	29	29	19	0	77	539
04:45 PM	21	200	15	1	237	9	46	89	3	147	43	122	24	3	192	31	31	21	0	83	659
Total	79	713	54	3	849	39	147	247	4	437	132	429	105	4	670	105	110	75	2	292	2248
05:00 PM	18	217	13	3	251	12	37	99	1	149	26	108	41	0	175	35	35	22	1	93	668
05:15 PM	19	255	12	2	288	13	46	107	1	167	32	123	44	0	199	53	39	21	3	116	770
05:30 PM	27	264	18	1	310	14	50	112	1	177	31	143	26	1	201	27	45	26	3	101	789
05:45 PM	36	244	20	4	304	12	55	73	1	141	44	140	41	1	226	51	43	26	1	121	792
Total	100	980	63	10	1153	51	188	391	4	634	133	514	152	2	801	166	162	95	8	431	3019
06:00 PM	28	250	20	0	298	12	41	94	3	150	49	131	37	2	219	35	18	11	0	64	731
06:15 PM	19	253	13	0	285	14	45	59	1	119	54	109	27	3	193	33	37	20	4	94	691
06:30 PM	20	189	12	2	223	16	37	68	3	124	45	121	37	2	205	34	34	12	1	81	633
06:45 PM	8	225	11	1	245	14	43	59	2	118	41	103	26	1	171	48	32	18	0	98	632
Total	75	917	56	3	1051	56	166	280	9	511	189	464	127	8	788	150	121	61	5	337	2687
Grand Total	254	2610	173	16	3053	146	501	918	17	1582	454	1407	384	14	2259	421	393	231	15	1060	7954
Apprch %	8.3	85.5	5.7	0.5		9.2	31.7	58	1.1		20.1	62.3	17	0.6		39.7	37.1	21.8	1.4		
Total %	3.2	32.8	2.2	0.2	38.4	1.8	6.3	11.5	0.2	19.9	5.7	17.7	4.8	0.2	28.4	5.3	4.9	2.9	0.2	13.3	
Lights	253	2591	170	16	3030	143	497	912	17	1569	445	1385	383	14	2227	420	388	230	15	1053	7879
% Lights	99.6	99.3	98.3	100	99.2	97.9	99.2	99.3	100	99.2	98	98.4	99.7	100	98.6	99.8	98.7	99.6	100	99.3	99.1
Buses	0	15	0	0	15	0	0	1	0	1	3	10	1	0	14	0	4	0	0	4	34
% Buses	0	0.6	0	0	0.5	0	0	0.1	0	0.1	0.7	0.7	0.3	0	0.6	0	1	0	0	0.4	0.4
Trucks	1	4	3	0	8	3	4	5	0	12	6	12	0	0	18	1	1	1	0	3	41
% Trucks	0.4	0.2	1.7	0	0.3	2.1	0.8	0.5	0	0.8	1.3	0.9	0	0	0.8	0.2	0.3	0.4	0	0.3	0.5

	FAIR OAKS AVE Southbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				E ARQUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	19	255	12	286	13	46	107	166	32	123	**44**	199	**53**	39	21	113	764
05:30 PM	27	**264**	18	**309**	**14**	50	**112**	**176**	31	**143**	26	200	27	**45**	**26**	98	783
05:45 PM	**36**	244	**20**	300	12	**55**	73	140	44	140	41	**225**	51	43	26	**120**	**785**
06:00 PM	28	250	20	298	12	41	94	147	**49**	131	37	217	35	18	11	64	726
Total Volume	110	1013	70	1193	51	192	386	629	156	537	148	841	166	145	84	395	3058
% App. Total	9.2	84.9	5.9		8.1	30.5	61.4		18.5	63.9	17.6		42	36.7	21.3		
PHF	.764	.959	.875	.965	.911	.873	.862	.893	.796	.939	.841	.934	.783	.806	.808	.823	.974

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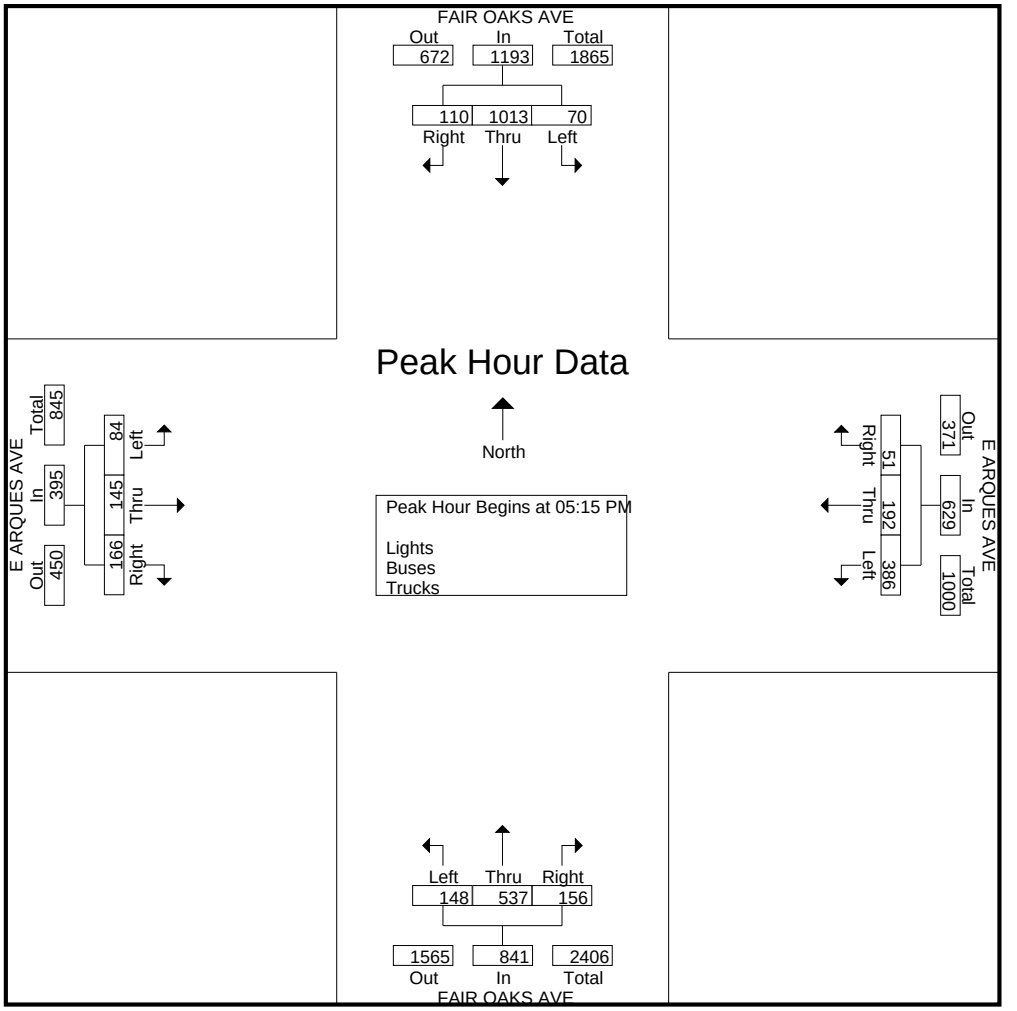

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File Name : 23PM FINAL
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Groups Printed- Bikes

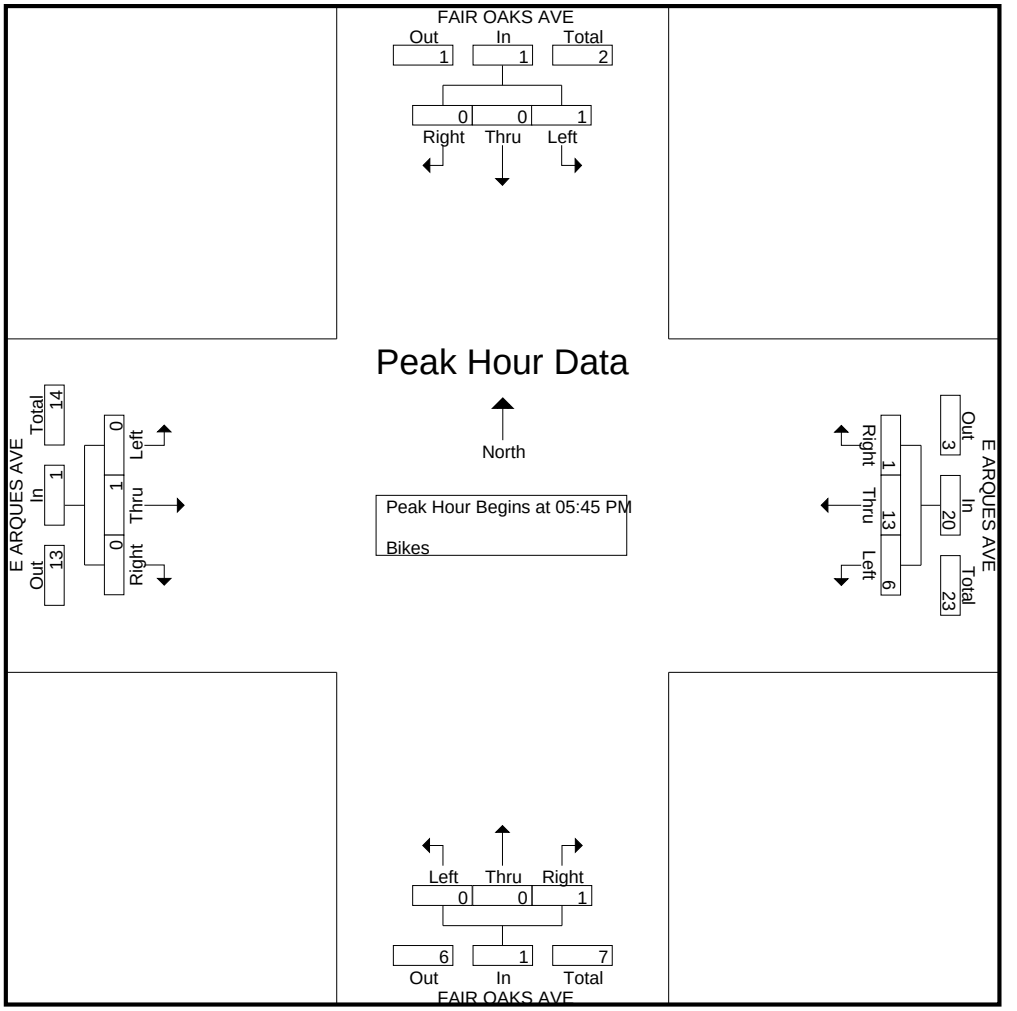
	FAIR OAKS AVE Southbound					E ARQUES AVE Westbound					FAIR OAKS AVE Northbound					E ARQUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	1	0	3	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	12	3	0	15	0	1	0	0	1	0	0	0	0	0	16
06:00 PM	0	0	1	0	1	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	6
06:45 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	2	1	0	3	7
Total	0	1	1	0	2	1	10	4	0	15	2	0	0	0	2	0	3	1	0	4	23
Grand Total	0	3	2	0	5	1	27	7	0	35	3	1	0	0	4	0	3	1	0	4	48
Apprch %	0	60	40	0		2.9	77.1	20	0		75	25	0	0		0	75	25	0		
Total %	0	6.2	4.2	0	10.4	2.1	56.2	14.6	0	72.9	6.2	2.1	0	0	8.3	0	6.2	2.1	0	8.3	

	FAIR OAKS AVE Southbound				E ARQUES AVE Westbound				FAIR OAKS AVE Northbound				E ARQUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	0	0	0	**5**	**2**	**7**	0	0	0	0	0	0	0	0	**7**
06:00 PM	0	0	**1**	**1**	**1**	2	2	5	0	0	0	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	2	2	4	**1**	0	0	**1**	0	**1**	0	**1**	6
Total Volume	0	0	1	1	1	13	6	20	1	0	0	1	0	1	0	1	23
% App. Total	0	0	100		5	65	30		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.650	.750	.714	.250	.000	.000	.250	.000	.250	.000	.250	.821

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 23PM FINAL
Site Code : 00000023
Start Date : 5/17/2018
Page No : 2



APPENDIX C: INTERSECTION LOS CALCULATION SHEETS

East Whisman Precise Plan
SJ17-1724
Existing

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing AM				Existing PP AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	[ ]	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	[ ]	?	xx.x	x.xxx	xx.x	B	16.3	0.582	20.4	C+	21.4	0.814	+ 0.232	28.1	+ 7.8	?	xx.x	x.xxx	xx.x
#3	[ ]	?	xx.x	x.xxx	xx.x	B-	18.3	0.641	17.1	C	23.5	0.833	+ 0.192	25.0	+ 7.9	?	xx.x	x.xxx	xx.x
#4	[ ]	?	xx.x	x.xxx	xx.x	B	16.3	0.492	15.9	C+	20.4	0.726	+ 0.233	21.9	+ 6.0	?	xx.x	x.xxx	xx.x
#5	[ ]	?	xx.x	x.xxx	xx.x	C	28.8	0.588	30.0	D+	37.1	0.809	+ 0.221	45.2	+ 15.2	?	xx.x	x.xxx	xx.x
#6	[ ]	?	xx.x	x.xxx	xx.x	B	13.2	0.290	12.0	C+	22.3	0.582	+ 0.292	25.7	+ 13.7	?	xx.x	x.xxx	xx.x
#7	[ ]	?	xx.x	x.xxx	xx.x	D+	36.5	0.364	30.7	D+	35.6	0.495	+ 0.131	28.9	- 1.9	?	xx.x	x.xxx	xx.x
#8	[ ]	?	xx.x	x.xxx	xx.x	D	39.4	0.680	35.3	D	44.0	0.790	+ 0.110	58.8	+ 23.5	?	xx.x	x.xxx	xx.x
#9	[ ]	?	xx.x	x.xxx	xx.x	C	29.8	0.380	28.6	C	31.2	0.508	+ 0.127	29.5	+ 0.8	?	xx.x	x.xxx	xx.x
#10	[ ]	?	xx.x	x.xxx	xx.x	B	15.9	0.599	17.7	C+	22.7	0.826	+ 0.226	25.6	+ 7.9	?	xx.x	x.xxx	xx.x
#11	[ ]	?	xx.x	x.xxx	xx.x	B	13.1	0.488	12.0	C	25.3	0.757	+ 0.268	26.0	+ 14.0	?	xx.x	x.xxx	xx.x
#12	[ ]	?	xx.x	x.xxx	xx.x	A	8.0	0.433	5.3	B+	11.0	0.468	+ 0.036	9.1	+ 3.8	?	xx.x	x.xxx	xx.x
#13	[ ]	?	xx.x	x.xxx	xx.x	B-	18.0	0.489	16.1	B-	19.0	0.528	+ 0.038	16.2	+ 0.1	?	xx.x	x.xxx	xx.x
#14	[ ]	?	xx.x	x.xxx	xx.x	C+	22.4	0.343	24.9	C	23.8	0.457	+ 0.114	26.7	+ 1.9	?	xx.x	x.xxx	xx.x
#15	[ ]	?	xx.x	x.xxx	xx.x	B+	10.1	0.287	7.8	B	15.7	0.493	+ 0.205	16.6	+ 8.8	?	xx.x	x.xxx	xx.x
#16	[ ]	?	xx.x	x.xxx	xx.x	A	7.6	0.510	9.0	A	7.9	0.519	+ 0.009	9.3	+ 0.2	?	xx.x	x.xxx	xx.x
#17	[ ]	?	xx.x	x.xxx	xx.x	B+	11.7	0.434	13.6	B	12.9	0.486	+ 0.052	15.7	+ 2.0	?	xx.x	x.xxx	xx.x
#18	[ ]	?	xx.x	x.xxx	xx.x	A	2.3	0.176	1.2	A	8.5	0.272	+ 0.096	7.8	+ 6.5	?	xx.x	x.xxx	xx.x
#19	[ ]	?	xx.x	x.xxx	xx.x	A	8.1	0.241	2.7	A	8.7	0.253	+ 0.012	3.2	+ 0.5	?	xx.x	x.xxx	xx.x
#20	[ ]	?	xx.x	x.xxx	xx.x	D	49.9	0.601	55.2	D-	52.4	0.649	+ 0.048	58.4	+ 3.2	?	xx.x	x.xxx	xx.x
#21	[ ]	?	xx.x	x.xxx	xx.x	E	62.1	0.924	80.5	E	65.9	0.961	+ 0.037	88.9	+ 8.3	?	xx.x	x.xxx	xx.x
#22	[ ]	?	xx.x	x.xxx	xx.x	D+	37.9	0.523	37.3	D	39.3	0.566	+ 0.042	38.6	+ 1.3	?	xx.x	x.xxx	xx.x
#23	[ ]	?	xx.x	x.xxx	xx.x	B-	18.0	0.392	15.0	C+	20.3	0.470	+ 0.078	17.8	+ 2.8	?	xx.x	x.xxx	xx.x
#1024	[ ]	?	xx.x	x.xxx	xx.x	B	16.4	0.269	17.6	B-	19.8	0.372	+ 0.103	21.3	+ 3.7	?	xx.x	x.xxx	xx.x
#1025	[ ]	?	xx.x	x.xxx	xx.x	B+	11.5	0.260	12.6	B+	11.5	0.299	+ 0.039	13.3	+ 0.7	?	xx.x	x.xxx	xx.x
#1026	[ ]	?	xx.x	x.xxx	xx.x	B	12.8	0.343	14.1	B	13.7	0.405	+ 0.062	15.5	+ 1.5	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan
SJ17-1724
Existing

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing AM				Existing PP AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	[ ]	?	xx.x	x.xxx	xx.x	D+	36.0	0.519	35.0	D+	37.2	0.609	+ 0.090	36.7	+ 1.7	?	xx.x	x.xxx	xx.x
#1028	[ ]	?	xx.x	x.xxx	xx.x	B	13.0	0.215	13.3	B	12.6	0.325	+ 0.111	13.0	- 0.3	?	xx.x	x.xxx	xx.x
#1029	[ ]	?	xx.x	x.xxx	xx.x	D	40.6	0.467	42.5	D	41.9	0.518	+ 0.052	44.1	+ 1.5	?	xx.x	x.xxx	xx.x
#1030	[ ]	?	xx.x	x.xxx	xx.x	C	27.5	0.749	29.9	C	29.2	0.791	+ 0.042	32.0	+ 2.1	?	xx.x	x.xxx	xx.x
#1031	[ ]	?	xx.x	x.xxx	xx.x	B	13.8	0.502	11.4	B-	19.4	0.566	+ 0.063	13.9	+ 2.5	?	xx.x	x.xxx	xx.x
#1032	[ ]	?	xx.x	x.xxx	xx.x	B	17.5	0.663	27.3	B-	18.1	0.704	+ 0.042	28.7	+ 1.4	?	xx.x	x.xxx	xx.x
#1033	[ ]	?	xx.x	x.xxx	xx.x	C	24.4	0.452	22.2	C	24.0	0.534	+ 0.082	22.2	- 0.1	?	xx.x	x.xxx	xx.x
#1034	[ ]	?	xx.x	x.xxx	xx.x	C-	32.2	0.579	35.0	C-	33.0	0.660	+ 0.081	35.8	+ 0.8	?	xx.x	x.xxx	xx.x
#1035	[ ]	?	xx.x	x.xxx	xx.x	B+	10.9	0.550	11.0	A	7.9	0.648	+ 0.098	11.2	+ 0.2	?	xx.x	x.xxx	xx.x
#1036	[ ]	?	xx.x	x.xxx	xx.x	C	29.5	0.752	29.8	D+	35.3	0.828	+ 0.075	37.3	+ 7.5	?	xx.x	x.xxx	xx.x
#1037	[ ]	?	xx.x	x.xxx	xx.x	C	25.1	0.669	20.0	C	28.0	0.712	+ 0.043	23.1	+ 3.1	?	xx.x	x.xxx	xx.x
#1038	[ ]	?	xx.x	x.xxx	xx.x	B-	18.4	0.357	17.8	B-	19.0	0.442	+ 0.085	18.5	+ 0.8	?	xx.x	x.xxx	xx.x
#1039	[ ]	?	xx.x	x.xxx	xx.x	C-	32.3	0.516	33.9	C-	34.0	0.621	+ 0.106	36.7	+ 2.8	?	xx.x	x.xxx	xx.x
#1040	[ ]	?	xx.x	x.xxx	xx.x	C+	20.6	0.689	21.4	C+	20.4	0.701	+ 0.012	20.4	- 1.0	?	xx.x	x.xxx	xx.x
#1041	[ ]	?	xx.x	x.xxx	xx.x	C	25.3	0.387	22.1	C	26.1	0.528	+ 0.140	21.6	- 0.5	?	xx.x	x.xxx	xx.x
#1042	[ ]	?	xx.x	x.xxx	xx.x	C	25.4	0.396	22.2	C	28.8	0.591	+ 0.195	31.2	+ 9.0	?	xx.x	x.xxx	xx.x
#1043	[ ]	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	[ ]	?	xx.x	x.xxx	xx.x	A	8.3	0.338	6.8	A	8.6	0.358	+ 0.020	7.3	+ 0.6	?	xx.x	x.xxx	xx.x
#1045	[ ]	?	xx.x	x.xxx	xx.x	D+	36.5	0.547	32.1	B	15.1	0.347	- 0.200	13.2	- 18.9	?	xx.x	x.xxx	xx.x
#1046	[ ]	?	xx.x	x.xxx	xx.x	C	29.1	0.537	32.6	C	31.9	0.692	+ 0.155	36.9	+ 4.3	?	xx.x	x.xxx	xx.x
#1047	[ ]	?	xx.x	x.xxx	xx.x	A	2.3	0.265	0.1	A	2.5	0.268	+ 0.003	5.2	+ 5.1	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan TIA
SJ17-1724
Existing

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing PM				Existing PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	B-	19.9	0.621	23.2	C-	33.9	0.922	+ 0.301	40.1	+ 16.8	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	B	12.1	0.507	8.9	B	15.5	0.787	+ 0.279	16.6	+ 7.6	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	B	16.9	0.500	17.1	B-	19.9	0.750	+ 0.250	23.8	+ 6.7	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D+	36.5	0.659	36.3	D+	37.6	0.775	+ 0.116	43.1	+ 6.8	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	17.3	0.307	14.4	C	24.0	0.517	+ 0.210	23.6	+ 9.2	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	D+	37.2	0.577	37.2	D	39.4	0.742	+ 0.165	39.3	+ 2.1	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.2	0.793	48.7	D-	54.4	0.898	+ 0.105	58.5	+ 9.8	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	31.5	0.584	33.9	D+	35.7	0.713	+ 0.129	37.8	+ 3.9	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B-	19.0	0.532	20.5	B	18.0	0.658	+ 0.126	21.0	+ 0.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	B	16.7	0.379	12.6	C	30.0	0.668	+ 0.289	31.2	+ 18.7	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	A	9.0	0.421	10.0	A	8.6	0.459	+ 0.038	11.3	+ 1.3	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	B	15.0	0.448	15.6	B	14.9	0.502	+ 0.054	15.8	+ 0.2	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B-	18.6	0.320	14.2	B-	19.7	0.370	+ 0.050	28.2	+ 14.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	17.1	0.415	16.3	C	25.5	0.628	+ 0.212	25.7	+ 9.4	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B	16.0	0.740	18.1	B	17.4	0.801	+ 0.060	19.9	+ 1.8	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	A	7.8	0.464	13.2	A	8.9	0.537	+ 0.072	13.9	+ 0.7	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	A	1.9	0.370	0.8	A	2.8	0.383	+ 0.013	1.2	+ 0.3	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	9.1	0.595	10.2	D+	35.9	0.735	+ 0.140	57.4	+ 47.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	E-	76.9	0.754	100.8	F	87.4	0.815	+ 0.061	119.4	+ 18.5	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	E+	58.3	0.842	65.8	E+	59.9	0.870	+ 0.028	68.5	+ 2.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	42.8	0.533	41.4	D	43.9	0.598	+ 0.065	43.3	+ 1.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	B	16.3	0.446	13.2	B-	18.9	0.532	+ 0.087	16.9	+ 3.6	?	xx.x	x.xxx	xx.x
#1024	?	xx.x	x.xxx	xx.x	C	23.8	0.424	19.4	C	24.3	0.447	+ 0.023	20.2	+ 0.8	?	xx.x	x.xxx	xx.x
#1025	?	xx.x	x.xxx	xx.x	B	14.4	0.308	17.3	B	14.6	0.333	+ 0.025	17.4	+ 0.2	?	xx.x	x.xxx	xx.x
#1026	?	xx.x	x.xxx	xx.x	B	12.1	0.342	9.0	B	12.3	0.356	+ 0.015	16.8	+ 7.9	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan TIA
SJ17-1724
Existing

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing PM				Existing PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	?	xx.x	x.xxx	xx.x	D+	38.9	0.714	39.2	D	42.2	0.779	+ 0.066	42.7	+ 3.5	?	xx.x	x.xxx	xx.x
#1028	?	xx.x	x.xxx	xx.x	B+	11.1	0.345	11.6	B	13.4	0.451	+ 0.106	14.4	+ 2.8	?	xx.x	x.xxx	xx.x
#1029	?	xx.x	x.xxx	xx.x	E	62.1	0.687	69.4	E-	75.2	0.792	+ 0.105	89.9	+ 20.5	?	xx.x	x.xxx	xx.x
#1030	?	xx.x	x.xxx	xx.x	C-	34.1	0.669	34.6	D+	36.0	0.763	+ 0.093	38.0	+ 3.5	?	xx.x	x.xxx	xx.x
#1031	?	xx.x	x.xxx	xx.x	B-	18.1	0.518	19.8	B-	18.8	0.625	+ 0.108	20.4	+ 0.6	?	xx.x	x.xxx	xx.x
#1032	?	xx.x	x.xxx	xx.x	B	15.0	0.701	32.5	B	17.2	0.788	+ 0.087	37.5	+ 5.0	?	xx.x	x.xxx	xx.x
#1033	?	xx.x	x.xxx	xx.x	C+	20.6	0.593	18.7	C+	21.8	0.657	+ 0.064	20.0	+ 1.3	?	xx.x	x.xxx	xx.x
#1034	?	xx.x	x.xxx	xx.x	C	31.8	0.529	26.5	C	31.3	0.627	+ 0.098	26.3	- 0.2	?	xx.x	x.xxx	xx.x
#1035	?	xx.x	x.xxx	xx.x	B+	11.3	0.513	9.8	A	7.8	0.571	+ 0.058	5.9	- 3.9	?	xx.x	x.xxx	xx.x
#1036	?	xx.x	x.xxx	xx.x	C+	20.8	0.635	19.6	C+	22.5	0.672	+ 0.036	20.4	+ 0.9	?	xx.x	x.xxx	xx.x
#1037	?	xx.x	x.xxx	xx.x	C	25.8	0.695	23.4	C	30.0	0.760	+ 0.065	28.7	+ 5.3	?	xx.x	x.xxx	xx.x
#1038	?	xx.x	x.xxx	xx.x	B	12.2	0.440	12.3	B	13.9	0.542	+ 0.102	14.2	+ 1.9	?	xx.x	x.xxx	xx.x
#1039	?	xx.x	x.xxx	xx.x	C-	32.3	0.735	41.3	D	40.2	0.894	+ 0.159	55.4	+ 14.1	?	xx.x	x.xxx	xx.x
#1040	?	xx.x	x.xxx	xx.x	B	12.2	0.683	16.5	B	14.0	0.777	+ 0.094	19.5	+ 3.0	?	xx.x	x.xxx	xx.x
#1041	?	xx.x	x.xxx	xx.x	C	30.8	0.497	28.4	C	30.8	0.656	+ 0.159	28.7	+ 0.4	?	xx.x	x.xxx	xx.x
#1042	?	xx.x	x.xxx	xx.x	C	25.7	0.570	24.3	C	30.0	0.694	+ 0.124	30.8	+ 6.5	?	xx.x	x.xxx	xx.x
#1043	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	?	xx.x	x.xxx	xx.x	B	13.1	0.415	13.6	B	13.4	0.477	+ 0.062	13.7	+ 0.1	?	xx.x	x.xxx	xx.x
#1045	?	xx.x	x.xxx	xx.x	B+	11.3	0.348	8.7	B	13.2	0.408	+ 0.059	11.5	+ 2.8	?	xx.x	x.xxx	xx.x
#1046	?	xx.x	x.xxx	xx.x	C-	34.9	0.777	38.0	D	43.0	0.898	+ 0.121	49.7	+ 11.7	?	xx.x	x.xxx	xx.x
#1047	?	xx.x	x.xxx	xx.x	A	2.9	0.417	4.2	A	3.0	0.480	+ 0.063	4.3	+ 0.1	?	xx.x	x.xxx	xx.x
															?	xx.x	x.xxx	xx.x
															?	xx.x	x.xxx	xx.x

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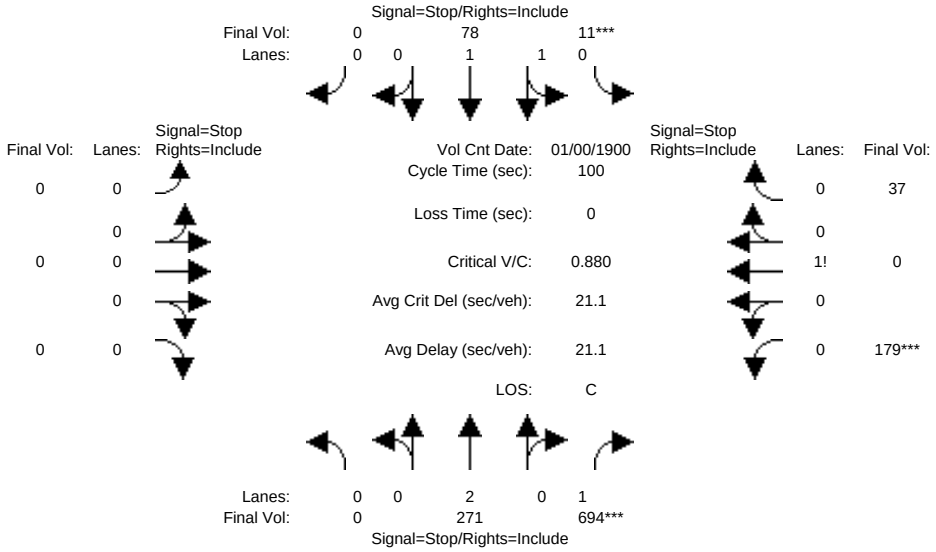
East Whisman Precise Plan
SJ17-1724
Existing

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	271	694	11	78	0	0	0	0	179	0	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:	0	271	694	11	78	0	0	0	0	179	0	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	271	694	11	78	0	0	0	0	179	0	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:	0	271	694	11	78	0	0	0	0	179	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	271	694	11	78	0	0	0	0	179	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	271	694	11	78	0	0	0	0	179	0	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.25	1.75	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	1363	788	138	988	0	0	0	0	501	0	104
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.20	0.88	0.08	0.08	xxxx	xxxx	xxxx	xxxx	0.36	xxxx	0.36
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.2	30.2	9.4	9.3	0.0	0.0	0.0	0.0	11.8	0.0	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	30.2	9.4	9.3	0.0	0.0	0.0	0.0	11.8	0.0	11.8
LOS by Move:	*	A	D	A	A	*	*	*	*	B	*	B
ApproachDel:		24.3			9.3			xxxxxx			11.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		24.3			9.3			xxxxxx			11.8	
LOS by Appr:		C			A			*			B	
AllWayAvgQ:	0.0	0.2	5.0	0.1	0.1	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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

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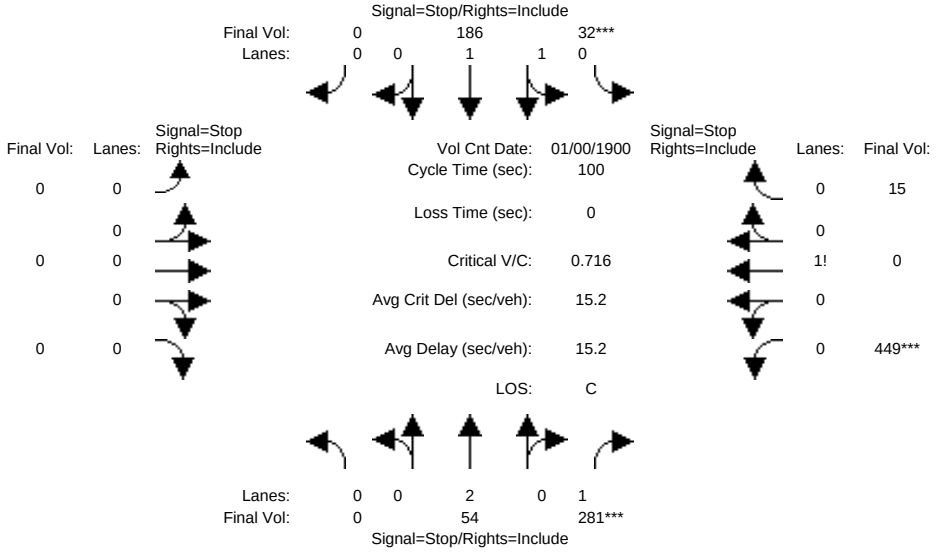
East Whisman Precise Plan
SJ17-1724
Existing

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	54	281	32	186	0	0	0	0	449	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	281	32	186	0	0	0	0	449	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	54	281	32	186	0	0	0	0	449	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	54	281	32	186	0	0	0	0	449	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	54	281	32	186	0	0	0	0	449	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	54	281	32	186	0	0	0	0	449	0	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.29	1.71	0.00	0.00	0.00	0.00	0.97	0.00	0.03
Final Sat.:	0	1124	633	156	921	0	0	0	0	627	0	21
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.44	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.72	xxxx	0.72
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.1	12.1	10.6	10.5	0.0	0.0	0.0	0.0	20.1	0.0	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	12.1	10.6	10.5	0.0	0.0	0.0	0.0	20.1	0.0	20.1
LOS by Move:	*	A	B	B	B	*	*	*	*	C	*	C
ApproachDel:		11.6			10.5			xxxxxx			20.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.6			10.5			xxxxxx			20.1	
LOS by Appr:		B			B			*			C	
AllWayAvgQ:	0.0	0.0	0.7	0.2	0.2	0.0	0.0	0.0	0.0	2.1	2.1	2.1

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

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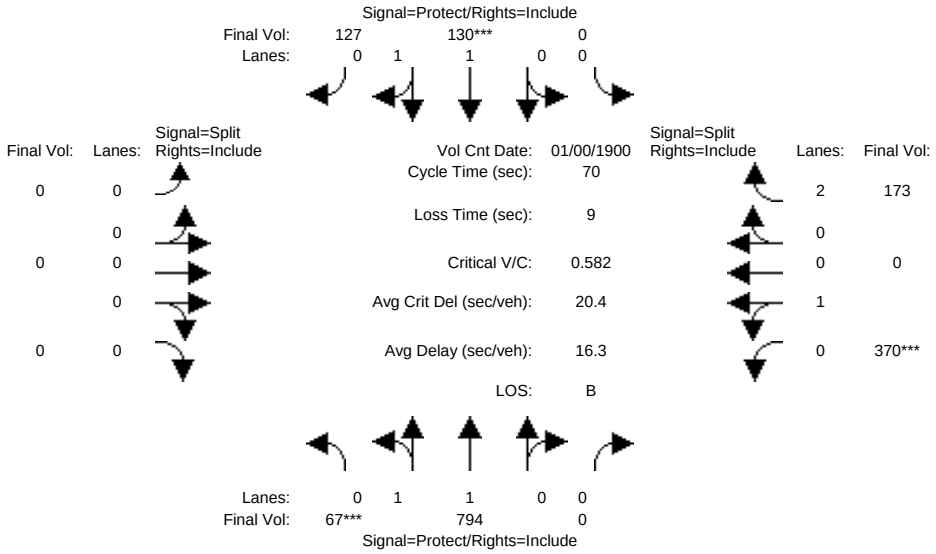
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	67	794	0	0	130	127	0	0	0	370	0	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:	67	794	0	0	130	127	0	0	0	370	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	794	0	0	130	127	0	0	0	370	0	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:	67	794	0	0	130	127	0	0	0	370	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	794	0	0	130	127	0	0	0	370	0	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
FinalVolume:	67	794	0	0	130	127	0	0	0	370	0	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.16	1.84	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	288	3412	0	0	1899	1800	0	0	0	1800	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.21	0.00	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.53	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.60	0.44	0.00	0.00	0.48	0.49	0.00	0.00	0.00	0.60	0.00	0.16
Delay/Veh:	17.9	10.2	0.0	0.0	28.3	28.4	0.0	0.0	0.0	20.8	0.0	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:	17.9	10.2	0.0	0.0	28.3	28.4	0.0	0.0	0.0	20.8	0.0	16.1
LOS by Move:	B	B+	A	A	C	C	A	A	A	C+	A	B
HCM2kAvgQ:	8	6	0	0	3	3	0	0	0	8	0	2

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

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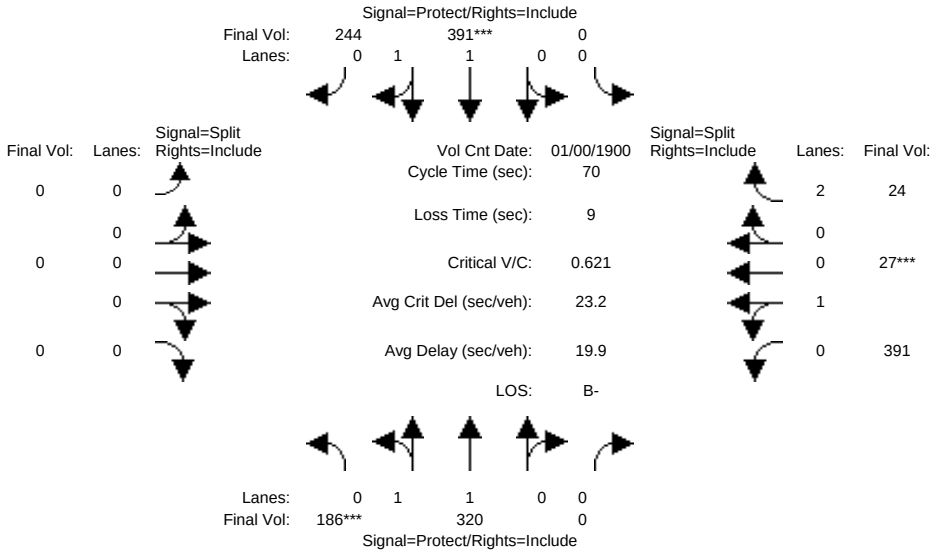
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	186	320	0	0	391	244	0	0	0	391	27	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:	186	320	0	0	391	244	0	0	0	391	27	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	320	0	0	391	244	0	0	0	391	27	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:	186	320	0	0	391	244	0	0	0	391	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	320	0	0	391	244	0	0	0	391	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	320	0	0	391	244	0	0	0	391	27	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.76	1.24	0.00	0.00	1.21	0.79	0.00	0.00	0.00	0.94	0.06	2.00
Final Sat.:	1359	2339	0	0	2277	1421	0	0	0	1684	116	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.23	0.23	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.50	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.62	0.28	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.62	0.02
Delay/Veh:	26.1	10.3	0.0	0.0	23.3	23.3	0.0	0.0	0.0	19.6	19.6	13.8
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:	26.1	10.3	0.0	0.0	23.3	23.3	0.0	0.0	0.0	19.6	19.6	13.8
LOS by Move:	C	B+	A	A	C	C	A	A	A	B-	B-	B
HCM2kAvgQ:	5	3	0	0	7	7	0	0	0	9	9	0

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

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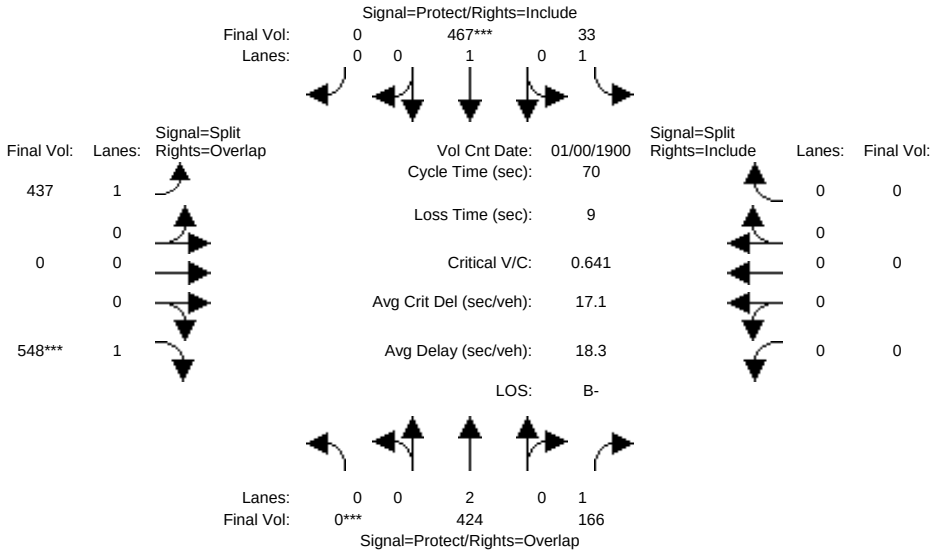
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	424	166	33	467	0	437	0	548	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	166	33	467	0	437	0	548	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	424	166	33	467	0	437	0	548	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	424	166	33	467	0	437	0	548	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	166	33	467	0	437	0	548	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	424	166	33	467	0	437	0	548	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.09	0.02	0.25	0.00	0.25	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.23	0.23	0.16	0.38	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.42	0.12	0.64	0.00	0.51	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	23.9	25.5	19.6	0.0	12.7	0.0	15.0	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	24.1	23.9	25.5	19.6	0.0	12.7	0.0	15.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B-	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	3	1	8	0	7	0	10	0	0	0

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

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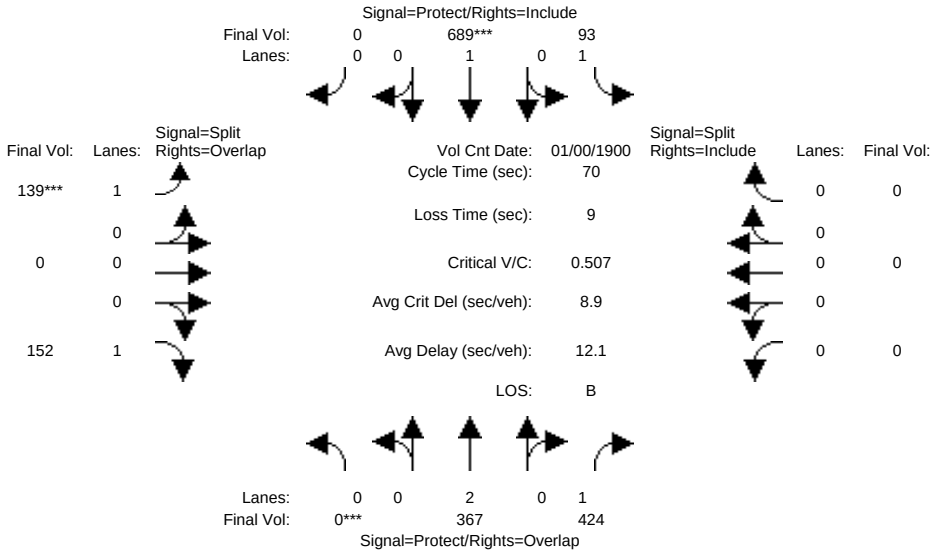
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	367	424	93	689	0	139	0	152	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	367	424	93	689	0	139	0	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	367	424	93	689	0	139	0	152	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	367	424	93	689	0	139	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	424	93	689	0	139	0	152	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	367	424	93	689	0	139	0	152	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.24	0.05	0.36	0.00	0.08	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.50	0.50	0.21	0.70	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.49	0.26	0.52	0.00	0.47	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	12.1	23.7	5.2	0.0	27.5	0.0	28.1	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	9.8	12.1	23.7	5.2	0.0	27.5	0.0	28.1	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	2	6	2	7	0	4	0	4	0	0	0

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

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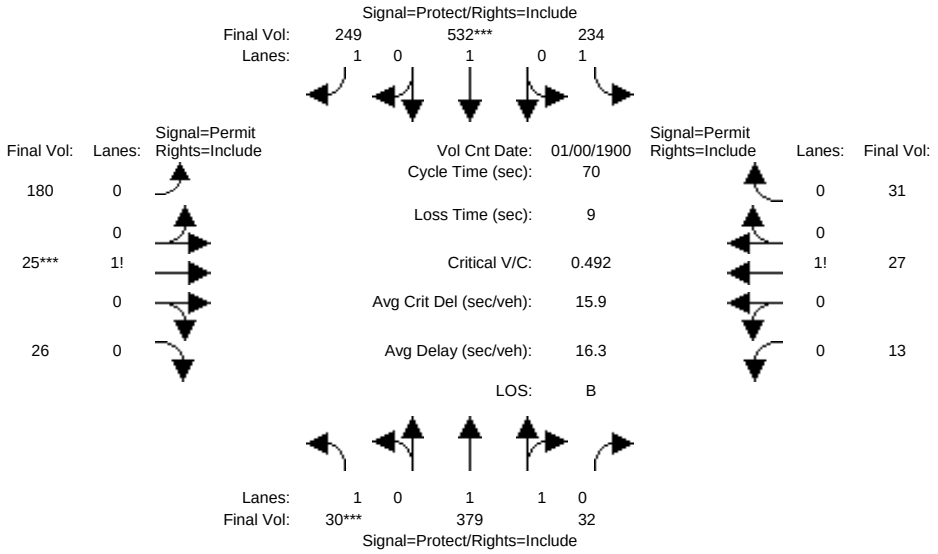
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	379	32	234	532	249	180	25	26	13	27	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:	30	379	32	234	532	249	180	25	26	13	27	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	379	32	234	532	249	180	25	26	13	27	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:	30	379	32	234	532	249	180	25	26	13	27	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	379	32	234	532	249	180	25	26	13	27	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	379	32	234	532	249	180	25	26	13	27	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	0.78	0.11	0.11	0.18	0.38	0.44
Final Sat.:	1750	3412	288	1750	1900	1750	1364	189	197	320	665	764
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.13	0.28	0.14	0.13	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.32	0.32	0.30	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.17	0.34	0.34	0.44	0.53	0.27	0.53	0.53	0.53	0.16	0.16	0.16
Delay/Veh:	29.3	18.2	18.2	20.3	11.6	9.4	24.2	24.2	24.2	20.9	20.9	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:	29.3	18.2	18.2	20.3	11.6	9.4	24.2	24.2	24.2	20.9	20.9	20.9
LOS by Move:	C	B-	B-	C+	B+	A	C	C	C	C+	C+	C+
HCM2kAvgQ:	1	4	4	4	7	3	5	5	5	1	1	1

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

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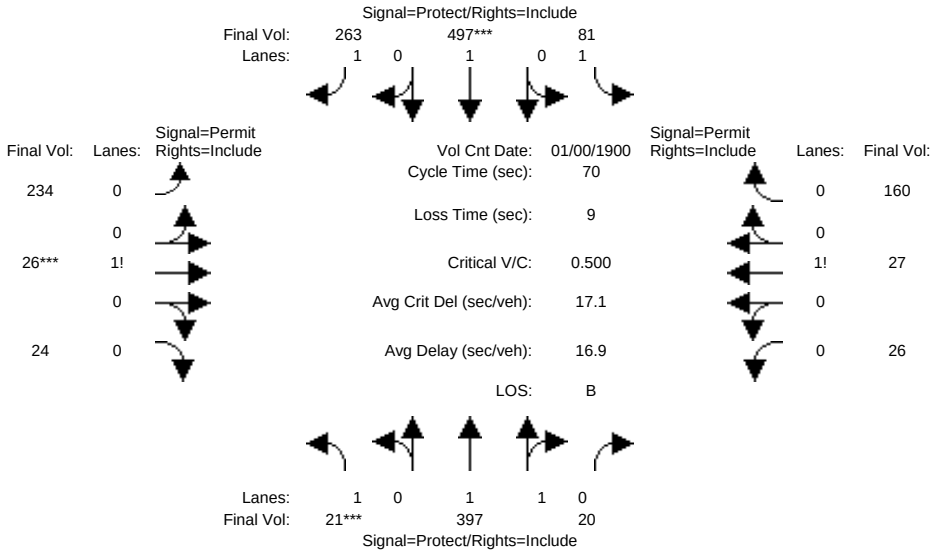
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	21	397	20	81	497	263	234	26	24	26	27	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:	21	397	20	81	497	263	234	26	24	26	27	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	397	20	81	497	263	234	26	24	26	27	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:	21	397	20	81	497	263	234	26	24	26	27	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	397	20	81	497	263	234	26	24	26	27	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
FinalVolume:	21	397	20	81	497	263	234	26	24	26	27	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	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	0.83	0.09	0.08	0.12	0.13	0.75
Final Sat.:	1750	3522	177	1750	1900	1750	1442	160	148	214	222	1315
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.26	0.15	0.16	0.16	0.16	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.34	0.34	0.24	0.48	0.48	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.12	0.33	0.33	0.20	0.55	0.32	0.55	0.55	0.55	0.41	0.41	0.41
Delay/Veh:	29.0	17.4	17.4	21.6	13.7	11.5	22.0	22.0	22.0	20.3	20.3	20.3
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:	29.0	17.4	17.4	21.6	13.7	11.5	22.0	22.0	22.0	20.3	20.3	20.3
LOS by Move:	C	B	B	C+	B	B+	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	1	4	4	1	7	4	6	6	6	4	4	4

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

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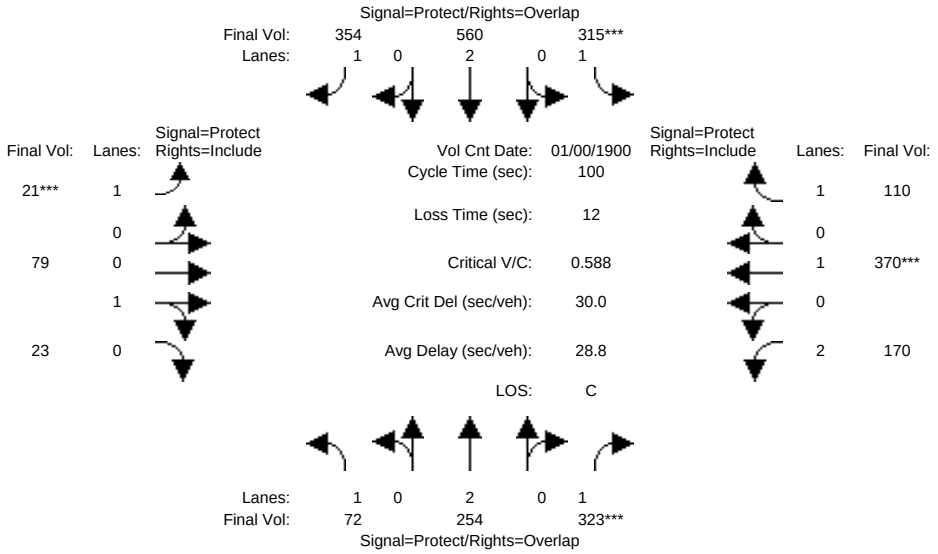
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	72	254	323	315	560	354	21	79	23	170	370	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:	72	254	323	315	560	354	21	79	23	170	370	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	254	323	315	560	354	21	79	23	170	370	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:	72	254	323	315	560	354	21	79	23	170	370	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	254	323	315	560	354	21	79	23	170	370	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
FinalVolume:	72	254	323	315	560	354	21	79	23	170	370	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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.77	0.23	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1394	406	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.18	0.18	0.15	0.20	0.01	0.06	0.06	0.05	0.19	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.19	0.35	0.30	0.36	0.43	0.07	0.23	0.23	0.16	0.32	0.32
Volume/Cap:	0.31	0.35	0.53	0.60	0.41	0.47	0.17	0.25	0.25	0.33	0.60	0.19
Delay/Veh:	40.2	35.5	26.7	32.1	24.5	21.1	44.4	31.7	31.7	37.5	30.2	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:	40.2	35.5	26.7	32.1	24.5	21.1	44.4	31.7	31.7	37.5	30.2	24.7
LOS by Move:	D	D+	C	C-	C	C+	D	C	C	D+	C	C
HCM2kAvgQ:	2	4	9	10	7	9	1	3	3	3	9	3

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

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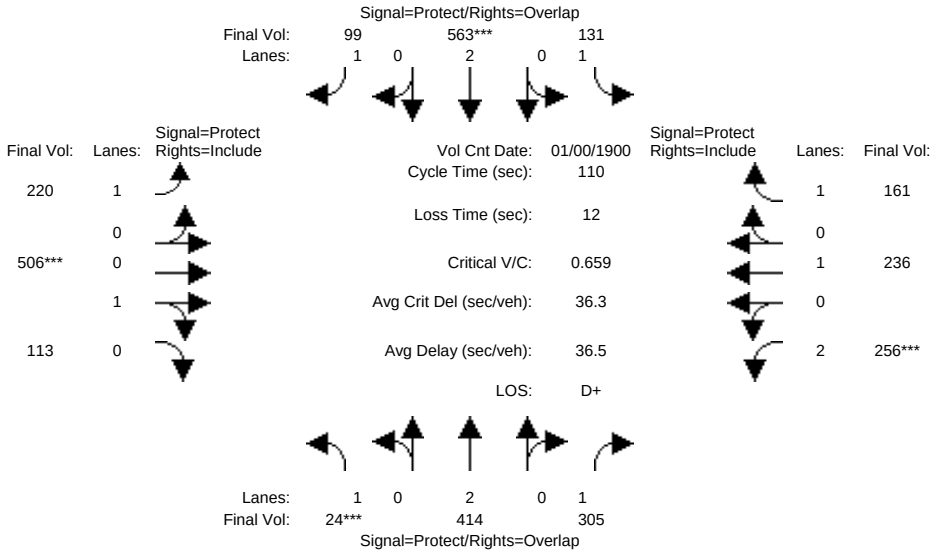
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	24	414	305	131	563	99	220	506	113	256	236	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:	24	414	305	131	563	99	220	506	113	256	236	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	414	305	131	563	99	220	506	113	256	236	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:	24	414	305	131	563	99	220	506	113	256	236	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	414	305	131	563	99	220	506	113	256	236	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	414	305	131	563	99	220	506	113	256	236	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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1471	329	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.17	0.07	0.15	0.06	0.13	0.34	0.34	0.08	0.12	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.16	0.28	0.11	0.21	0.52	0.31	0.50	0.50	0.12	0.30	0.30
Volume/Cap:	0.22	0.66	0.62	0.66	0.69	0.11	0.41	0.69	0.69	0.69	0.41	0.30
Delay/Veh:	49.9	45.8	36.8	54.9	42.5	13.4	30.6	23.6	23.6	52.2	30.8	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	45.8	36.8	54.9	42.5	13.4	30.6	23.6	23.6	52.2	30.8	29.6
LOS by Move:	D	D	D+	D-	D	B	C	C	C	D-	C	C
HCM2kAvgQ:	1	8	10	6	10	2	6	17	17	5	6	4

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

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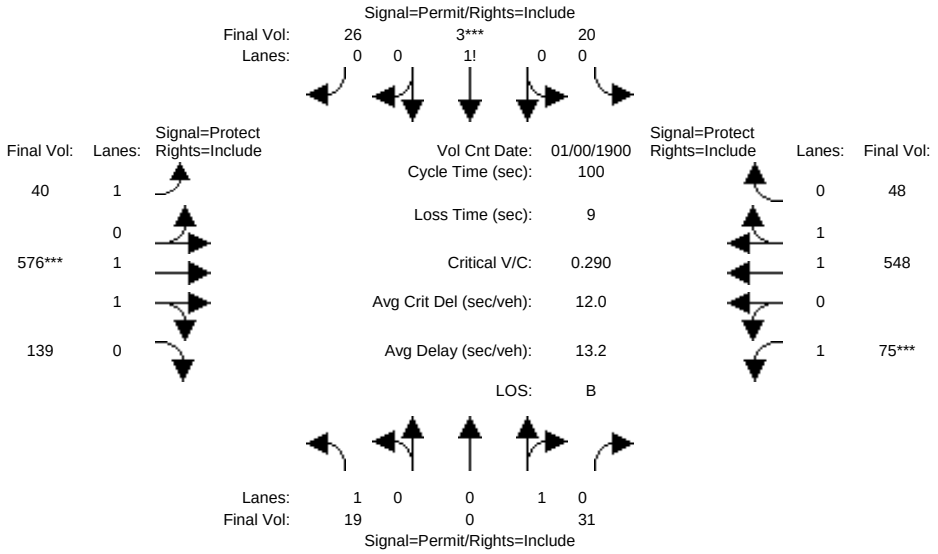
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	19	0	31	20	3	26	40	576	139	75	548	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:	19	0	31	20	3	26	40	576	139	75	548	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	31	20	3	26	40	576	139	75	548	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:	19	0	31	20	3	26	40	576	139	75	548	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	31	20	3	26	40	576	139	75	548	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
FinalVolume:	19	0	31	20	3	26	40	576	139	75	548	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.41	0.06	0.53	1.00	1.60	0.40	1.00	1.83	0.17
Final Sat.:	1750	0	1800	714	107	929	1750	2980	719	1750	3402	298
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.03	0.03	0.03	0.02	0.19	0.19	0.04	0.16	0.16
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.25	0.66	0.66	0.15	0.56	0.56
Volume/Cap:	0.11	0.00	0.17	0.28	0.28	0.28	0.09	0.29	0.29	0.29	0.29	0.29
Delay/Veh:	41.2	0.0	41.7	42.5	42.5	42.5	29.2	7.1	7.1	38.6	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	0.0	41.7	42.5	42.5	42.5	29.2	7.1	7.1	38.6	11.4	11.4
LOS by Move:	D	A	D	D	D	D	C	A	A	D+	B+	B+
HCM2kAvgQ:	1	0	1	2	2	2	1	5	5	2	5	5

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

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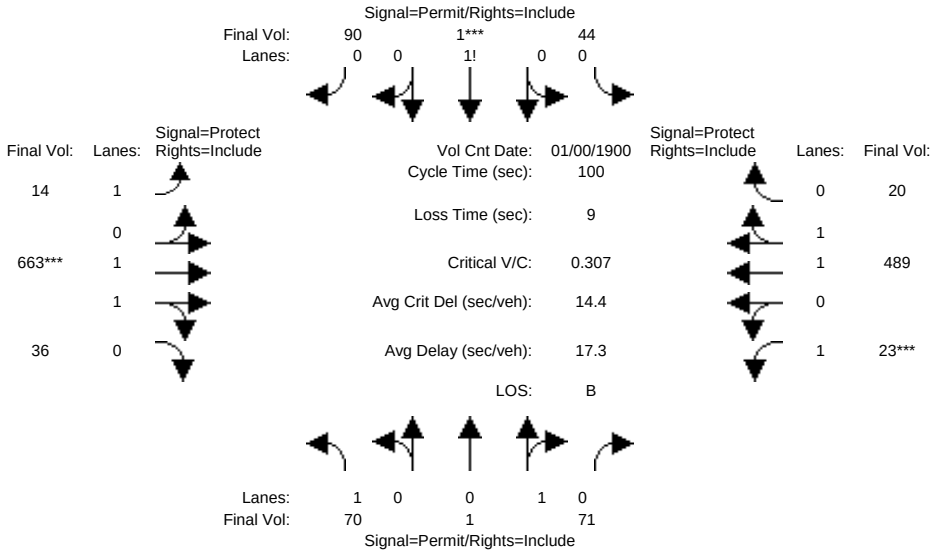
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	1	71	44	1	90	14	663	36	23	489	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:	70	1	71	44	1	90	14	663	36	23	489	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1	71	44	1	90	14	663	36	23	489	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1	71	44	1	90	14	663	36	23	489	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1	71	44	1	90	14	663	36	23	489	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
FinalVolume:	70	1	71	44	1	90	14	663	36	23	489	20
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	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.01	0.99	0.32	0.01	0.67	1.00	1.89	0.11	1.00	1.92	0.08
Final Sat.:	1750	25	1775	570	13	1167	1750	3509	191	1750	3555	145
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.01	0.19	0.19	0.01	0.14	0.14
Crit Moves:					****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.22	0.60	0.60	0.07	0.44	0.44
Volume/Cap:	0.16	0.16	0.16	0.32	0.32	0.32	0.04	0.32	0.32	0.19	0.31	0.31
Delay/Veh:	30.0	30.0	30.0	31.4	31.4	31.4	30.3	10.1	10.1	44.6	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	30.0	30.0	31.4	31.4	31.4	30.3	10.1	10.1	44.6	18.2	18.2
LOS by Move:	C	C	C	C	C	C	C	B+	B+	D	B-	B-
HCM2kAvgQ:	2	2	2	4	4	4	0	5	5	1	5	5

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

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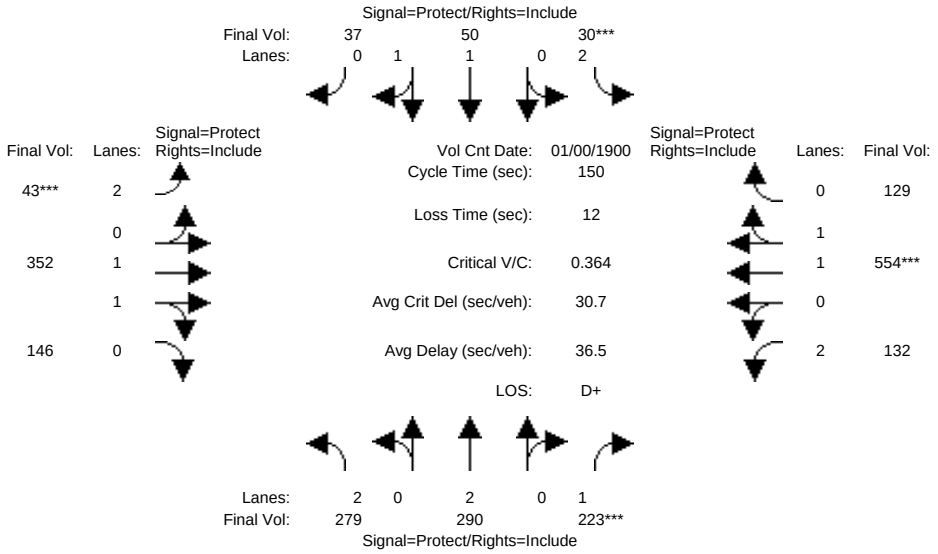
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	279	290	223	30	50	37	43	352	146	132	554	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	290	223	30	50	37	43	352	146	132	554	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	290	223	30	50	37	43	352	146	132	554	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	290	223	30	50	37	43	352	146	132	554	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	290	223	30	50	37	43	352	146	132	554	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	290	223	30	50	37	43	352	146	132	554	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.13	0.87	2.00	1.40	0.60	2.00	1.61	0.39
Final Sat.:	3150	3800	1750	3150	2125	1573	3150	2614	1084	3150	3001	699
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.13	0.01	0.02	0.02	0.01	0.13	0.13	0.04	0.18	0.18
Crit Moves:			****	****			****				****	
Green/Cycle:	0.22	0.34	0.34	0.05	0.17	0.17	0.05	0.40	0.40	0.14	0.49	0.49
Volume/Cap:	0.40	0.23	0.38	0.20	0.14	0.14	0.29	0.34	0.34	0.30	0.38	0.38
Delay/Veh:	50.6	35.7	38.1	69.5	53.7	53.7	70.2	31.6	31.6	58.6	24.1	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:	50.6	35.7	38.1	69.5	53.7	53.7	70.2	31.6	31.6	58.6	24.1	24.1
LOS by Move:	D	D+	D+	E	D-	D-	E	C	C	E+	C	C
HCM2kAvgQ:	6	5	8	1	2	2	1	8	8	3	10	10

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

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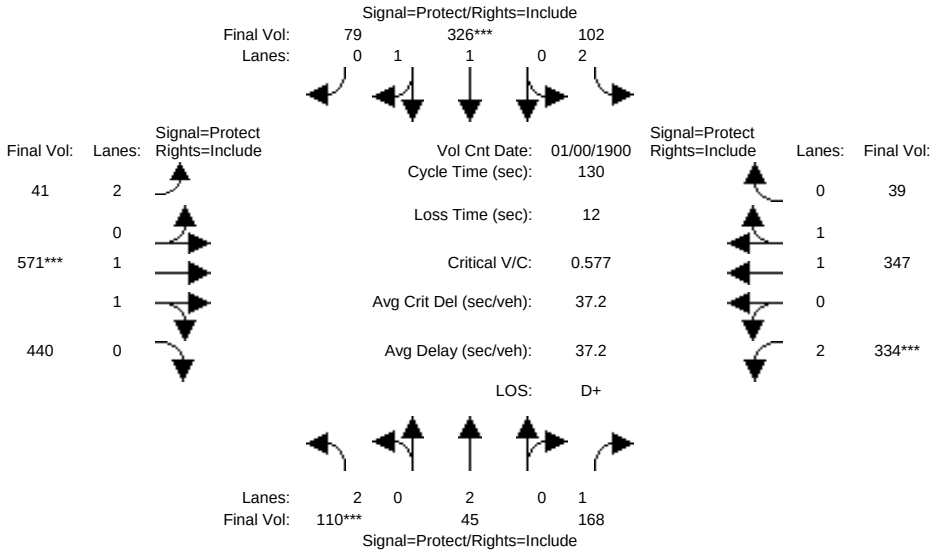
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	45	168	102	326	79	41	571	440	334	347	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:	110	45	168	102	326	79	41	571	440	334	347	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	45	168	102	326	79	41	571	440	334	347	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:	110	45	168	102	326	79	41	571	440	334	347	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	45	168	102	326	79	41	571	440	334	347	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
FinalVolume:	110	45	168	102	326	79	41	571	440	334	347	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.60	0.40	2.00	1.11	0.89	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	2978	722	3150	2089	1609	3150	3326	374
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.10	0.03	0.11	0.11	0.01	0.27	0.27	0.11	0.10	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.16	0.16	0.09	0.19	0.19	0.22	0.47	0.47	0.18	0.43	0.43
Volume/Cap:	0.58	0.07	0.60	0.36	0.58	0.58	0.06	0.58	0.58	0.58	0.24	0.24
Delay/Veh:	63.8	46.4	54.3	56.4	49.1	49.1	39.7	25.3	25.3	49.9	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:	63.8	46.4	54.3	56.4	49.1	49.1	39.7	25.3	25.3	49.9	23.4	23.4
LOS by Move:	E	D	D-	E+	D	D	D	C	C	D	C	C
HCM2kAvgQ:	3	1	7	3	8	8	1	15	15	7	5	5

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

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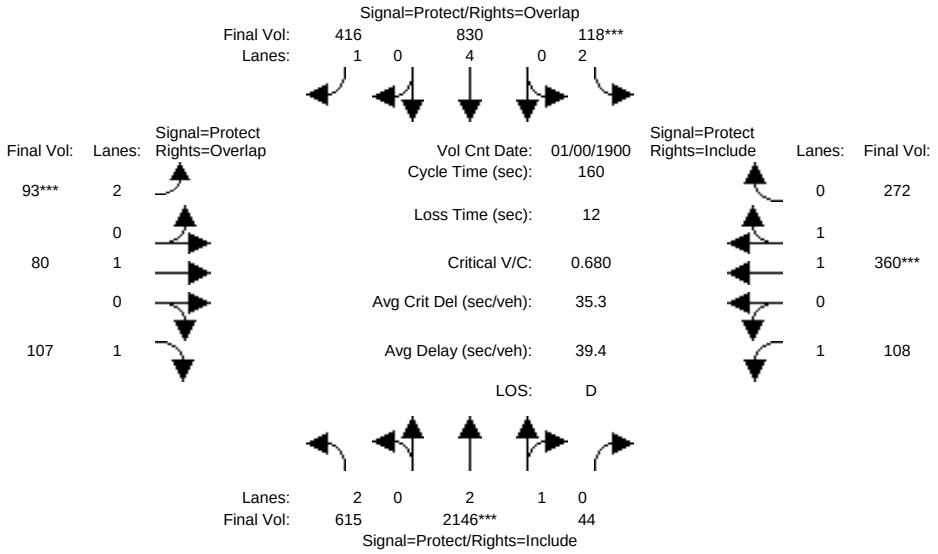
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	615	2146	44	118	830	416	93	80	107	108	360	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	2146	44	118	830	416	93	80	107	108	360	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	2146	44	118	830	416	93	80	107	108	360	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	615	2146	44	118	830	416	93	80	107	108	360	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	2146	44	118	830	416	93	80	107	108	360	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
FinalVolume:	615	2146	44	118	830	416	93	80	107	108	360	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.12	0.88
Final Sat.:	3150	5487	113	3150	7600	1750	3150	1900	1750	1750	2106	1592
Capacity Analysis Module:												
Vol/Sat:	0.20	0.39	0.39	0.04	0.11	0.24	0.03	0.04	0.06	0.06	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.57	0.57	0.06	0.33	0.37	0.04	0.15	0.45	0.15	0.25	0.25
Volume/Cap:	0.64	0.68	0.68	0.68	0.34	0.64	0.67	0.28	0.13	0.42	0.68	0.68
Delay/Veh:	49.5	24.3	24.3	84.7	41.0	44.1	87.9	61.1	25.5	63.2	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:	49.5	24.3	24.3	84.7	41.0	44.1	87.9	61.1	25.5	63.2	56.2	56.2
LOS by Move:	D	C	C	F	D	D	F	E	C	E	E+	E+
HCM2kAvgQ:	15	24	24	5	7	18	3	3	3	5	15	15

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

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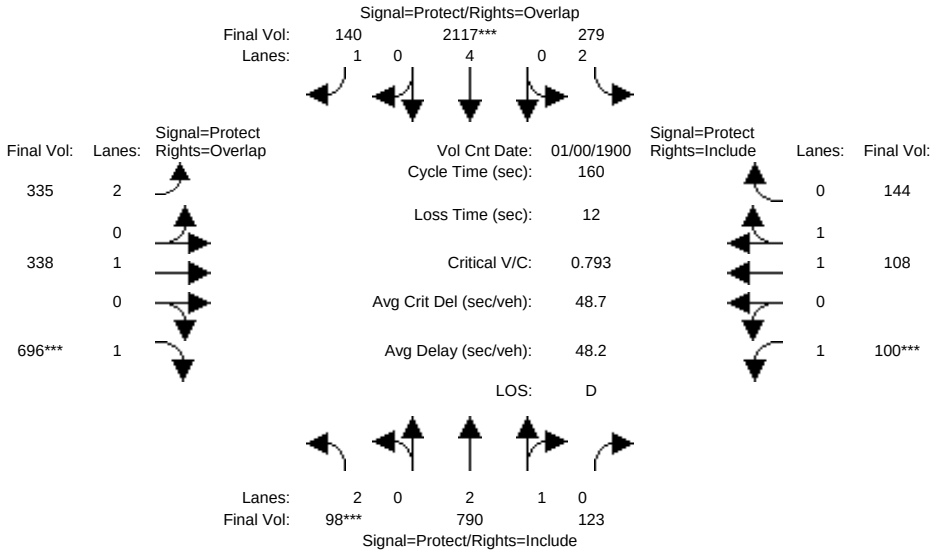
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	98	790	123	279	2117	140	335	338	696	100	108	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:	98	790	123	279	2117	140	335	338	696	100	108	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	790	123	279	2117	140	335	338	696	100	108	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:	98	790	123	279	2117	140	335	338	696	100	108	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	790	123	279	2117	140	335	338	696	100	108	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	790	123	279	2117	140	335	338	696	100	108	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.58	0.42	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4845	754	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.28	0.08	0.11	0.18	0.40	0.06	0.06	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.04	0.26	0.26	0.14	0.36	0.65	0.30	0.45	0.50	0.07	0.23	0.23
Volume/Cap:	0.71	0.63	0.63	0.63	0.78	0.12	0.36	0.39	0.80	0.78	0.25	0.36
Delay/Veh:	91.4	53.4	53.4	67.7	47.5	10.6	44.6	29.5	39.1	99.1	50.5	52.1
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:	91.4	53.4	53.4	67.7	47.5	10.6	44.6	29.5	39.1	99.1	50.5	52.1
LOS by Move:	F	D-	D-	E	D	B+	D	C	D	F	D	D-
HCM2kAvgQ:	3	13	13	9	24	3	7	10	31	7	4	6

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

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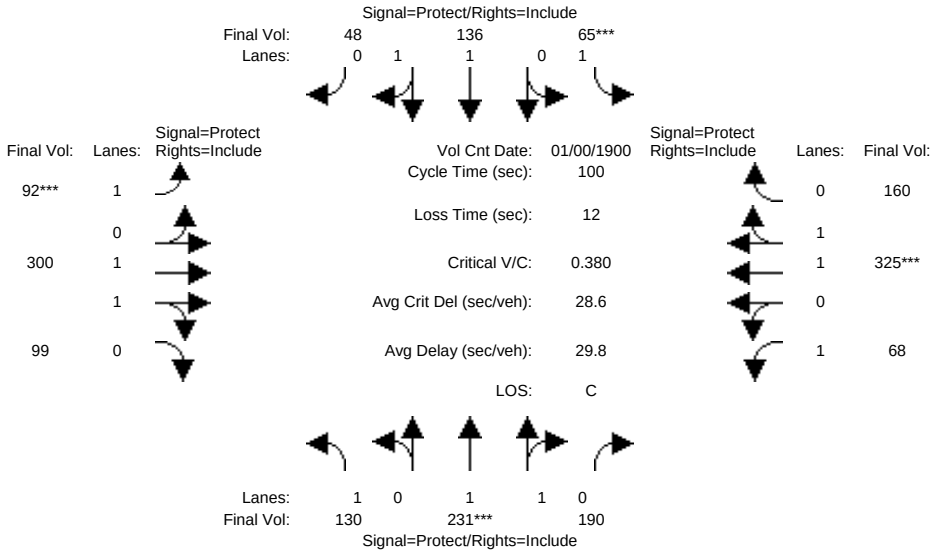
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	231	190	65	136	48	92	300	99	68	325	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:	130	231	190	65	136	48	92	300	99	68	325	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	231	190	65	136	48	92	300	99	68	325	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:	130	231	190	65	136	48	92	300	99	68	325	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	231	190	65	136	48	92	300	99	68	325	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
FinalVolume:	130	231	190	65	136	48	92	300	99	68	325	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.46	0.54	1.00	1.49	0.51	1.00	1.32	0.68
Final Sat.:	1750	2029	1669	1750	2734	965	1750	2781	918	1750	2478	1220
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.04	0.05	0.05	0.05	0.11	0.11	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.30	0.30	0.10	0.20	0.20	0.14	0.29	0.29	0.19	0.34	0.34
Volume/Cap:	0.37	0.38	0.38	0.37	0.25	0.25	0.38	0.37	0.37	0.21	0.38	0.38
Delay/Veh:	35.3	28.0	28.0	43.4	33.9	33.9	40.2	28.3	28.3	34.5	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:	35.3	28.0	28.0	43.4	33.9	33.9	40.2	28.3	28.3	34.5	25.0	25.0
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	C-	C	C
HCM2kAvgQ:	4	5	5	2	3	3	3	5	5	2	6	6

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

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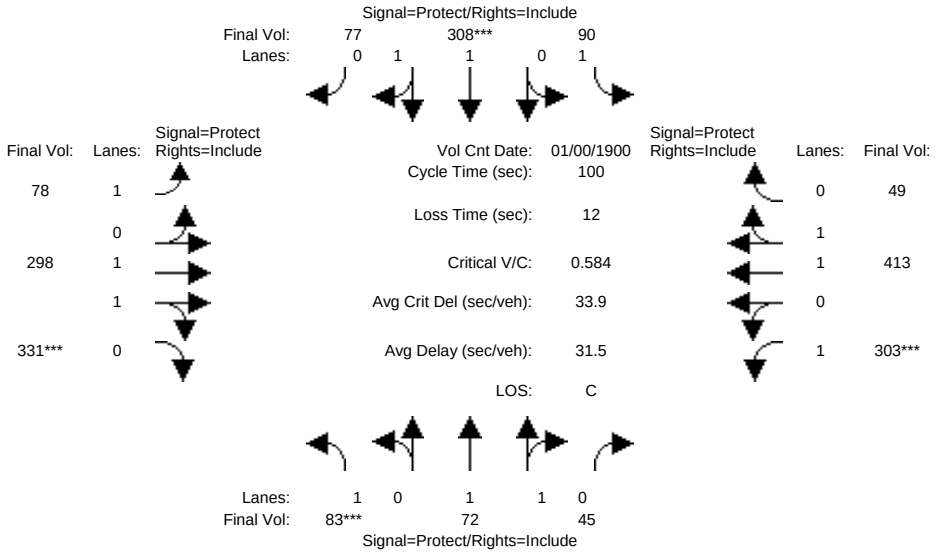
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	83	72	45	90	308	77	78	298	331	303	413	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:	83	72	45	90	308	77	78	298	331	303	413	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	72	45	90	308	77	78	298	331	303	413	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:	83	72	45	90	308	77	78	298	331	303	413	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	72	45	90	308	77	78	298	331	303	413	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
FinalVolume:	83	72	45	90	308	77	78	298	331	303	413	49
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	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.21	0.79	1.00	1.59	0.41	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	2276	1422	1750	2959	740	1750	1900	1750	1750	3307	392
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.05	0.10	0.10	0.04	0.16	0.19	0.17	0.12	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.14	0.14	0.14	0.17	0.17	0.22	0.32	0.32	0.29	0.39	0.39
Volume/Cap:	0.47	0.23	0.23	0.38	0.60	0.60	0.20	0.50	0.60	0.60	0.32	0.32
Delay/Veh:	44.5	38.7	38.7	40.2	39.6	39.6	32.3	28.0	29.8	32.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	38.7	38.7	40.2	39.6	39.6	32.3	28.0	29.8	32.5	21.5	21.5
LOS by Move:	D	D+	D+	D	D	D	C-	C	C	C-	C+	C+
HCM2kAvgQ:	3	2	2	3	6	6	2	7	9	9	5	5

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

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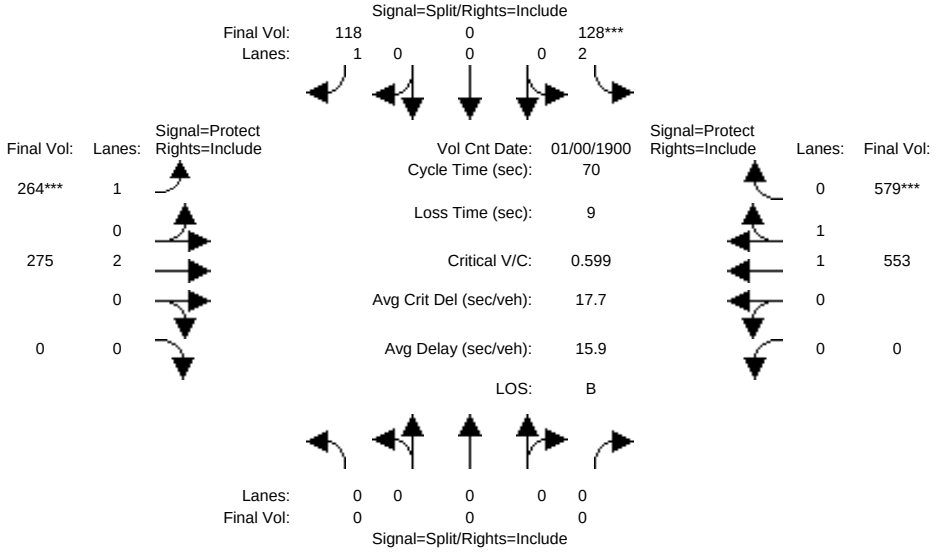
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	128	0	118	264	275	0	0	553	579
Growth Adj:	1.00	1.00	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	128	0	118	264	275	0	0	553	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	118	264	275	0	0	553	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	128	0	118	264	275	0	0	553	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	118	264	275	0	0	553	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	128	0	118	264	275	0	0	553	579
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.15	0.07	0.00	0.00	0.29	0.33
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.23	0.73	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.47	0.66	0.10	0.00	0.00	0.58	0.66
Delay/Veh:	0.0	0.0	0.0	27.2	0.0	29.0	28.6	2.8	0.0	0.0	12.8	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2	0.0	29.0	28.6	2.8	0.0	0.0	12.8	14.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	3	6	1	0	0	8	10

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

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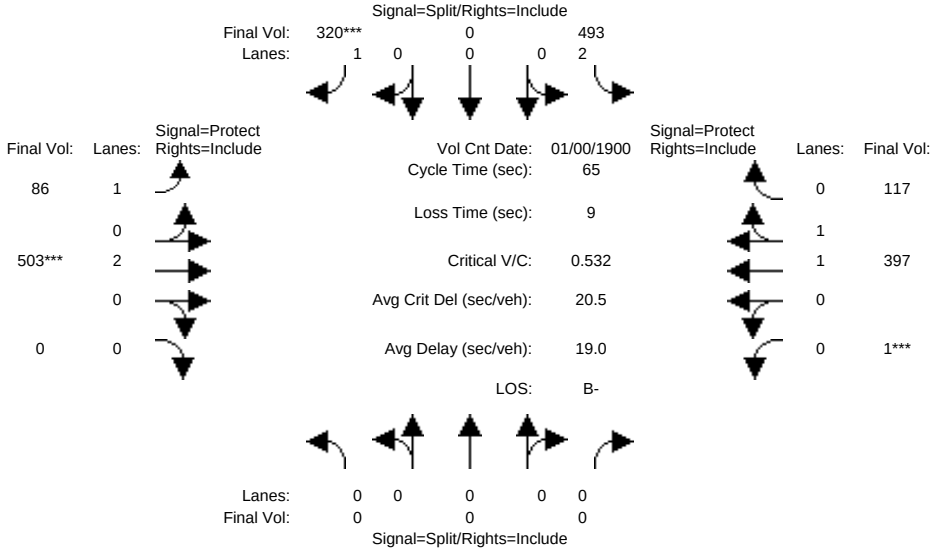
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	493	0	320	86	503	0	1	397	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:	0	0	0	493	0	320	86	503	0	1	397	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	493	0	320	86	503	0	1	397	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:	0	0	0	493	0	320	86	503	0	1	397	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	493	0	320	86	503	0	1	397	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
FinalVolume:	0	0	0	493	0	320	86	503	0	1	397	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	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.01	1.54	0.45
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	7	2775	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.18	0.05	0.13	0.00	0.14	0.14	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.21	0.25	0.00	0.27	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.53	0.23	0.53	0.00	0.53	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	16.9	0.0	18.0	21.5	21.7	0.0	20.8	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.9	0.0	18.0	21.5	21.7	0.0	20.8	18.7	18.7
LOS by Move:	A	A	A	B	A	B-	C+	C+	A	C+	B-	B-
HCM2kAvgQ:	0	0	0	5	0	6	1	4	0	5	4	4

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

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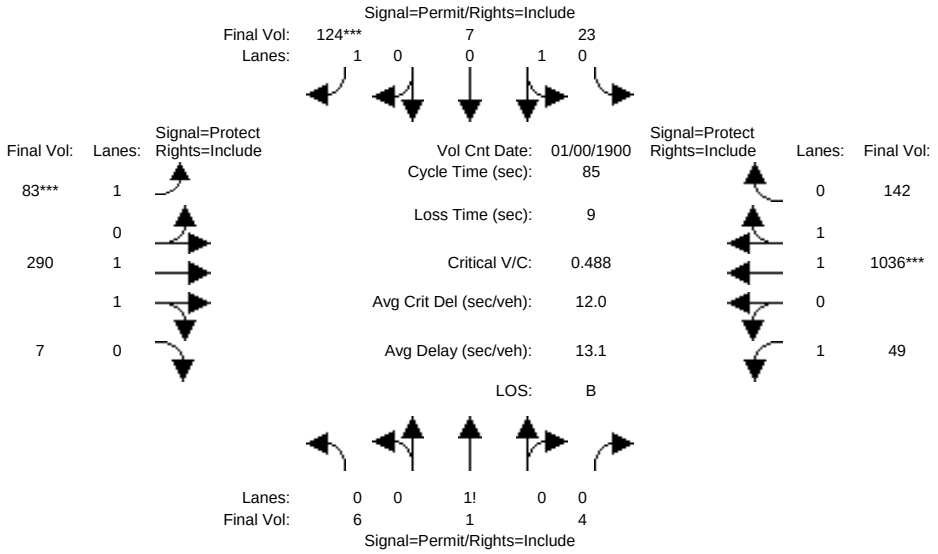
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	6	1	4	23	7	124	83	290	7	49	1036	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	4	23	7	124	83	290	7	49	1036	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	4	23	7	124	83	290	7	49	1036	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	4	23	7	124	83	290	7	49	1036	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	4	23	7	124	83	290	7	49	1036	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	4	23	7	124	83	290	7	49	1036	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.55	0.09	0.36	0.77	0.23	1.00	1.00	1.95	0.05	1.00	1.75	0.25
Final Sat.:	955	159	636	1380	420	1750	1750	3613	87	1750	3254	446
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.05	0.08	0.08	0.03	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.10	0.44	0.44	0.31	0.65	0.65
Volume/Cap:	0.04	0.04	0.04	0.11	0.11	0.49	0.49	0.18	0.18	0.09	0.49	0.49
Delay/Veh:	31.3	31.3	31.3	31.8	31.8	34.9	38.6	14.5	14.5	21.0	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	31.8	31.8	34.9	38.6	14.5	14.5	21.0	7.7	7.7
LOS by Move:	C	C	C	C	C	C-	D+	B	B	C+	A	A
HCM2kAvgQ:	0	0	0	1	1	4	2	2	2	1	8	8

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

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East Whisman Precise Plan
SJ17-1724
Existing

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2000 HCM Operations (Future Volume Alternative)
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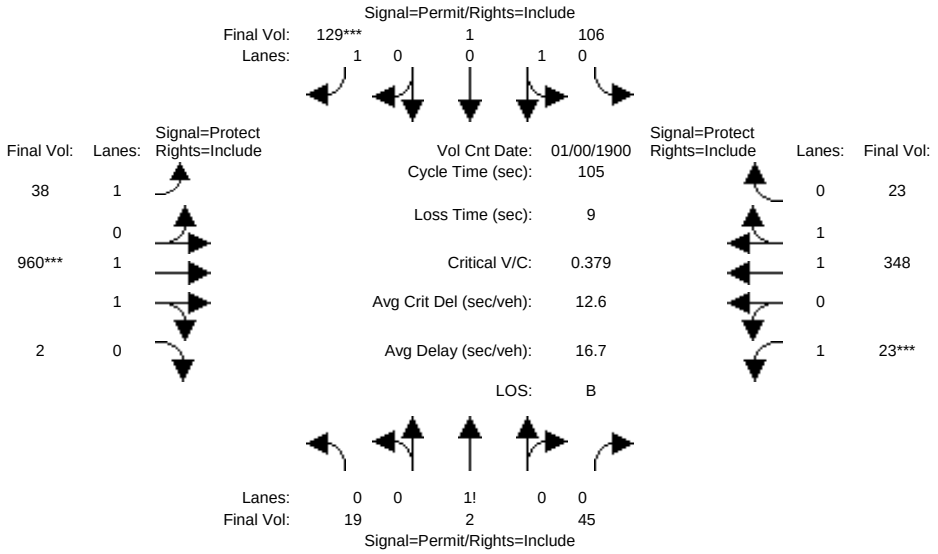
Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	19	2	45	106	1	129	38	960	2	23	348	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:	19	2	45	106	1	129	38	960	2	23	348	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2	45	106	1	129	38	960	2	23	348	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:	19	2	45	106	1	129	38	960	2	23	348	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2	45	106	1	129	38	960	2	23	348	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	2	45	106	1	129	38	960	2	23	348	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.29	0.03	0.68	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.87	0.13
Final Sat.:	504	53	1193	1783	17	1750	1750	3692	8	1750	3470	229
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.07	0.02	0.26	0.26	0.01	0.10	0.10
Crit Moves:						****		****		****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.29	0.66	0.66	0.07	0.44	0.44
Volume/Cap:	0.20	0.20	0.20	0.32	0.32	0.39	0.07	0.39	0.39	0.20	0.23	0.23
Delay/Veh:	36.3	36.3	36.3	37.4	37.4	38.2	27.1	8.3	8.3	47.2	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	36.3	37.4	37.4	38.2	27.1	8.3	8.3	47.2	18.6	18.6
LOS by Move:	D+	D+	D+	D+	D+	D+	C	A	A	D	B-	B-
HCM2kAvgQ:	2	2	2	3	3	4	1	7	7	1	4	4

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

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East Whisman Precise Plan
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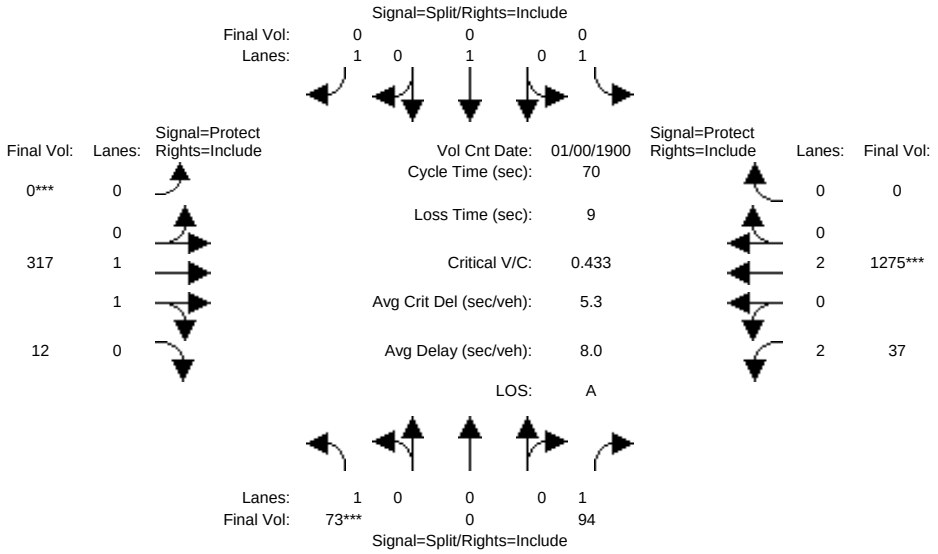
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	73	0	94	0	0	0	0	317	12	37	1275	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:	73	0	94	0	0	0	0	317	12	37	1275	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	0	94	0	0	0	0	317	12	37	1275	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:	73	0	94	0	0	0	0	317	12	37	1275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	94	0	0	0	0	317	12	37	1275	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:	73	0	94	0	0	0	0	317	12	37	1275	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.93	0.07	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3565	135	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.09	0.01	0.34	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.43	0.43	0.30	0.73	0.00
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.00	0.21	0.21	0.04	0.46	0.00
Delay/Veh:	27.5	0.0	28.1	0.0	0.0	0.0	0.0	12.6	12.6	17.4	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	0.0	28.1	0.0	0.0	0.0	0.0	12.6	12.6	17.4	4.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	2	2	0	6	0

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

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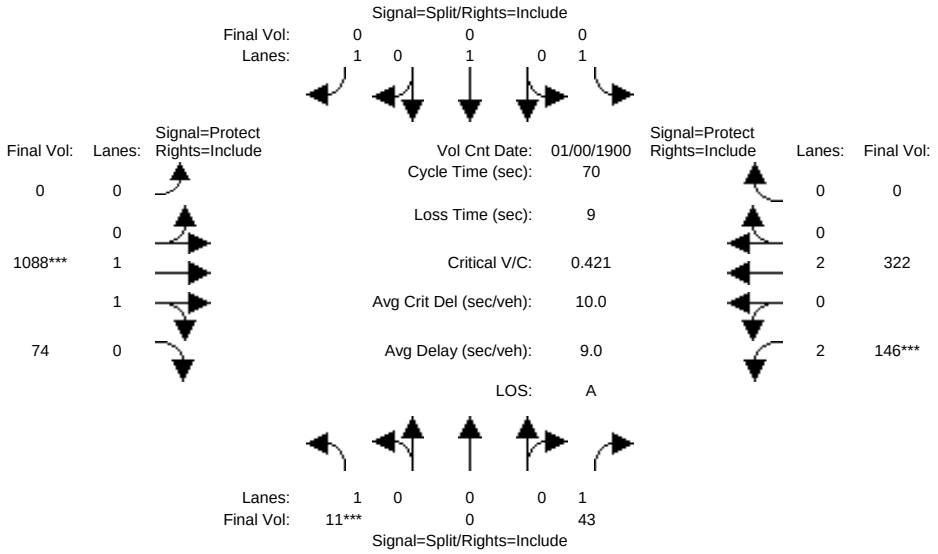
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	11	0	43	0	0	0	0	1088	74	146	322	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:	11	0	43	0	0	0	0	1088	74	146	322	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	43	0	0	0	0	1088	74	146	322	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:	11	0	43	0	0	0	0	1088	74	146	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	43	0	0	0	0	1088	74	146	322	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:	11	0	43	0	0	0	0	1088	74	146	322	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.87	0.13	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3464	236	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.31	0.31	0.05	0.08	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.04	0.00	0.17	0.00	0.00	0.00	0.00	0.50	0.50	0.46	0.12	0.00
Delay/Veh:	25.9	0.0	26.7	0.0	0.0	0.0	0.0	7.2	7.2	30.8	2.8	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:	25.9	0.0	26.7	0.0	0.0	0.0	0.0	7.2	7.2	30.8	2.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	7	7	2	1	0

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

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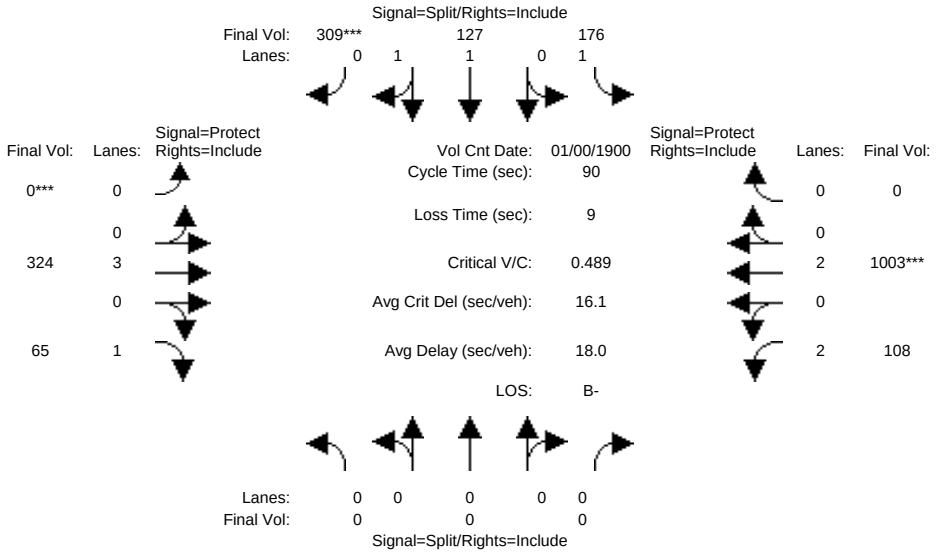
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	176	127	309	0	324	65	108	1003	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	176	127	309	0	324	65	108	1003	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	176	127	309	0	324	65	108	1003	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	176	127	309	0	324	65	108	1003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	176	127	309	0	324	65	108	1003	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	176	127	309	0	324	65	108	1003	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.07	0.18	0.00	0.06	0.04	0.03	0.26	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.32	0.32	0.22	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.28	0.19	0.49	0.00	0.18	0.12	0.15	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	20.7	19.7	22.8	0.0	22.3	21.9	28.3	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	20.7	19.7	22.8	0.0	22.3	21.9	28.3	13.2	0.0
LOS by Move:	A	A	A	C+	B-	C+	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	0	4	2	7	0	2	1	1	8	0

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

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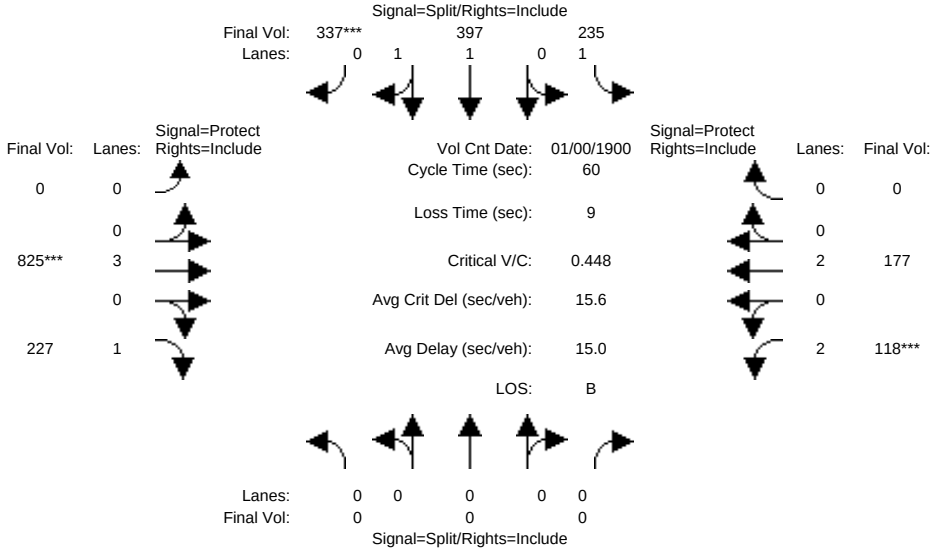
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	235	397	337	0	825	227	118	177	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	397	337	0	825	227	118	177	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	397	337	0	825	227	118	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	235	397	337	0	825	227	118	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	397	337	0	825	227	118	177	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	235	397	337	0	825	227	118	177	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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.06	0.94	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2000	1698	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.20	0.20	0.00	0.14	0.13	0.04	0.05	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.31	0.31	0.12	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.47	0.47	0.00	0.47	0.42	0.32	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	11.7	12.6	12.6	0.0	16.9	17.0	24.8	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	12.6	12.6	0.0	16.9	17.0	24.8	10.4	0.0
LOS by Move:	A	A	A	B+	B	B	A	B	B	C	B+	A
HCM2kAvgQ:	0	0	0	3	5	5	0	4	4	1	1	0

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

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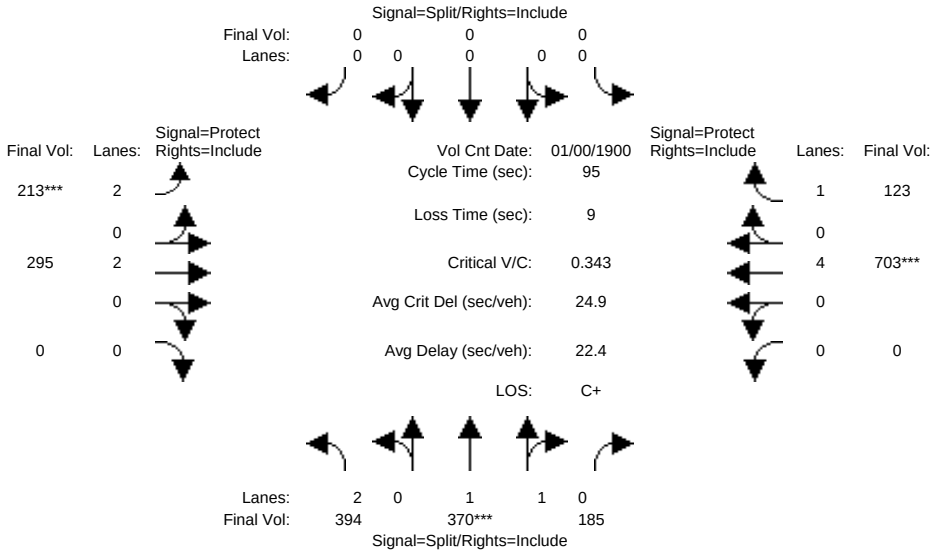
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	394	370	185	0	0	0	213	295	0	0	703	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	370	185	0	0	0	213	295	0	0	703	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	370	185	0	0	0	213	295	0	0	703	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	370	185	0	0	0	213	295	0	0	703	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	370	185	0	0	0	213	295	0	0	703	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	370	185	0	0	0	213	295	0	0	703	123
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.32	0.68	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2466	1233	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.00	0.00	0.00	0.07	0.08	0.00	0.00	0.09	0.07
Crit Moves:		****					****				****	
Green/Cycle:	0.44	0.44	0.44	0.00	0.00	0.00	0.20	0.47	0.00	0.00	0.27	0.27
Volume/Cap:	0.29	0.34	0.34	0.00	0.00	0.00	0.34	0.17	0.00	0.00	0.34	0.26
Delay/Veh:	17.3	17.8	17.8	0.0	0.0	0.0	33.2	14.7	0.0	0.0	28.0	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:	17.3	17.8	17.8	0.0	0.0	0.0	33.2	14.7	0.0	0.0	28.0	27.5
LOS by Move:	B	B	B	A	A	A	C-	B	A	A	C	C
HCM2kAvgQ:	4	5	5	0	0	0	3	2	0	0	4	3

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

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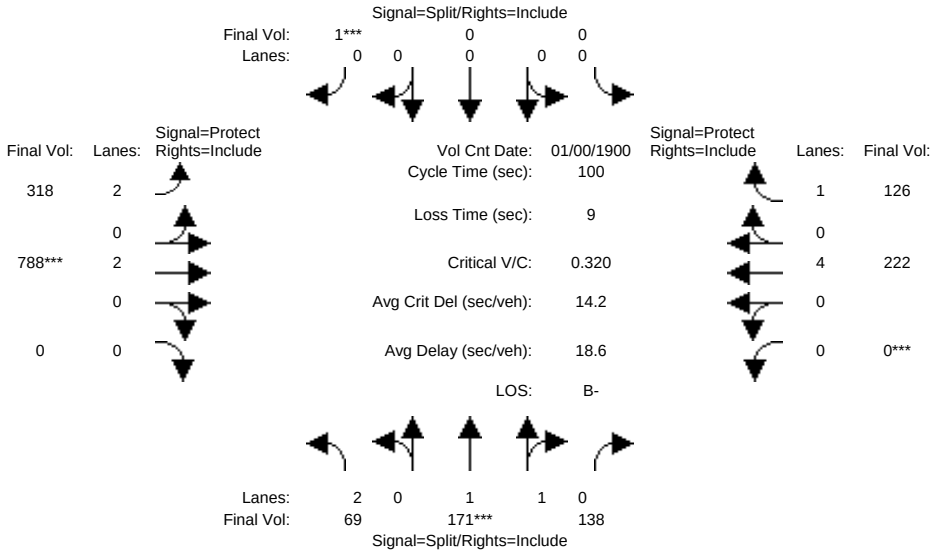
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	171	138	0	0	1	318	788	0	0	222	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	171	138	0	0	1	318	788	0	0	222	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	171	138	0	0	1	318	788	0	0	222	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	171	138	0	0	1	318	788	0	0	222	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	171	138	0	0	1	318	788	0	0	222	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	171	138	0	0	1	318	788	0	0	222	126
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.08	0.92	0.00	0.00	1.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2046	1651	0	0	1750	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.00	0.00	0.00	0.10	0.21	0.00	0.00	0.03	0.07
Crit Moves:		****				****		****		****		
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.33	0.65	0.00	0.00	0.32	0.32
Volume/Cap:	0.08	0.32	0.32	0.00	0.00	0.32	0.31	0.32	0.00	0.00	0.09	0.22
Delay/Veh:	28.0	30.0	30.0	0.0	0.0	101.1	25.5	7.9	0.0	0.0	23.7	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:	28.0	30.0	30.0	0.0	0.0	101.1	25.5	7.9	0.0	0.0	23.7	25.0
LOS by Move:	C	C	C	A	A	F	C	A	A	A	C	C
HCM2kAvgQ:	1	4	4	0	0	0	4	5	0	0	1	3

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

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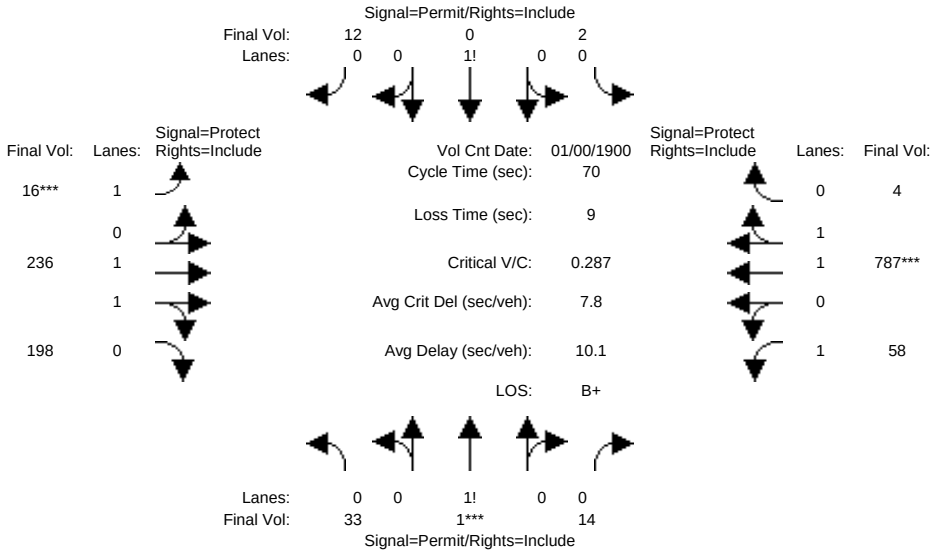
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	33	1	14	2	0	12	16	236	198	58	787	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	14	2	0	12	16	236	198	58	787	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	14	2	0	12	16	236	198	58	787	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1	14	2	0	12	16	236	198	58	787	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1	14	2	0	12	16	236	198	58	787	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1	14	2	0	12	16	236	198	58	787	4
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	1.00	0.95	0.92	0.97	0.95
Lanes:	0.69	0.02	0.29	0.14	0.00	0.86	1.00	1.06	0.94	1.00	1.99	0.01
Final Sat.:	1203	36	510	250	0	1500	1750	2011	1687	1750	3681	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.00	0.01	0.01	0.12	0.12	0.03	0.21	0.21
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.00	0.14	0.10	0.43	0.43	0.30	0.63	0.63
Volume/Cap:	0.19	0.19	0.19	0.06	0.00	0.06	0.09	0.27	0.27	0.11	0.34	0.34
Delay/Veh:	26.8	26.8	26.8	26.0	0.0	26.0	28.8	13.0	13.0	17.8	6.2	6.2
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:	26.8	26.8	26.8	26.0	0.0	26.0	28.8	13.0	13.0	17.8	6.2	6.2
LOS by Move:	C	C	C	C	A	C	C	B	B	B	A	A
HCM2kAvgQ:	1	1	1	0	0	0	0	3	3	1	4	4

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

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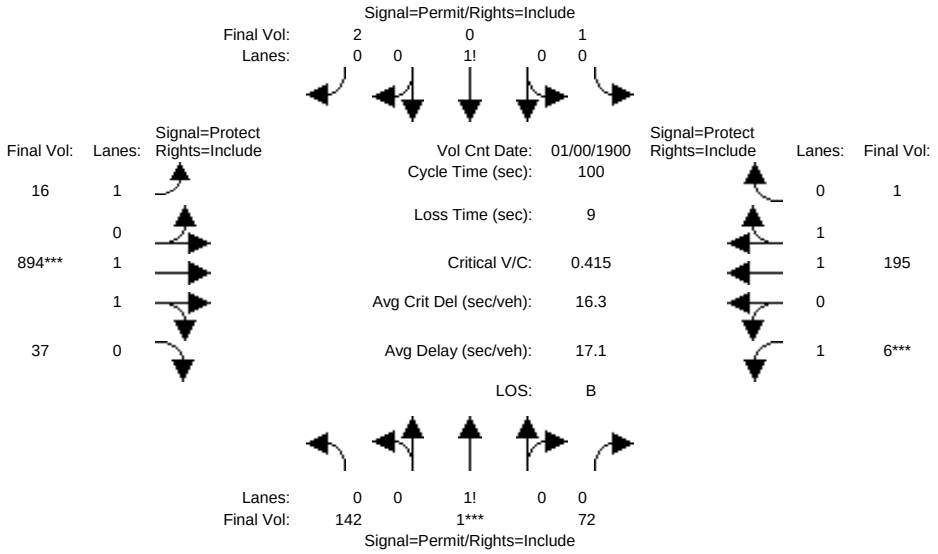
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	142	1	72	1	0	2	16	894	37	6	195	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1	72	1	0	2	16	894	37	6	195	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1	72	1	0	2	16	894	37	6	195	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1	72	1	0	2	16	894	37	6	195	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1	72	1	0	2	16	894	37	6	195	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1	72	1	0	2	16	894	37	6	195	1
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	0.01	0.33	0.33	0.00	0.67	1.00	1.92	0.08	1.00	1.99	0.01
Final Sat.:	1156	8	586	583	0	1167	1750	3553	147	1750	3681	19
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.00	0.00	0.01	0.25	0.25	0.00	0.05	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.00	0.28	0.26	0.56	0.56	0.07	0.37	0.37
Volume/Cap:	0.45	0.45	0.45	0.01	0.00	0.01	0.03	0.45	0.45	0.05	0.14	0.14
Delay/Veh:	30.6	30.6	30.6	26.3	0.0	26.3	27.6	12.8	12.8	43.6	20.8	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:	30.6	30.6	30.6	26.3	0.0	26.3	27.6	12.8	12.8	43.6	20.8	20.8
LOS by Move:	C	C	C	C	A	C	C	B	B	D	C+	C+
HCM2kAvgQ:	6	6	6	0	0	0	0	8	8	0	2	2

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

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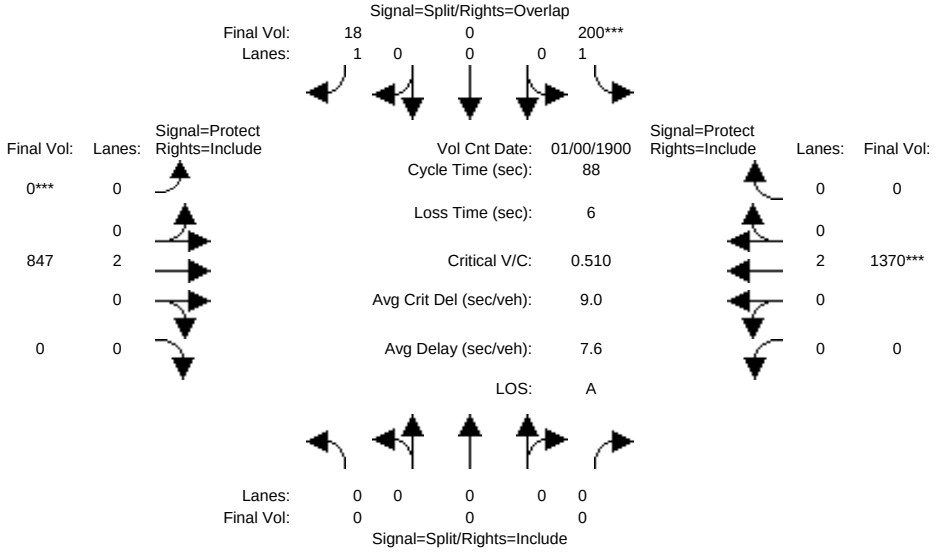
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	200	0	18	0	847	0	0	1370	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	200	0	18	0	847	0	0	1370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	18	0	847	0	0	1370	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	200	0	18	0	847	0	0	1370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	18	0	847	0	0	1370	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	200	0	18	0	847	0	0	1370	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.01	0.00	0.22	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.05	0.00	0.31	0.00	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	27.4	0.0	4.6	0.0	0.0	5.7	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	32.0	0.0	27.4	0.0	4.6	0.0	0.0	5.7	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	0	0	4	0	0	8	0

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

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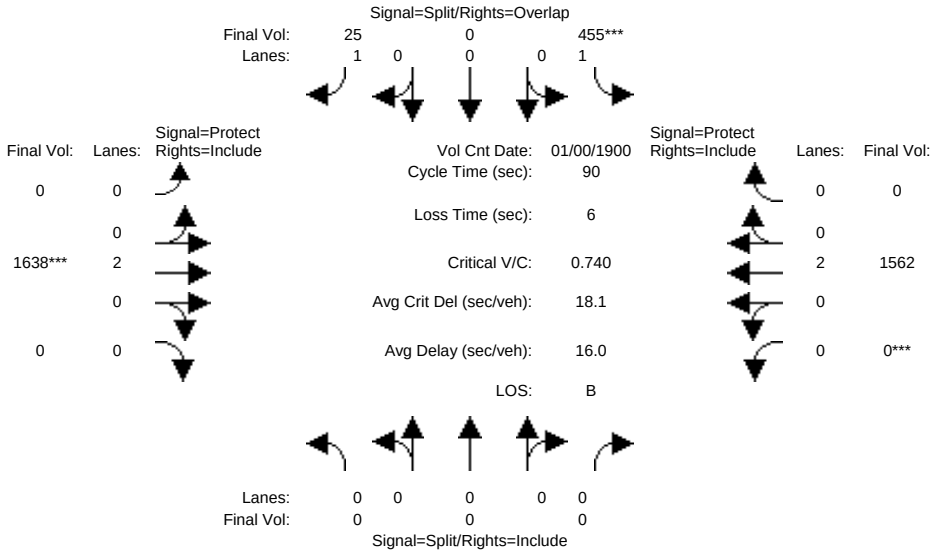
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	455	0	25	0	1638	0	0	1562	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	455	0	25	0	1638	0	0	1562	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	25	0	1638	0	0	1562	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	455	0	25	0	1638	0	0	1562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	0	25	0	1638	0	0	1562	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	455	0	25	0	1638	0	0	1562	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.01	0.00	0.43	0.00	0.00	0.41	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.04	0.00	0.72	0.00	0.00	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	20.3	0.0	13.8	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	20.3	0.0	13.8	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	C-	A	C+	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	14	0	1	0	15	0	0	15	0

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

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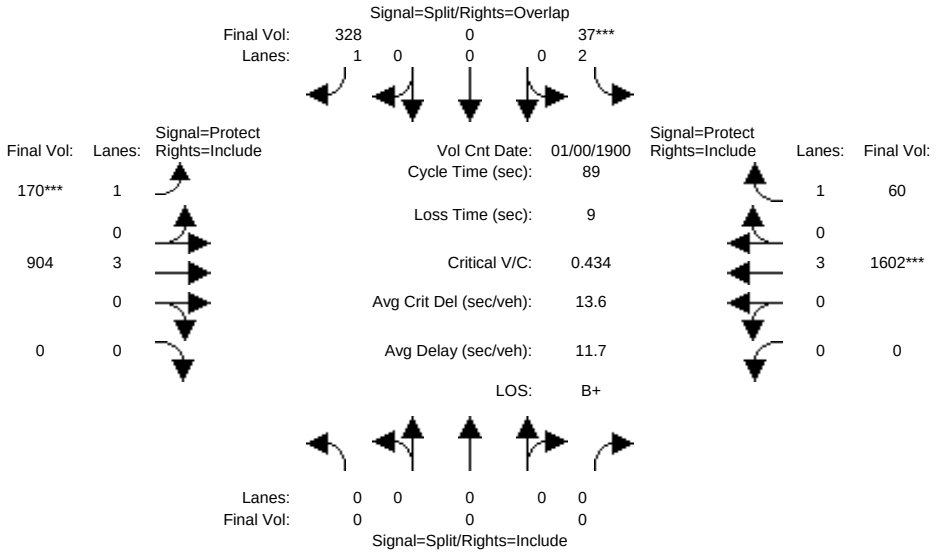
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	37	0	328	170	904	0	0	1602	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	0	328	170	904	0	0	1602	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	328	170	904	0	0	1602	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	328	170	904	0	0	1602	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	328	170	904	0	0	1602	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	0	328	170	904	0	0	1602	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.19	0.10	0.16	0.00	0.00	0.28	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.32	0.20	0.78	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.58	0.49	0.20	0.00	0.00	0.49	0.06
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	26.8	32.6	2.6	0.0	0.0	11.1	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	26.8	32.6	2.6	0.0	0.0	11.1	8.2
LOS by Move:	A	A	A	C-	A	C	C-	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	9	4	2	0	0	8	1

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

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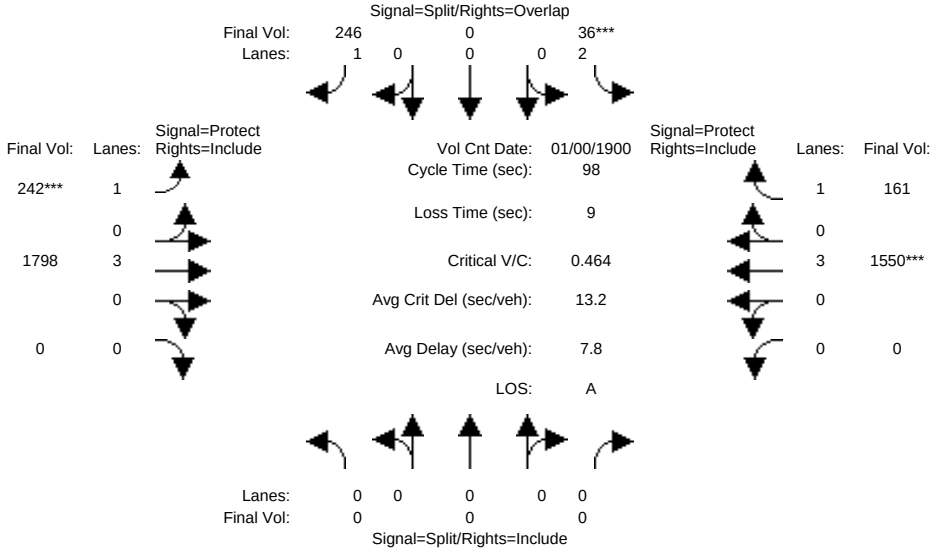
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	36	0	246	242	1798	0	0	1550	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:	0	0	0	36	0	246	242	1798	0	0	1550	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	36	0	246	242	1798	0	0	1550	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:	0	0	0	36	0	246	242	1798	0	0	1550	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	246	242	1798	0	0	1550	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	246	242	1798	0	0	1550	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.14	0.14	0.32	0.00	0.00	0.27	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.39	0.56	0.40	0.00	0.00	0.49	0.17
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	24.0	34.2	0.1	0.0	0.0	9.3	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.2	0.0	24.0	34.2	0.1	0.0	0.0	9.3	7.5
LOS by Move:	A	A	A	D	A	C	C-	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	6	6	0	0	0	6	2

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

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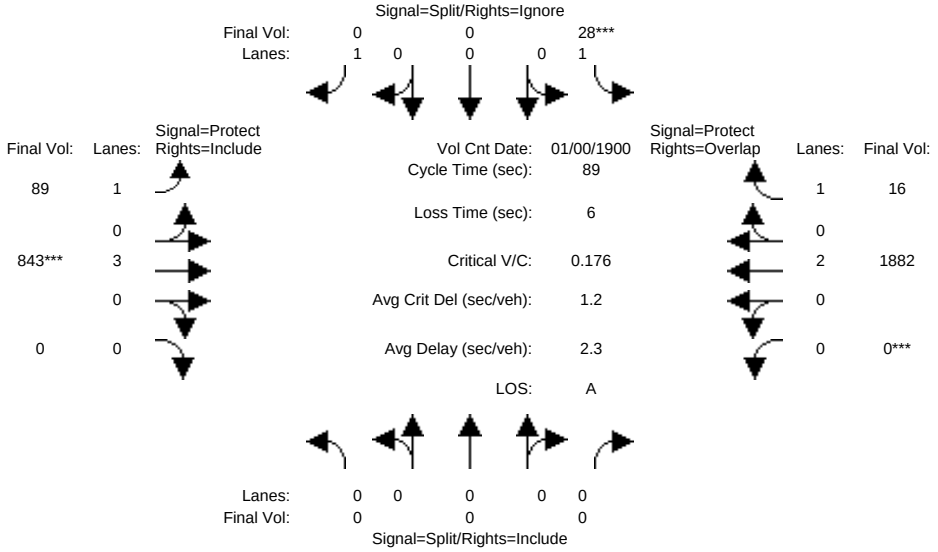
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	28	0	0	89	843	0	0	1882	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:	0	0	0	28	0	0	89	843	0	0	1882	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	0	89	843	0	0	1882	16
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	0	0	28	0	0	89	843	0	0	1882	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	0	89	843	0	0	1882	16
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	0	0	28	0	0	89	843	0	0	1882	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.15	0.00	0.00	0.50	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.10	0.84	0.00	0.00	0.74	0.83
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.00	0.49	0.18	0.00	0.00	0.67	0.01
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	0.0	39.8	0.0	0.0	0.0	1.1	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	37.9	0.0	0.0	39.8	0.0	0.0	0.0	1.1	0.0
LOS by Move:	A	A	A	D+	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	0	2	0	0	0	2	0

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

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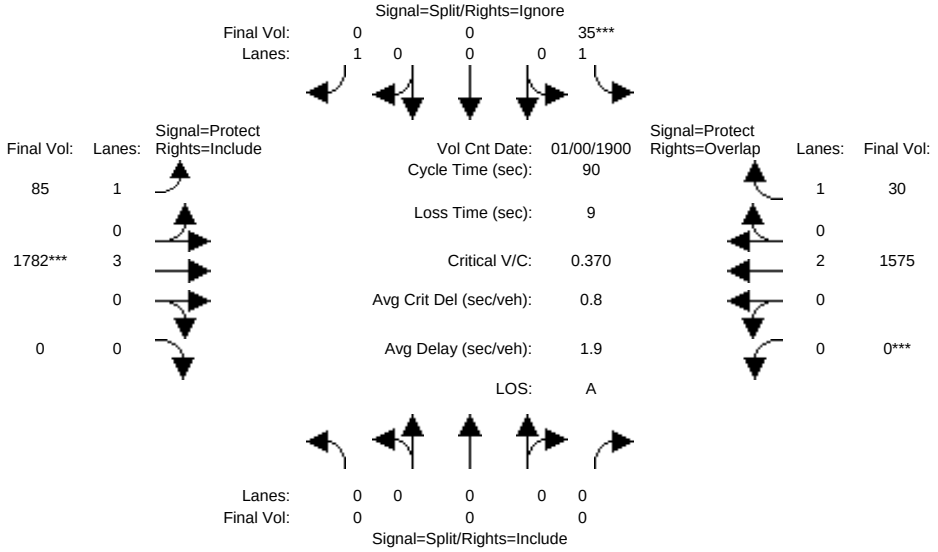
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	35	0	152	85	1782	0	0	1575	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:	0	0	0	35	0	152	85	1782	0	0	1575	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	152	85	1782	0	0	1575	30
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	0	0	35	0	0	85	1782	0	0	1575	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	0	85	1782	0	0	1575	30
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	0	0	35	0	0	85	1782	0	0	1575	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.31	0.00	0.00	0.41	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.82	0.00	0.00	0.72	0.80
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.00	0.49	0.38	0.00	0.00	0.57	0.02
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	0.0	40.7	0.1	0.0	0.0	1.1	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	40.1	0.0	0.0	40.7	0.1	0.0	0.0	1.1	0.0
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	0	2	1	0	0	2	0

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

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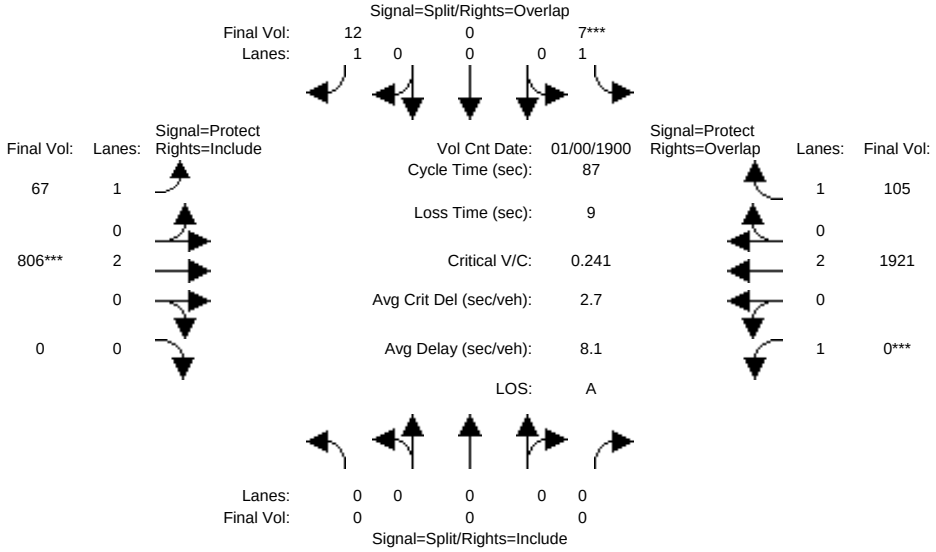
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	7	0	12	67	806	0	0	1921	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	12	67	806	0	0	1921	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	12	67	806	0	0	1921	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	12	67	806	0	0	1921	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	12	67	806	0	0	1921	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:	0	0	0	7	0	12	67	806	0	0	1921	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.21	0.00	0.00	0.51	0.06
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.03	0.37	0.27	0.00	0.00	0.73	0.08
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	27.7	37.8	2.4	0.0	0.0	9.5	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	27.7	37.8	2.4	0.0	0.0	9.5	2.0
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	2	3	0	0	17	1

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

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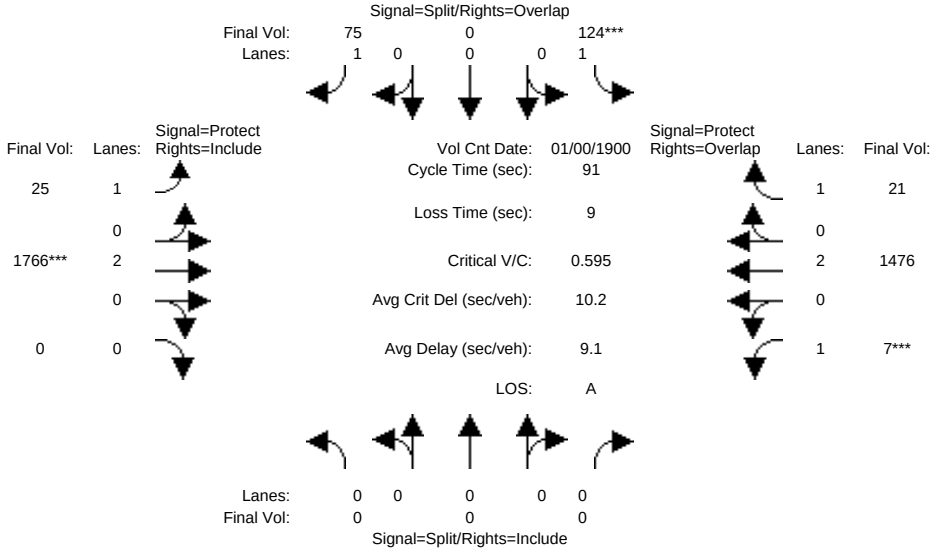
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	124	0	75	25	1766	0	7	1476	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	75	25	1766	0	7	1476	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	75	25	1766	0	7	1476	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:	0	0	0	124	0	75	25	1766	0	7	1476	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	75	25	1766	0	7	1476	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	124	0	75	25	1766	0	7	1476	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.01	0.46	0.00	0.00	0.39	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.18	0.09	0.74	0.00	0.07	0.73	0.82
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.24	0.17	0.63	0.00	0.05	0.53	0.01
Delay/Veh:	0.0	0.0	0.0	60.5	0.0	34.1	41.2	6.5	0.0	41.6	6.1	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	60.5	0.0	34.1	41.2	6.5	0.0	41.6	6.1	1.6
LOS by Move:	A	A	A	E	A	C-	D	A	A	D	A	A
HCM2kAvgQ:	0	0	0	6	0	2	1	13	0	0	10	0

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

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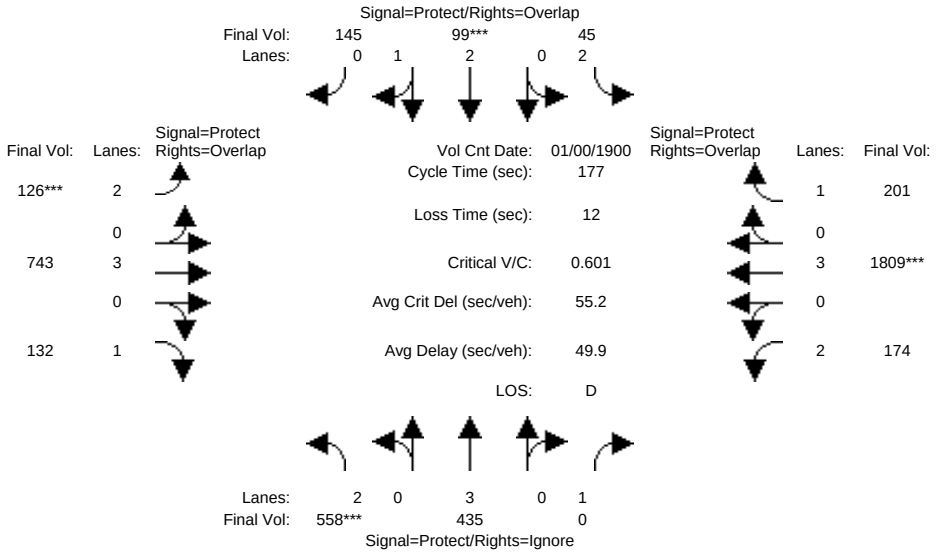
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	558	435	0	45	99	145	126	743	132	174	1809	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	558	435	0	45	99	145	126	743	132	174	1809	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	558	435	0	45	99	145	126	743	132	174	1809	201
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	558	435	0	45	99	145	126	743	132	174	1809	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	435	0	45	99	145	126	743	132	174	1809	201
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	435	0	45	99	145	126	743	132	174	1809	201
Saturation 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:	0.18	0.08	0.00	0.01	0.03	0.08	0.04	0.13	0.08	0.06	0.32	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.36	0.00	0.06	0.18	0.25	0.08	0.41	0.65	0.11	0.44	0.49
Volume/Cap:	0.73	0.21	0.00	0.25	0.15	0.33	0.51	0.32	0.12	0.51	0.73	0.23
Delay/Veh:	65.2	39.1	0.0	80.7	61.9	53.9	79.9	41.0	17.7	75.9	49.5	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:	65.2	39.1	0.0	80.7	61.9	53.9	79.9	41.0	17.7	75.9	49.5	32.0
LOS by Move:	E	D	A	F	E	D-	E-	D	B	E-	D	C
HCM2kAvgQ:	17	5	0	1	2	7	5	10	4	6	29	8

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

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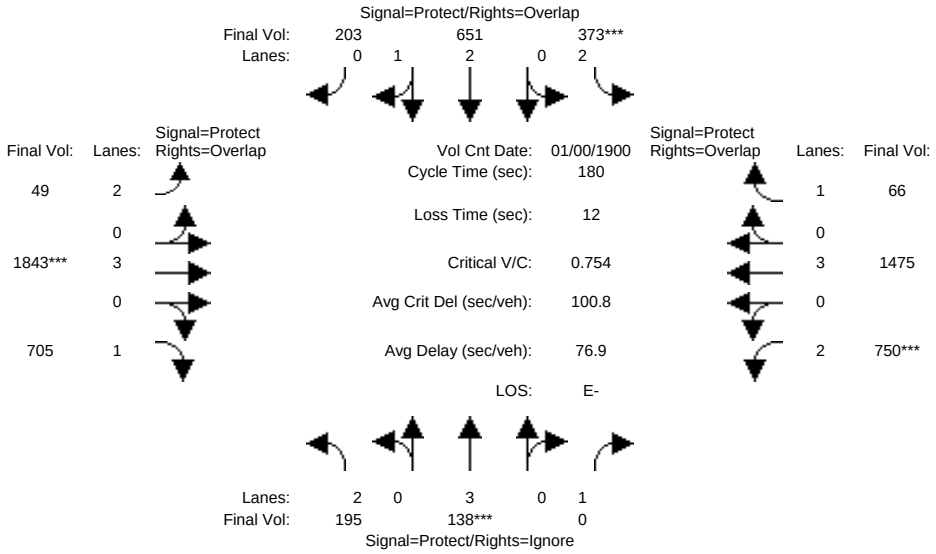
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	195	138	516	373	651	203	49	1843	705	750	1475	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:	195	138	516	373	651	203	49	1843	705	750	1475	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	138	516	373	651	203	49	1843	705	750	1475	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	138	0	373	651	203	49	1843	705	750	1475	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	138	0	373	651	203	49	1843	705	750	1475	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	138	0	373	651	203	49	1843	705	750	1475	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4267	1331	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.00	0.12	0.15	0.15	0.02	0.32	0.40	0.24	0.26	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.31	0.42	0.25	0.49	0.61
Volume/Cap:	0.56	0.09	0.00	1.05	0.58	0.46	0.23	1.05	0.96	0.95	0.53	0.06
Delay/Veh:	77.8	50.4	0.0	140.1	58.2	47.9	80.2	101	82.0	89.9	38.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	50.4	0.0	140.1	58.2	47.9	80.2	101	82.0	89.9	38.7	20.5
LOS by Move:	E-	D	A	F	E+	D	F	F	F	F	D+	C+
HCM2kAvgQ:	6	2	0	15	13	12	2	41	46	29	21	2

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

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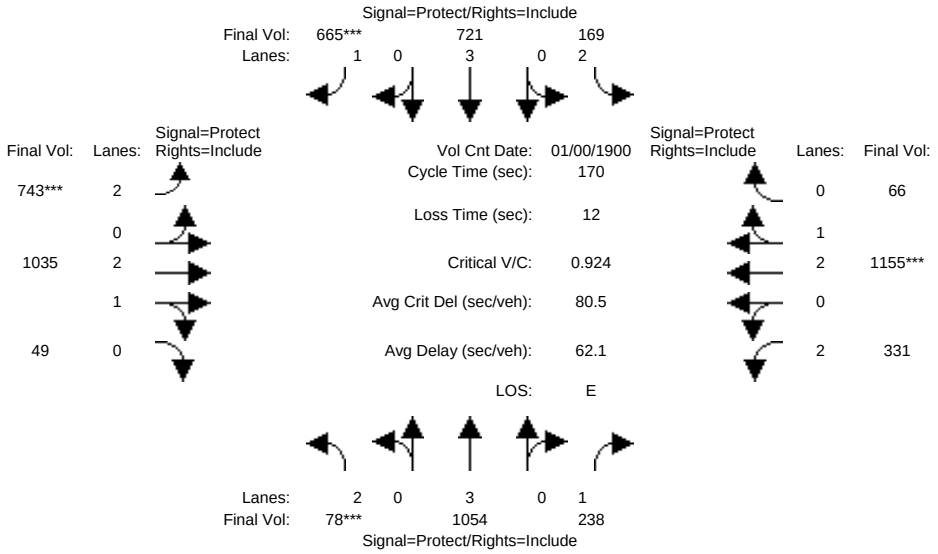
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	78	1054	238	169	721	665	743	1035	49	331	1155	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:	78	1054	238	169	721	665	743	1035	49	331	1155	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1054	238	169	721	665	743	1035	49	331	1155	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:	78	1054	238	169	721	665	743	1035	49	331	1155	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1054	238	169	721	665	743	1035	49	331	1155	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:	78	1054	238	169	721	665	743	1035	49	331	1155	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.83	0.17
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5347	253	3150	5297	303
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.14	0.05	0.13	0.38	0.24	0.19	0.19	0.11	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.35	0.35	0.11	0.40	0.40	0.25	0.31	0.31	0.17	0.23	0.23
Volume/Cap:	0.42	0.54	0.39	0.49	0.32	0.96	0.96	0.63	0.63	0.63	0.96	0.96
Delay/Veh:	78.8	44.9	42.6	72.2	35.5	74.1	85.7	51.4	51.4	68.4	81.0	81.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	44.9	42.6	72.2	35.5	74.1	85.7	51.4	51.4	68.4	81.0	81.0
LOS by Move:	E-	D	D	E	D+	E	F	D-	D-	E	F	F
HCM2kAvgQ:	3	14	10	5	8	41	27	17	17	10	24	24

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

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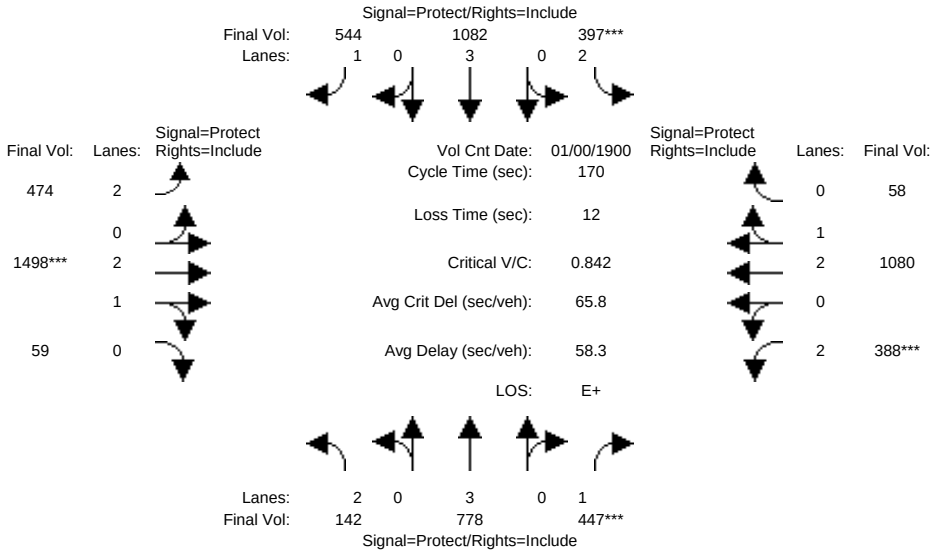
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	142	778	447	397	1082	544	474	1498	59	388	1080	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:	142	778	447	397	1082	544	474	1498	59	388	1080	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	778	447	397	1082	544	474	1498	59	388	1080	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:	142	778	447	397	1082	544	474	1498	59	388	1080	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	778	447	397	1082	544	474	1498	59	388	1080	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:	142	778	447	397	1082	544	474	1498	59	388	1080	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12	2.00	2.84	0.16
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5388	212	3150	5314	285
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.26	0.13	0.19	0.31	0.15	0.28	0.28	0.12	0.20	0.20
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.30	0.30	0.15	0.38	0.38	0.20	0.33	0.33	0.15	0.27	0.27
Volume/Cap:	0.63	0.45	0.84	0.84	0.50	0.82	0.74	0.84	0.84	0.84	0.74	0.74
Delay/Veh:	82.0	48.0	67.0	83.2	40.4	55.0	68.3	56.5	56.5	83.8	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	48.0	67.0	83.2	40.4	55.0	68.3	56.5	56.5	83.8	58.3	58.3
LOS by Move:	F	D	E	F	D	E+	E	E+	E+	F	E+	E+
HCM2kAvgQ:	5	11	25	14	14	29	15	27	27	13	18	18

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

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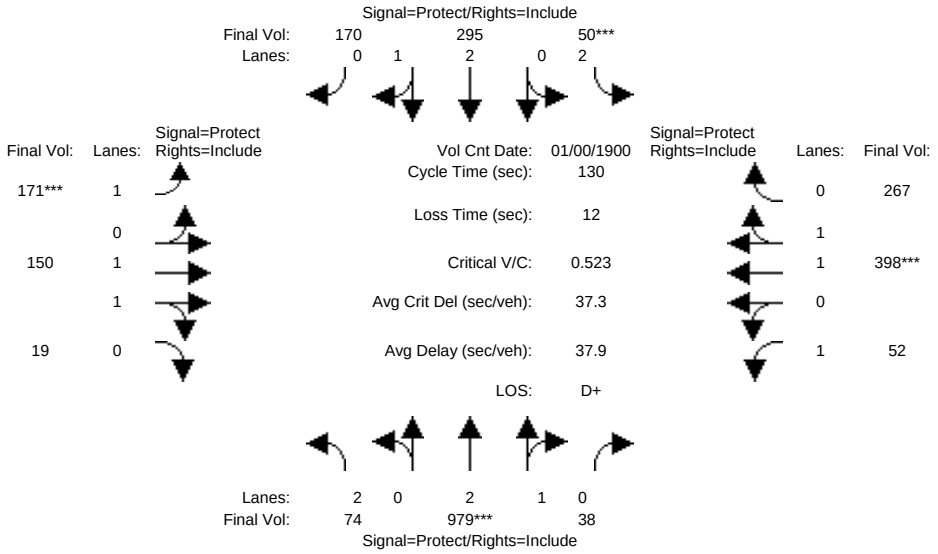
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	74	979	38	50	295	170	171	150	19	52	398	267
Growth Adj:	1.00	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	979	38	50	295	170	171	150	19	52	398	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	979	38	50	295	170	171	150	19	52	398	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	979	38	50	295	170	171	150	19	52	398	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	979	38	50	295	170	171	150	19	52	398	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	979	38	50	295	170	171	150	19	52	398	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.88	0.12	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.18	0.82
Final Sat.:	3150	5390	209	3150	3800	1750	1750	3284	416	1750	2213	1485
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.02	0.08	0.10	0.10	0.05	0.05	0.03	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.34	0.34	0.05	0.25	0.25	0.18	0.30	0.30	0.21	0.33	0.33
Volume/Cap:	0.17	0.54	0.54	0.29	0.31	0.39	0.54	0.15	0.15	0.14	0.54	0.54
Delay/Veh:	49.5	35.1	35.1	60.1	39.6	40.5	50.1	33.1	33.1	41.7	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	35.1	35.1	60.1	39.6	40.5	50.1	33.1	33.1	41.7	35.6	35.6
LOS by Move:	D	D+	D+	E	D	D	D	C-	C-	D	D+	D+
HCM2kAvgQ:	2	11	11	1	5	6	7	2	2	2	11	11

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

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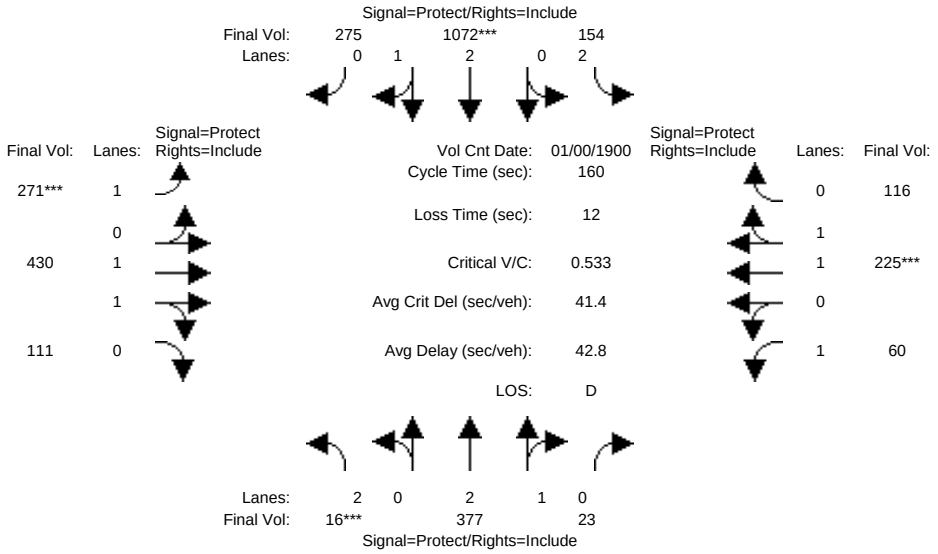
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	16	377	23	154	1072	275	271	430	111	60	225	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:	16	377	23	154	1072	275	271	430	111	60	225	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	377	23	154	1072	275	271	430	111	60	225	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:	16	377	23	154	1072	275	271	430	111	60	225	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	377	23	154	1072	275	271	430	111	60	225	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
FinalVolume:	16	377	23	154	1072	275	271	430	111	60	225	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.82	0.18	2.00	2.37	0.63	1.00	1.58	0.42	1.00	1.30	0.70
Final Sat.:	3150	5278	322	3150	4455	1143	1750	2940	759	1750	2440	1258
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.24	0.24	0.15	0.15	0.15	0.03	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.28	0.28	0.19	0.43	0.43	0.28	0.34	0.34	0.10	0.17	0.17
Volume/Cap:	0.12	0.25	0.25	0.25	0.55	0.55	0.55	0.43	0.43	0.33	0.55	0.55
Delay/Veh:	73.9	44.2	44.2	54.8	33.9	33.9	50.5	40.6	40.6	67.8	62.3	62.3
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:	73.9	44.2	44.2	54.8	33.9	33.9	50.5	40.6	40.6	67.8	62.3	62.3
LOS by Move:	E	D	D	D-	C-	C-	D	D	D	E	E	E
HCM2kAvgQ:	1	5	5	4	16	16	12	10	10	3	8	8

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

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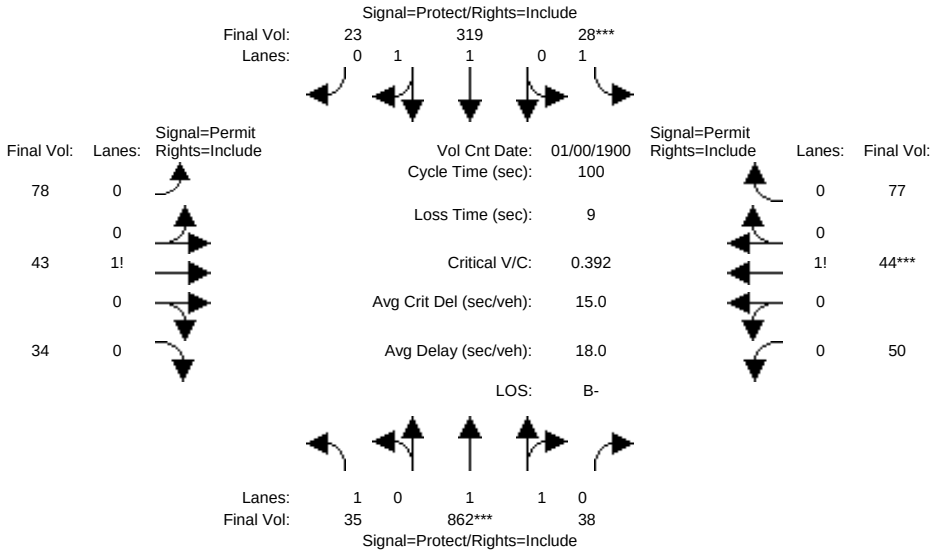
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	35	862	38	28	319	23	78	43	34	50	44	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	862	38	28	319	23	78	43	34	50	44	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	862	38	28	319	23	78	43	34	50	44	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:	35	862	38	28	319	23	78	43	34	50	44	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	862	38	28	319	23	78	43	34	50	44	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
FinalVolume:	35	862	38	28	319	23	78	43	34	50	44	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	0.50	0.28	0.22	0.29	0.26	0.45
Final Sat.:	1750	3544	156	1750	3451	249	881	485	384	512	450	788
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.02	0.09	0.09	0.09	0.09	0.09	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.28	0.60	0.60	0.07	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.07	0.41	0.41	0.23	0.23	0.23	0.37	0.37	0.37	0.41	0.41	0.41
Delay/Veh:	26.8	10.7	10.7	44.9	20.3	20.3	32.2	32.2	32.2	32.6	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:	26.8	10.7	10.7	44.9	20.3	20.3	32.2	32.2	32.2	32.6	32.6	32.6
LOS by Move:	C	B+	B+	D	C+	C+	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	1	7	7	1	4	4	4	4	4	5	5	5

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

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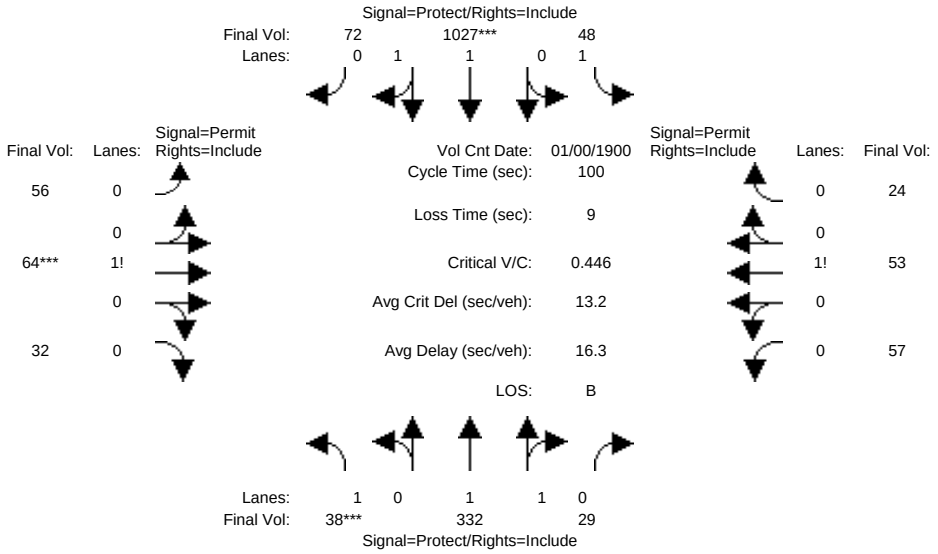
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	38	332	29	48	1027	72	56	64	32	57	53	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:	38	332	29	48	1027	72	56	64	32	57	53	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	332	29	48	1027	72	56	64	32	57	53	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:	38	332	29	48	1027	72	56	64	32	57	53	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	332	29	48	1027	72	56	64	32	57	53	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	332	29	48	1027	72	56	64	32	57	53	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.87	0.13	0.37	0.42	0.21	0.42	0.40	0.18
Final Sat.:	1750	3403	297	1750	3457	242	645	737	368	744	692	313
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.03	0.30	0.30	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.42	0.42	0.30	0.65	0.65	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.31	0.23	0.23	0.09	0.46	0.46	0.46	0.46	0.46	0.40	0.40	0.40
Delay/Veh:	45.7	18.5	18.5	25.5	8.9	8.9	36.9	36.9	36.9	36.3	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:	45.7	18.5	18.5	25.5	8.9	8.9	36.9	36.9	36.9	36.3	36.3	36.3
LOS by Move:	D	B-	B-	C	A	A	D+	D+	D+	D+	D+	D+
HCM2kAvgQ:	2	4	4	1	9	9	5	5	5	4	4	4

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

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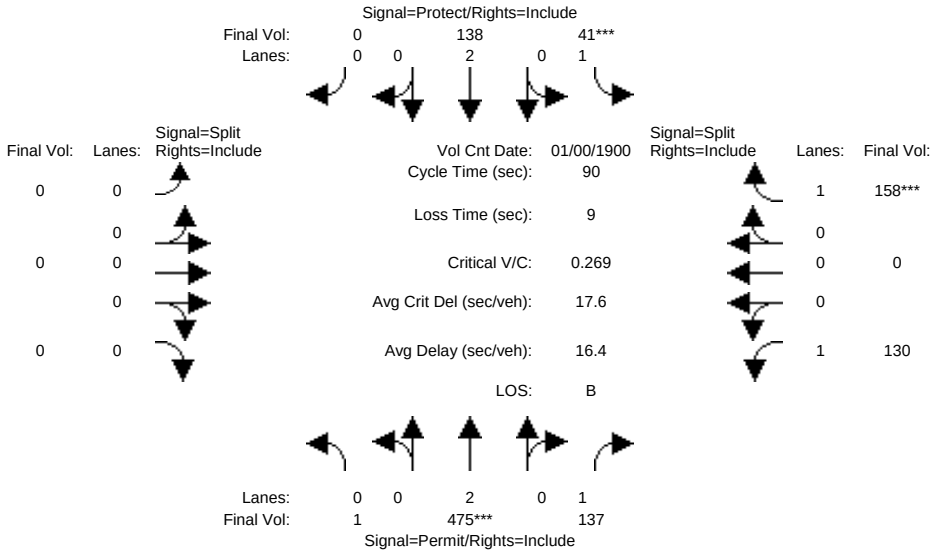
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	475	137	41	138	0	0	0	0	130	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	475	137	41	138	0	0	0	0	130	0	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	475	137	41	138	0	0	0	0	130	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	475	137	41	138	0	0	0	0	130	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	475	137	41	138	0	0	0	0	130	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	475	137	41	138	0	0	0	0	130	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	8	3692	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.08	0.02	0.04	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.48	0.48	0.48	0.09	0.56	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.27	0.27	0.16	0.27	0.06	0.00	0.00	0.00	0.00	0.22	0.00	0.27
Delay/Veh:	14.2	14.2	13.4	39.4	8.9	0.0	0.0	0.0	0.0	21.7	0.0	22.1
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:	14.2	14.2	13.4	39.4	8.9	0.0	0.0	0.0	0.0	21.7	0.0	22.1
LOS by Move:	B	B	B	D	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	4	4	2	1	1	0	0	0	0	3	0	3

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

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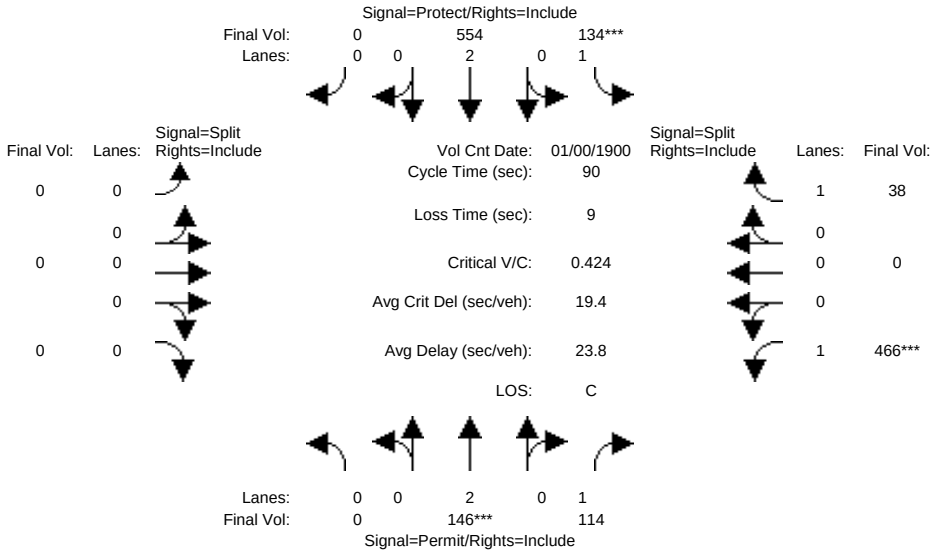
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	146	114	134	554	0	0	0	0	466	0	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:	0	146	114	134	554	0	0	0	0	466	0	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	146	114	134	554	0	0	0	0	466	0	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:	0	146	114	134	554	0	0	0	0	466	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	146	114	134	554	0	0	0	0	466	0	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:	0	146	114	134	554	0	0	0	0	466	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.07	0.08	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.11	0.11	0.18	0.29	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Volume/Cap:	0.00	0.35	0.59	0.43	0.51	0.00	0.00	0.00	0.00	0.43	0.00	0.04
Delay/Veh:	0.0	37.5	42.6	34.1	27.2	0.0	0.0	0.0	0.0	9.5	0.0	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	42.6	34.1	27.2	0.0	0.0	0.0	0.0	9.5	0.0	6.9
LOS by Move:	A	D+	D	C-	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	3	4	7	0	0	0	0	7	0	0

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

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East Whisman Precise Plan
SJ17-1724
Existing

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2000 HCM Operations (Future Volume Alternative)
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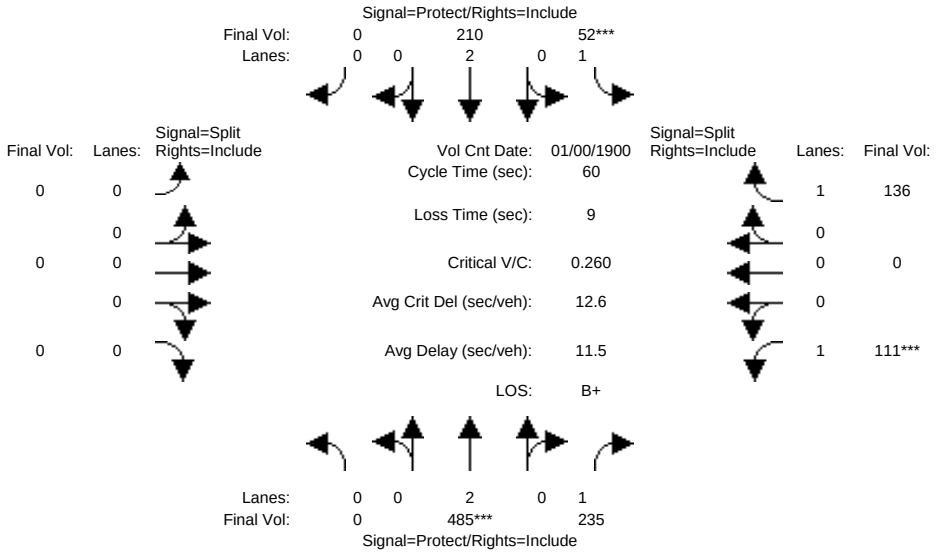
Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	485	235	52	210	0	0	0	0	111	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	235	52	210	0	0	0	0	111	0	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	235	52	210	0	0	0	0	111	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	485	235	52	210	0	0	0	0	111	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	235	52	210	0	0	0	0	111	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	235	52	210	0	0	0	0	111	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.06	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.46	0.46	0.12	0.57	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.28	0.29	0.25	0.10	0.00	0.00	0.00	0.00	0.23	0.00	0.28
Delay/Veh:	0.0	10.3	10.5	24.8	5.8	0.0	0.0	0.0	0.0	17.0	0.0	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:	0.0	10.3	10.5	24.8	5.8	0.0	0.0	0.0	0.0	17.0	0.0	17.3
LOS by Move:	A	B+	B+	C	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	1	1	0	0	0	0	2	0	2

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

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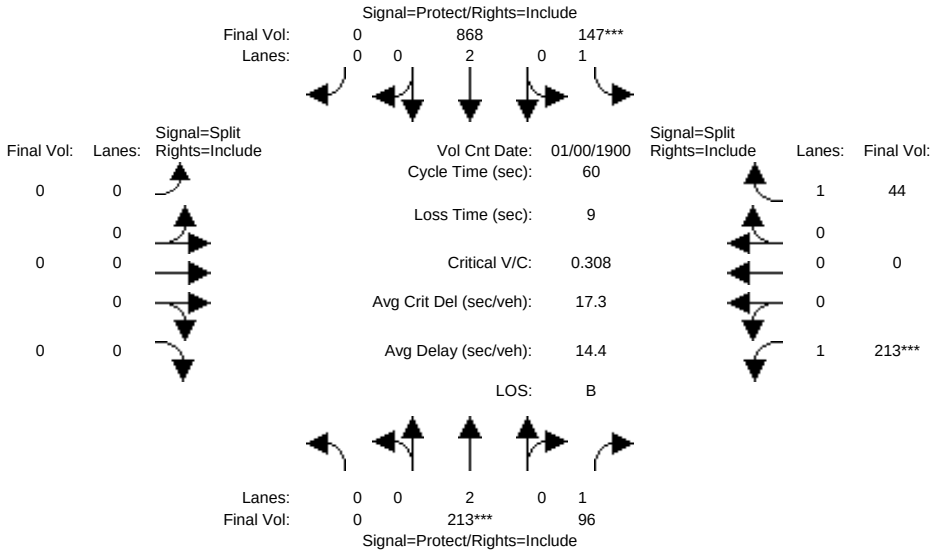
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	213	96	147	868	0	0	0	0	213	0	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:	0	213	96	147	868	0	0	0	0	213	0	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	213	96	147	868	0	0	0	0	213	0	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:	0	213	96	147	868	0	0	0	0	213	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	213	96	147	868	0	0	0	0	213	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	213	96	147	868	0	0	0	0	213	0	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.05	0.08	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.18	0.18	0.27	0.45	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.31	0.30	0.31	0.50	0.00	0.00	0.00	0.00	0.31	0.00	0.06
Delay/Veh:	0.0	21.5	21.8	17.7	11.8	0.0	0.0	0.0	0.0	12.7	0.0	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:	0.0	21.5	21.8	17.7	11.8	0.0	0.0	0.0	0.0	12.7	0.0	11.3
LOS by Move:	A	C+	C+	B	B+	A	A	A	A	B	A	B+
HCM2kAvgQ:	0	2	2	2	6	0	0	0	0	3	0	1

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

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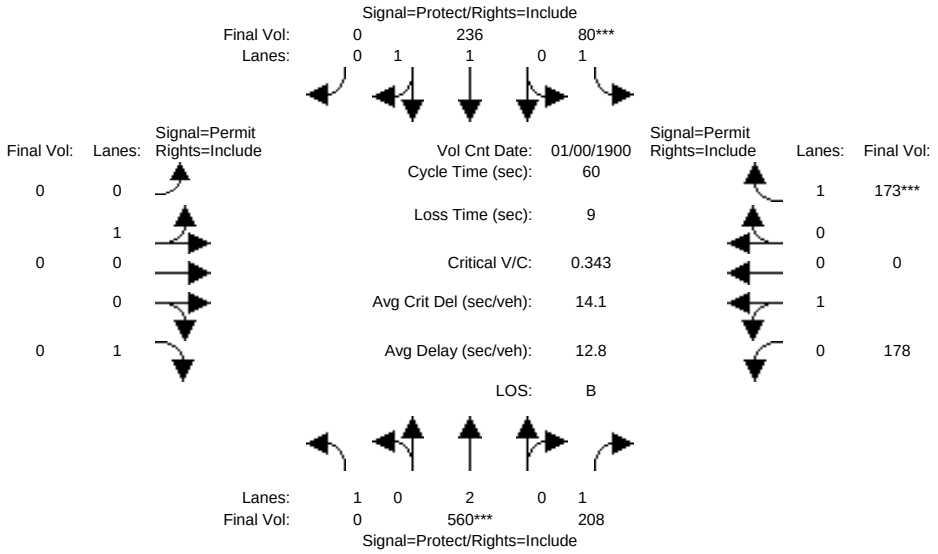
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	560	208	80	236	0	0	0	0	178	0	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:	0	560	208	80	236	0	0	0	0	178	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	560	208	80	236	0	0	0	0	178	0	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:	0	560	208	80	236	0	0	0	0	178	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	208	80	236	0	0	0	0	178	0	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
FinalVolume:	0	560	208	80	236	0	0	0	0	178	0	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	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.12	0.05	0.06	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.43	0.43	0.13	0.56	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.34	0.28	0.34	0.11	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Delay/Veh:	0.0	11.6	11.3	24.5	6.2	0.0	0.0	0.0	0.0	17.3	0.0	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:	0.0	11.6	11.3	24.5	6.2	0.0	0.0	0.0	0.0	17.3	0.0	17.3
LOS by Move:	A	B+	B+	C	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	1	1	0	0	0	0	3	0	3

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

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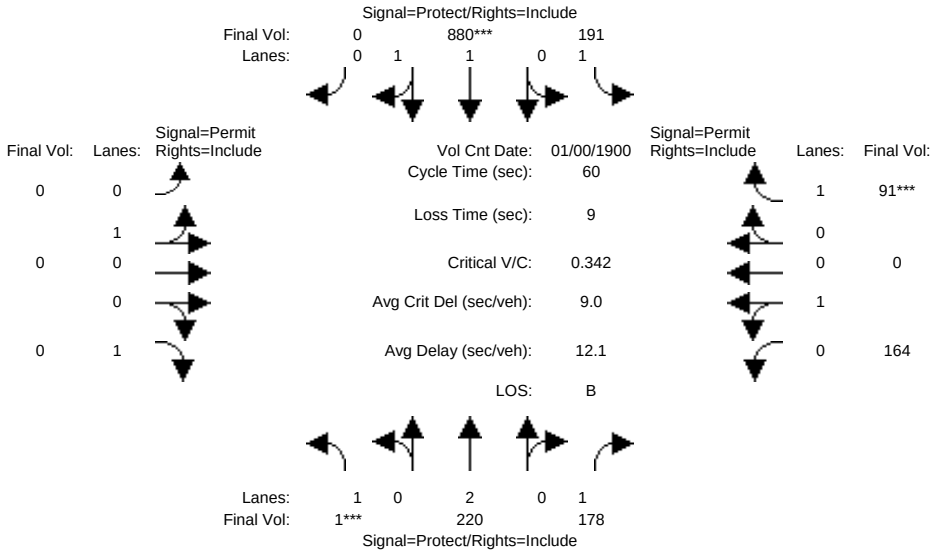
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	220	178	191	880	0	0	0	0	164	0	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:	1	220	178	191	880	0	0	0	0	164	0	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	220	178	191	880	0	0	0	0	164	0	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:	1	220	178	191	880	0	0	0	0	164	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	220	178	191	880	0	0	0	0	164	0	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
FinalVolume:	1	220	178	191	880	0	0	0	0	164	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.11	0.24	0.00	0.00	0.00	0.00	0.09	0.00	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.40	0.40	0.28	0.57	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.14	0.25	0.39	0.42	0.00	0.00	0.00	0.00	0.55	0.00	0.31
Delay/Veh:	23.4	11.4	12.1	17.9	7.5	0.0	0.0	0.0	0.0	25.0	0.0	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:	23.4	11.4	12.1	17.9	7.5	0.0	0.0	0.0	0.0	25.0	0.0	22.6
LOS by Move:	C	B+	B	B	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	1	2	3	5	0	0	0	0	4	0	2

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

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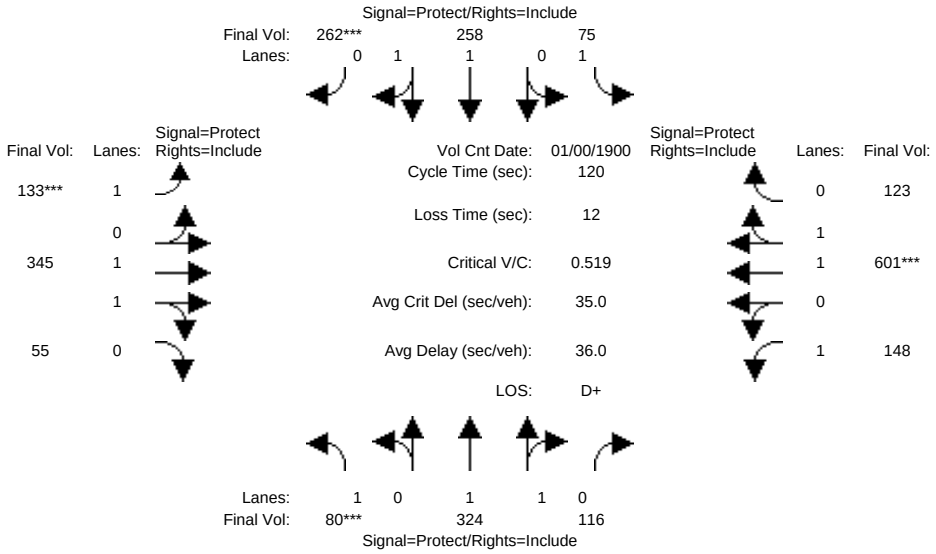
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	324	116	75	258	262	133	345	55	148	601	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	324	116	75	258	262	133	345	55	148	601	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	324	116	75	258	262	133	345	55	148	601	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	324	116	75	258	262	133	345	55	148	601	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	324	116	75	258	262	133	345	55	148	601	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	324	116	75	258	262	133	345	55	148	601	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.00	1.00	1.00	1.72	0.28	1.00	1.65	0.35
Final Sat.:	1750	2724	975	1750	1900	1750	1750	3191	509	1750	3071	628
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.04	0.14	0.15	0.08	0.11	0.11	0.08	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.25	0.25	0.12	0.29	0.29	0.15	0.29	0.29	0.23	0.38	0.38
Volume/Cap:	0.52	0.47	0.47	0.35	0.47	0.52	0.52	0.37	0.37	0.37	0.52	0.52
Delay/Veh:	55.4	38.4	38.4	49.1	35.5	36.2	49.2	33.8	33.8	39.5	29.3	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:	55.4	38.4	38.4	49.1	35.5	36.2	49.2	33.8	33.8	39.5	29.3	29.3
LOS by Move:	E+	D+	D+	D	D+	D+	D	C-	C-	D	C	C
HCM2kAvgQ:	3	7	7	3	8	9	5	6	6	5	10	10

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

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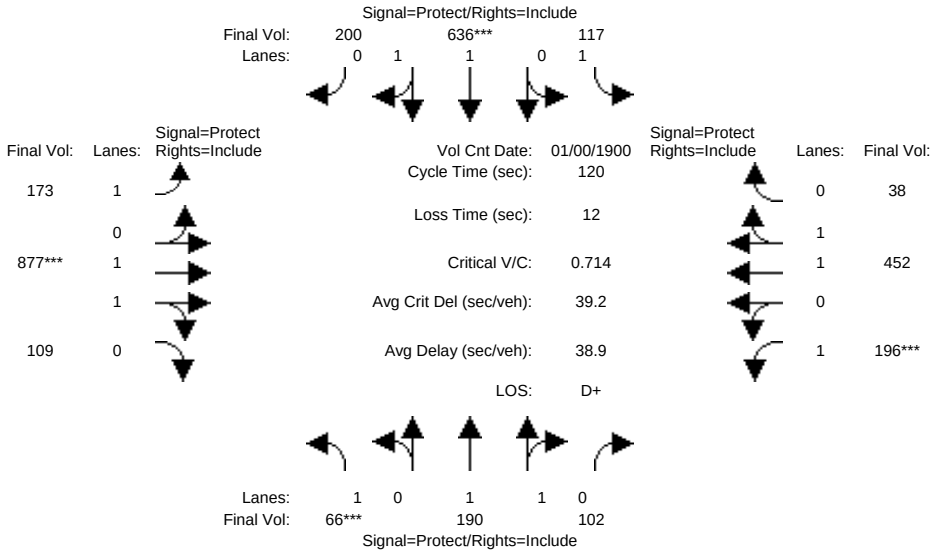
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	66	190	102	117	636	200	173	877	109	196	452	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:	66	190	102	117	636	200	173	877	109	196	452	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	190	102	117	636	200	173	877	109	196	452	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:	66	190	102	117	636	200	173	877	109	196	452	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	190	102	117	636	200	173	877	109	196	452	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:	66	190	102	117	636	200	173	877	109	196	452	38
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.28	0.72	1.00	1.51	0.49	1.00	1.77	0.23	1.00	1.84	0.16
Final Sat.:	1750	2407	1292	1750	2814	885	1750	3291	409	1750	3413	287
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.23	0.23	0.10	0.27	0.27	0.11	0.13	0.13
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.21	0.21	0.17	0.31	0.31	0.23	0.37	0.37	0.16	0.30	0.30
Volume/Cap:	0.65	0.38	0.38	0.40	0.72	0.72	0.44	0.72	0.72	0.72	0.44	0.44
Delay/Veh:	68.8	41.3	41.3	45.6	38.6	38.6	40.7	34.2	34.2	57.0	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	41.3	41.3	45.6	38.6	38.6	40.7	34.2	34.2	57.0	34.0	34.0
LOS by Move:	E	D	D	D	D+	D+	D	C-	C-	E+	C-	C-
HCM2kAvgQ:	3	5	5	4	14	14	6	17	17	8	7	7

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

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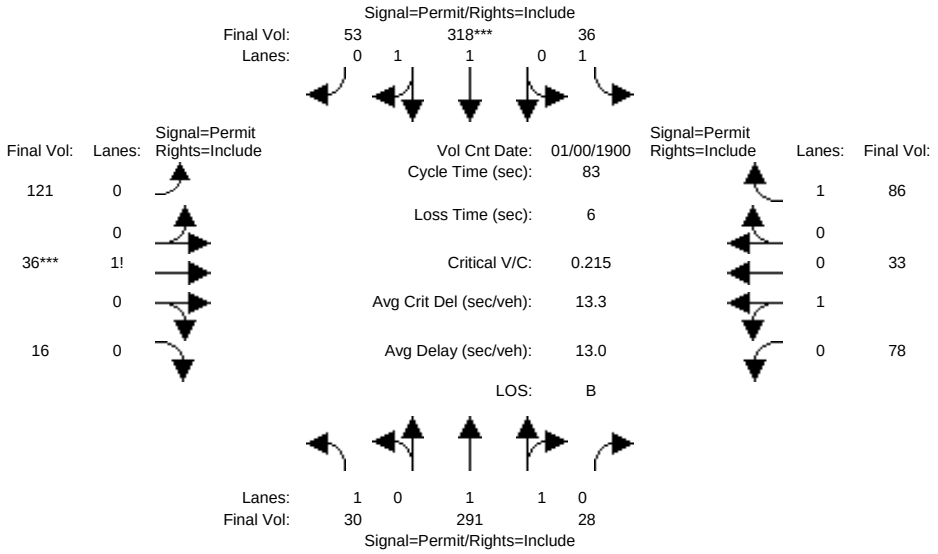
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	291	28	36	318	53	121	36	16	78	33	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:	30	291	28	36	318	53	121	36	16	78	33	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	291	28	36	318	53	121	36	16	78	33	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:	30	291	28	36	318	53	121	36	16	78	33	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	291	28	36	318	53	121	36	16	78	33	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
FinalVolume:	30	291	28	36	318	53	121	36	16	78	33	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	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	1.71	0.29	0.70	0.21	0.09	0.70	0.30	1.00
Final Sat.:	1750	3375	325	1750	3171	529	1224	364	162	1265	535	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.02	0.10	0.10	0.10	0.10	0.10	0.06	0.06	0.05
Crit Moves:					****			****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.04	0.18	0.18	0.04	0.21	0.21	0.21	0.21	0.21	0.13	0.13	0.11
Delay/Veh:	12.0	12.9	12.9	12.1	13.2	13.2	13.5	13.5	13.5	12.9	12.9	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.9	12.9	12.1	13.2	13.2	13.5	13.5	13.5	12.9	12.9	12.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	3	3	3	2	2	1

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

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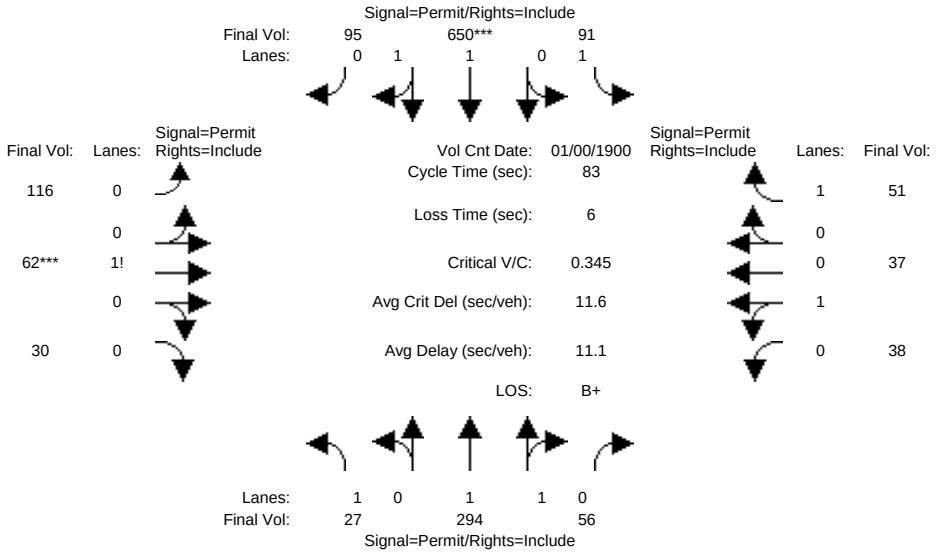
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	27	294	56	91	650	95	116	62	30	38	37	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:	27	294	56	91	650	95	116	62	30	38	37	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	294	56	91	650	95	116	62	30	38	37	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:	27	294	56	91	650	95	116	62	30	38	37	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	294	56	91	650	95	116	62	30	38	37	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
FinalVolume:	27	294	56	91	650	95	116	62	30	38	37	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.67	0.33	1.00	1.74	0.26	0.56	0.30	0.14	0.51	0.49	1.00
Final Sat.:	1750	3108	592	1750	3228	472	976	522	252	912	888	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.05	0.20	0.20	0.12	0.12	0.12	0.04	0.04	0.03
Crit Moves:					****			****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.03	0.16	0.16	0.09	0.35	0.35	0.35	0.35	0.35	0.12	0.12	0.08
Delay/Veh:	7.3	8.0	8.0	7.6	9.1	9.1	20.6	20.6	20.6	18.7	18.7	18.4
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:	7.3	8.0	8.0	7.6	9.1	9.1	20.6	20.6	20.6	18.7	18.7	18.4
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	B-	B-	B-
HCM2kAvgQ:	0	2	2	1	5	5	4	4	4	1	1	1

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

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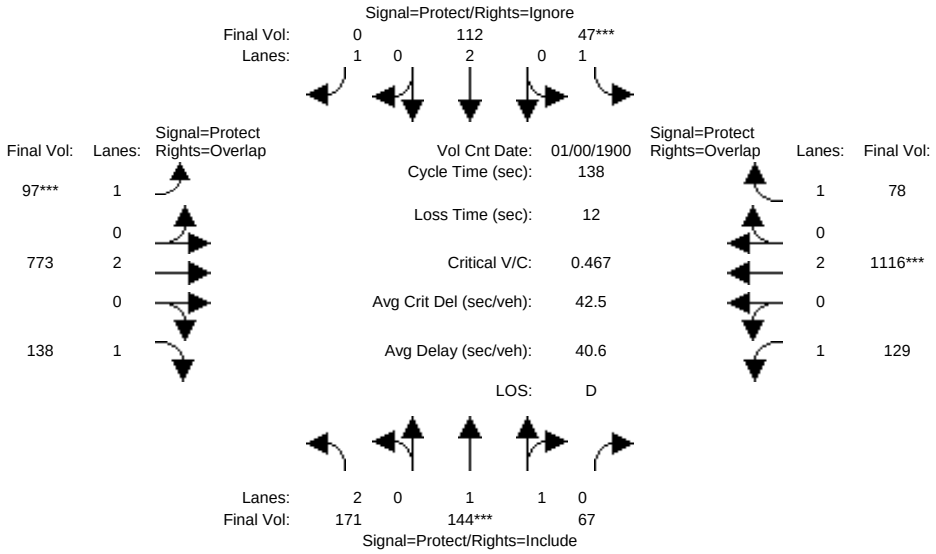
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	171	144	67	47	112	0	97	773	138	129	1116	78
Growth Adj:	1.00	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	144	67	47	112	0	97	773	138	129	1116	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	144	67	47	112	0	97	773	138	129	1116	78
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:	171	144	67	47	112	0	97	773	138	129	1116	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	144	67	47	112	0	97	773	138	129	1116	78
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:	171	144	67	47	112	0	97	773	138	129	1116	78
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	0.92	1.00	0.92
Lanes:	2.00	1.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2524	1174	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.03	0.00	0.06	0.20	0.08	0.07	0.29	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.00	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.22	0.23	0.23	0.24	0.26	0.00	0.44	0.47	0.12	0.56	0.66	0.08
Delay/Veh:	50.4	50.5	50.5	68.0	67.9	0.0	69.0	33.5	9.2	70.7	37.7	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:	50.4	50.5	50.5	68.0	67.9	0.0	69.0	33.5	9.2	70.7	37.7	17.2
LOS by Move:	D	D	D	E	E	A	E	C-	A	E	D+	B
HCM2kAvgQ:	4	4	4	2	3	0	5	14	3	7	22	2

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

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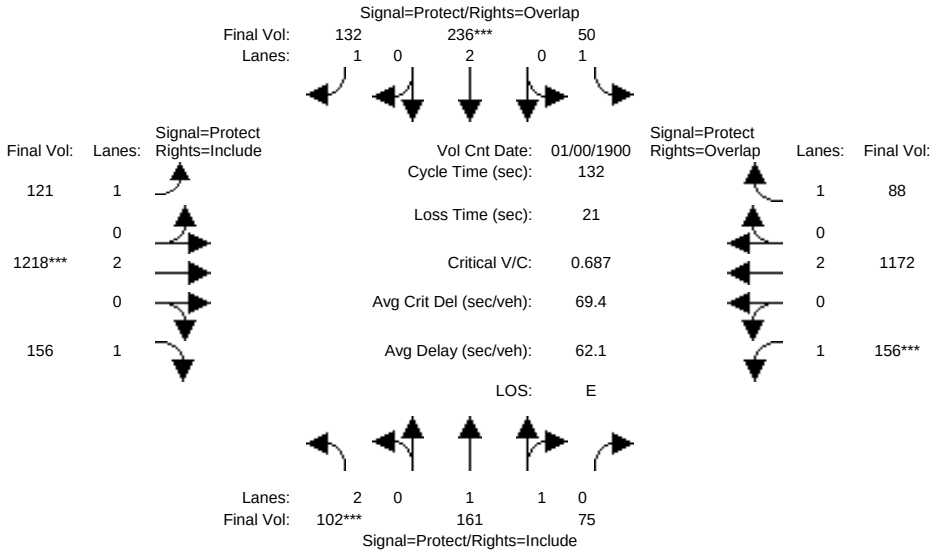
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	102	161	75	50	236	132	121	1218	156	156	1172	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	161	75	50	236	132	121	1218	156	156	1172	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	161	75	50	236	132	121	1218	156	156	1172	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	161	75	50	236	132	121	1218	156	156	1172	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	161	75	50	236	132	121	1218	156	156	1172	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	161	75	50	236	132	121	1218	156	156	1172	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.84	0.81	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2145	999	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.03	0.07	0.09	0.08	0.38	0.10	0.10	0.36	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.30	0.30	0.07	0.17	0.29	0.12	0.39	0.39	0.11	0.38	0.44
Volume/Cap:	0.19	0.25	0.25	0.51	0.43	0.31	0.69	0.98	0.27	0.94	0.96	0.13
Delay/Veh:	51.6	40.6	40.6	73.8	57.4	43.0	76.1	66.6	32.5	121.0	62.8	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:	51.6	40.6	40.6	73.8	57.4	43.0	76.1	66.6	32.5	121.0	62.8	25.2
LOS by Move:	D-	D	D	E	E+	D	E-	E	C-	F	E	C
HCM2kAvgQ:	3	5	5	3	5	6	7	34	7	9	29	4

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

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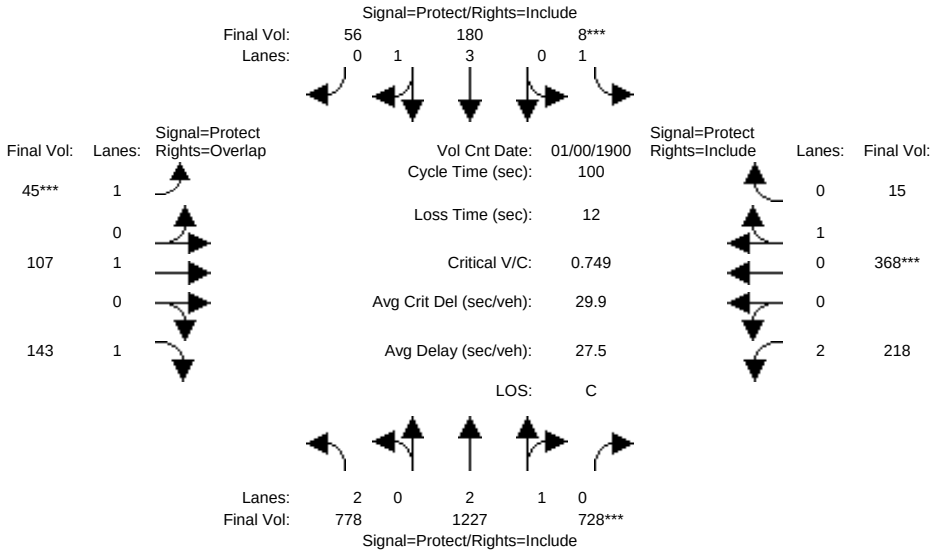
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	778	1227	728	8	180	56	45	107	143	218	368	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:	778	1227	728	8	180	56	45	107	143	218	368	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	778	1227	728	8	180	56	45	107	143	218	368	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:	778	1227	728	8	180	56	45	107	143	218	368	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	778	1227	728	8	180	56	45	107	143	218	368	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
FinalVolume:	778	1227	728	8	180	56	45	107	143	218	368	15
Saturation 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	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.01	0.99	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	3150	3800	1750	1750	5717	1779	1750	1900	1750	3150	1730	70
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.42	0.00	0.03	0.03	0.03	0.06	0.08	0.07	0.21	0.21
Crit Moves:			****	****			****				****	
Green/Cycle:	0.40	0.49	0.49	0.07	0.16	0.16	0.07	0.19	0.59	0.13	0.25	0.25
Volume/Cap:	0.62	0.66	0.85	0.07	0.20	0.20	0.37	0.30	0.14	0.52	0.85	0.85
Delay/Veh:	25.0	19.8	25.5	43.7	36.4	36.4	46.3	35.4	9.4	41.7	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	19.8	25.5	43.7	36.4	36.4	46.3	35.4	9.4	41.7	49.9	49.9
LOS by Move:	C	B-	C	D	D+	D+	D	D+	A	D	D	D
HCM2kAvgQ:	11	14	22	0	2	2	2	3	2	4	15	15

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

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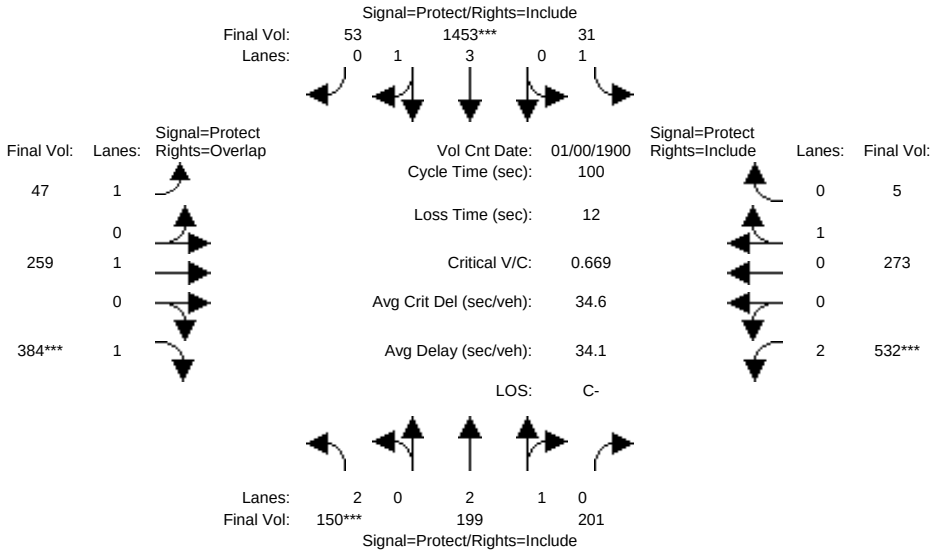
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	150	199	201	31	1453	53	47	259	384	532	273	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:	150	199	201	31	1453	53	47	259	384	532	273	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	199	201	31	1453	53	47	259	384	532	273	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:	150	199	201	31	1453	53	47	259	384	532	273	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	199	201	31	1453	53	47	259	384	532	273	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
FinalVolume:	150	199	201	31	1453	53	47	259	384	532	273	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	7236	264	1750	1900	1750	3150	1768	32
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.11	0.02	0.20	0.20	0.03	0.14	0.22	0.17	0.15	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.23	0.23	0.14	0.30	0.30	0.15	0.22	0.29	0.25	0.33	0.33
Volume/Cap:	0.67	0.23	0.50	0.13	0.67	0.67	0.18	0.61	0.75	0.67	0.47	0.47
Delay/Veh:	52.9	31.3	33.9	37.8	31.5	31.5	37.6	37.5	37.8	35.9	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	31.3	33.9	37.8	31.5	31.5	37.6	37.5	37.8	35.9	27.4	27.4
LOS by Move:	D-	C	C-	D+	C	C	D+	D+	D+	D+	C	C
HCM2kAvgQ:	3	2	6	1	11	11	1	8	13	10	7	7

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

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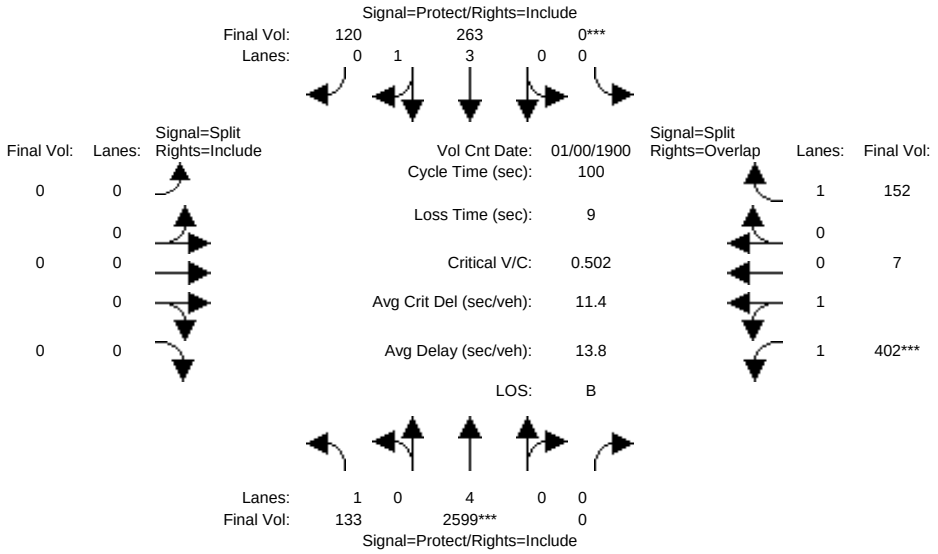
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	133	2599	0	0	263	120	0	0	0	402	7	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2599	0	0	263	120	0	0	0	402	7	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	2599	0	0	263	120	0	0	0	402	7	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2599	0	0	263	120	0	0	0	402	7	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2599	0	0	263	120	0	0	0	402	7	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
FinalVolume:	133	2599	0	0	263	120	0	0	0	402	7	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	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1750	7600	0	0	5700	1750	0	0	0	3489	61	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.00	0.00	0.05	0.07	0.00	0.00	0.00	0.12	0.12	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.29	0.68	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	0.26	0.50	0.00	0.00	0.12	0.18	0.00	0.00	0.00	0.50	0.50	0.38
Delay/Veh:	27.2	7.8	0.0	0.0	19.7	20.2	0.0	0.0	0.0	34.1	34.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	7.8	0.0	0.0	19.7	20.2	0.0	0.0	0.0	34.1	34.1	33.1
LOS by Move:	C	A	A	A	B-	C+	A	A	A	C-	C-	C-
HCM2kAvgQ:	3	10	0	0	2	3	0	0	0	6	6	4

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

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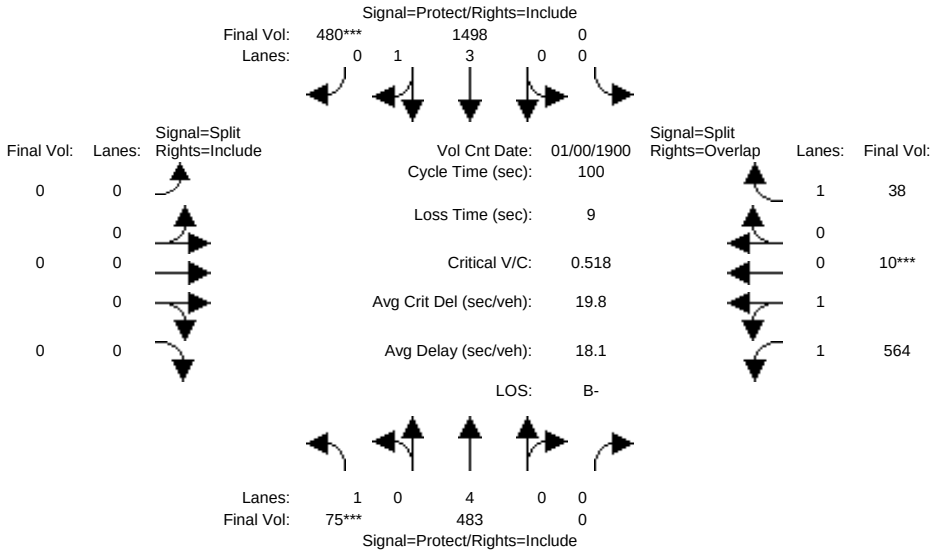
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	75	483	0	0	1498	480	0	0	0	564	10	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:	75	483	0	0	1498	480	0	0	0	564	10	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	483	0	0	1498	480	0	0	0	564	10	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:	75	483	0	0	1498	480	0	0	0	564	10	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	483	0	0	1498	480	0	0	0	564	10	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:	75	483	0	0	1498	480	0	0	0	564	10	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1750	7600	0	0	5697	1800	0	0	0	3488	62	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.26	0.27	0.00	0.00	0.00	0.16	0.16	0.02
Crit Moves:	****					****					****	
Green/Cycle:	0.08	0.60	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.52	0.11	0.00	0.00	0.51	0.52	0.00	0.00	0.00	0.52	0.52	0.07
Delay/Veh:	47.2	8.6	0.0	0.0	16.1	16.2	0.0	0.0	0.0	28.6	28.6	24.2
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:	47.2	8.6	0.0	0.0	16.1	16.2	0.0	0.0	0.0	28.6	28.6	24.2
LOS by Move:	D	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	2	2	0	0	10	10	0	0	0	8	8	1

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

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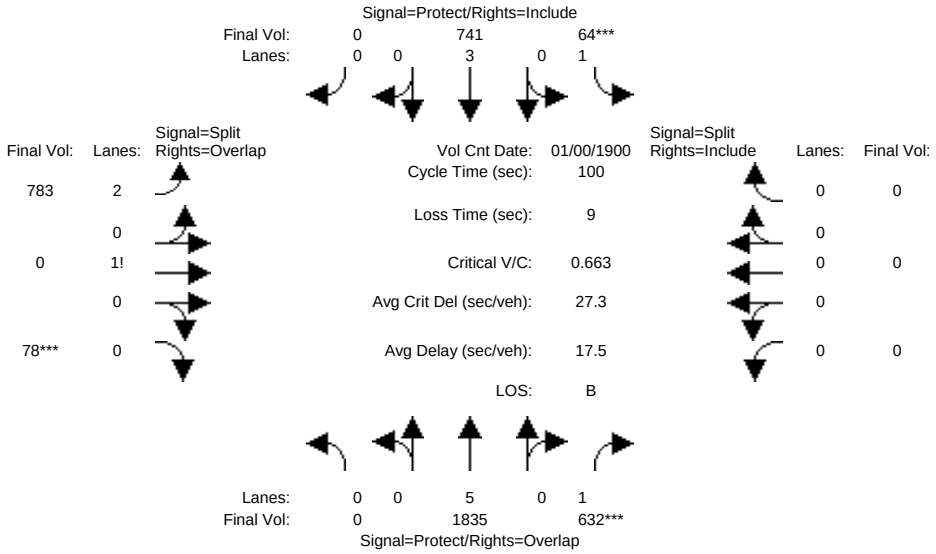
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1835	632	64	741	0	783	0	78	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	1835	632	64	741	0	783	0	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1835	632	64	741	0	783	0	78	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	1835	632	64	741	0	783	0	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1835	632	64	741	0	783	0	78	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	1835	632	64	741	0	783	0	78	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	0.85	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4513	0	380	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.36	0.04	0.13	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.54	0.54	0.07	0.61	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.67	0.52	0.21	0.00	0.57	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	18.9	48.9	9.0	0.0	29.8	0.0	31.9	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	13.4	18.9	48.9	9.0	0.0	29.8	0.0	31.9	0.0	0.0	0.0
LOS by Move:	A	B	B-	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	15	2	3	0	9	0	11	0	0	0

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

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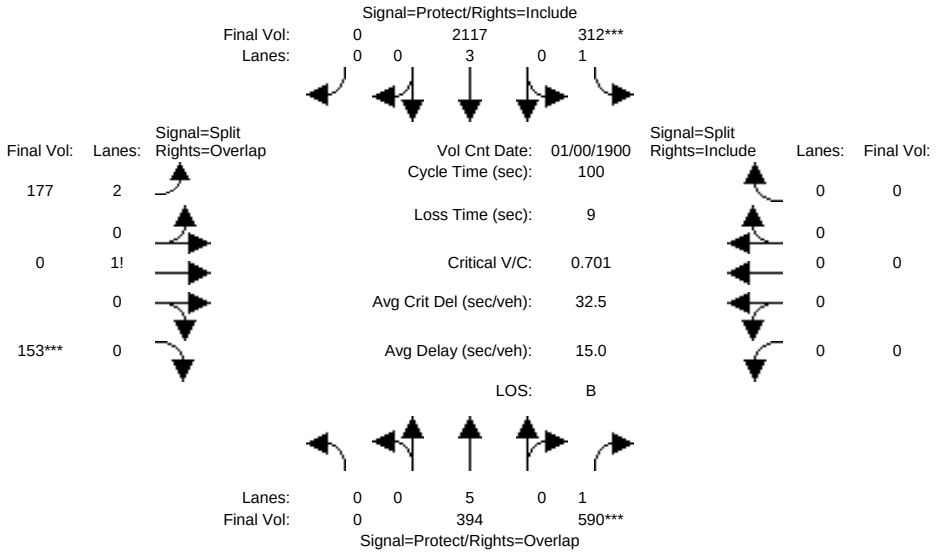
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	394	590	312	2117	0	177	0	153	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	394	590	312	2117	0	177	0	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	394	590	312	2117	0	177	0	153	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	394	590	312	2117	0	177	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	394	590	312	2117	0	177	0	153	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	394	590	312	2117	0	177	0	153	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	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.31	0.00	0.69	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3632	0	1249	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.34	0.18	0.37	0.00	0.05	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.48	0.48	0.25	0.74	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.70	0.70	0.51	0.00	0.28	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	14.1	23.0	38.8	5.7	0.0	35.9	0.0	43.5	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	14.1	23.0	38.8	5.7	0.0	35.9	0.0	43.5	0.0	0.0	0.0
LOS by Move:	A	B	C+	D+	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	1	15	9	9	0	3	0	8	0	0	0

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

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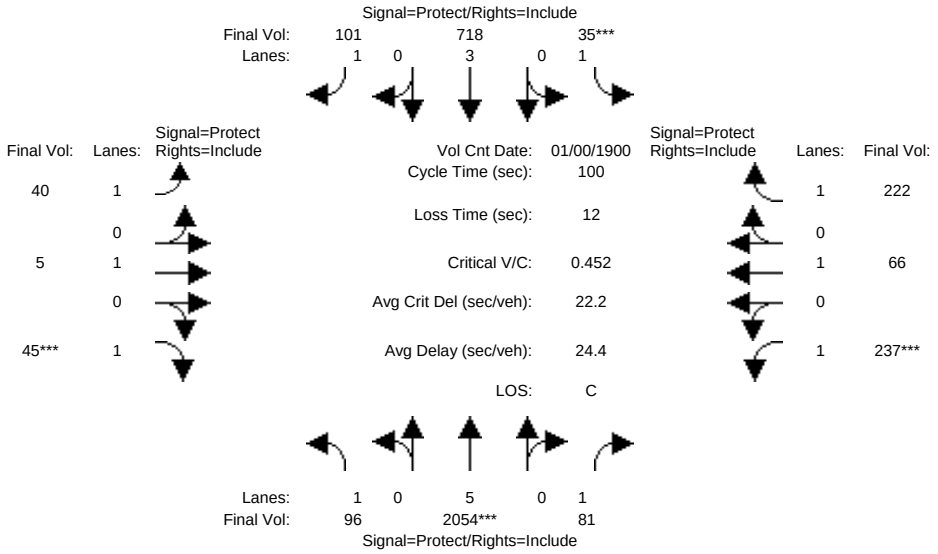
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	96	2054	81	35	718	101	40	5	45	237	66	222
Growth Adj:	1.00	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	2054	81	35	718	101	40	5	45	237	66	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2054	81	35	718	101	40	5	45	237	66	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2054	81	35	718	101	40	5	45	237	66	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2054	81	35	718	101	40	5	45	237	66	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	2054	81	35	718	101	40	5	45	237	66	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.05	0.02	0.13	0.06	0.02	0.00	0.03	0.14	0.03	0.13
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.44	0.44	0.07	0.33	0.33	0.13	0.10	0.10	0.27	0.24	0.24
Volume/Cap:	0.30	0.50	0.11	0.29	0.39	0.18	0.17	0.03	0.26	0.50	0.14	0.53
Delay/Veh:	36.0	20.3	16.7	45.4	26.2	24.3	38.8	40.7	42.4	31.3	30.0	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:	36.0	20.3	16.7	45.4	26.2	24.3	38.8	40.7	42.4	31.3	30.0	34.3
LOS by Move:	D+	C+	B	D	C	C	D+	D	D	C	C	C-
HCM2kAvgQ:	3	8	1	1	5	2	1	0	2	7	2	7

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

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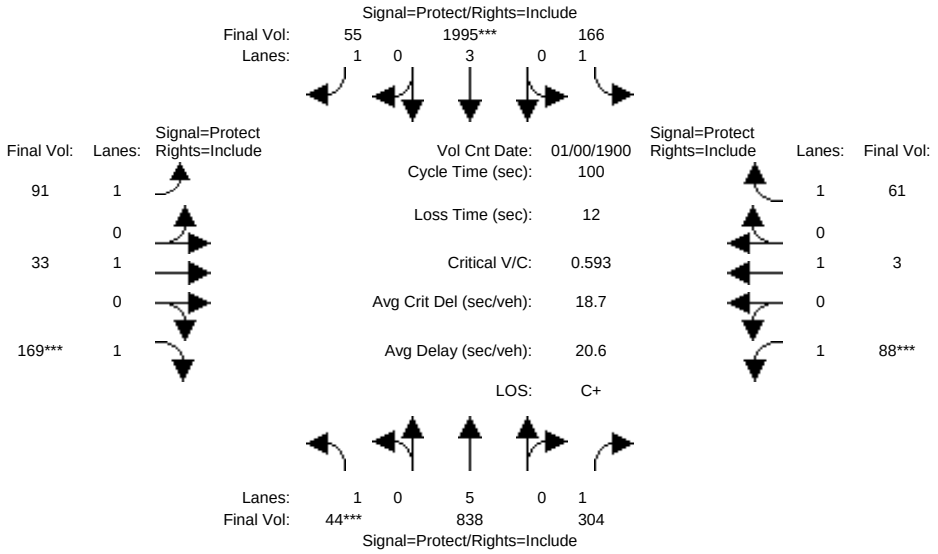
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	44	838	304	166	1995	55	91	33	169	88	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:	44	838	304	166	1995	55	91	33	169	88	3	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	838	304	166	1995	55	91	33	169	88	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:	44	838	304	166	1995	55	91	33	169	88	3	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	838	304	166	1995	55	91	33	169	88	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
FinalVolume:	44	838	304	166	1995	55	91	33	169	88	3	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.17	0.09	0.35	0.03	0.05	0.02	0.10	0.05	0.00	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.41	0.41	0.23	0.57	0.57	0.10	0.16	0.16	0.08	0.14	0.14
Volume/Cap:	0.36	0.21	0.42	0.42	0.61	0.06	0.53	0.11	0.61	0.61	0.01	0.25
Delay/Veh:	46.2	18.8	21.1	33.8	14.5	9.5	45.9	36.3	43.4	52.0	37.0	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:	46.2	18.8	21.1	33.8	14.5	9.5	45.9	36.3	43.4	52.0	37.0	38.8
LOS by Move:	D	B-	C+	C-	B	A	D	D+	D	D-	D+	D+
HCM2kAvgQ:	1	3	7	5	13	1	4	1	6	4	0	2

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

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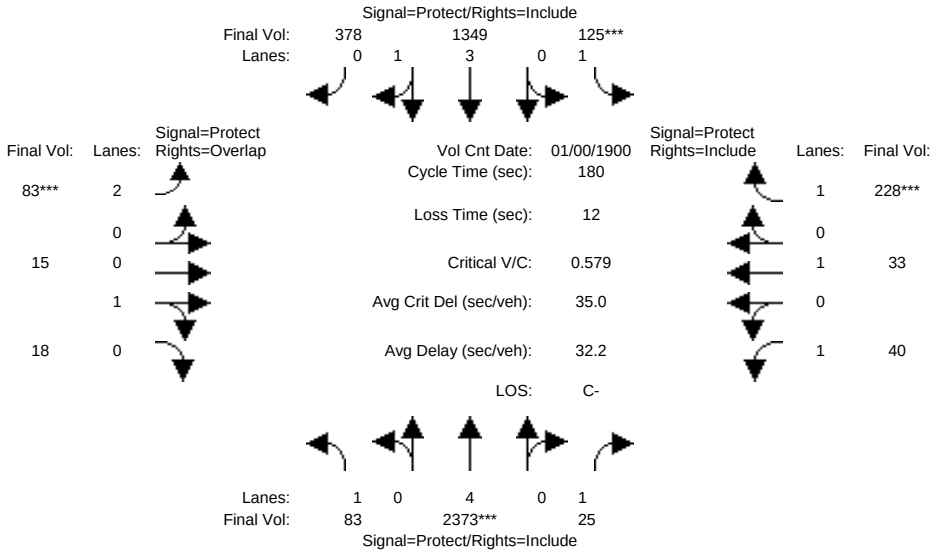
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	83	2373	25	125	1349	378	83	15	18	40	33	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2373	25	125	1349	378	83	15	18	40	33	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2373	25	125	1349	378	83	15	18	40	33	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	2373	25	125	1349	378	83	15	18	40	33	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2373	25	125	1349	378	83	15	18	40	33	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	2373	25	125	1349	378	83	15	18	40	33	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.09	0.91	2.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5856	1641	3150	818	982	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.01	0.07	0.23	0.23	0.03	0.02	0.02	0.02	0.02	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.54	0.54	0.12	0.55	0.55	0.05	0.16	0.27	0.11	0.23	0.23
Volume/Cap:	0.42	0.58	0.03	0.58	0.42	0.42	0.58	0.12	0.07	0.21	0.08	0.58
Delay/Veh:	75.7	28.0	19.4	78.4	23.8	23.8	90.0	65.0	48.6	73.2	55.1	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:	75.7	28.0	19.4	78.4	23.8	23.8	90.0	65.0	48.6	73.2	55.1	64.3
LOS by Move:	E-	C	B-	E-	C	C	F	E	D	E	E+	E
HCM2kAvgQ:	4	21	1	6	13	13	4	2	1	2	1	12

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

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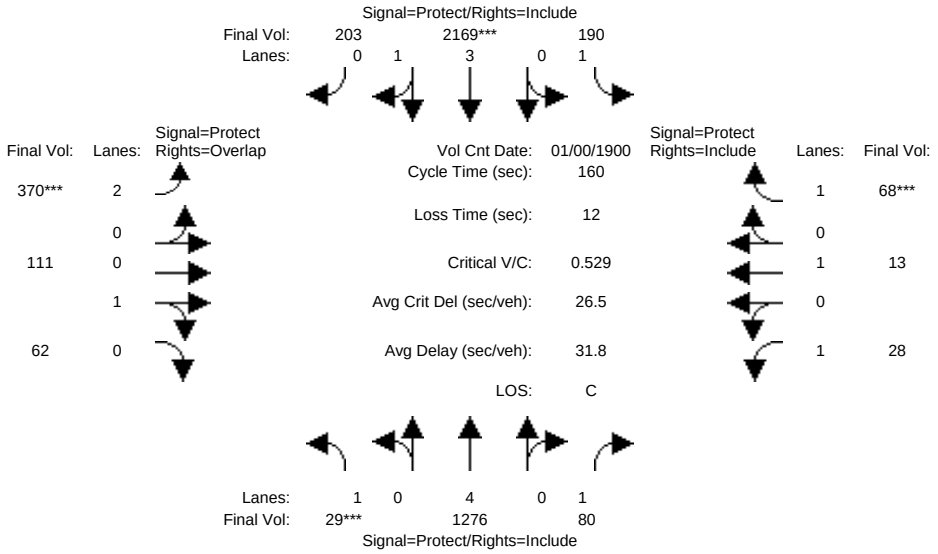
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	29	1276	80	190	2169	203	370	111	62	28	13	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:	29	1276	80	190	2169	203	370	111	62	28	13	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1276	80	190	2169	203	370	111	62	28	13	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:	29	1276	80	190	2169	203	370	111	62	28	13	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1276	80	190	2169	203	370	111	62	28	13	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:	29	1276	80	190	2169	203	370	111	62	28	13	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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.64	0.36	2.00	0.64	0.36	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6857	642	3150	1155	645	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.05	0.11	0.32	0.32	0.12	0.10	0.10	0.02	0.01	0.04
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.38	0.38	0.25	0.59	0.59	0.22	0.20	0.24	0.09	0.07	0.07
Volume/Cap:	0.38	0.44	0.12	0.44	0.54	0.54	0.54	0.48	0.39	0.18	0.09	0.54
Delay/Veh:	77.5	36.5	31.8	51.3	19.8	19.8	56.1	57.6	51.2	67.7	69.6	76.1
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:	77.5	36.5	31.8	51.3	19.8	19.8	56.1	57.6	51.2	67.7	69.6	76.1
LOS by Move:	E-	D+	C	D-	B-	B-	E+	E+	D-	E	E	E-
HCM2kAvgQ:	1	11	3	8	16	16	10	8	7	1	1	4

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

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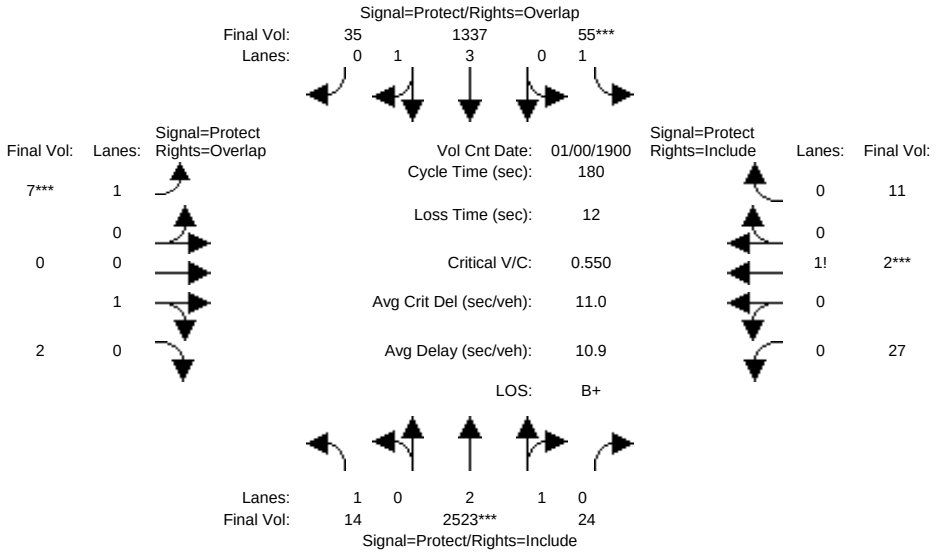
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	14	2523	24	55	1337	35	7	0	2	27	2	11
Growth Adj:	1.00	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	2523	24	55	1337	35	7	0	2	27	2	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	2523	24	55	1337	35	7	0	2	27	2	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2523	24	55	1337	35	7	0	2	27	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2523	24	55	1337	35	7	0	2	27	2	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2523	24	55	1337	35	7	0	2	27	2	11
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	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	3.89	0.11	1.00	0.00	1.00	0.67	0.05	0.28
Final Sat.:	1750	5547	53	1750	7308	191	1750	0	1800	1181	88	481
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.03	0.18	0.18	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.78	0.78	0.05	0.69	0.73	0.04	0.00	0.19	0.09	0.06	0.06
Volume/Cap:	0.05	0.58	0.58	0.58	0.26	0.25	0.10	0.00	0.01	0.24	0.41	0.41
Delay/Veh:	66.1	7.9	7.9	91.8	10.5	8.0	84.1	0.0	59.7	76.3	85.0	85.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	7.9	7.9	91.8	10.5	8.0	84.1	0.0	59.7	76.3	85.0	85.0
LOS by Move:	E	A	A	F	B+	A	F	A	E+	E-	F	F
HCM2kAvgQ:	1	18	18	3	7	6	0	0	0	2	3	3

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

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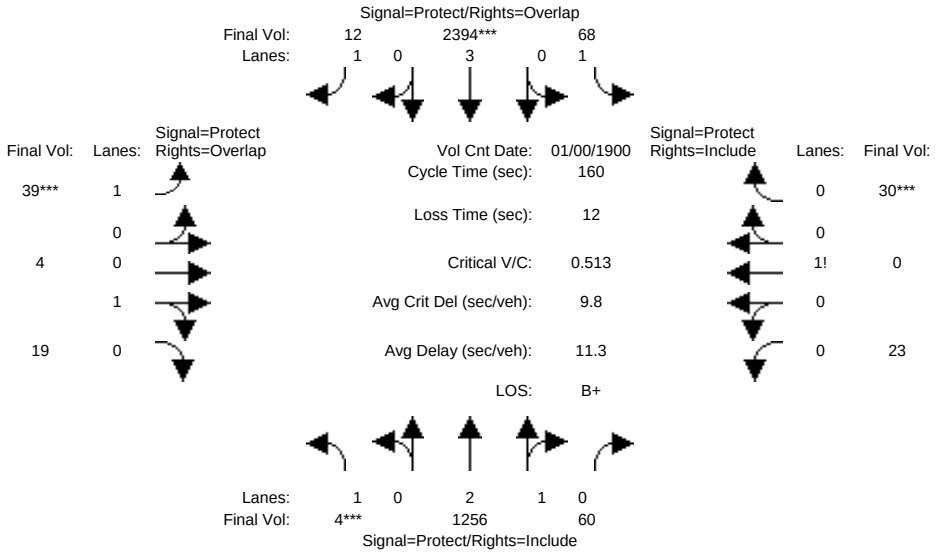
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	4	1256	60	68	2394	12	39	4	19	23	0	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:	4	1256	60	68	2394	12	39	4	19	23	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1256	60	68	2394	12	39	4	19	23	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1256	60	68	2394	12	39	4	19	23	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1256	60	68	2394	12	39	4	19	23	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1256	60	68	2394	12	39	4	19	23	0	30
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	1.00	0.17	0.83	0.43	0.00	0.57
Final Sat.:	1750	5344	255	1750	5700	1750	1750	313	1487	759	0	991
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.42	0.01	0.02	0.01	0.01	0.03	0.00	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.69	0.69	0.13	0.78	0.82	0.04	0.06	0.11	0.04	0.00	0.06
Volume/Cap:	0.05	0.34	0.34	0.30	0.54	0.01	0.51	0.20	0.12	0.69	0.00	0.48
Delay/Veh:	73.6	10.1	10.1	64.0	7.1	2.6	80.4	72.1	65.0	99.2	0.0	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	10.1	10.1	64.0	7.1	2.6	80.4	72.1	65.0	99.2	0.0	75.9
LOS by Move:	E	B+	B+	E	A	A	F	E	E	F	A	E-
HCM2kAvgQ:	0	9	9	3	15	0	3	1	1	4	0	3

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

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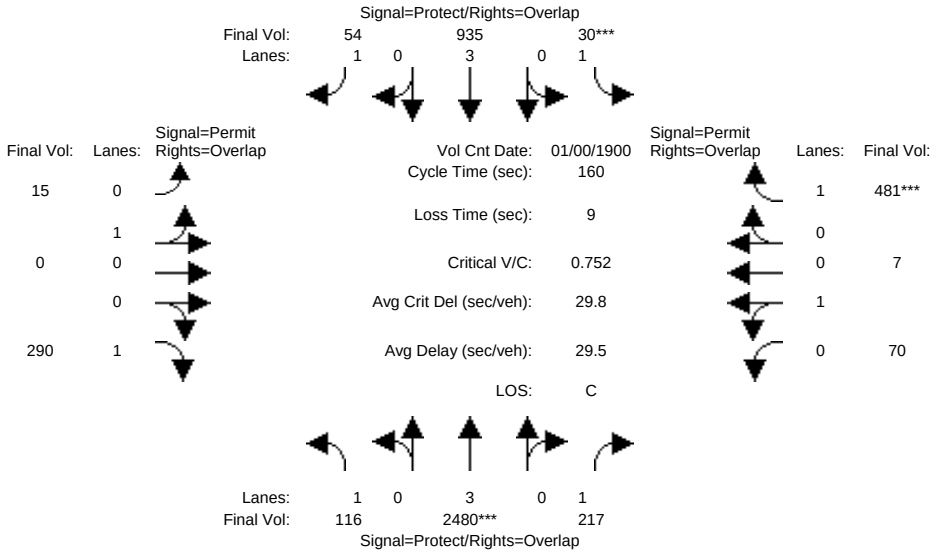
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	116	2480	217	30	935	54	15	0	290	70	7	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:	116	2480	217	30	935	54	15	0	290	70	7	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	2480	217	30	935	54	15	0	290	70	7	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:	116	2480	217	30	935	54	15	0	290	70	7	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2480	217	30	935	54	15	0	290	70	7	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
FinalVolume:	116	2480	217	30	935	54	15	0	290	70	7	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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.91	0.09	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1800	0	1750	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.12	0.02	0.16	0.03	0.01	0.00	0.17	0.04	0.04	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.18	0.59	0.59	0.04	0.45	0.45	0.31	0.00	0.49	0.31	0.31	0.36
Volume/Cap:	0.36	0.74	0.21	0.39	0.36	0.07	0.03	0.00	0.34	0.14	0.14	0.77
Delay/Veh:	58.1	25.0	15.6	77.7	29.1	25.0	38.2	0.0	24.8	39.6	39.6	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:	58.1	25.0	15.6	77.7	29.1	25.0	38.2	0.0	24.8	39.6	39.6	51.7
LOS by Move:	E+	C	B	E-	C	C	D+	A	C	D	D	D-
HCM2kAvgQ:	5	29	5	2	10	2	1	0	9	3	3	24

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

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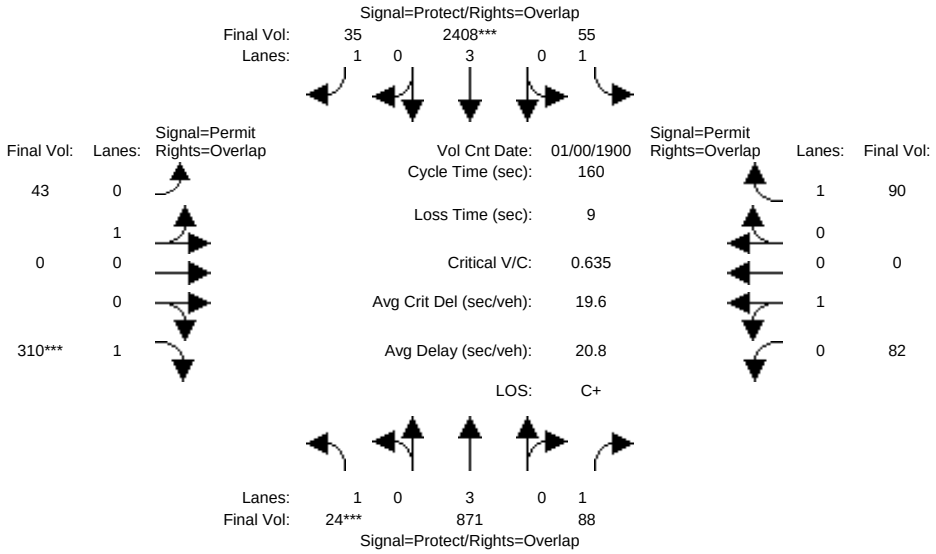
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	24	871	88	55	2408	35	43	0	310	82	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	871	88	55	2408	35	43	0	310	82	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	871	88	55	2408	35	43	0	310	82	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	871	88	55	2408	35	43	0	310	82	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	871	88	55	2408	35	43	0	310	82	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	871	88	55	2408	35	43	0	310	82	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1800	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.05	0.03	0.42	0.02	0.02	0.00	0.18	0.05	0.00	0.05
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.57	0.57	0.16	0.68	0.68	0.22	0.00	0.26	0.22	0.00	0.38
Volume/Cap:	0.31	0.27	0.09	0.19	0.62	0.03	0.11	0.00	0.68	0.21	0.00	0.14
Delay/Veh:	76.5	17.8	15.9	58.3	14.1	8.2	50.5	0.0	57.5	51.8	0.0	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:	76.5	17.8	15.9	58.3	14.1	8.2	50.5	0.0	57.5	51.8	0.0	32.7
LOS by Move:	E-	B	B	E+	B	A	D	A	E+	D-	A	C-
HCM2kAvgQ:	2	7	2	2	20	1	2	0	15	3	0	3

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

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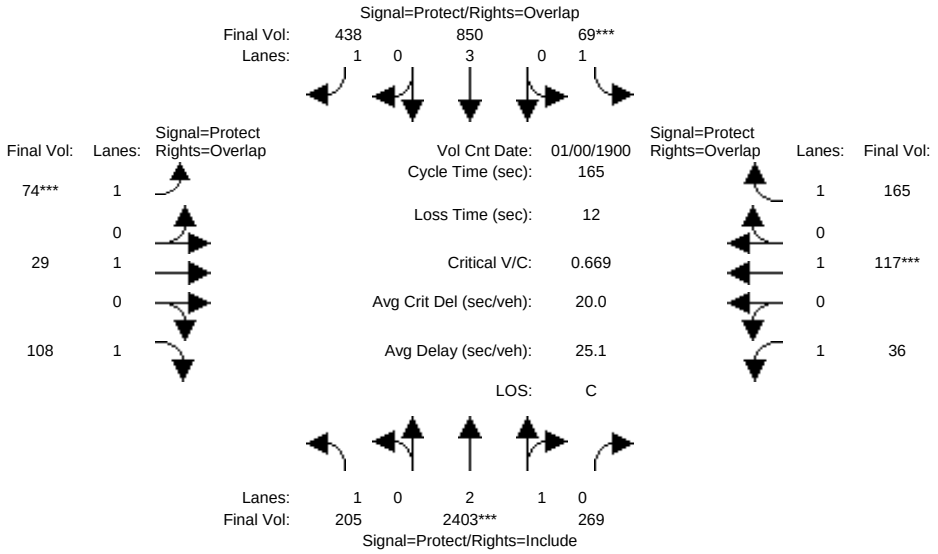
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	205	2403	269	69	850	438	74	29	108	36	117	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	2403	269	69	850	438	74	29	108	36	117	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2403	269	69	850	438	74	29	108	36	117	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2403	269	69	850	438	74	29	108	36	117	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2403	269	69	850	438	74	29	108	36	117	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	2403	269	69	850	438	74	29	108	36	117	165
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	1.00	0.92
Lanes:	1.00	2.69	0.31	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5035	564	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.48	0.48	0.04	0.15	0.25	0.04	0.02	0.06	0.02	0.06	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.71	0.71	0.06	0.49	0.56	0.06	0.09	0.37	0.06	0.09	0.15
Volume/Cap:	0.42	0.67	0.67	0.67	0.30	0.45	0.67	0.17	0.17	0.32	0.67	0.62
Delay/Veh:	49.3	13.4	13.4	91.7	24.9	21.9	90.3	69.6	35.1	75.5	82.1	70.3
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:	49.3	13.4	13.4	91.7	24.9	21.9	90.3	69.6	35.1	75.5	82.1	70.3
LOS by Move:	D	B	B	F	C	C+	F	E	D+	E-	F	E
HCM2kAvgQ:	9	25	25	5	8	14	5	1	4	2	7	9

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

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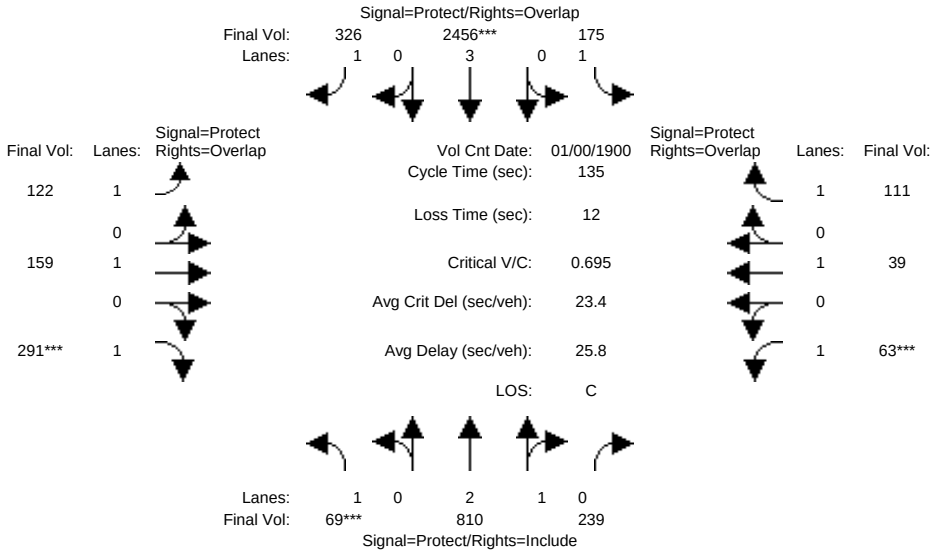
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	810	239	175	2456	326	122	159	291	63	39	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:	69	810	239	175	2456	326	122	159	291	63	39	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	810	239	175	2456	326	122	159	291	63	39	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	810	239	175	2456	326	122	159	291	63	39	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	810	239	175	2456	326	122	159	291	63	39	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
FinalVolume:	69	810	239	175	2456	326	122	159	291	63	39	111
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	1.00	0.92
Lanes:	1.00	2.29	0.71	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4322	1275	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.10	0.43	0.19	0.07	0.08	0.17	0.04	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.45	0.45	0.24	0.63	0.74	0.11	0.17	0.23	0.05	0.11	0.35
Volume/Cap:	0.68	0.42	0.42	0.42	0.68	0.25	0.65	0.50	0.74	0.69	0.18	0.18
Delay/Veh:	79.5	25.2	25.2	43.9	16.5	5.7	66.0	52.2	55.5	83.7	54.6	30.2
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:	79.5	25.2	25.2	43.9	16.5	5.7	66.0	52.2	55.5	83.7	54.6	30.2
LOS by Move:	E-	C	C	D	B	A	E	D-	E+	F	D-	C
HCM2kAvgQ:	4	10	10	7	22	5	6	6	13	4	2	3

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

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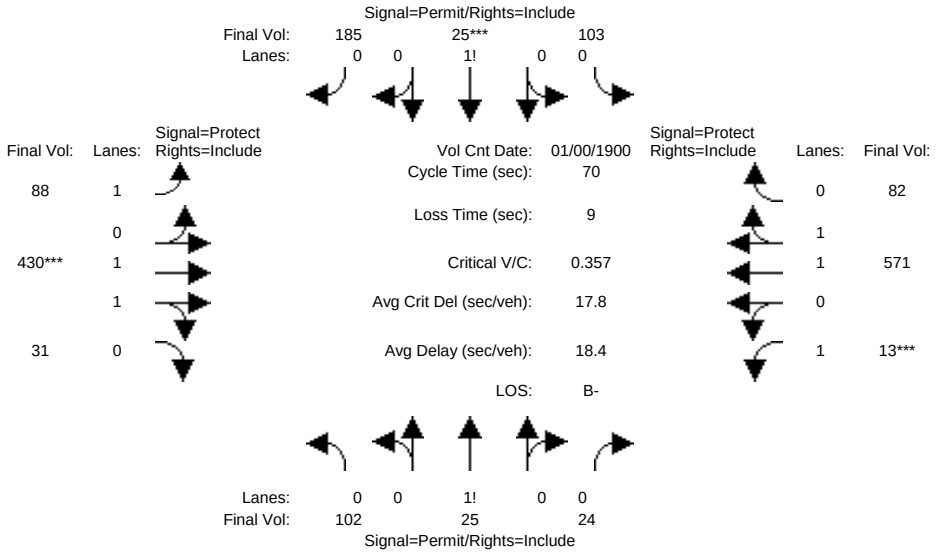
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	102	25	24	103	25	185	88	430	31	13	571	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	25	24	103	25	185	88	430	31	13	571	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	25	24	103	25	185	88	430	31	13	571	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	25	24	103	25	185	88	430	31	13	571	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	25	24	103	25	185	88	430	31	13	571	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	25	24	103	25	185	88	430	31	13	571	82
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:	0.67	0.17	0.16	0.33	0.08	0.59	1.00	1.86	0.14	1.00	1.74	0.26
Final Sat.:	1182	290	278	576	140	1034	1750	3451	249	1750	3235	465
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.18	0.05	0.12	0.12	0.01	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.10	0.30	0.30	0.14	0.34	0.34
Volume/Cap:	0.20	0.20	0.20	0.42	0.42	0.42	0.51	0.42	0.42	0.05	0.51	0.51
Delay/Veh:	12.6	12.6	12.6	14.3	14.3	14.3	32.6	19.9	19.9	26.0	18.6	18.6
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:	12.6	12.6	12.6	14.3	14.3	14.3	32.6	19.9	19.9	26.0	18.6	18.6
LOS by Move:	B	B	B	B	B	B	C-	B-	B-	C	B-	B-
HCM2kAvgQ:	2	2	2	5	5	5	2	4	4	0	6	6

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

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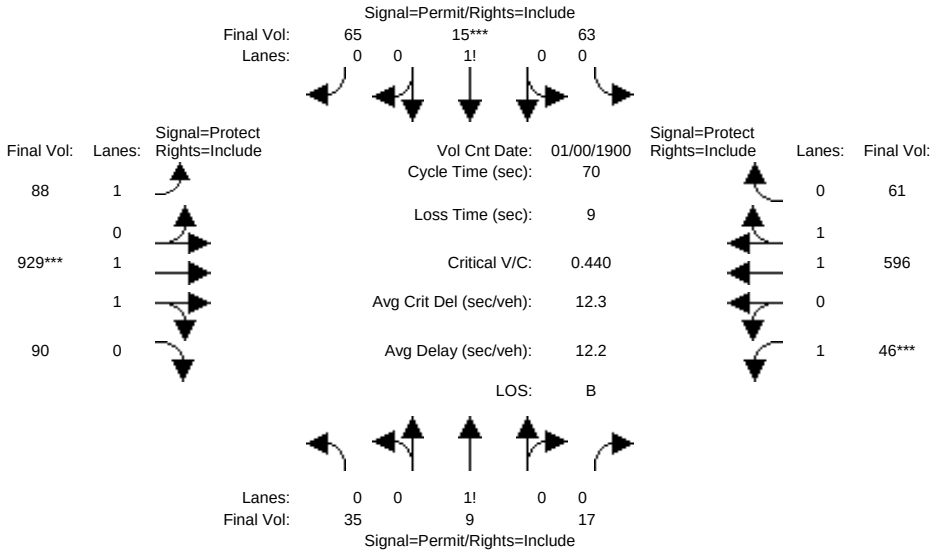
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	35	9	17	63	15	65	88	929	90	46	596	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:	35	9	17	63	15	65	88	929	90	46	596	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	9	17	63	15	65	88	929	90	46	596	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:	35	9	17	63	15	65	88	929	90	46	596	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	9	17	63	15	65	88	929	90	46	596	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
FinalVolume:	35	9	17	63	15	65	88	929	90	46	596	61
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:	0.57	0.15	0.28	0.44	0.10	0.46	1.00	1.82	0.18	1.00	1.81	0.19
Final Sat.:	1004	258	488	771	184	795	1750	3373	327	1750	3356	344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.05	0.28	0.28	0.03	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.16	0.56	0.56	0.14	0.55	0.55
Volume/Cap:	0.21	0.21	0.21	0.49	0.49	0.49	0.32	0.49	0.49	0.18	0.32	0.32
Delay/Veh:	25.5	25.5	25.5	27.8	27.8	27.8	27.0	9.5	9.5	26.8	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	27.8	27.8	27.8	27.0	9.5	9.5	26.8	8.7	8.7
LOS by Move:	C	C	C	C	C	C	C	A	A	C	A	A
HCM2kAvgQ:	1	1	1	4	4	4	2	7	7	1	4	4

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

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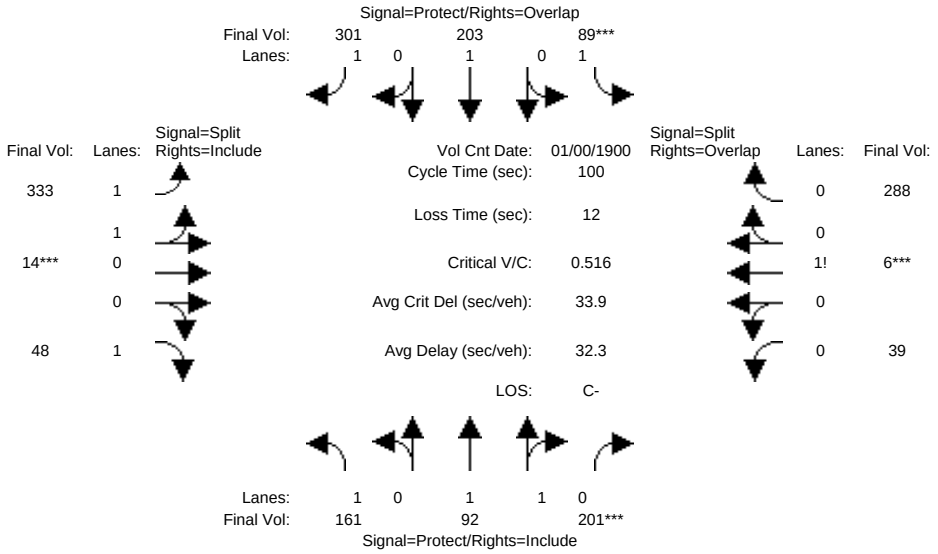
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	161	92	201	89	203	301	333	14	48	39	6	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:	161	92	201	89	203	301	333	14	48	39	6	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	92	201	89	203	301	333	14	48	39	6	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:	161	92	201	89	203	301	333	14	48	39	6	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	92	201	89	203	301	333	14	48	39	6	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
FinalVolume:	161	92	201	89	203	301	333	14	48	39	6	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	0.12	0.02	0.86
Final Sat.:	1750	1900	1750	1750	1900	1750	3407	143	1750	205	32	1514
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.11	0.05	0.11	0.17	0.10	0.10	0.03	0.19	0.19	0.19
Crit Moves:			****	****				****			****	
Green/Cycle:	0.16	0.22	0.22	0.12	0.18	0.37	0.18	0.18	0.18	0.36	0.36	0.48
Volume/Cap:	0.59	0.22	0.53	0.42	0.59	0.47	0.53	0.53	0.15	0.53	0.53	0.40
Delay/Veh:	42.7	32.3	35.6	42.2	40.3	24.9	37.7	37.7	34.4	26.2	26.2	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:	42.7	32.3	35.6	42.2	40.3	24.9	37.7	37.7	34.4	26.2	26.2	17.1
LOS by Move:	D	C-	D+	D	D	C	D+	D+	C-	C	C	B
HCM2kAvgQ:	6	2	6	3	7	8	6	6	1	9	9	7

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

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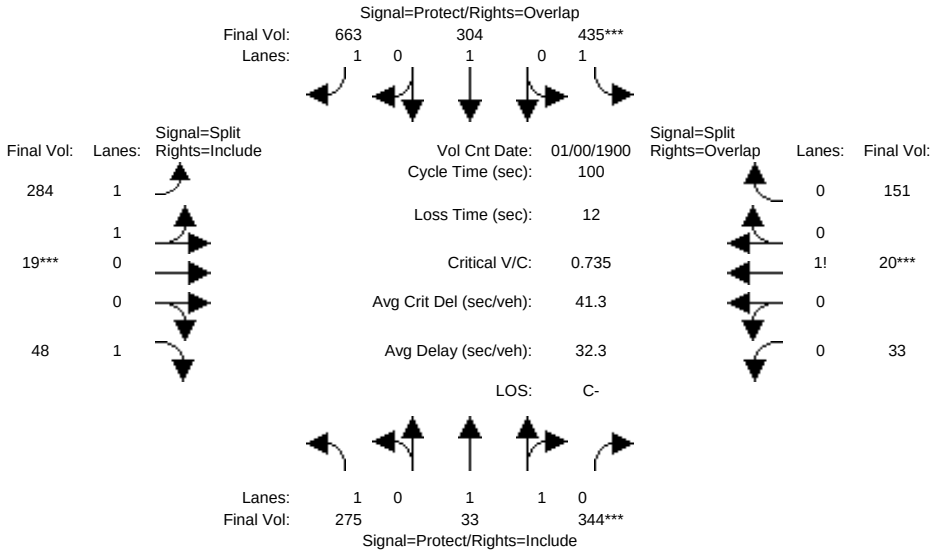
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	275	33	344	435	304	663	284	19	48	33	20	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	33	344	435	304	663	284	19	48	33	20	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	33	344	435	304	663	284	19	48	33	20	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	33	344	435	304	663	284	19	48	33	20	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	33	344	435	304	663	284	19	48	33	20	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	33	344	435	304	663	284	19	48	33	20	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	0.16	0.10	0.74
Final Sat.:	1750	1900	1750	1750	1900	1750	3327	223	1750	283	172	1295
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.20	0.25	0.16	0.38	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:			****	****				****			****	
Green/Cycle:	0.21	0.27	0.27	0.34	0.39	0.51	0.12	0.12	0.12	0.16	0.16	0.49
Volume/Cap:	0.75	0.07	0.74	0.74	0.41	0.74	0.71	0.71	0.23	0.74	0.74	0.24
Delay/Veh:	45.3	27.4	39.2	34.3	22.4	22.5	47.9	47.9	40.4	50.3	50.3	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	27.4	39.2	34.3	22.4	22.5	47.9	47.9	40.4	50.3	50.3	11.4
LOS by Move:	D	C	D	C-	C+	C+	D	D	D	D	D	B+
HCM2kAvgQ:	10	1	12	14	7	18	6	6	2	8	8	3

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

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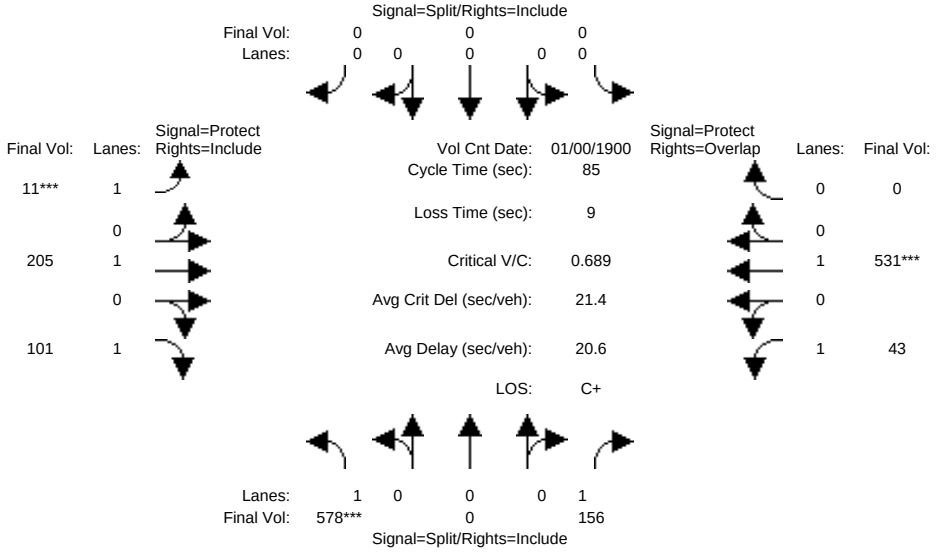
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	578	0	156	0	0	0	11	205	101	43	531	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:	578	0	156	0	0	0	11	205	101	43	531	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	0	156	0	0	0	11	205	101	43	531	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:	578	0	156	0	0	0	11	205	101	43	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	0	156	0	0	0	11	205	101	43	531	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:	578	0	156	0	0	0	11	205	101	43	531	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.09	0.00	0.00	0.00	0.01	0.11	0.06	0.02	0.28	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.48	0.00	0.48	0.00	0.00	0.00	0.01	0.35	0.35	0.06	0.41	0.00
Volume/Cap:	0.69	0.00	0.19	0.00	0.00	0.00	0.69	0.31	0.16	0.40	0.69	0.00
Delay/Veh:	19.6	0.0	12.8	0.0	0.0	0.0	124.2	19.0	17.9	40.8	21.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	0.0	12.8	0.0	0.0	0.0	124.2	19.0	17.9	40.8	21.2	0.0
LOS by Move:	B-	A	B	A	A	A	F	B-	B	D	C+	A
HCM2kAvgQ:	14	0	3	0	0	0	1	3	2	1	10	0

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

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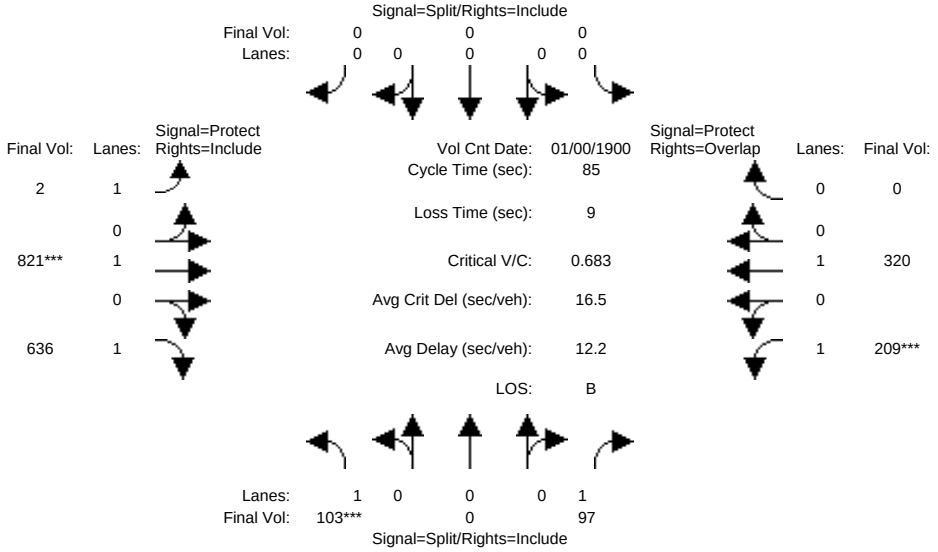
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	103	0	97	0	0	0	2	821	636	209	320	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:	103	0	97	0	0	0	2	821	636	209	320	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	97	0	0	0	2	821	636	209	320	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:	103	0	97	0	0	0	2	821	636	209	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	97	0	0	0	2	821	636	209	320	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:	103	0	97	0	0	0	2	821	636	209	320	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.36	0.12	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.01	0.63	0.63	0.17	0.80	0.00
Volume/Cap:	0.68	0.00	0.64	0.00	0.00	0.00	0.21	0.68	0.57	0.68	0.21	0.00
Delay/Veh:	49.8	0.0	46.7	0.0	0.0	0.0	52.8	6.6	5.1	39.1	0.1	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:	49.8	0.0	46.7	0.0	0.0	0.0	52.8	6.6	5.1	39.1	0.1	0.0
LOS by Move:	D	A	D	A	A	A	D-	A	A	D	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	9	6	5	0	0

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

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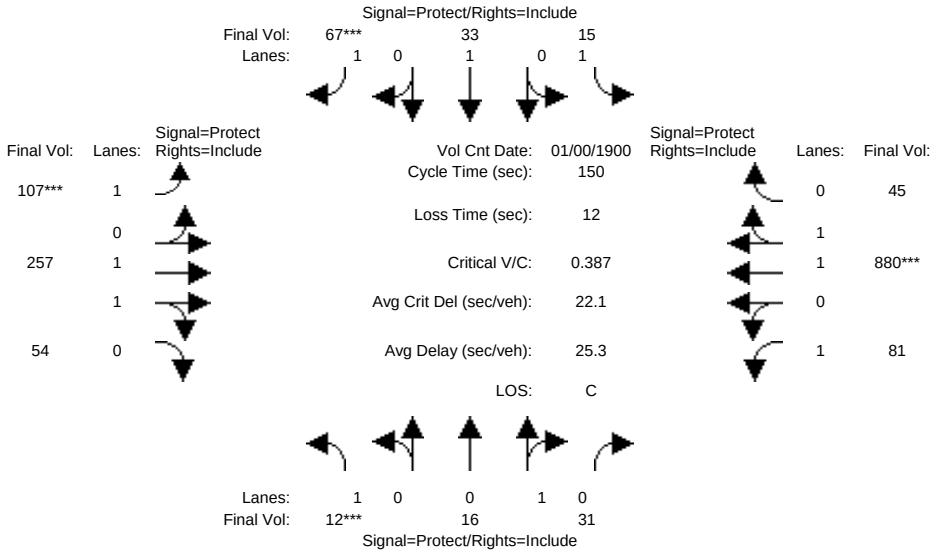
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	12	16	31	15	33	67	107	257	54	81	880	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	16	31	15	33	67	107	257	54	81	880	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	16	31	15	33	67	107	257	54	81	880	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	31	15	33	67	107	257	54	81	880	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	16	31	15	33	67	107	257	54	81	880	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	16	31	15	33	67	107	257	54	81	880	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.90	0.10
Final Sat.:	1750	613	1187	1750	1900	1750	1750	3057	642	1750	3520	180
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.01	0.02	0.04	0.06	0.08	0.08	0.05	0.25	0.25
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.08	0.08	0.06	0.10	0.10	0.15	0.50	0.50	0.28	0.62	0.62
Volume/Cap:	0.15	0.31	0.31	0.15	0.18	0.40	0.40	0.17	0.17	0.17	0.40	0.40
Delay/Veh:	69.5	65.8	65.8	67.7	62.9	65.3	58.3	20.5	20.5	41.2	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:	69.5	65.8	65.8	67.7	62.9	65.3	58.3	20.5	20.5	41.2	14.2	14.2
LOS by Move:	E	E	E	E	E	E	E+	C+	C+	D	B	B
HCM2kAvgQ:	1	2	2	1	1	3	5	4	4	3	10	10

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

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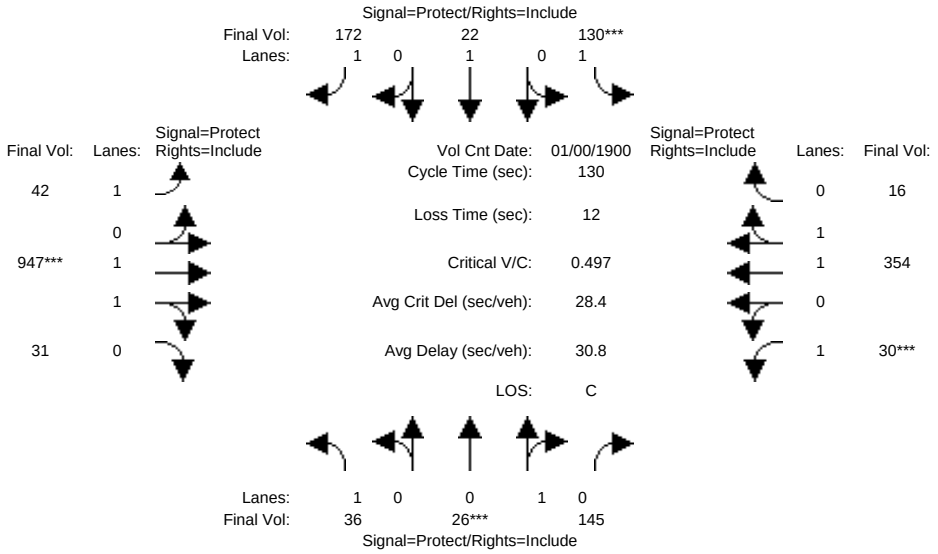
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	36	26	145	130	22	172	42	947	31	30	354	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:	36	26	145	130	22	172	42	947	31	30	354	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	26	145	130	22	172	42	947	31	30	354	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:	36	26	145	130	22	172	42	947	31	30	354	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	26	145	130	22	172	42	947	31	30	354	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
FinalVolume:	36	26	145	130	22	172	42	947	31	30	354	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.15	0.85	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.91	0.09
Final Sat.:	1750	274	1526	1750	1900	1750	1750	3583	117	1750	3540	160
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.07	0.01	0.10	0.02	0.26	0.26	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.19	0.19	0.15	0.22	0.22	0.20	0.52	0.52	0.05	0.37	0.37
Volume/Cap:	0.17	0.51	0.51	0.51	0.05	0.46	0.12	0.51	0.51	0.32	0.27	0.27
Delay/Veh:	52.0	48.7	48.7	52.9	40.5	45.3	42.7	20.5	20.5	61.2	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:	52.0	48.7	48.7	52.9	40.5	45.3	42.7	20.5	20.5	61.2	28.5	28.5
LOS by Move:	D-	D	D	D-	D	D	D	C+	C+	E	C	C
HCM2kAvgQ:	1	7	7	6	1	7	1	13	13	1	5	5

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

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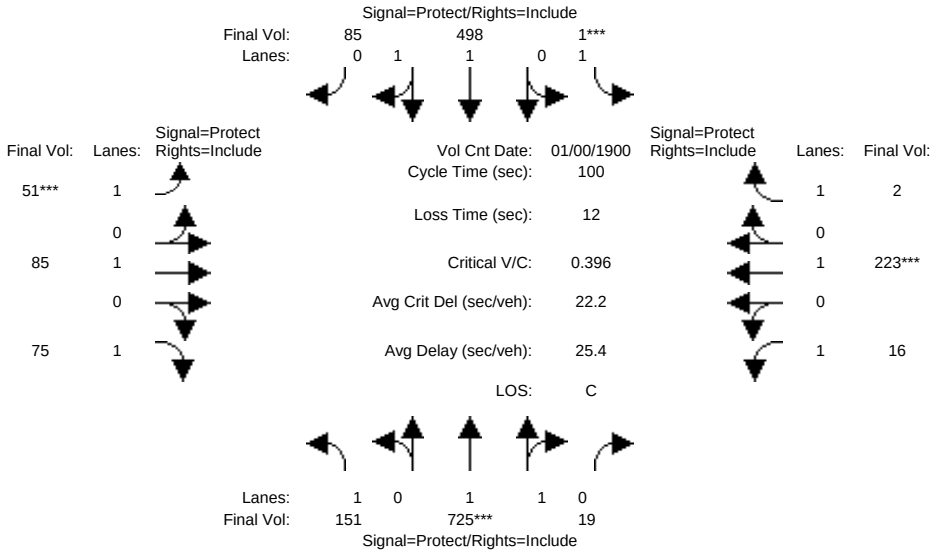
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	151	725	19	1	498	85	51	85	75	16	223	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	725	19	1	498	85	51	85	75	16	223	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	725	19	1	498	85	51	85	75	16	223	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	725	19	1	498	85	51	85	75	16	223	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	725	19	1	498	85	51	85	75	16	223	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	725	19	1	498	85	51	85	75	16	223	2
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	1.95	0.05	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3605	94	1750	3160	539	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.00	0.16	0.16	0.03	0.04	0.04	0.01	0.12	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.47	0.47	0.07	0.35	0.35	0.07	0.20	0.20	0.14	0.27	0.27
Volume/Cap:	0.45	0.43	0.43	0.01	0.45	0.45	0.42	0.22	0.21	0.06	0.43	0.00
Delay/Veh:	36.9	17.9	17.9	43.3	25.6	25.6	46.8	33.7	33.6	37.3	30.5	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:	36.9	17.9	17.9	43.3	25.6	25.6	46.8	33.7	33.6	37.3	30.5	26.5
LOS by Move:	D+	B	B	D	C	C	D	C-	C-	D+	C	C
HCM2kAvgQ:	4	8	8	0	7	7	2	2	2	0	6	0

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

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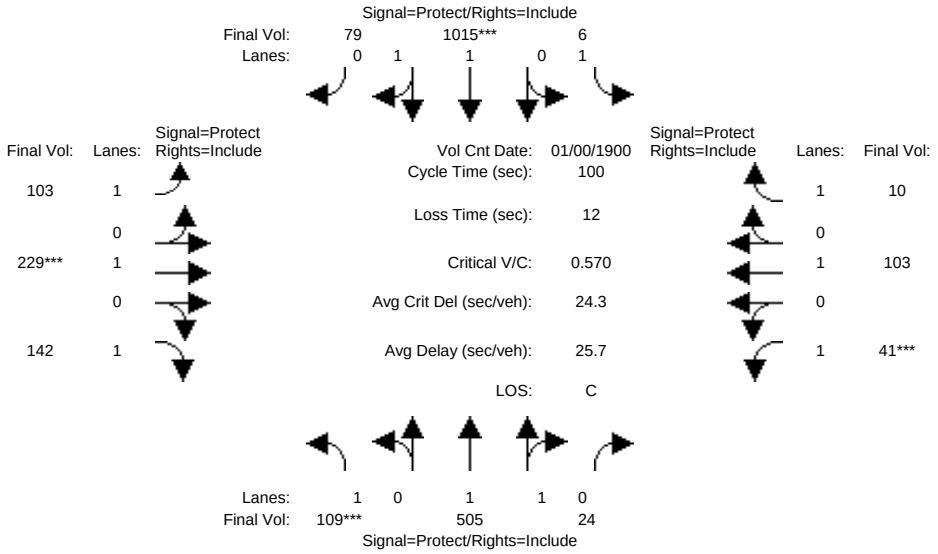
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	109	505	24	6	1015	79	103	229	142	41	103	10
Growth Adj:	1.00	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	505	24	6	1015	79	103	229	142	41	103	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	505	24	6	1015	79	103	229	142	41	103	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	505	24	6	1015	79	103	229	142	41	103	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	505	24	6	1015	79	103	229	142	41	103	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	505	24	6	1015	79	103	229	142	41	103	10
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	1.91	0.09	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3532	168	1750	3433	267	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.00	0.30	0.30	0.06	0.12	0.08	0.02	0.05	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.41	0.41	0.20	0.50	0.50	0.11	0.20	0.20	0.07	0.16	0.16
Volume/Cap:	0.59	0.35	0.35	0.02	0.59	0.59	0.52	0.59	0.40	0.33	0.34	0.04
Delay/Veh:	47.7	20.7	20.7	32.2	18.2	18.2	44.3	38.4	35.2	45.9	37.9	35.4
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:	47.7	20.7	20.7	32.2	18.2	18.2	44.3	38.4	35.2	45.9	37.9	35.4
LOS by Move:	D	C+	C+	C-	B-	B-	D	D+	D+	D	D+	D+
HCM2kAvgQ:	3	6	6	0	12	12	4	7	4	2	3	0

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

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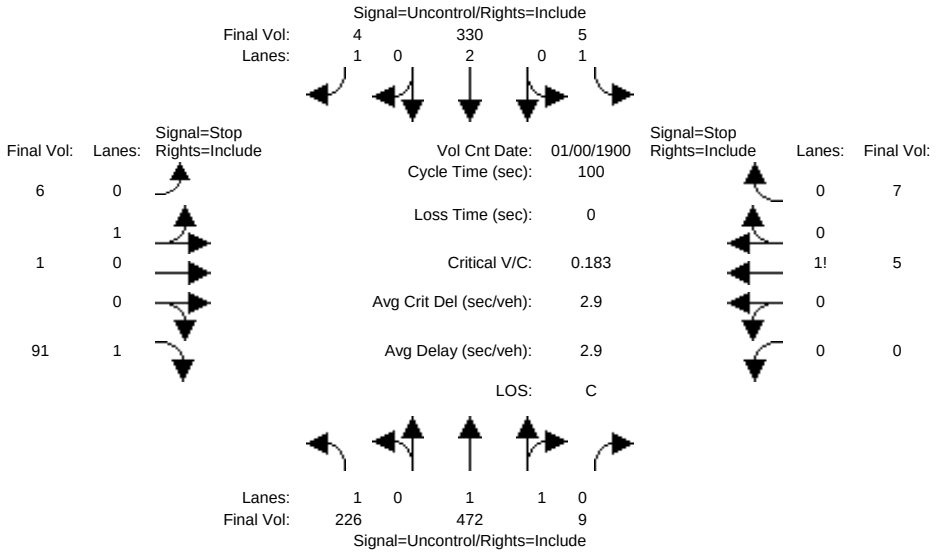
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	226	472	9	5	330	4	6	1	91	0	5	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:	226	472	9	5	330	4	6	1	91	0	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	472	9	5	330	4	6	1	91	0	5	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:	226	472	9	5	330	4	6	1	91	0	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	226	472	9	5	330	4	6	1	91	0	5	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	334	xxxx	xxxxx	481	xxxx	xxxxx	1031	1273	165	xxxx	1273	241
Potent Cap.:	1237	xxxx	xxxxx	1092	xxxx	xxxxx	190	169	857	xxxx	169	767
Move Cap.:	1237	xxxx	xxxxx	1092	xxxx	xxxxx	157	137	857	xxxx	137	767
Volume/Cap:	0.18	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.01	0.11	xxxx	0.04	0.01
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	xxxx	xxxxx	xxxx	xxxx	264
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.5	xxxx	xxxxx	xxxxx	xxxx	19.3
Shared LOS:	*	*	*	*	*	*	D	*	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			11.1			19.3		
ApproachLOS:	*			*			B			C		

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

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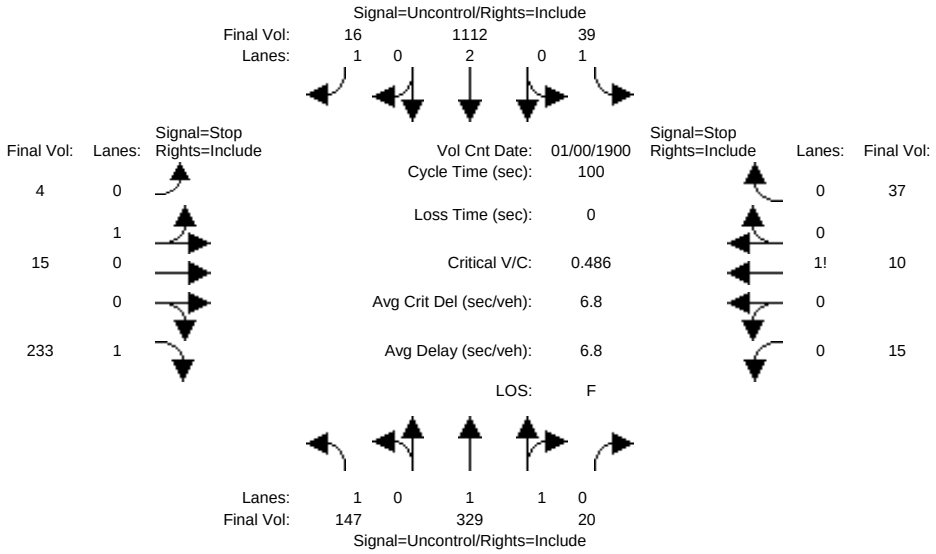
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	147	329	20	39	1112	16	4	15	233	15	10	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:	147	329	20	39	1112	16	4	15	233	15	10	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	329	20	39	1112	16	4	15	233	15	10	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:	147	329	20	39	1112	16	4	15	233	15	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	147	329	20	39	1112	16	4	15	233	15	10	37
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1128	xxxx	xxxxx	349	xxxx	xxxxx	1654	1833	556	1275	1839	175
Potent Cap.:	627	xxxx	xxxxx	1221	xxxx	xxxxx	66	77	480	126	76	845
Move Cap.:	627	xxxx	xxxxx	1221	xxxx	xxxxx	44	57	480	42	57	845
Volume/Cap:	0.23	xxxx	xxxx	0.03	xxxx	xxxx	0.09	0.26	0.49	0.36	0.18	0.04
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	2.6	xxxx	xxxx	xxxxx
Control Del:	12.5	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	19.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	xxxxx	xxxx	107	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	105.1	xxxx	xxxxx	xxxxx	77.2	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			25.8			77.2		
ApproachLOS:	*			*			D			F		

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

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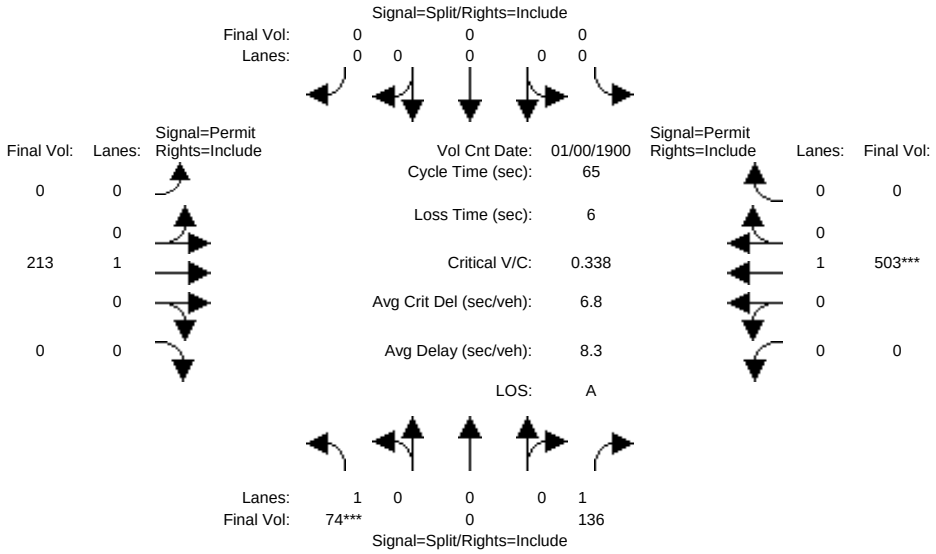
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	74	0	136	0	0	0	0	213	0	0	503	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:	74	0	136	0	0	0	0	213	0	0	503	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	136	0	0	0	0	213	0	0	503	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:	74	0	136	0	0	0	0	213	0	0	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	136	0	0	0	0	213	0	0	503	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:	74	0	136	0	0	0	0	213	0	0	503	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.26	0.00
Crit Moves:	****										****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.68	0.00
Volume/Cap:	0.18	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.39	0.00
Delay/Veh:	20.4	0.0	21.4	0.0	0.0	0.0	0.0	3.9	0.0	0.0	4.8	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:	20.4	0.0	21.4	0.0	0.0	0.0	0.0	3.9	0.0	0.0	4.8	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	2	0	0	4	0

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

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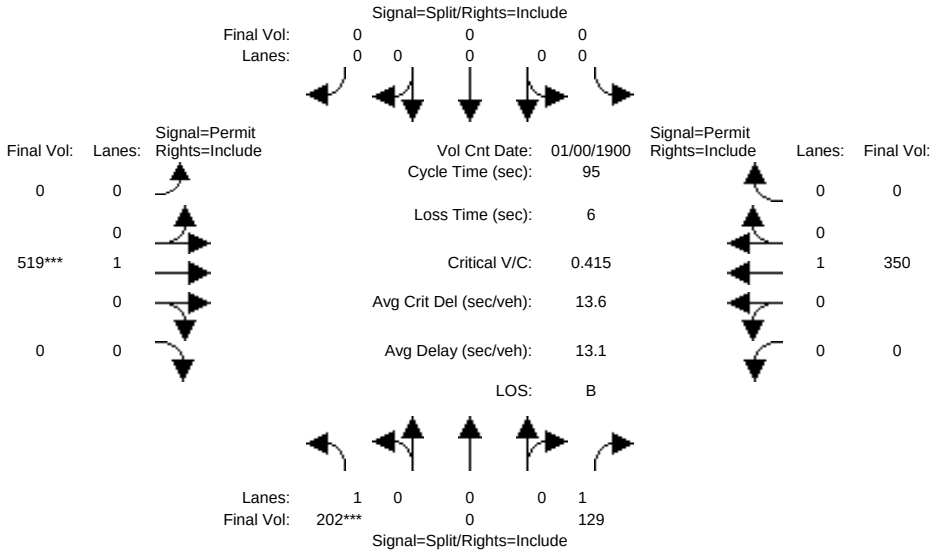
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	202	0	129	0	0	0	0	519	0	0	350	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:	202	0	129	0	0	0	0	519	0	0	350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	0	129	0	0	0	0	519	0	0	350	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:	202	0	129	0	0	0	0	519	0	0	350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	0	129	0	0	0	0	519	0	0	350	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:	202	0	129	0	0	0	0	519	0	0	350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.07	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.18	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.41	0.00	0.26	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.28	0.00
Delay/Veh:	28.5	0.0	27.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	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:	28.5	0.0	27.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	7	0	0	4	0

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

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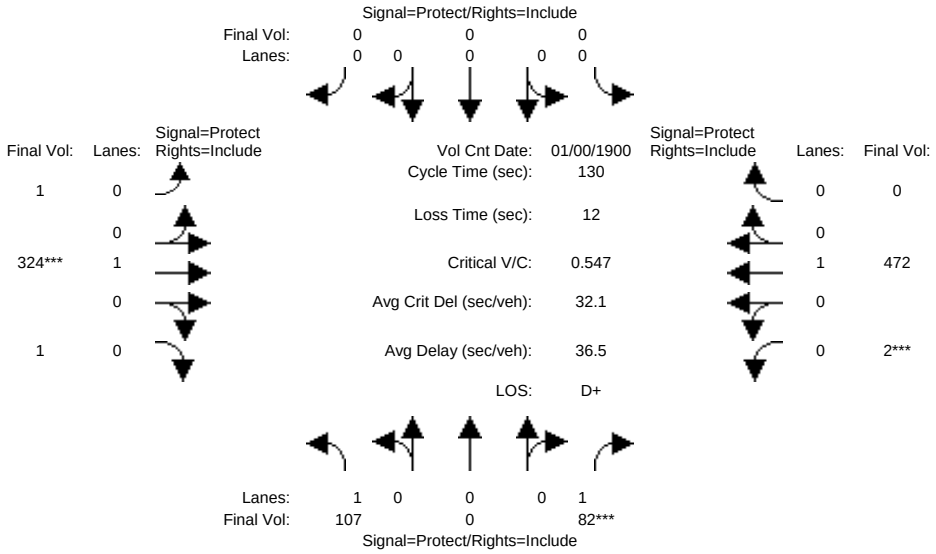
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	107	0	82	0	0	0	1	324	1	2	472	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:	107	0	82	0	0	0	1	324	1	2	472	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	82	0	0	0	1	324	1	2	472	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:	107	0	82	0	0	0	1	324	1	2	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	82	0	0	0	1	324	1	2	472	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:	107	0	82	0	0	0	1	324	1	2	472	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.99	0.01	0.01	0.99	0.00
Final Sat.:	1750	0	1750	0	0	0	5	1739	5	8	1792	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.19	0.19	0.19	0.26	0.26	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.34	0.34	0.34	0.48	0.48	0.00
Volume/Cap:	0.71	0.00	0.55	0.00	0.00	0.00	0.55	0.55	0.55	0.55	0.55	0.00
Delay/Veh:	72.9	0.0	61.2	0.0	0.0	0.0	35.8	35.8	35.8	24.5	24.5	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:	72.9	0.0	61.2	0.0	0.0	0.0	35.8	35.8	35.8	24.5	24.5	0.0
LOS by Move:	E	A	E	A	A	A	D+	D+	D+	C	C	A
HCM2kAvgQ:	6	0	4	0	0	0	11	11	11	14	14	0

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

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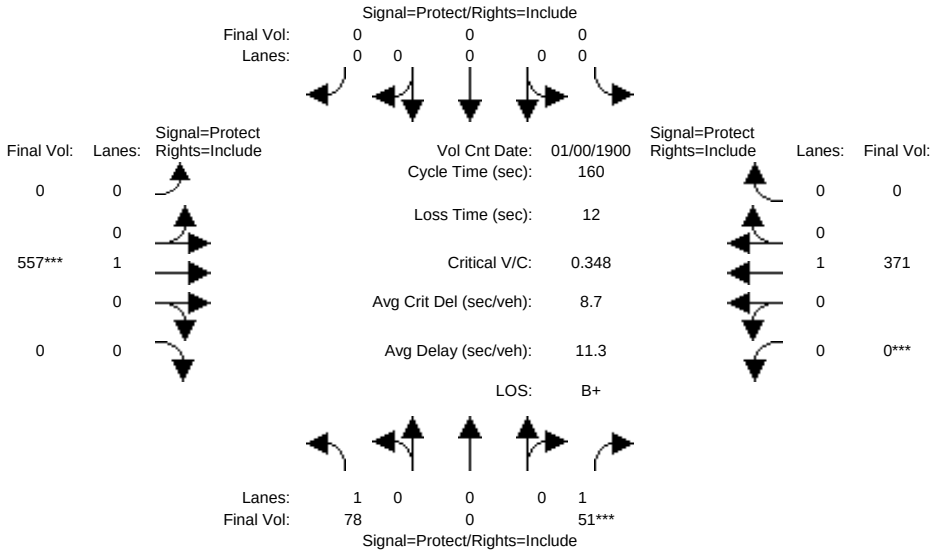
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	78	0	51	0	0	0	0	557	0	0	371	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:	78	0	51	0	0	0	0	557	0	0	371	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	51	0	0	0	0	557	0	0	371	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:	78	0	51	0	0	0	0	557	0	0	371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	51	0	0	0	0	557	0	0	371	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:	78	0	51	0	0	0	0	557	0	0	371	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.20	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.53	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.23	0.00
Delay/Veh:	74.1	0.0	70.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	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:	74.1	0.0	70.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	6	0	0	4	0

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

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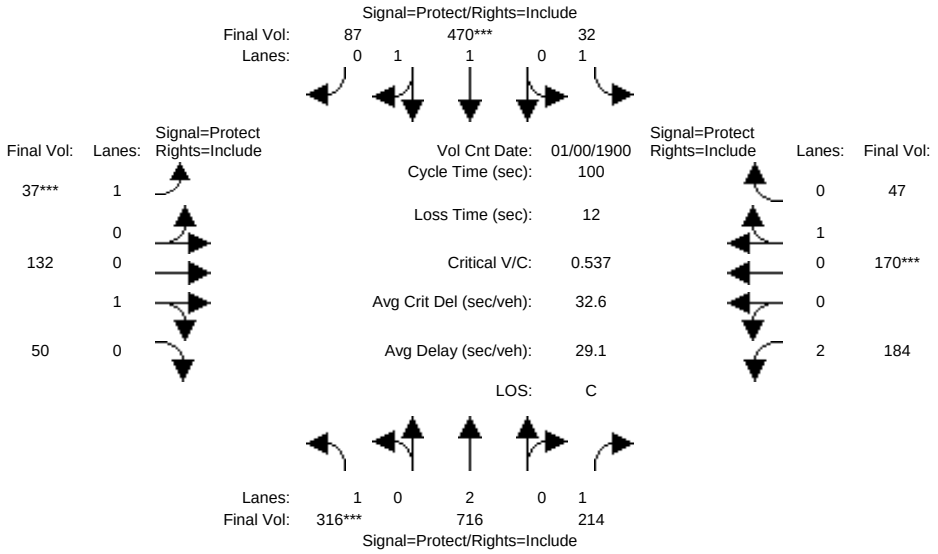
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	316	716	214	32	470	87	37	132	50	184	170	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:	316	716	214	32	470	87	37	132	50	184	170	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	716	214	32	470	87	37	132	50	184	170	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:	316	716	214	32	470	87	37	132	50	184	170	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	716	214	32	470	87	37	132	50	184	170	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
FinalVolume:	316	716	214	32	470	87	37	132	50	184	170	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	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	0.73	0.27	2.00	0.78	0.22
Final Sat.:	1750	3800	1750	1750	3122	578	1750	1305	495	3150	1410	390
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.12	0.02	0.15	0.15	0.02	0.10	0.10	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.43	0.43	0.16	0.27	0.27	0.07	0.17	0.17	0.12	0.22	0.22
Volume/Cap:	0.56	0.44	0.28	0.11	0.56	0.56	0.30	0.60	0.60	0.50	0.56	0.56
Delay/Veh:	29.1	20.0	18.5	36.0	32.1	32.1	45.6	41.7	41.7	42.5	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	20.0	18.5	36.0	32.1	32.1	45.6	41.7	41.7	42.5	36.7	36.7
LOS by Move:	C	B-	B-	D+	C-	C-	D	D	D	D	D+	D+
HCM2kAvgQ:	9	8	5	1	7	7	1	6	6	4	7	7

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

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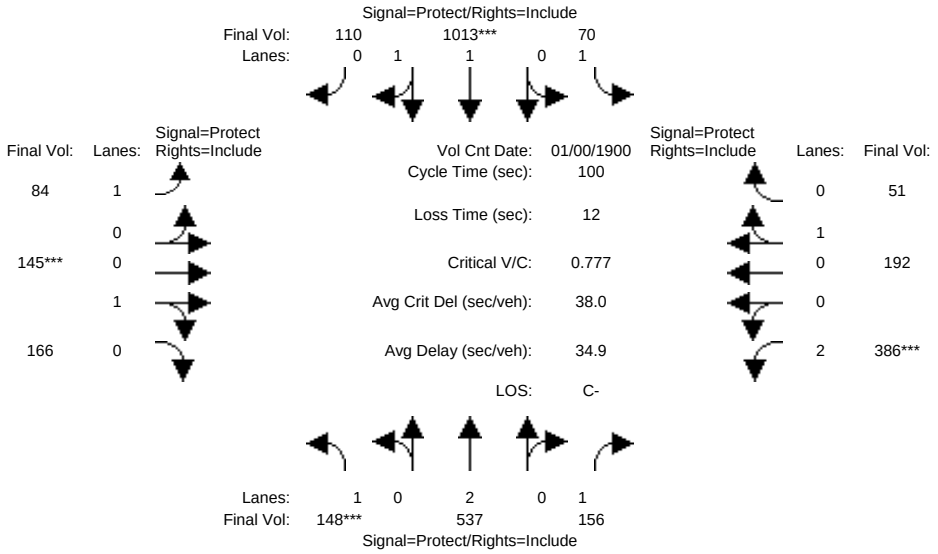
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	148	537	156	70	1013	110	84	145	166	386	192	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:	148	537	156	70	1013	110	84	145	166	386	192	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	537	156	70	1013	110	84	145	166	386	192	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:	148	537	156	70	1013	110	84	145	166	386	192	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	537	156	70	1013	110	84	145	166	386	192	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
FinalVolume:	148	537	156	70	1013	110	84	145	166	386	192	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	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	0.47	0.53	2.00	0.79	0.21
Final Sat.:	1750	3800	1750	1750	3337	362	1750	839	961	3150	1422	378
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.09	0.04	0.30	0.30	0.05	0.17	0.17	0.12	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.17	0.39	0.39	0.13	0.22	0.22	0.16	0.25	0.25
Volume/Cap:	0.78	0.42	0.27	0.24	0.78	0.78	0.37	0.78	0.78	0.78	0.54	0.54
Delay/Veh:	61.4	26.0	24.6	36.7	29.4	29.4	40.8	45.8	45.8	48.0	33.8	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:	61.4	26.0	24.6	36.7	29.4	29.4	40.8	45.8	45.8	48.0	33.8	33.8
LOS by Move:	E	C	C	D+	C	C	D	D	D	D	C-	C-
HCM2kAvgQ:	7	7	4	2	16	16	3	11	11	9	7	7

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

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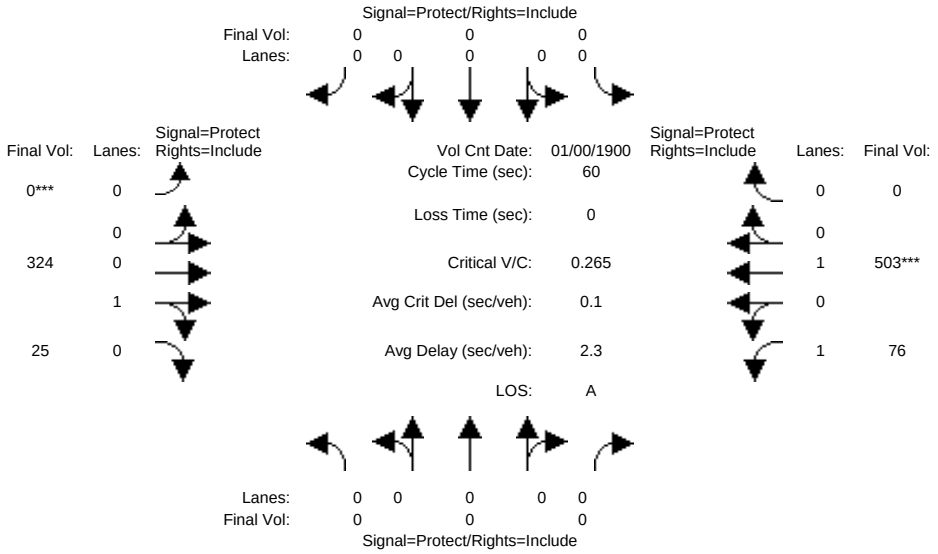
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	324	25	76	503	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	0	0	0	0	324	25	76	503	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	324	25	76	503	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	0	0	0	0	324	25	76	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	324	25	76	503	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	0	0	0	0	324	25	76	503	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1671	129	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.04	0.26	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.18	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.24	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	21.3	0.1	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	0.0	0.0	0.0	0.0	1.3	1.3	21.3	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	2	1	0	0

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

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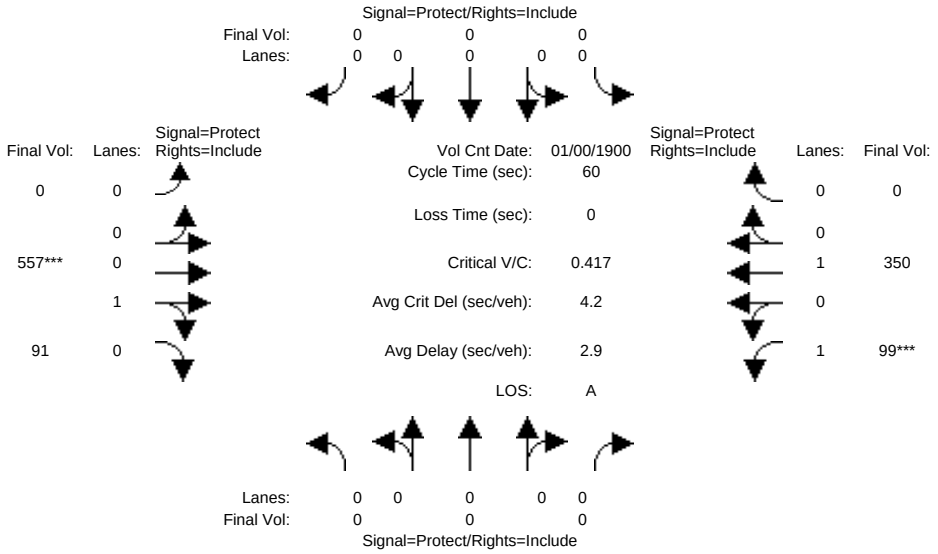
East Whisman Precise Plan
SJ17-1724
Existing

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	557	91	99	350	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	0	0	0	0	557	91	99	350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	557	91	99	350	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	0	0	0	0	557	91	99	350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	557	91	99	350	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	0	0	0	0	557	91	99	350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1547	253	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.06	0.18	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.14	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.42	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	24.9	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	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	24.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	2	0	0

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

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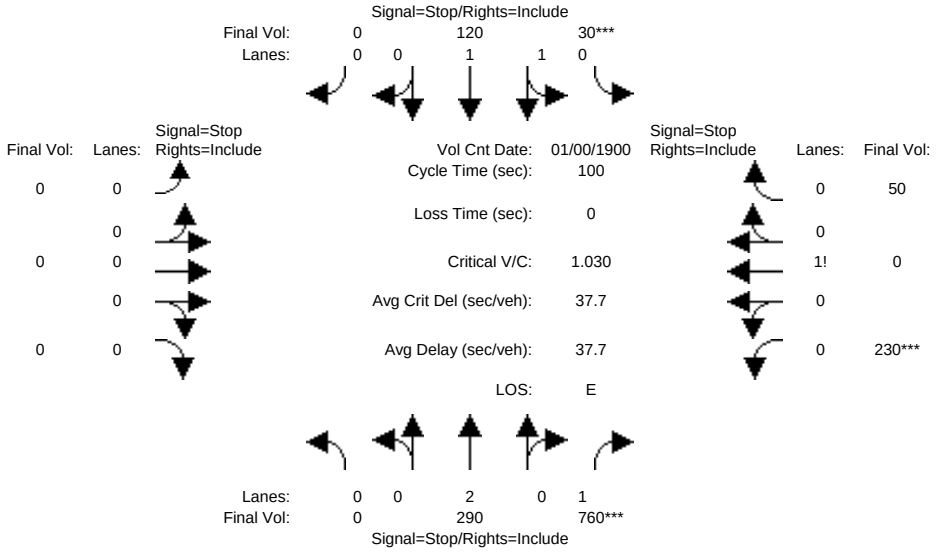
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	290	760	30	120	0	0	0	0	230	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	760	30	120	0	0	0	0	230	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	760	30	120	0	0	0	0	230	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	760	30	120	0	0	0	0	230	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	760	30	120	0	0	0	0	230	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	760	30	120	0	0	0	0	230	0	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.40	1.60	0.00	0.00	0.00	0.00	0.82	0.00	0.18
Final Sat.:	0	1287	738	211	860	0	0	0	0	488	0	106
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.23	1.03	0.14	0.14	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	0.47
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.9	62.3	10.4	10.3	0.0	0.0	0.0	0.0	14.2	0.0	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	62.3	10.4	10.3	0.0	0.0	0.0	0.0	14.2	0.0	14.2
LOS by Move:	*	A	F	B	B	*	*	*	*	B	*	B
ApproachDel:		47.9			10.3			xxxxxx			14.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		47.9			10.3			xxxxxx			14.2	
LOS by Appr:		E			B			*			B	
AllWayAvgQ:	0.0	0.3	11.2	0.2	0.2	0.0	0.0	0.0	0.0	0.9	0.9	0.9

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

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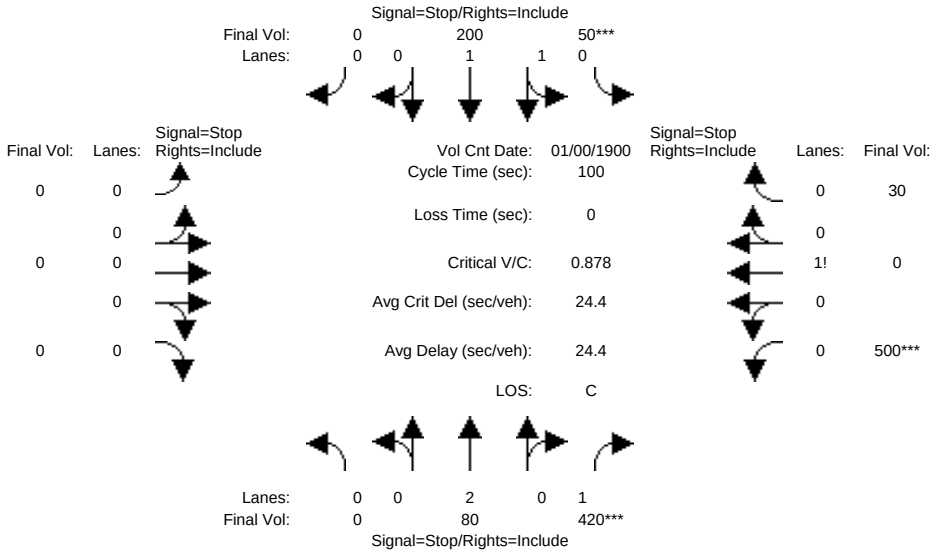
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PP PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	80	420	50	200	0	0	0	0	500	0	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:	0	80	420	50	200	0	0	0	0	500	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	80	420	50	200	0	0	0	0	500	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	420	50	200	0	0	0	0	500	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	80	420	50	200	0	0	0	0	500	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	80	420	50	200	0	0	0	0	500	0	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.40	1.60	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	1070	599	193	786	0	0	0	0	569	0	34
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.70	0.26	0.25	xxxx	xxxx	xxxx	xxxx	0.88	xxxx	0.88
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.8	20.3	12.1	11.9	0.0	0.0	0.0	0.0	35.7	0.0	35.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	20.3	12.1	11.9	0.0	0.0	0.0	0.0	35.7	0.0	35.7
LOS by Move:	*	A	C	B	B	*	*	*	*	E	*	E
ApproachDel:		18.6			11.9			xxxxxx			35.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		18.6			11.9			xxxxxx			35.7	
LOS by Appr:		C			B			*			E	
AllWayAvgQ:	0.0	0.1	1.9	0.3	0.3	0.0	0.0	0.0	0.0	4.5	4.5	4.5

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

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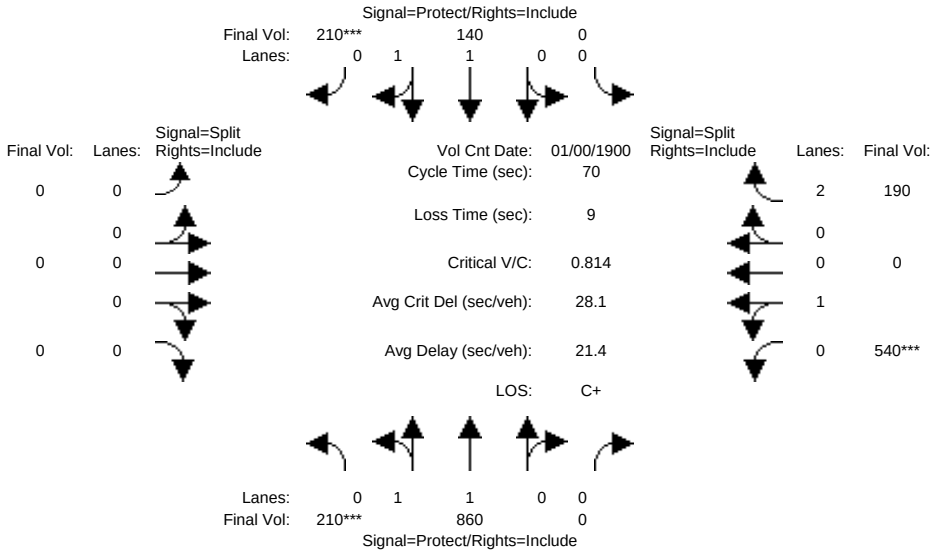
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	210	860	0	0	140	210	0	0	0	540	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	860	0	0	140	210	0	0	0	540	0	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	860	0	0	140	210	0	0	0	540	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	860	0	0	140	210	0	0	0	540	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	860	0	0	140	210	0	0	0	540	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	860	0	0	140	210	0	0	0	540	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.40	1.60	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	726	2973	0	0	1900	1750	0	0	0	1800	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.07	0.12	0.00	0.00	0.00	0.30	0.00	0.06
Crit Moves:	****					****				****		
Green/Cycle:	0.36	0.50	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.81	0.58	0.00	0.00	0.50	0.81	0.00	0.00	0.00	0.81	0.00	0.16
Delay/Veh:	24.5	12.6	0.0	0.0	28.0	40.2	0.0	0.0	0.0	27.6	0.0	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:	24.5	12.6	0.0	0.0	28.0	40.2	0.0	0.0	0.0	27.6	0.0	14.9
LOS by Move:	C	B	A	A	C	D	A	A	A	C	A	B
HCM2kAvgQ:	11	8	0	0	3	7	0	0	0	14	0	2

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

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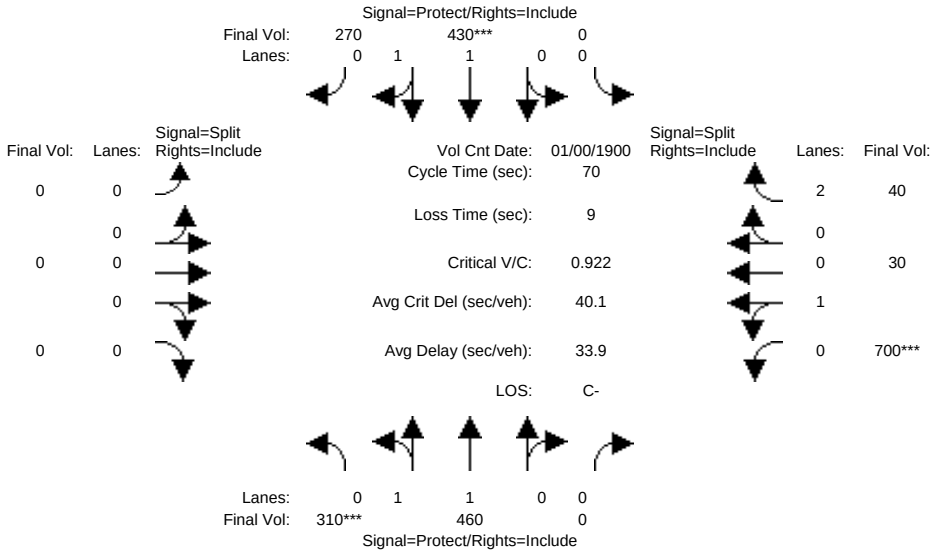
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	310	460	0	0	430	270	0	0	0	700	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	460	0	0	430	270	0	0	0	700	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	460	0	0	430	270	0	0	0	700	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	460	0	0	430	270	0	0	0	700	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	460	0	0	430	270	0	0	0	700	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	460	0	0	430	270	0	0	0	700	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.83	1.17	0.00	0.00	1.21	0.79	0.00	0.00	0.00	0.96	0.04	2.00
Final Sat.:	1489	2209	0	0	2272	1426	0	0	0	1726	74	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.41	0.41	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.43	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.92	0.48	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.92	0.03
Delay/Veh:	41.9	14.5	0.0	0.0	43.8	43.8	0.0	0.0	0.0	34.5	34.5	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	14.5	0.0	0.0	43.8	43.8	0.0	0.0	0.0	34.5	34.5	11.1
LOS by Move:	D	B	A	A	D	D	A	A	A	C-	C-	B+
HCM2kAvgQ:	10	6	0	0	12	12	0	0	0	21	21	0

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

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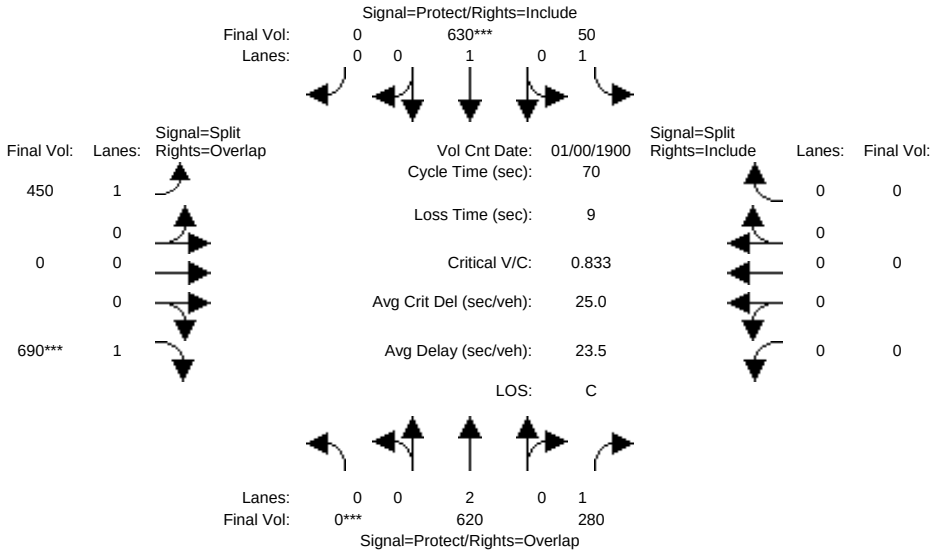
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	620	280	50	630	0	450	0	690	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	620	280	50	630	0	450	0	690	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	620	280	50	630	0	450	0	690	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	620	280	50	630	0	450	0	690	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	280	50	630	0	450	0	690	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	620	280	50	630	0	450	0	690	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.33	0.00	0.26	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.25	0.25	0.15	0.40	0.00	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.65	0.19	0.83	0.00	0.54	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	25.5	27.1	26.3	26.8	0.0	13.8	0.0	23.3	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	25.5	27.1	26.3	26.8	0.0	13.8	0.0	23.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	6	6	1	13	0	8	0	17	0	0	0

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

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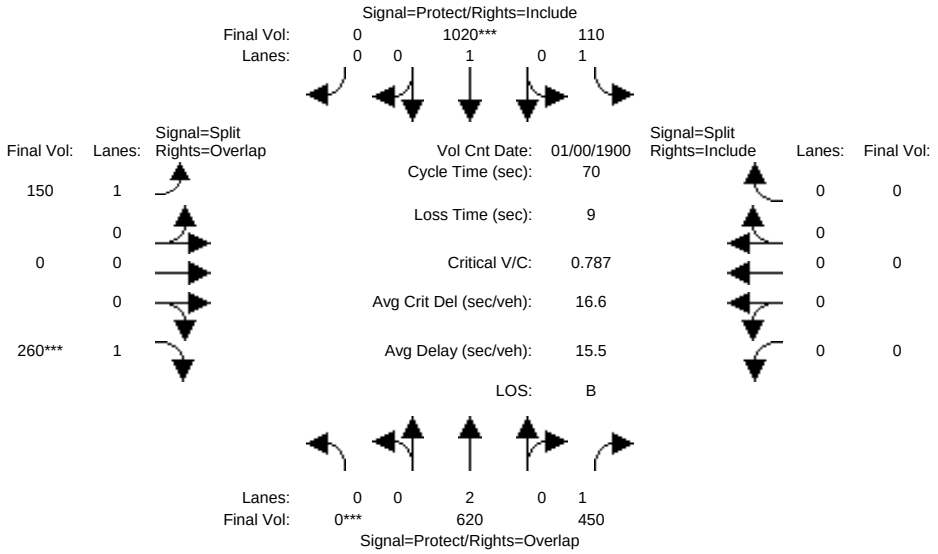
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	620	450	110	1020	0	150	0	260	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	620	450	110	1020	0	150	0	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	620	450	110	1020	0	150	0	260	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	620	450	110	1020	0	150	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	450	110	1020	0	150	0	260	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	620	450	110	1020	0	150	0	260	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.26	0.06	0.54	0.00	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.49	0.49	0.19	0.68	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.52	0.33	0.79	0.00	0.45	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	10.9	12.8	25.0	10.9	0.0	26.2	0.0	38.9	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	10.9	12.8	25.0	10.9	0.0	26.2	0.0	38.9	0.0	0.0	0.0
LOS by Move:	A	B+	B	C	B+	A	C	A	D+	A	A	A
HCM2kAvgQ:	0	4	7	2	14	0	4	0	8	0	0	0

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

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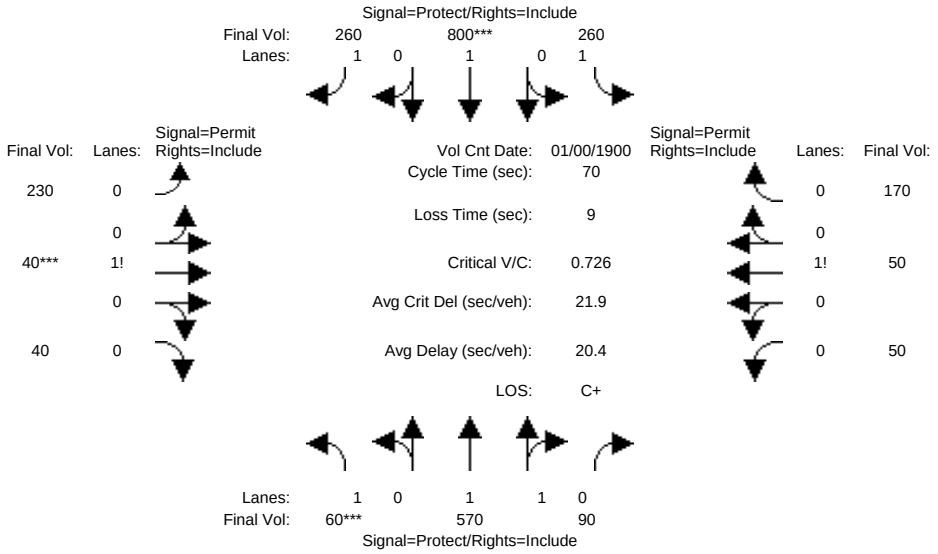
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	570	90	260	800	260	230	40	40	50	50	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:	60	570	90	260	800	260	230	40	40	50	50	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	570	90	260	800	260	230	40	40	50	50	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	570	90	260	800	260	230	40	40	50	50	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	570	90	260	800	260	230	40	40	50	50	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
FinalVolume:	60	570	90	260	800	260	230	40	40	50	50	170
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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	0.74	0.13	0.13	0.18	0.19	0.63
Final Sat.:	1750	3195	504	1750	1900	1750	1298	226	226	324	324	1102
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.15	0.42	0.15	0.18	0.18	0.18	0.15	0.15	0.15
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.35	0.35	0.29	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.34	0.51	0.51	0.51	0.78	0.27	0.78	0.78	0.78	0.68	0.68	0.68
Delay/Veh:	30.5	18.3	18.3	21.4	16.4	8.7	34.5	34.5	34.5	29.2	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	18.3	18.3	21.4	16.4	8.7	34.5	34.5	34.5	29.2	29.2	29.2
LOS by Move:	C	B-	B-	C+	B	A	C-	C-	C-	C	C	C
HCM2kAvgQ:	2	6	6	5	13	3	9	9	9	7	7	7

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

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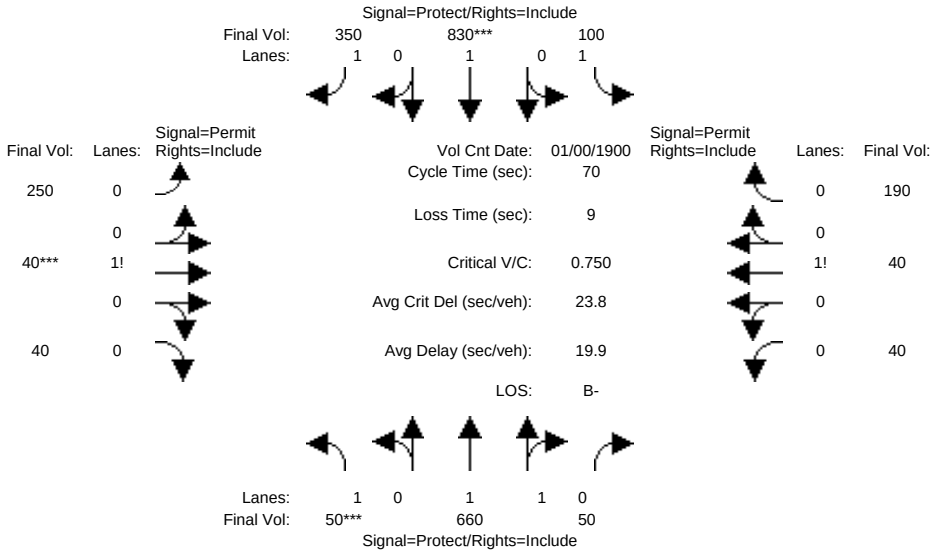
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	660	50	100	830	350	250	40	40	40	40	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	660	50	100	830	350	250	40	40	40	40	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	660	50	100	830	350	250	40	40	40	40	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	660	50	100	830	350	250	40	40	40	40	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	660	50	100	830	350	250	40	40	40	40	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	660	50	100	830	350	250	40	40	40	40	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.00	1.00	0.76	0.12	0.12	0.15	0.15	0.70
Final Sat.:	1750	3439	261	1750	1900	1750	1326	212	212	259	259	1231
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.06	0.44	0.20	0.19	0.19	0.19	0.15	0.15	0.15
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.42	0.42	0.22	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.29	0.46	0.46	0.26	0.81	0.37	0.81	0.81	0.81	0.66	0.66	0.66
Delay/Veh:	30.1	14.8	14.8	23.0	18.2	9.6	37.0	37.0	37.0	28.5	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:	30.1	14.8	14.8	23.0	18.2	9.6	37.0	37.0	37.0	28.5	28.5	28.5
LOS by Move:	C	B	B	C	B-	A	D+	D+	D+	C	C	C
HCM2kAvgQ:	1	6	6	2	14	4	10	10	10	7	7	7

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

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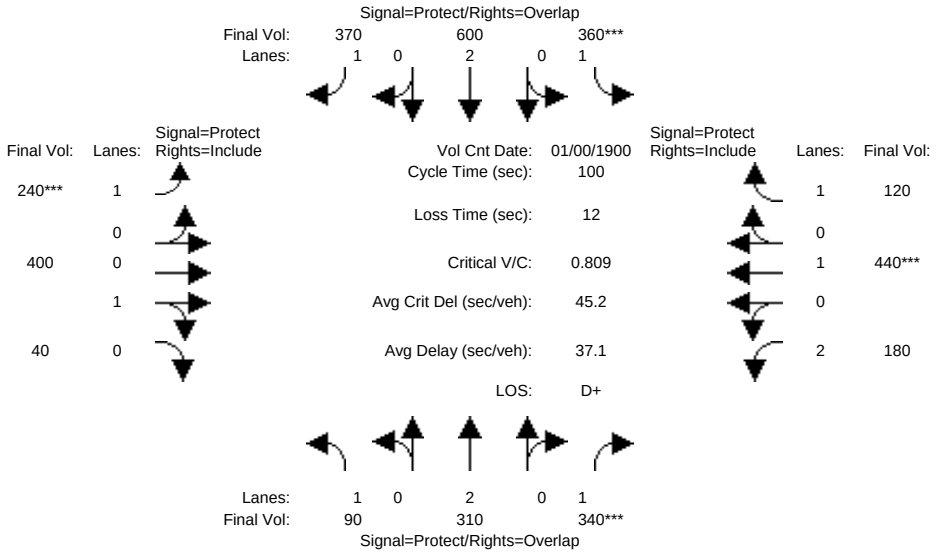
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	310	340	360	600	370	240	400	40	180	440	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:	90	310	340	360	600	370	240	400	40	180	440	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	310	340	360	600	370	240	400	40	180	440	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:	90	310	340	360	600	370	240	400	40	180	440	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	310	340	360	600	370	240	400	40	180	440	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
FinalVolume:	90	310	340	360	600	370	240	400	40	180	440	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.91	0.09	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1636	164	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.19	0.21	0.16	0.21	0.14	0.24	0.24	0.06	0.23	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.15	0.26	0.25	0.28	0.45	0.17	0.35	0.35	0.10	0.29	0.29
Volume/Cap:	0.41	0.53	0.76	0.81	0.56	0.47	0.81	0.69	0.69	0.56	0.81	0.24
Delay/Veh:	41.6	39.9	41.9	45.6	31.2	19.5	55.1	30.8	30.8	45.1	41.9	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:	41.6	39.9	41.9	45.6	31.2	19.5	55.1	30.8	30.8	45.1	41.9	27.6
LOS by Move:	D	D	D	D	C	B-	E+	C	C	D	D	C
HCM2kAvgQ:	3	5	12	13	8	9	10	13	13	3	13	3

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

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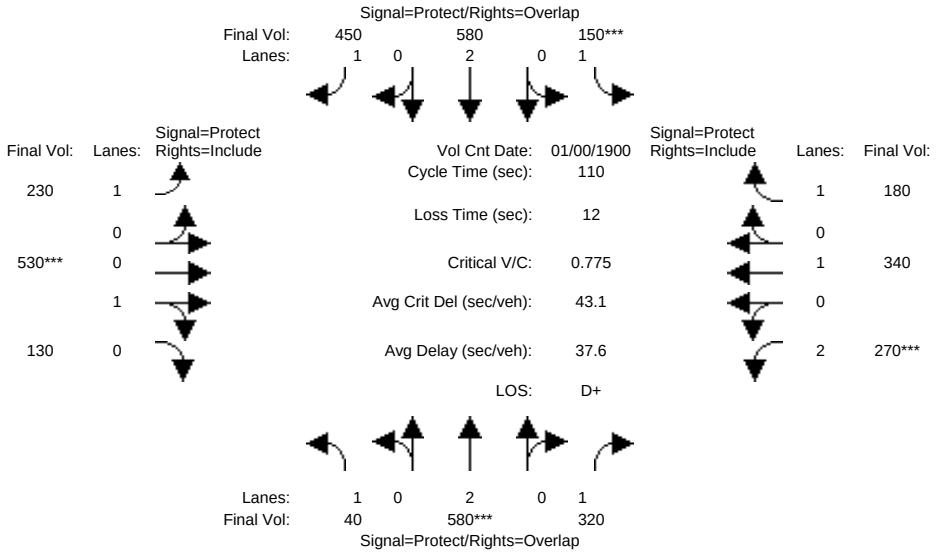
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	580	320	150	580	450	230	530	130	270	340	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:	40	580	320	150	580	450	230	530	130	270	340	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	580	320	150	580	450	230	530	130	270	340	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:	40	580	320	150	580	450	230	530	130	270	340	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	580	320	150	580	450	230	530	130	270	340	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
FinalVolume:	40	580	320	150	580	450	230	530	130	270	340	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1445	355	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.18	0.09	0.15	0.26	0.13	0.37	0.37	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.31	0.11	0.22	0.46	0.25	0.47	0.47	0.11	0.34	0.34
Volume/Cap:	0.25	0.78	0.59	0.78	0.70	0.55	0.53	0.78	0.78	0.78	0.53	0.31
Delay/Veh:	47.4	47.0	34.1	65.2	42.6	22.1	37.2	28.6	28.6	58.0	30.4	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:	47.4	47.0	34.1	65.2	42.6	22.1	37.2	28.6	28.6	58.0	30.4	27.3
LOS by Move:	D	D	C-	E	D	C+	D+	C	C	E+	C	C
HCM2kAvgQ:	2	11	10	7	10	12	8	21	21	6	9	5

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

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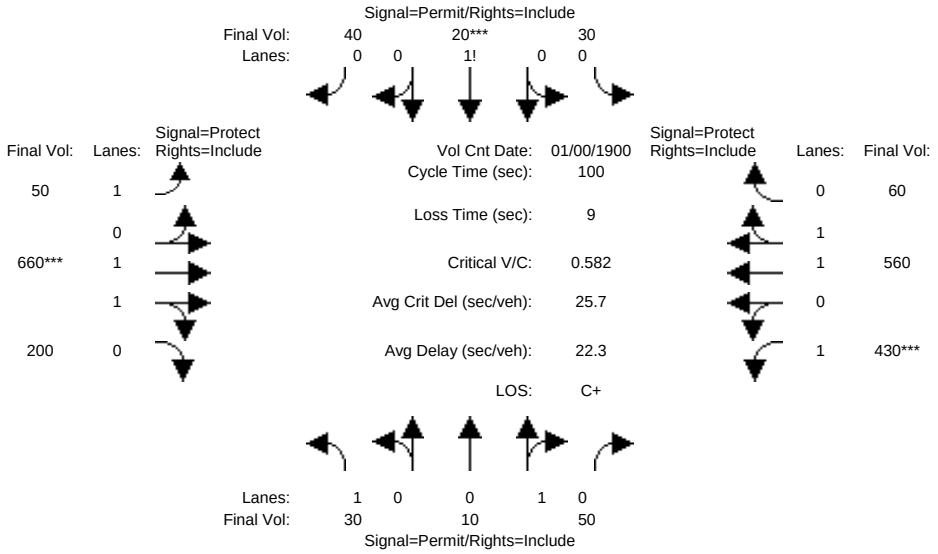
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	10	50	30	20	40	50	660	200	430	560	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	50	30	20	40	50	660	200	430	560	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	50	30	20	40	50	660	200	430	560	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	10	50	30	20	40	50	660	200	430	560	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	50	30	20	40	50	660	200	430	560	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	10	50	30	20	40	50	660	200	430	560	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.17	0.83	0.33	0.22	0.45	1.00	1.52	0.48	1.00	1.80	0.20
Final Sat.:	1750	300	1500	583	389	778	1750	2839	860	1750	3342	358
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.05	0.05	0.03	0.23	0.23	0.25	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.24	0.39	0.39	0.42	0.57	0.57
Volume/Cap:	0.17	0.33	0.33	0.51	0.51	0.51	0.12	0.59	0.59	0.59	0.29	0.29
Delay/Veh:	41.7	43.0	43.0	45.3	45.3	45.3	30.0	24.6	24.6	23.9	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	43.0	43.0	45.3	45.3	45.3	30.0	24.6	24.6	23.9	11.1	11.1
LOS by Move:	D	D	D	D	D	D	C	C	C	C	B+	B+
HCM2kAvgQ:	1	2	2	4	4	4	1	10	10	11	5	5

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

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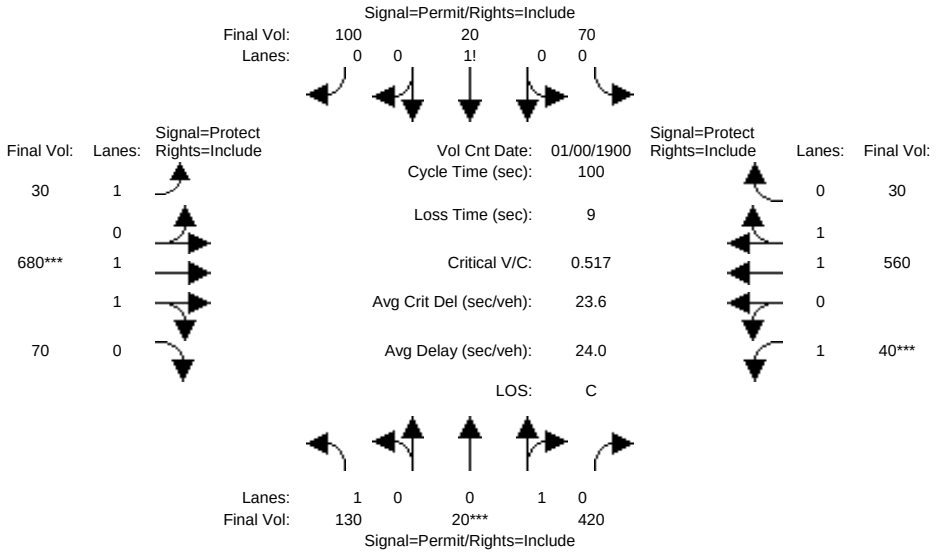
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	20	420	70	20	100	30	680	70	40	560	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:	130	20	420	70	20	100	30	680	70	40	560	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	20	420	70	20	100	30	680	70	40	560	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	20	420	70	20	100	30	680	70	40	560	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	20	420	70	20	100	30	680	70	40	560	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	20	420	70	20	100	30	680	70	40	560	30
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	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.05	0.95	0.37	0.10	0.53	1.00	1.81	0.19	1.00	1.90	0.10
Final Sat.:	1750	82	1718	645	184	921	1750	3354	345	1750	3512	188
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.11	0.11	0.11	0.02	0.20	0.20	0.02	0.16	0.16
Crit Moves:		****						****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.14	0.38	0.38	0.07	0.31	0.31
Volume/Cap:	0.16	0.53	0.53	0.24	0.24	0.24	0.12	0.53	0.53	0.33	0.51	0.51
Delay/Veh:	15.9	20.0	20.0	16.6	16.6	16.6	38.1	24.4	24.4	45.8	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	20.0	20.0	16.6	16.6	16.6	38.1	24.4	24.4	45.8	28.4	28.4
LOS by Move:	B	C+	C+	B	B	B	D+	C	C	D	C	C
HCM2kAvgQ:	2	10	10	4	4	4	1	9	9	1	7	7

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

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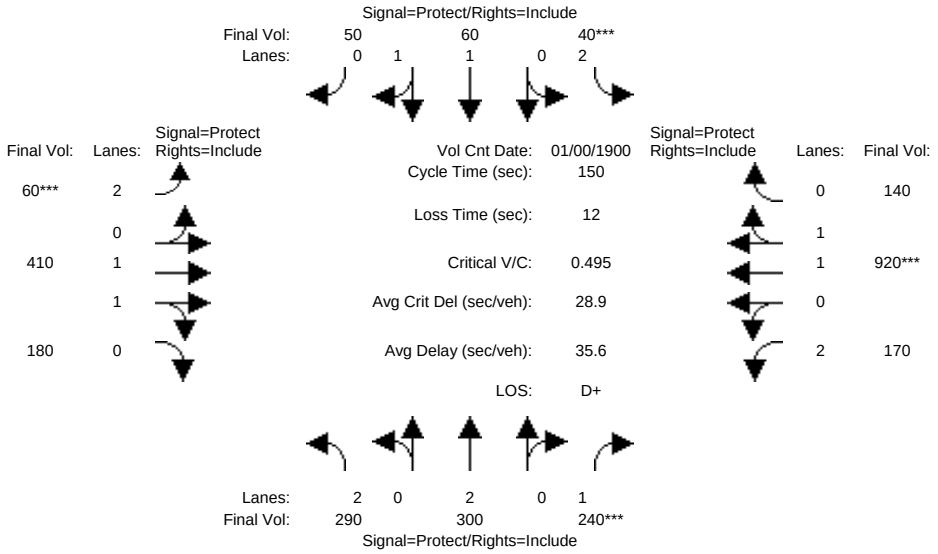
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	300	240	40	60	50	60	410	180	170	920	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	300	240	40	60	50	60	410	180	170	920	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	300	240	40	60	50	60	410	180	170	920	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:	290	300	240	40	60	50	60	410	180	170	920	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	300	240	40	60	50	60	410	180	170	920	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	300	240	40	60	50	60	410	180	170	920	140
Saturation 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	0.95	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.07	0.93	2.00	1.37	0.63	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	2017	1681	3150	2570	1128	3150	3211	489
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.14	0.01	0.03	0.03	0.02	0.16	0.16	0.05	0.29	0.29
Crit Moves:			****	****			****				****	
Green/Cycle:	0.18	0.27	0.27	0.05	0.13	0.13	0.05	0.45	0.45	0.15	0.56	0.56
Volume/Cap:	0.51	0.30	0.51	0.27	0.23	0.23	0.41	0.35	0.35	0.35	0.51	0.51
Delay/Veh:	56.0	43.8	47.6	70.0	58.5	58.5	71.3	26.9	26.9	57.3	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	43.8	47.6	70.0	58.5	58.5	71.3	26.9	26.9	57.3	20.7	20.7
LOS by Move:	E+	D	D	E	E+	E+	E	C	C	E+	C+	C+
HCM2kAvgQ:	7	5	10	1	2	2	2	9	9	4	15	15

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

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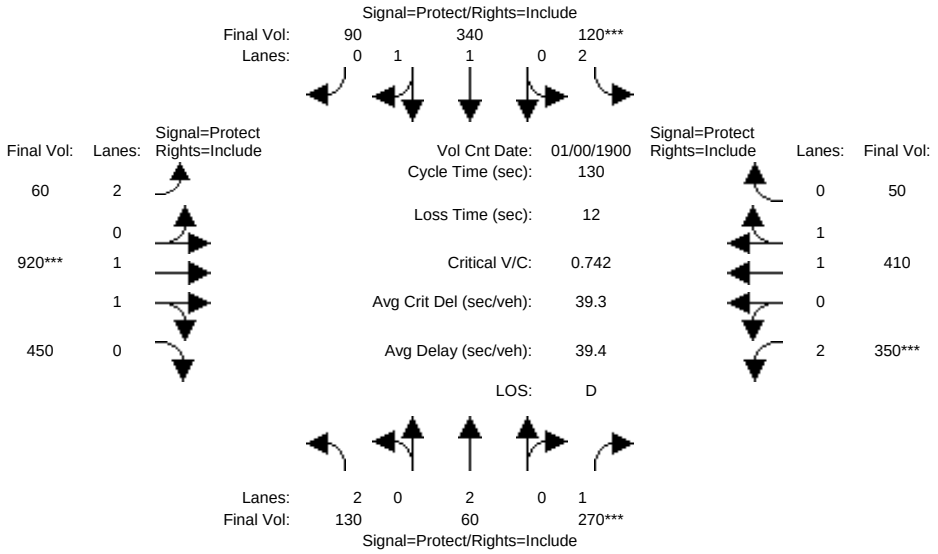
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	60	270	120	340	90	60	920	450	350	410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	60	270	120	340	90	60	920	450	350	410	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	60	270	120	340	90	60	920	450	350	410	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	60	270	120	340	90	60	920	450	350	410	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	60	270	120	340	90	60	920	450	350	410	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	60	270	120	340	90	60	920	450	350	410	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.57	0.43	2.00	1.33	0.67	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	2925	774	3150	2484	1215	3150	3298	402
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.15	0.04	0.12	0.12	0.02	0.37	0.37	0.11	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.21	0.05	0.18	0.18	0.20	0.50	0.50	0.15	0.45	0.45
Volume/Cap:	0.50	0.08	0.74	0.71	0.65	0.65	0.10	0.74	0.74	0.74	0.28	0.28
Delay/Veh:	58.6	41.6	56.5	73.4	52.0	52.0	43.0	27.8	27.8	59.3	22.4	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:	58.6	41.6	56.5	73.4	52.0	52.0	43.0	27.8	27.8	59.3	22.4	22.4
LOS by Move:	E+	D	E+	E	D-	D-	D	C	C	E+	C+	C+
HCM2kAvgQ:	3	1	11	4	9	9	1	22	22	8	6	6

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

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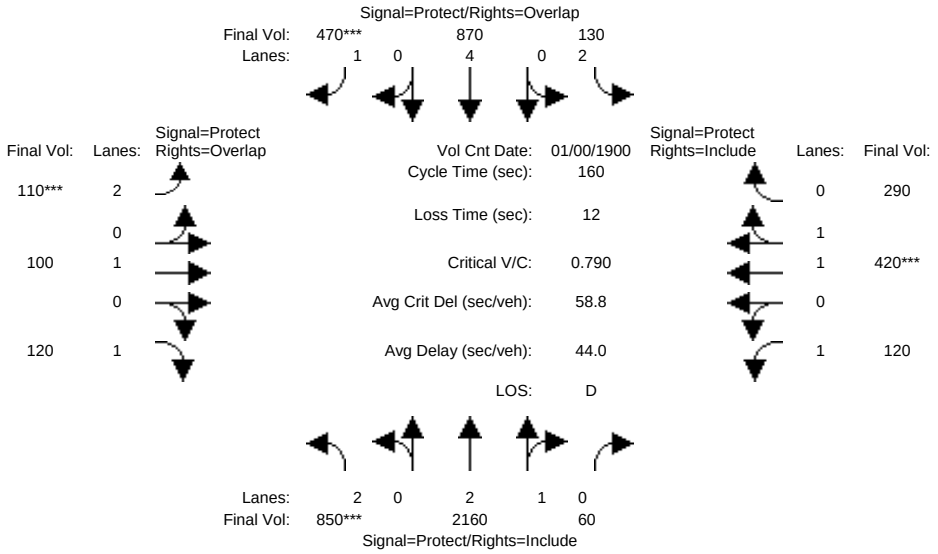
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	850	2160	60	130	870	470	110	100	120	120	420	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	2160	60	130	870	470	110	100	120	120	420	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	850	2160	60	130	870	470	110	100	120	120	420	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	2160	60	130	870	470	110	100	120	120	420	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	2160	60	130	870	470	110	100	120	120	420	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	850	2160	60	130	870	470	110	100	120	120	420	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.92	0.08	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.16	0.84
Final Sat.:	3150	5448	151	3150	7600	1750	3150	1900	1750	1750	2188	1510
Capacity Analysis Module:												
Vol/Sat:	0.27	0.40	0.40	0.04	0.11	0.27	0.03	0.05	0.07	0.07	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.34	0.56	0.56	0.06	0.28	0.33	0.04	0.14	0.48	0.15	0.24	0.24
Volume/Cap:	0.79	0.70	0.70	0.66	0.40	0.82	0.79	0.38	0.14	0.46	0.79	0.79
Delay/Veh:	51.5	25.9	25.9	81.6	46.3	58.1	101.2	63.8	23.4	63.3	61.5	61.5
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:	51.5	25.9	25.9	81.6	46.3	58.1	101.2	63.8	23.4	63.3	61.5	61.5
LOS by Move:	D-	C	C	F	D	E+	F	E	C	E	E	E
HCM2kAvgQ:	22	25	25	5	8	24	4	4	3	6	18	18

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

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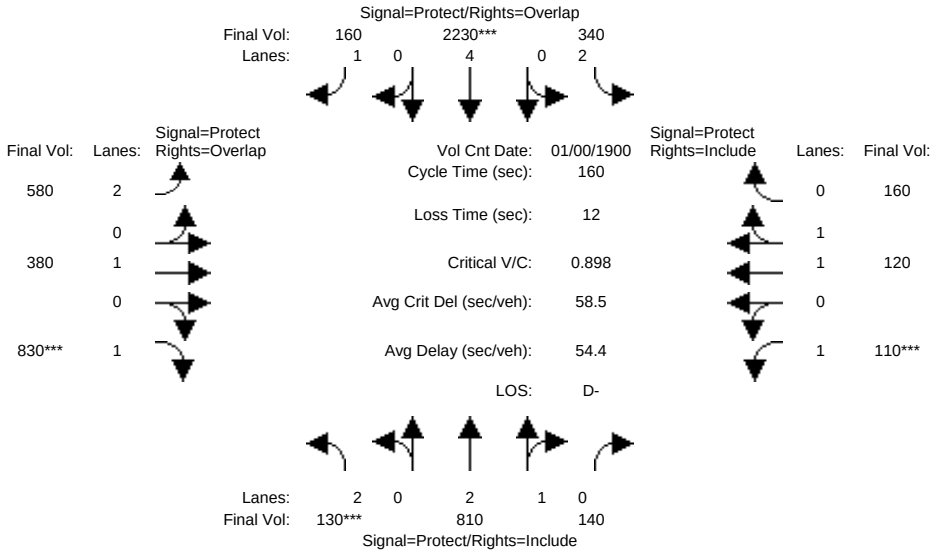
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	810	140	340	2230	160	580	380	830	110	120	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:	130	810	140	340	2230	160	580	380	830	110	120	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	810	140	340	2230	160	580	380	830	110	120	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:	130	810	140	340	2230	160	580	380	830	110	120	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	810	140	340	2230	160	580	380	830	110	120	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
FinalVolume:	130	810	140	340	2230	160	580	380	830	110	120	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.54	0.46	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4774	825	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.11	0.29	0.09	0.18	0.20	0.47	0.06	0.06	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.23	0.23	0.14	0.33	0.69	0.37	0.48	0.53	0.07	0.18	0.18
Volume/Cap:	0.90	0.74	0.74	0.74	0.90	0.13	0.50	0.42	0.90	0.90	0.35	0.50
Delay/Veh:	121.8	59.9	59.9	72.1	56.1	8.3	39.6	27.4	46.3	125.0	57.4	59.6
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:	121.8	59.9	59.9	72.1	56.1	8.3	39.6	27.4	46.3	125.0	57.4	59.6
LOS by Move:	F	E+	E+	E	E+	A	D	C	D	F	E+	E+
HCM2kAvgQ:	4	15	15	11	29	3	13	11	41	8	5	8

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

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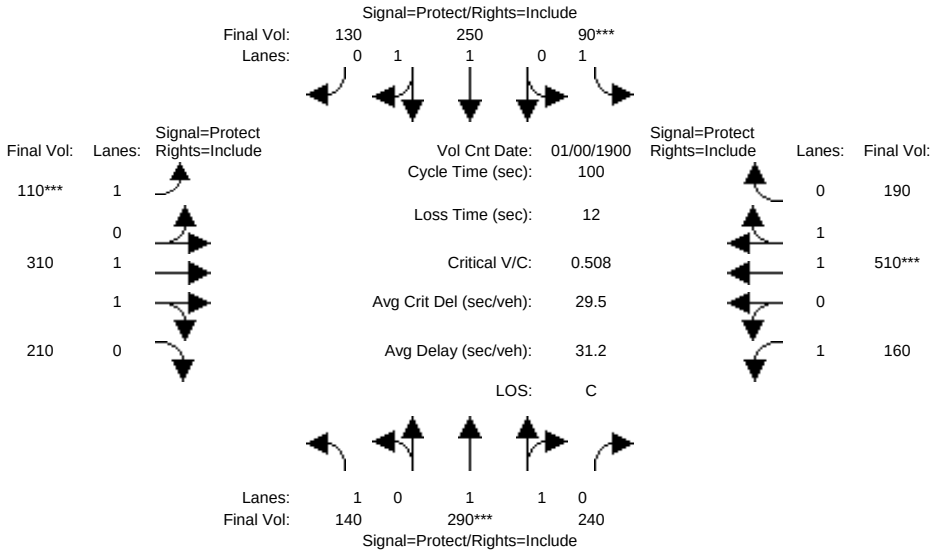
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	290	240	90	250	130	110	310	210	160	510	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	290	240	90	250	130	110	310	210	160	510	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	290	240	90	250	130	110	310	210	160	510	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	290	240	90	250	130	110	310	210	160	510	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	290	240	90	250	130	110	310	210	160	510	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	290	240	90	250	130	110	310	210	160	510	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.07	0.93	1.00	1.30	0.70	1.00	1.17	0.83	1.00	1.44	0.56
Final Sat.:	1750	2023	1674	1750	2433	1265	1750	2205	1493	1750	2695	1004
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.05	0.10	0.10	0.06	0.14	0.14	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.28	0.28	0.10	0.19	0.19	0.12	0.30	0.30	0.20	0.37	0.37
Volume/Cap:	0.42	0.51	0.51	0.51	0.53	0.53	0.51	0.47	0.47	0.47	0.51	0.51
Delay/Veh:	36.6	30.5	30.5	45.0	36.9	36.9	42.9	28.8	28.8	36.6	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:	36.6	30.5	30.5	45.0	36.9	36.9	42.9	28.8	28.8	36.6	24.6	24.6
LOS by Move:	D+	C	C	D	D+	D+	D	C	C	D+	C	C
HCM2kAvgQ:	4	7	7	4	6	6	3	6	6	4	8	8

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

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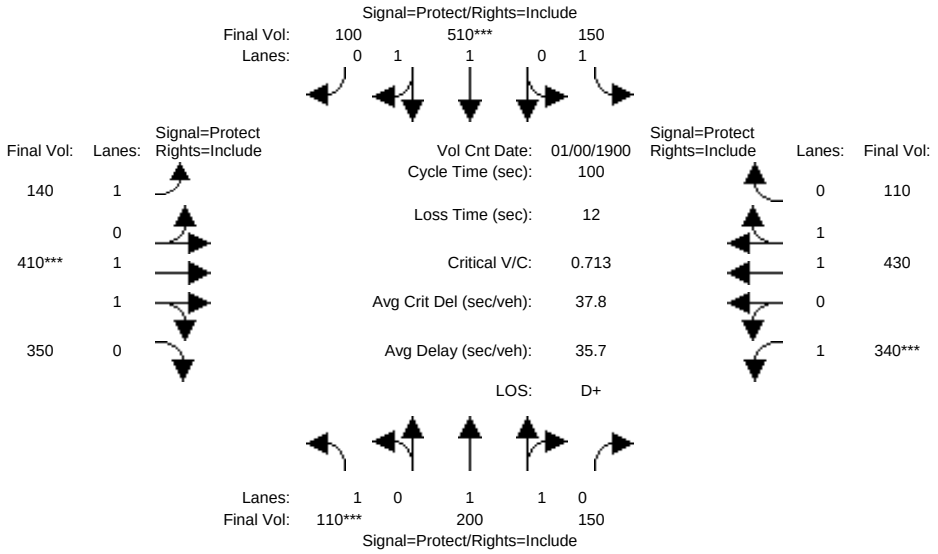
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	200	150	150	510	100	140	410	350	340	430	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:	110	200	150	150	510	100	140	410	350	340	430	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	200	150	150	510	100	140	410	350	340	430	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:	110	200	150	150	510	100	140	410	350	340	430	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	200	150	150	510	100	140	410	350	340	430	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
FinalVolume:	110	200	150	150	510	100	140	410	350	340	430	110
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	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	1.12	0.88	1.00	1.66	0.34	1.00	1.05	0.95	1.00	1.58	0.42
Final Sat.:	1750	2113	1585	1750	3093	606	1750	1995	1703	1750	2946	754
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.09	0.16	0.16	0.08	0.21	0.21	0.19	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.16	0.16	0.16	0.23	0.23	0.20	0.28	0.28	0.27	0.36	0.36
Volume/Cap:	0.63	0.58	0.58	0.52	0.72	0.72	0.41	0.72	0.72	0.72	0.41	0.41
Delay/Veh:	50.3	40.0	40.0	40.0	38.8	38.8	36.0	34.8	34.8	38.7	24.4	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:	50.3	40.0	40.0	40.0	38.8	38.8	36.0	34.8	34.8	38.7	24.4	24.4
LOS by Move:	D	D	D	D	D+	D+	D+	C-	C-	D+	C	C
HCM2kAvgQ:	5	6	6	5	10	10	4	11	11	10	6	6

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

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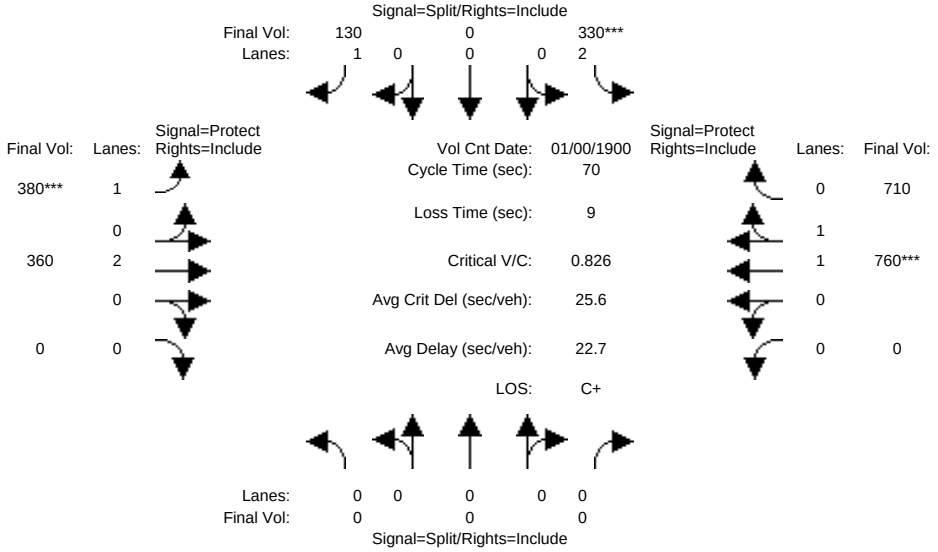
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	330	0	130	380	360	0	0	760	710
Growth Adj:	1.00	1.00	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	330	0	130	380	360	0	0	760	710
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	330	0	130	380	360	0	0	760	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	330	0	130	380	360	0	0	760	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	130	380	360	0	0	760	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	330	0	130	380	360	0	0	760	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.01	0.99
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1912	1786
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.22	0.09	0.00	0.00	0.40	0.40
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.26	0.73	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.52	0.84	0.13	0.00	0.00	0.84	0.84
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	29.7	38.2	2.9	0.0	0.0	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:	0.0	0.0	0.0	34.9	0.0	29.7	38.2	2.9	0.0	0.0	20.2	20.2
LOS by Move:	A	A	A	C-	A	C	D+	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	6	0	4	9	1	0	0	14	14

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

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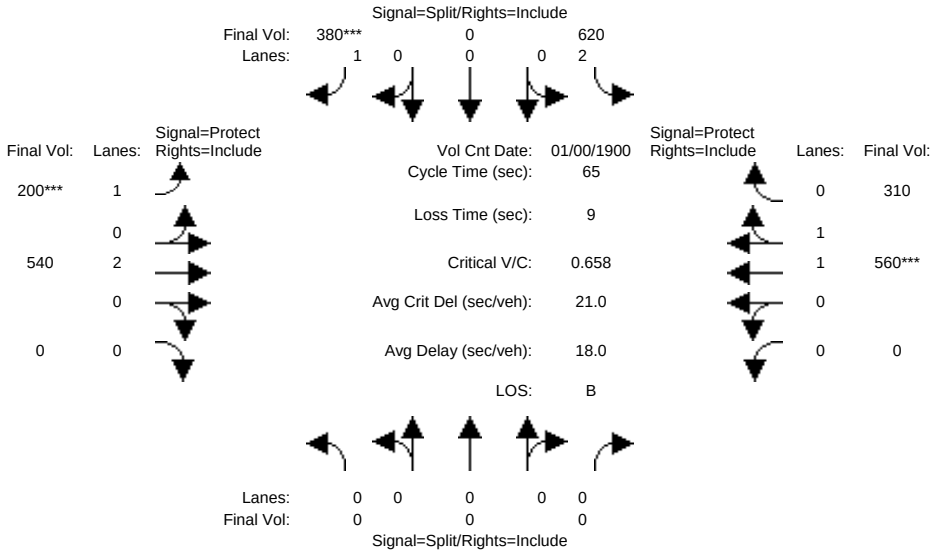
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	620	0	380	200	540	0	0	560	310
Growth Adj:	1.00	1.00	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	620	0	380	200	540	0	0	560	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	620	0	380	200	540	0	0	560	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	620	0	380	200	540	0	0	560	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	620	0	380	200	540	0	0	560	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	620	0	380	200	540	0	0	560	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.27	0.73
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2381	1318
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.22	0.11	0.14	0.00	0.00	0.24	0.24
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.53	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.66	0.66	0.27	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	21.4	30.2	8.4	0.0	0.0	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	21.4	30.2	8.4	0.0	0.0	18.8	18.8
LOS by Move:	A	A	A	B-	A	C+	C	A	A	A	B-	B-
HCM2kAvgQ:	0	0	0	7	0	8	4	3	0	0	8	8

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

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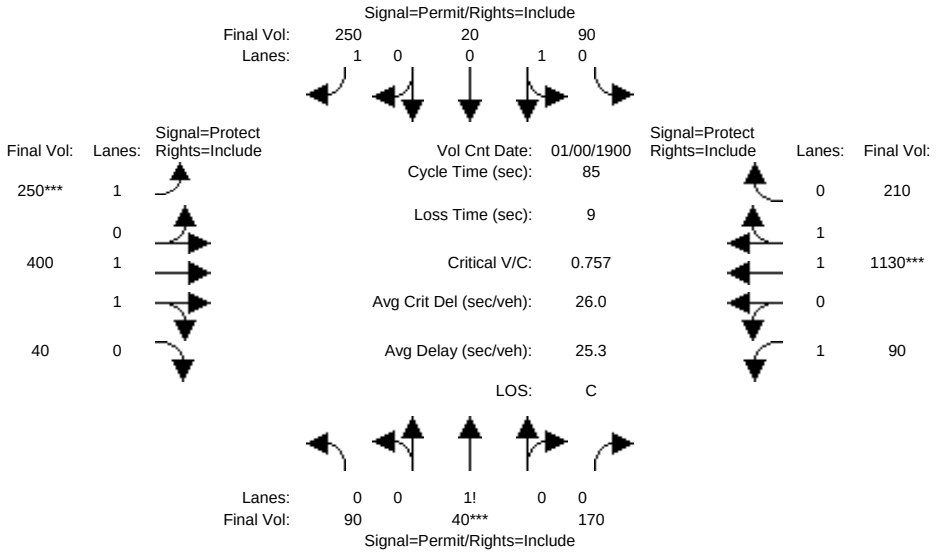
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	40	170	90	20	250	250	400	40	90	1130	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	40	170	90	20	250	250	400	40	90	1130	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	40	170	90	20	250	250	400	40	90	1130	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	40	170	90	20	250	250	400	40	90	1130	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	40	170	90	20	250	250	400	40	90	1130	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	40	170	90	20	250	250	400	40	90	1130	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.30	0.13	0.57	0.82	0.18	1.00	1.00	1.81	0.19	1.00	1.68	0.32
Final Sat.:	525	233	992	1473	327	1750	1750	3363	336	1750	3120	580
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.06	0.06	0.14	0.14	0.12	0.12	0.05	0.36	0.36
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.39	0.39	0.27	0.48	0.48
Volume/Cap:	0.76	0.76	0.76	0.27	0.27	0.63	0.76	0.30	0.30	0.19	0.76	0.76
Delay/Veh:	38.8	38.8	38.8	27.4	27.4	32.9	42.3	17.8	17.8	23.9	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:	38.8	38.8	38.8	27.4	27.4	32.9	42.3	17.8	17.8	23.9	20.0	20.0
LOS by Move:	D+	D+	D+	C	C	C-	D	B	B	C	C+	C+
HCM2kAvgQ:	10	10	10	3	3	7	7	4	4	2	15	15

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

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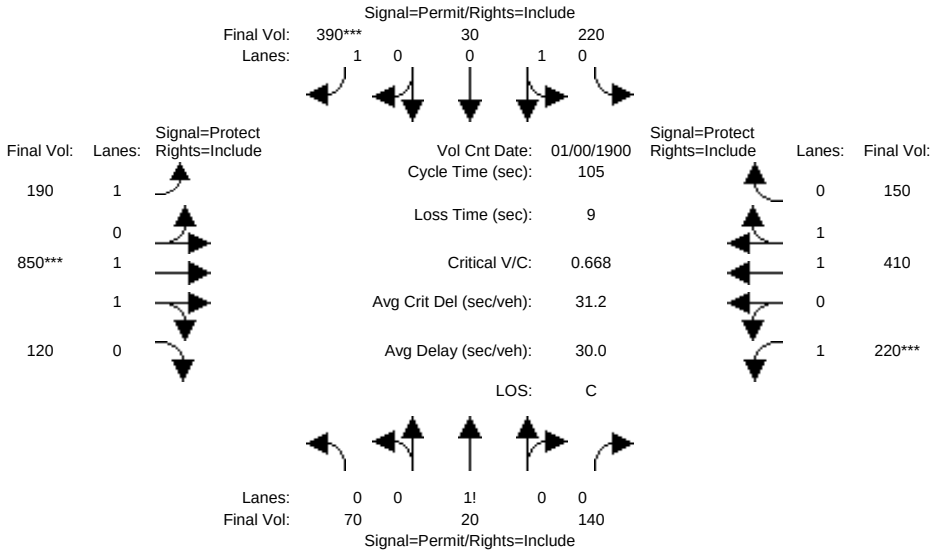
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	20	140	220	30	390	190	850	120	220	410	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:	70	20	140	220	30	390	190	850	120	220	410	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	140	220	30	390	190	850	120	220	410	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:	70	20	140	220	30	390	190	850	120	220	410	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	140	220	30	390	190	850	120	220	410	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	140	220	30	390	190	850	120	220	410	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.30	0.09	0.61	0.88	0.12	1.00	1.00	1.75	0.25	1.00	1.45	0.55
Final Sat.:	533	152	1065	1584	216	1750	1750	3242	458	1750	2708	991
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.14	0.22	0.11	0.26	0.26	0.13	0.15	0.15
Crit Moves:						****		****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.24	0.39	0.39	0.19	0.34	0.34
Volume/Cap:	0.39	0.39	0.39	0.42	0.42	0.67	0.45	0.67	0.67	0.67	0.45	0.45
Delay/Veh:	27.3	27.3	27.3	27.5	27.5	33.0	34.5	27.5	27.5	44.8	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	27.5	27.5	33.0	34.5	27.5	27.5	44.8	27.4	27.4
LOS by Move:	C	C	C	C	C	C-	C-	C	C	D	C	C
HCM2kAvgQ:	6	6	6	7	7	12	5	13	13	7	7	7

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

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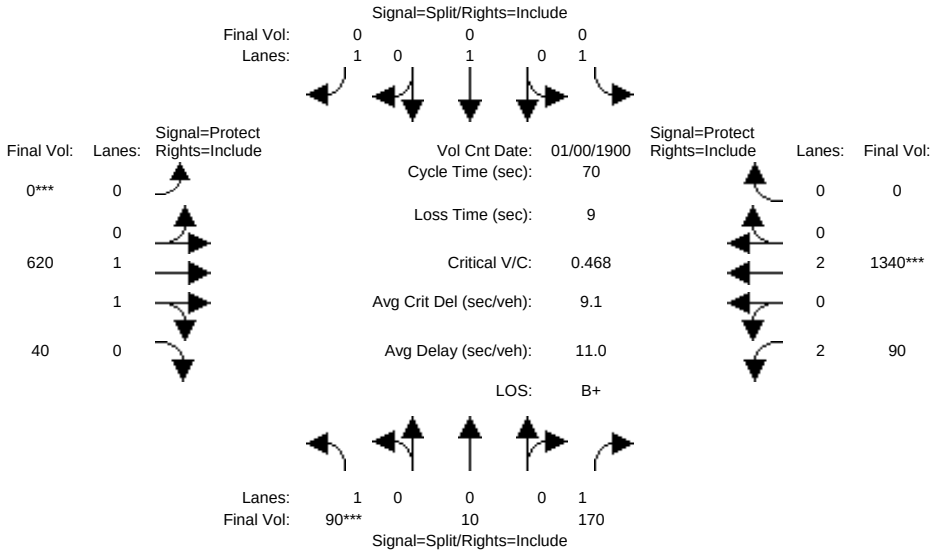
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	10	170	0	0	0	0	620	40	90	1340	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:	90	10	170	0	0	0	0	620	40	90	1340	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	170	0	0	0	0	620	40	90	1340	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:	90	10	170	0	0	0	0	620	40	90	1340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	170	0	0	0	0	620	40	90	1340	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:	90	10	170	0	0	0	0	620	40	90	1340	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.90	0.10	1.00	1.00	1.00	1.00	0.00	1.88	0.12	2.00	2.00	0.00
Final Sat.:	1620	180	1800	1750	1900	1750	0	3476	224	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.00	0.00	0.00	0.00	0.18	0.18	0.03	0.35	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.43	0.43	0.24	0.67	0.00
Volume/Cap:	0.28	0.28	0.47	0.00	0.00	0.00	0.00	0.42	0.42	0.12	0.53	0.00
Delay/Veh:	23.8	23.8	25.2	0.0	0.0	0.0	0.0	14.1	14.1	20.8	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:	23.8	23.8	25.2	0.0	0.0	0.0	0.0	14.1	14.1	20.8	6.1	0.0
LOS by Move:	C	C	C	A	A	A	A	B	B	C+	A	A
HCM2kAvgQ:	2	2	4	0	0	0	0	5	5	1	7	0

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

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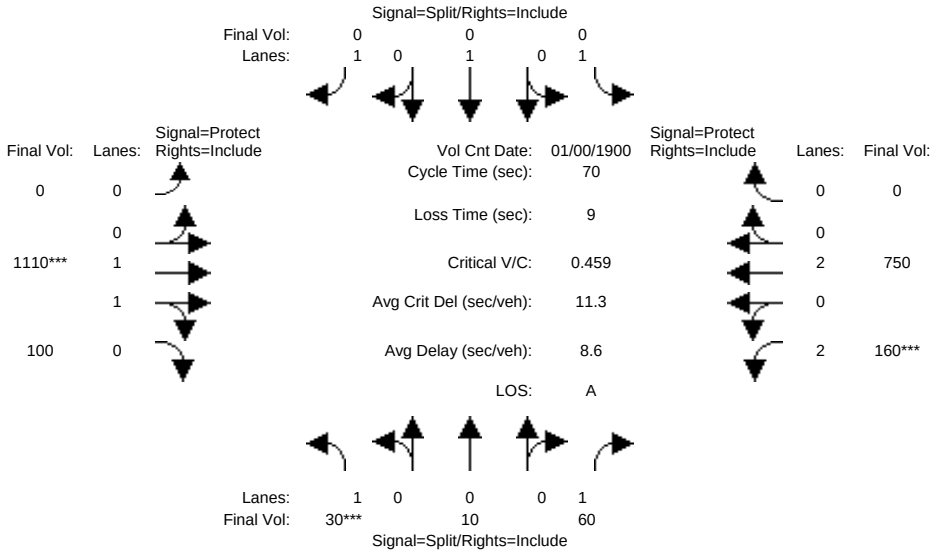
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	10	60	0	0	0	0	1110	100	160	750	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:	30	10	60	0	0	0	0	1110	100	160	750	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	60	0	0	0	0	1110	100	160	750	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:	30	10	60	0	0	0	0	1110	100	160	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	60	0	0	0	0	1110	100	160	750	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:	30	10	60	0	0	0	0	1110	100	160	750	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.75	0.25	1.00	1.00	1.00	1.00	0.00	1.83	0.17	2.00	2.00	0.00
Final Sat.:	1350	450	1800	1750	1900	1750	0	3394	306	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.00	0.00	0.00	0.00	0.33	0.33	0.05	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.16	0.16	0.23	0.00	0.00	0.00	0.00	0.52	0.52	0.51	0.27	0.00
Delay/Veh:	26.4	26.4	26.9	0.0	0.0	0.0	0.0	7.4	7.4	31.2	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.9	0.0	0.0	0.0	0.0	7.4	7.4	31.2	3.3	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	1	1	1	0	0	0	0	7	7	2	3	0

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

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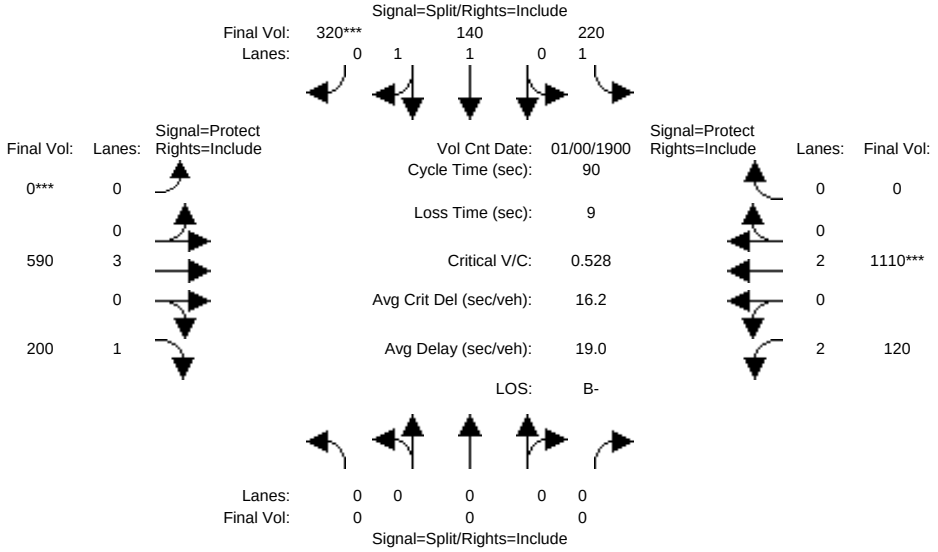
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	220	140	320	0	590	200	120	1110	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	220	140	320	0	590	200	120	1110	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	140	320	0	590	200	120	1110	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	220	140	320	0	590	200	120	1110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	140	320	0	590	200	120	1110	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	220	140	320	0	590	200	120	1110	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.07	0.18	0.00	0.10	0.11	0.04	0.29	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.33	0.33	0.22	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.21	0.53	0.00	0.31	0.35	0.17	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	22.4	20.8	24.1	0.0	22.7	23.2	28.3	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	20.8	24.1	0.0	22.7	23.2	28.3	12.9	0.0
LOS by Move:	A	A	A	C+	C+	C	A	C+	C	C	B	A
HCM2kAvgQ:	0	0	0	5	3	7	0	4	4	2	9	0

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

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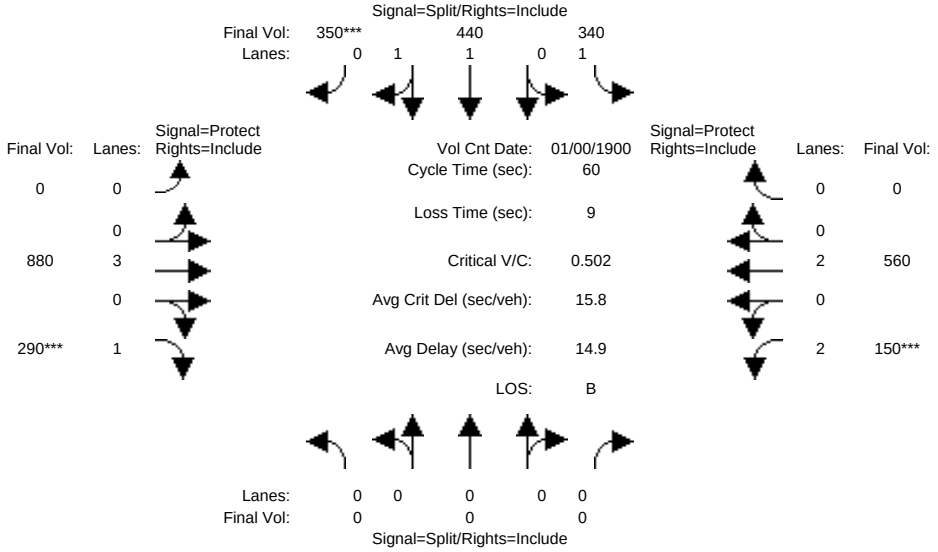
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	340	440	350	0	880	290	150	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	340	440	350	0	880	290	150	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	340	440	350	0	880	290	150	560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	340	440	350	0	880	290	150	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	440	350	0	880	290	150	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	340	440	350	0	880	290	150	560	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.09	0.91	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2060	1638	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.21	0.21	0.00	0.15	0.17	0.05	0.15	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.32	0.32	0.12	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.52	0.52	0.00	0.48	0.52	0.41	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	13.3	13.5	13.5	0.0	16.6	17.5	25.3	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	13.5	13.5	0.0	16.6	17.5	25.3	11.3	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	C	B+	A
HCM2kAvgQ:	0	0	0	5	5	5	0	4	5	2	3	0

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

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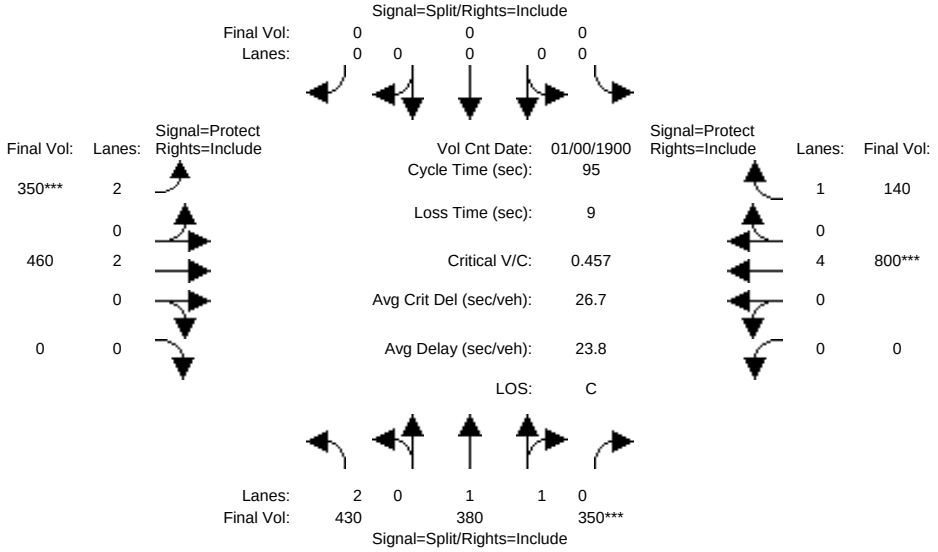
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	430	380	350	0	0	0	350	460	0	0	800	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	380	350	0	0	0	350	460	0	0	800	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	380	350	0	0	0	350	460	0	0	800	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:	430	380	350	0	0	0	350	460	0	0	800	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	380	350	0	0	0	350	460	0	0	800	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	380	350	0	0	0	350	460	0	0	800	140
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.02	0.98	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1925	1773	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.00	0.00	0.00	0.11	0.12	0.00	0.00	0.11	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.43	0.43	0.43	0.00	0.00	0.00	0.24	0.47	0.00	0.00	0.23	0.23
Volume/Cap:	0.32	0.46	0.46	0.00	0.00	0.00	0.46	0.26	0.00	0.00	0.46	0.35
Delay/Veh:	17.9	19.3	19.3	0.0	0.0	0.0	31.1	15.1	0.0	0.0	31.6	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:	17.9	19.3	19.3	0.0	0.0	0.0	31.1	15.1	0.0	0.0	31.6	31.1
LOS by Move:	B	B-	B-	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	5	8	8	0	0	0	5	4	0	0	5	4

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

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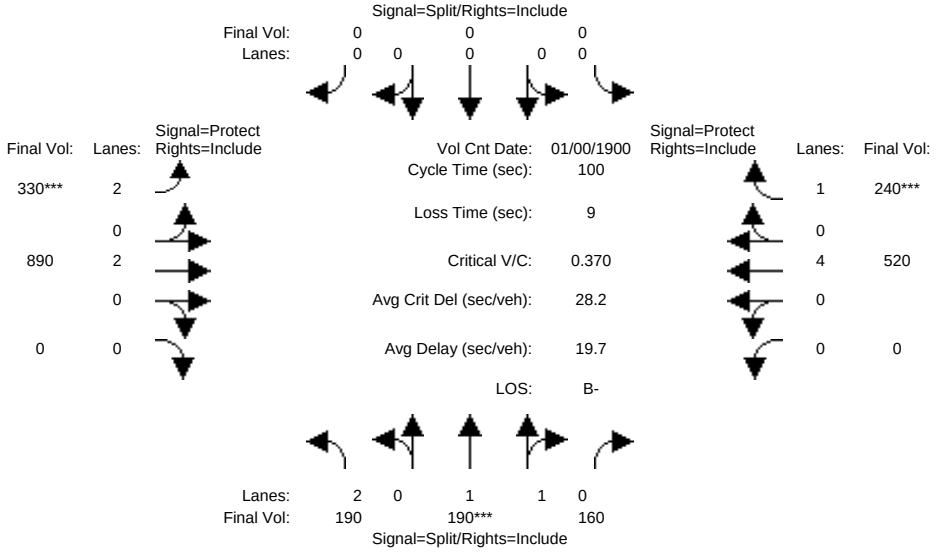
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	190	160	0	0	0	330	890	0	0	520	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	190	160	0	0	0	330	890	0	0	520	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	190	160	0	0	0	330	890	0	0	520	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:	190	190	160	0	0	0	330	890	0	0	520	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	190	160	0	0	0	330	890	0	0	520	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
FinalVolume:	190	190	160	0	0	0	330	890	0	0	520	240
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.06	0.94	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2007	1690	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.00	0.00	0.00	0.10	0.23	0.00	0.00	0.07	0.14
Crit Moves:		****					****					****
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.28	0.65	0.00	0.00	0.37	0.37
Volume/Cap:	0.24	0.37	0.37	0.00	0.00	0.00	0.37	0.36	0.00	0.00	0.18	0.37
Delay/Veh:	29.6	30.8	30.8	0.0	0.0	0.0	29.0	7.9	0.0	0.0	21.3	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:	29.6	30.8	30.8	0.0	0.0	0.0	29.0	7.9	0.0	0.0	21.3	23.3
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C
HCM2kAvgQ:	3	5	5	0	0	0	5	6	0	0	3	6

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

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East Whisman Precise Plan
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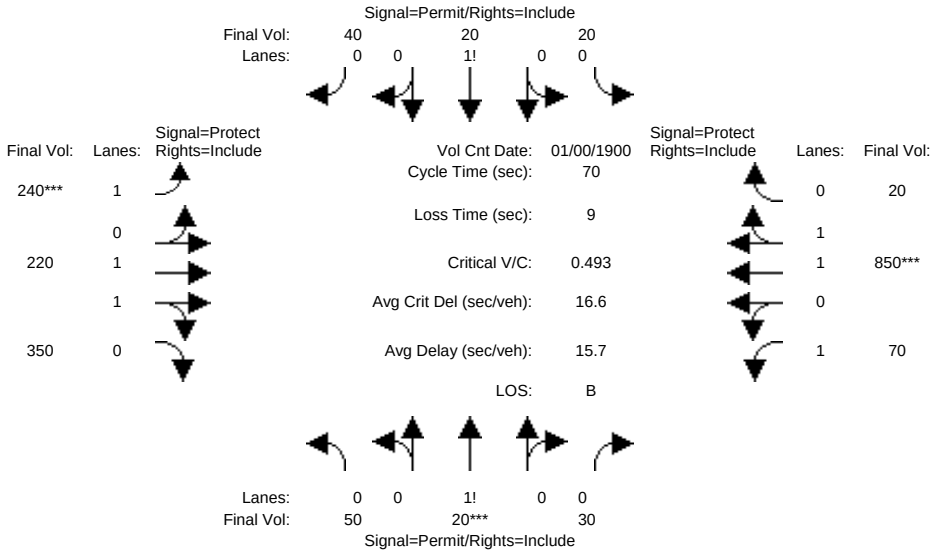
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	20	30	20	20	40	240	220	350	70	850	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:	50	20	30	20	20	40	240	220	350	70	850	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	30	20	20	40	240	220	350	70	850	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	20	20	40	240	220	350	70	850	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	30	20	20	40	240	220	350	70	850	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
FinalVolume:	50	20	30	20	20	40	240	220	350	70	850	20
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	1.00	0.92	0.92	0.97	0.95
Lanes:	0.50	0.20	0.30	0.25	0.25	0.50	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	875	350	525	438	438	875	1750	1900	1750	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.14	0.12	0.20	0.04	0.24	0.24
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.27	0.49	0.49	0.24	0.46	0.46
Volume/Cap:	0.40	0.40	0.40	0.32	0.32	0.32	0.51	0.24	0.41	0.16	0.51	0.51
Delay/Veh:	28.3	28.3	28.3	27.7	27.7	27.7	22.7	10.5	11.8	21.1	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	28.3	27.7	27.7	27.7	22.7	10.5	11.8	21.1	13.6	13.6
LOS by Move:	C	C	C	C	C	C	C+	B+	B+	C+	B	B
HCM2kAvgQ:	3	3	3	2	2	2	5	3	5	1	7	7

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

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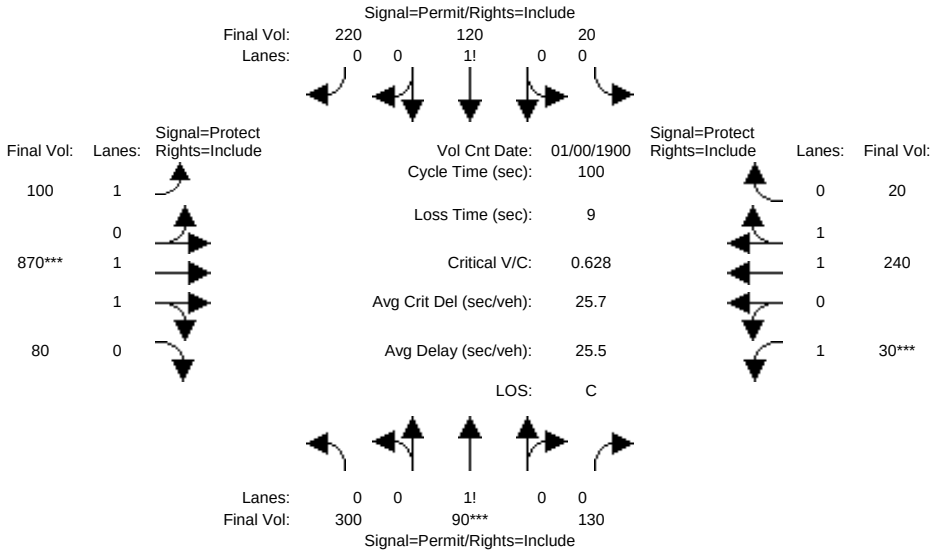
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	90	130	20	120	220	100	870	80	30	240	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:	300	90	130	20	120	220	100	870	80	30	240	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	90	130	20	120	220	100	870	80	30	240	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	90	130	20	120	220	100	870	80	30	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	90	130	20	120	220	100	870	80	30	240	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
FinalVolume:	300	90	130	20	120	220	100	870	80	30	240	20
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:	0.58	0.17	0.25	0.06	0.33	0.61	1.00	1.83	0.17	1.00	1.84	0.16
Final Sat.:	1010	303	438	97	583	1069	1750	3388	312	1750	3415	285
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.21	0.21	0.21	0.06	0.26	0.26	0.02	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.19	0.39	0.39	0.07	0.27	0.27
Volume/Cap:	0.66	0.66	0.66	0.46	0.46	0.46	0.30	0.66	0.66	0.24	0.26	0.26
Delay/Veh:	23.5	23.5	23.5	19.4	19.4	19.4	35.4	26.2	26.2	45.0	28.8	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:	23.5	23.5	23.5	19.4	19.4	19.4	35.4	26.2	26.2	45.0	28.8	28.8
LOS by Move:	C	C	C	B-	B-	B-	D+	C	C	D	C	C
HCM2kAvgQ:	14	14	14	8	8	8	3	12	12	1	3	3

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

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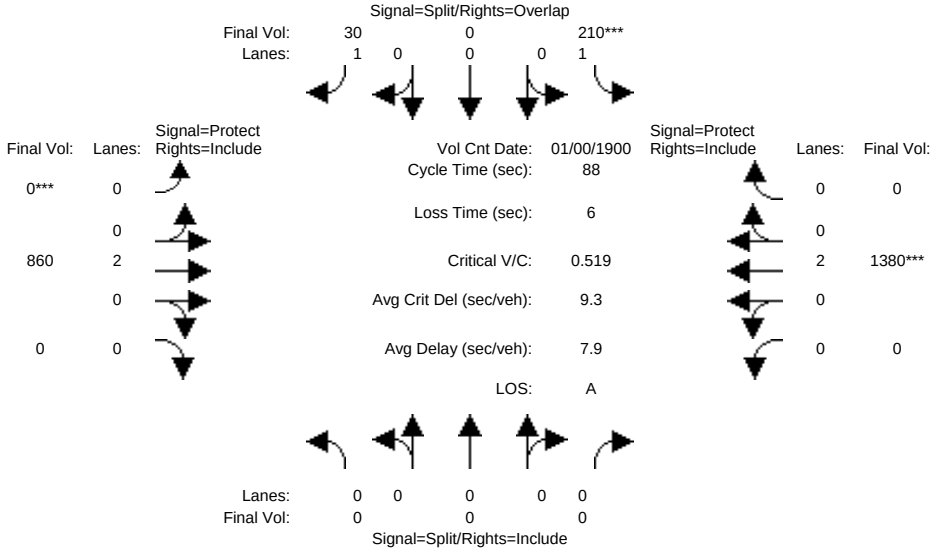
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	210	0	30	0	860	0	0	1380	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	210	0	30	0	860	0	0	1380	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	30	0	860	0	0	1380	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	210	0	30	0	860	0	0	1380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	30	0	860	0	0	1380	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	210	0	30	0	860	0	0	1380	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.00	0.23	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.08	0.00	0.32	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	27.6	0.0	4.7	0.0	0.0	5.7	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	32.6	0.0	27.6	0.0	4.7	0.0	0.0	5.7	0.0
LOS by Move:	A	A	A	C-	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	1	0	4	0	0	8	0

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

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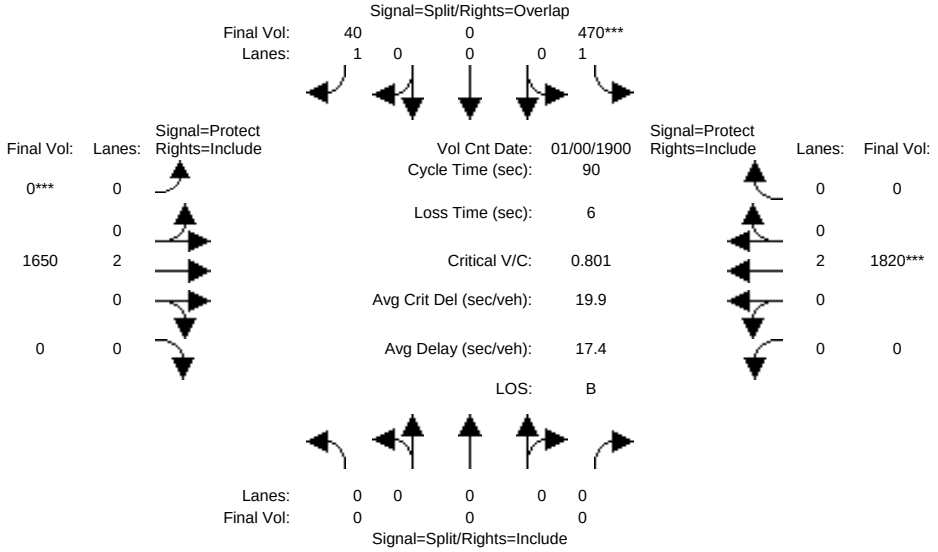
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	470	0	40	0	1650	0	0	1820	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	470	0	40	0	1650	0	0	1820	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	40	0	1650	0	0	1820	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	470	0	40	0	1650	0	0	1820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	40	0	1650	0	0	1820	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	470	0	40	0	1650	0	0	1820	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.02	0.00	0.43	0.00	0.00	0.48	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.07	0.00	0.72	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	20.5	0.0	13.9	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	35.4	0.0	20.5	0.0	13.9	0.0	0.0	15.9	0.0
LOS by Move:	A	A	A	D+	A	C+	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	1	0	15	0	0	20	0

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

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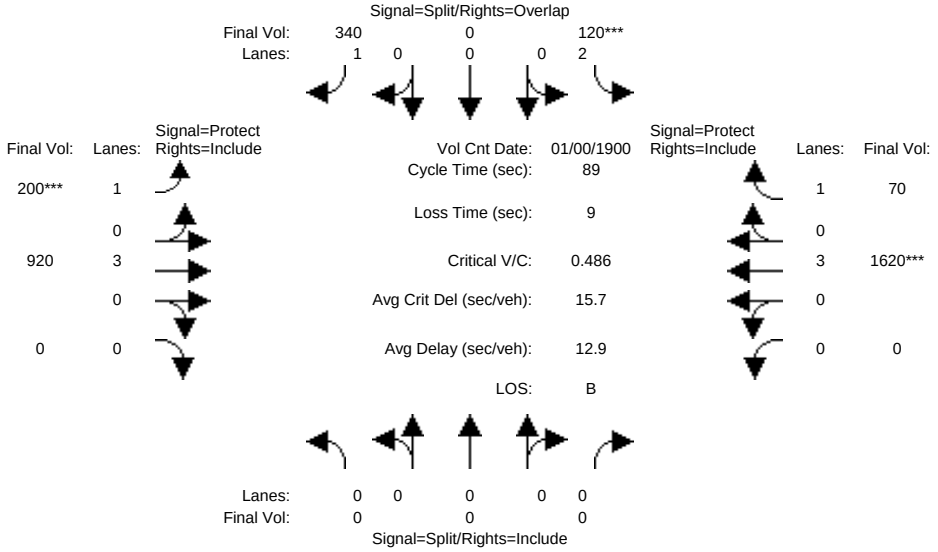
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	120	0	340	200	920	0	0	1620	70
Growth Adj:	1.00	1.00	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	0	340	200	920	0	0	1620	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	340	200	920	0	0	1620	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	340	200	920	0	0	1620	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	340	200	920	0	0	1620	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	340	200	920	0	0	1620	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.19	0.11	0.16	0.00	0.00	0.28	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.34	0.21	0.78	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.58	0.53	0.21	0.00	0.00	0.51	0.07
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	25.7	32.5	2.7	0.0	0.0	12.1	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	0.0	36.1	0.0	25.7	32.5	2.7	0.0	0.0	12.1	8.9
LOS by Move:	A	A	A	D+	A	C	C-	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	9	5	2	0	0	9	1

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

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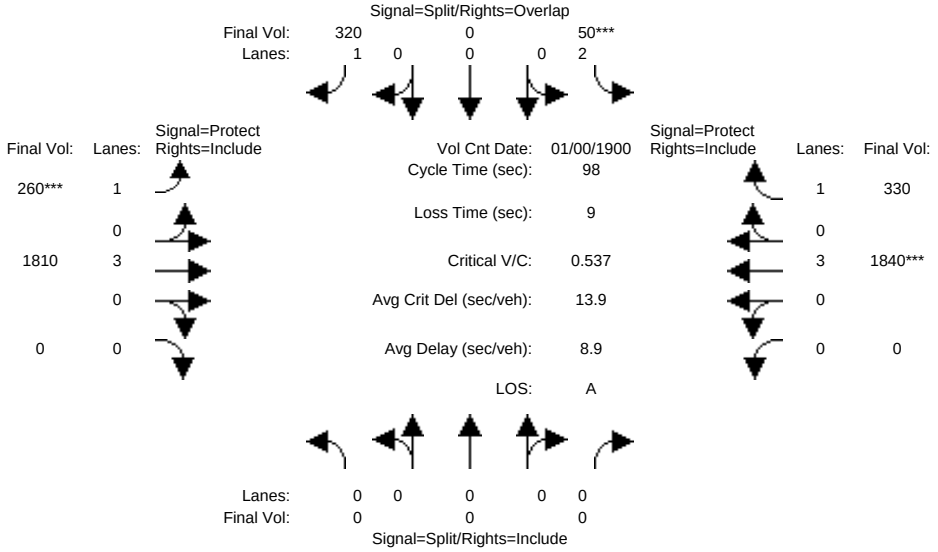
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	50	0	320	260	1810	0	0	1840	330
Growth Adj:	1.00	1.00	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	50	0	320	260	1810	0	0	1840	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	320	260	1810	0	0	1840	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	320	260	1810	0	0	1840	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	320	260	1810	0	0	1840	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	50	0	320	260	1810	0	0	1840	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.18	0.15	0.32	0.00	0.00	0.32	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.51	0.61	0.40	0.00	0.00	0.59	0.34
Delay/Veh:	0.0	0.0	0.0	39.4	0.0	25.5	35.3	0.1	0.0	0.0	10.2	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.4	0.0	25.5	35.3	0.1	0.0	0.0	10.2	8.5
LOS by Move:	A	A	A	D	A	C	D+	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	8	7	0	0	0	8	4

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

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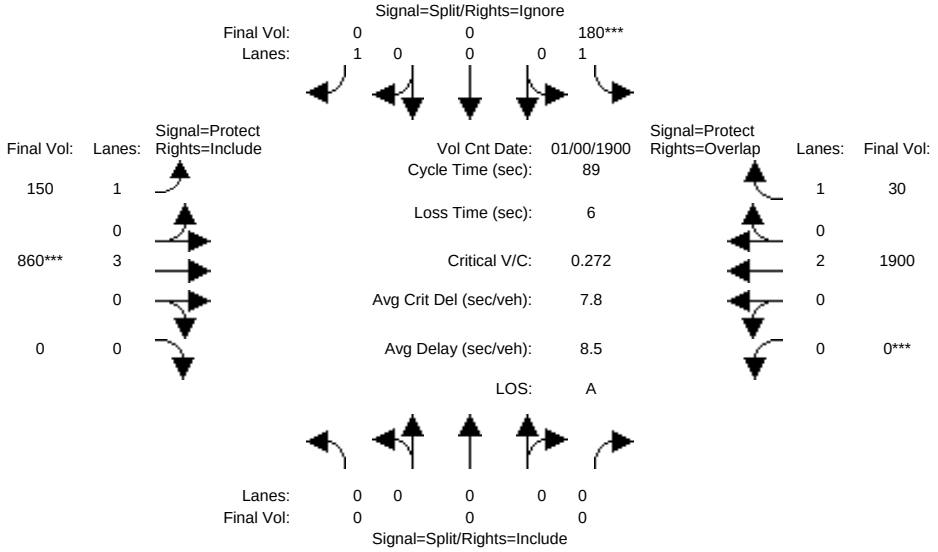
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	180	0	80	150	860	0	0	1900	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:	0	0	0	180	0	80	150	860	0	0	1900	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	80	150	860	0	0	1900	30
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	0	0	180	0	0	150	860	0	0	1900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	0	150	860	0	0	1900	30
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	0	0	180	0	0	150	860	0	0	1900	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.09	0.15	0.00	0.00	0.50	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.00	0.10	0.79	0.00	0.00	0.69	0.84
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.00	0.89	0.19	0.00	0.00	0.72	0.02
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	0.0	78.1	0.0	0.0	0.0	3.6	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	44.8	0.0	0.0	78.1	0.0	0.0	0.0	3.6	0.0
LOS by Move:	A	A	A	D	A	A	E-	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	0	5	0	0	0	7	0

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

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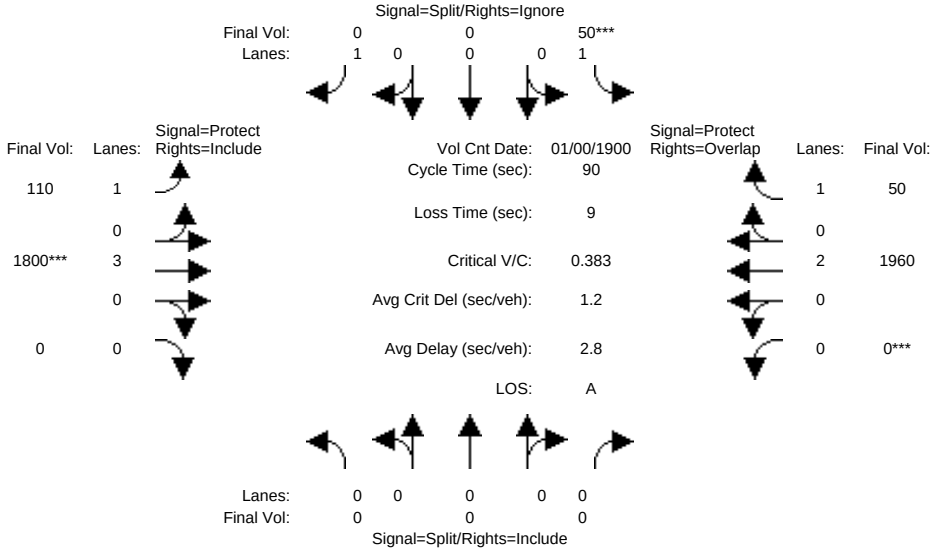
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	50	0	220	110	1800	0	0	1960	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	220	110	1800	0	0	1960	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	220	110	1800	0	0	1960	50
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	0	0	50	0	0	110	1800	0	0	1960	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	0	110	1800	0	0	1960	50
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	0	0	50	0	0	110	1800	0	0	1960	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.06	0.32	0.00	0.00	0.52	0.03
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.82	0.00	0.00	0.72	0.80
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.00	0.64	0.38	0.00	0.00	0.71	0.04
Delay/Veh:	0.0	0.0	0.0	41.1	0.0	0.0	47.0	0.1	0.0	0.0	1.9	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	41.1	0.0	0.0	47.0	0.1	0.0	0.0	1.9	0.0
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	3	1	0	0	4	0

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

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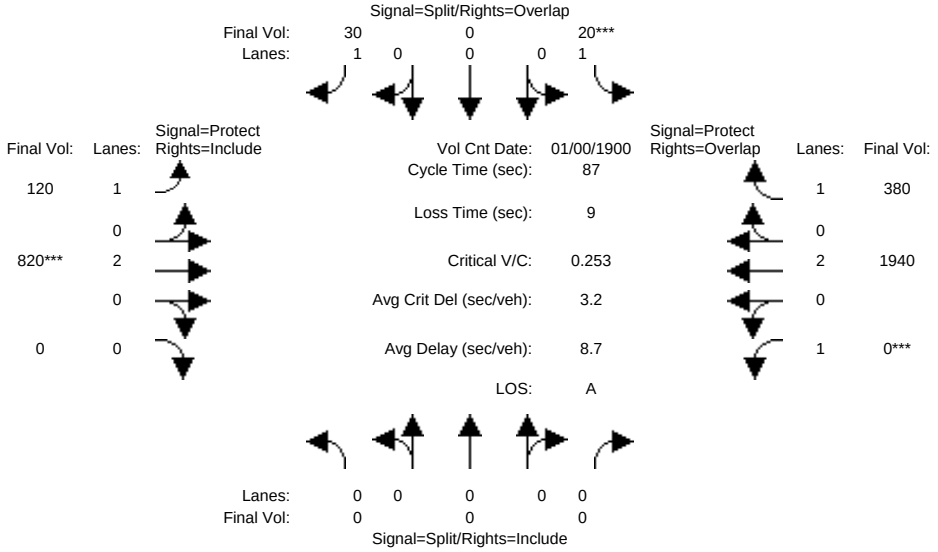
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	20	0	30	120	820	0	0	1940	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:	0	0	0	20	0	30	120	820	0	0	1940	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	30	120	820	0	0	1940	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:	0	0	0	20	0	30	120	820	0	0	1940	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	30	120	820	0	0	1940	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:	0	0	0	20	0	30	120	820	0	0	1940	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.07	0.22	0.00	0.00	0.51	0.22
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.08	0.67	0.27	0.00	0.00	0.74	0.27
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	28.0	47.1	2.4	0.0	0.0	9.6	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	28.0	47.1	2.4	0.0	0.0	9.6	2.5
LOS by Move:	A	A	A	D+	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	4	3	0	0	17	3

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

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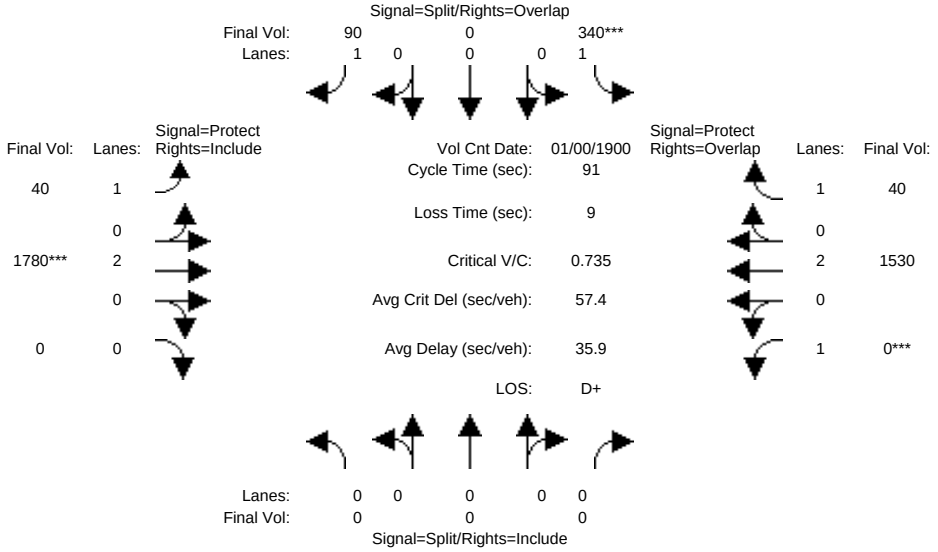
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	340	0	90	40	1780	0	0	1530	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	340	0	90	40	1780	0	0	1530	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	340	0	90	40	1780	0	0	1530	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	340	0	90	40	1780	0	0	1530	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	0	90	40	1780	0	0	1530	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	340	0	90	40	1780	0	0	1530	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.05	0.02	0.47	0.00	0.00	0.40	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.20	0.08	0.78	0.00	0.00	0.70	0.82
Volume/Cap:	0.00	0.00	0.00	1.61	0.00	0.25	0.28	0.60	0.00	0.00	0.58	0.03
Delay/Veh:	0.0	0.0	0.0	334.2	0.0	30.8	40.2	4.5	0.0	0.0	7.3	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	334.2	0.0	30.8	40.2	4.5	0.0	0.0	7.3	1.5
LOS by Move:	A	A	A	F	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	29	0	2	1	11	0	0	11	0

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

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East Whisman Precise Plan
SJ17-1724
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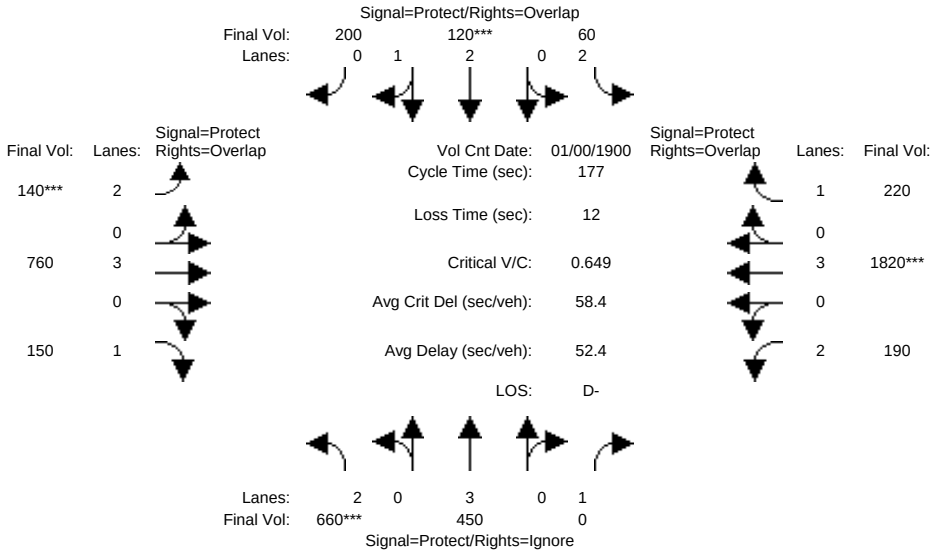
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	660	450	510	60	120	200	140	760	150	190	1820	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	450	510	60	120	200	140	760	150	190	1820	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	450	510	60	120	200	140	760	150	190	1820	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	450	0	60	120	200	140	760	150	190	1820	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	450	0	60	120	200	140	760	150	190	1820	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	450	0	60	120	200	140	760	150	190	1820	220
Saturation 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:	0.21	0.08	0.00	0.02	0.03	0.11	0.04	0.13	0.09	0.06	0.32	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.38	0.00	0.06	0.18	0.25	0.08	0.39	0.65	0.10	0.41	0.47
Volume/Cap:	0.78	0.21	0.00	0.32	0.18	0.45	0.56	0.35	0.13	0.59	0.78	0.27
Delay/Veh:	64.6	36.5	0.0	80.8	62.2	56.0	81.5	43.4	17.6	78.8	53.7	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	36.5	0.0	80.8	62.2	56.0	81.5	43.4	17.6	78.8	53.7	34.5
LOS by Move:	E	D+	A	F	E	E+	F	D	B	E-	D-	C-
HCM2kAvgQ:	20	5	0	2	3	10	5	11	5	7	31	9

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

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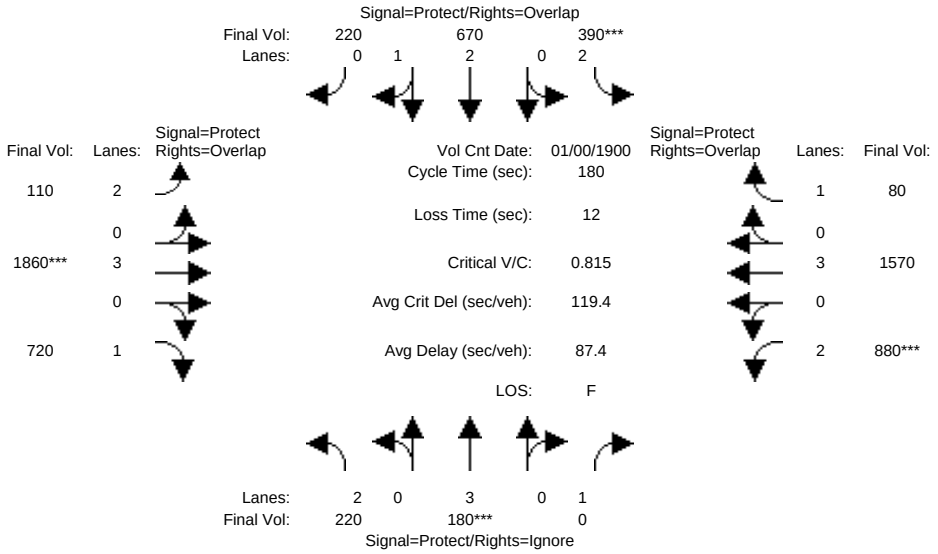
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	180	540	390	670	220	110	1860	720	880	1570	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:	220	180	540	390	670	220	110	1860	720	880	1570	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	180	540	390	670	220	110	1860	720	880	1570	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	180	0	390	670	220	110	1860	720	880	1570	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	180	0	390	670	220	110	1860	720	880	1570	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	180	0	390	670	220	110	1860	720	880	1570	80
Saturation 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	3.00	1.00	2.00	2.23	0.77	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4214	1384	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.00	0.12	0.16	0.16	0.03	0.33	0.41	0.28	0.28	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.30	0.41	0.26	0.49	0.61
Volume/Cap:	0.63	0.12	0.00	1.09	0.60	0.48	0.52	1.09	1.00	1.09	0.56	0.08
Delay/Veh:	80.0	50.8	0.0	151.9	58.7	48.2	83.6	116	93.7	126.6	39.8	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	50.8	0.0	151.9	58.7	48.2	83.6	116	93.7	126.6	39.8	20.7
LOS by Move:	E-	D	A	F	E+	D	F	F	F	F	D	C+
HCM2kAvgQ:	7	2	0	16	14	13	4	43	49	38	23	3

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

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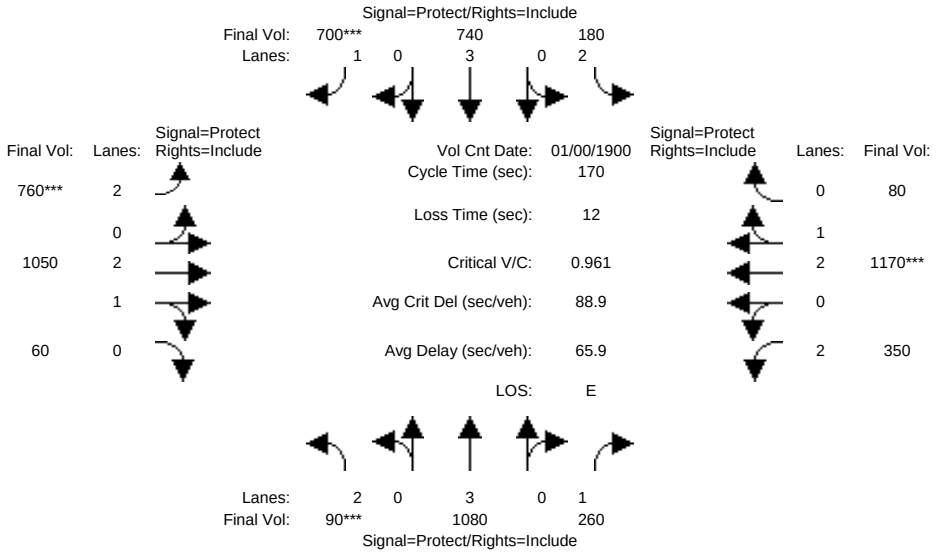
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	1080	260	180	740	700	760	1050	60	350	1170	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:	90	1080	260	180	740	700	760	1050	60	350	1170	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1080	260	180	740	700	760	1050	60	350	1170	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:	90	1080	260	180	740	700	760	1050	60	350	1170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1080	260	180	740	700	760	1050	60	350	1170	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
FinalVolume:	90	1080	260	180	740	700	760	1050	60	350	1170	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.83	0.17	2.00	2.80	0.20
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5297	303	3150	5241	358
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.15	0.06	0.13	0.40	0.24	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.35	0.35	0.11	0.40	0.40	0.24	0.30	0.30	0.17	0.22	0.22
Volume/Cap:	0.49	0.54	0.42	0.52	0.32	0.99	0.99	0.66	0.66	0.66	0.99	0.99
Delay/Veh:	79.5	44.3	42.4	73.0	34.9	82.6	94.9	53.0	53.0	69.3	89.4	89.4
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:	79.5	44.3	42.4	73.0	34.9	82.6	94.9	53.0	53.0	69.3	89.4	89.4
LOS by Move:	E-	D	D	E	C-	F	F	D-	D-	E	F	F
HCM2kAvgQ:	3	15	11	6	8	45	29	17	17	10	25	25

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

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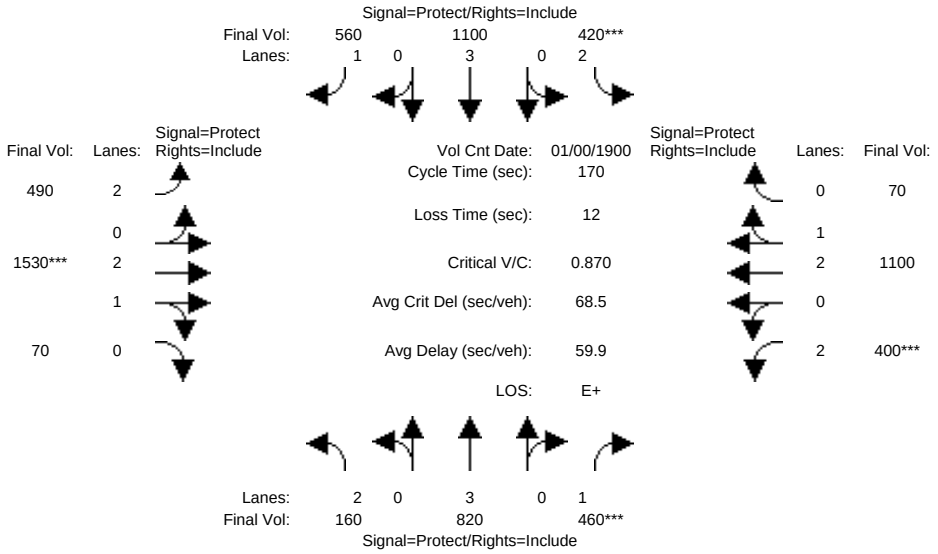
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	820	460	420	1100	560	490	1530	70	400	1100	70
Growth Adj:	1.00	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	820	460	420	1100	560	490	1530	70	400	1100	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	820	460	420	1100	560	490	1530	70	400	1100	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	820	460	420	1100	560	490	1530	70	400	1100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	820	460	420	1100	560	490	1530	70	400	1100	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	820	460	420	1100	560	490	1530	70	400	1100	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.81	0.19
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5355	245	3150	5265	335
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.26	0.13	0.19	0.32	0.16	0.29	0.29	0.13	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.30	0.30	0.15	0.38	0.38	0.20	0.33	0.33	0.15	0.27	0.27
Volume/Cap:	0.72	0.48	0.87	0.87	0.50	0.83	0.77	0.87	0.87	0.87	0.77	0.77
Delay/Veh:	88.1	48.6	70.7	86.0	40.1	56.1	69.7	58.5	58.5	87.3	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:	88.1	48.6	70.7	86.0	40.1	56.1	69.7	58.5	58.5	87.3	59.4	59.4
LOS by Move:	F	D	E	F	D	E+	E	E+	E+	F	E+	E+
HCM2kAvgQ:	6	11	27	15	14	30	16	29	29	13	19	19

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

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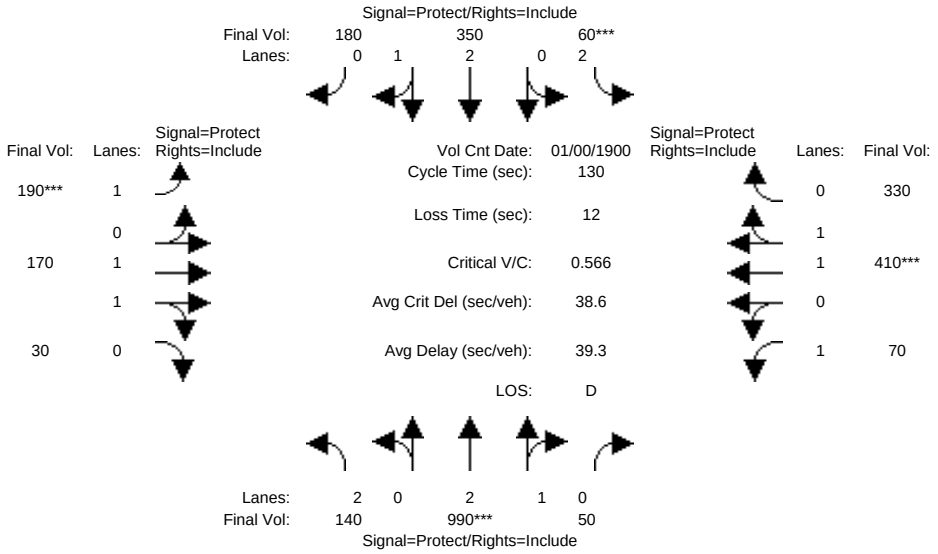
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	990	50	60	350	180	190	170	30	70	410	330
Growth Adj:	1.00	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	990	50	60	350	180	190	170	30	70	410	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	990	50	60	350	180	190	170	30	70	410	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	990	50	60	350	180	190	170	30	70	410	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	990	50	60	350	180	190	170	30	70	410	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	990	50	60	350	180	190	170	30	70	410	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.85	0.15	2.00	2.00	1.00	1.00	1.69	0.31	1.00	1.08	0.92
Final Sat.:	3150	5330	269	3150	3800	1750	1750	3145	555	1750	2049	1649
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.02	0.09	0.10	0.11	0.05	0.05	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.32	0.32	0.05	0.25	0.25	0.19	0.31	0.31	0.22	0.35	0.35
Volume/Cap:	0.35	0.58	0.58	0.35	0.37	0.42	0.58	0.17	0.17	0.18	0.58	0.58
Delay/Veh:	52.2	37.3	37.3	60.6	40.9	41.4	50.7	32.4	32.4	41.5	35.5	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:	52.2	37.3	37.3	60.6	40.9	41.4	50.7	32.4	32.4	41.5	35.5	35.5
LOS by Move:	D-	D+	D+	E	D	D	D	C-	C-	D	D+	D+
HCM2kAvgQ:	3	12	12	1	6	6	7	3	3	2	13	13

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

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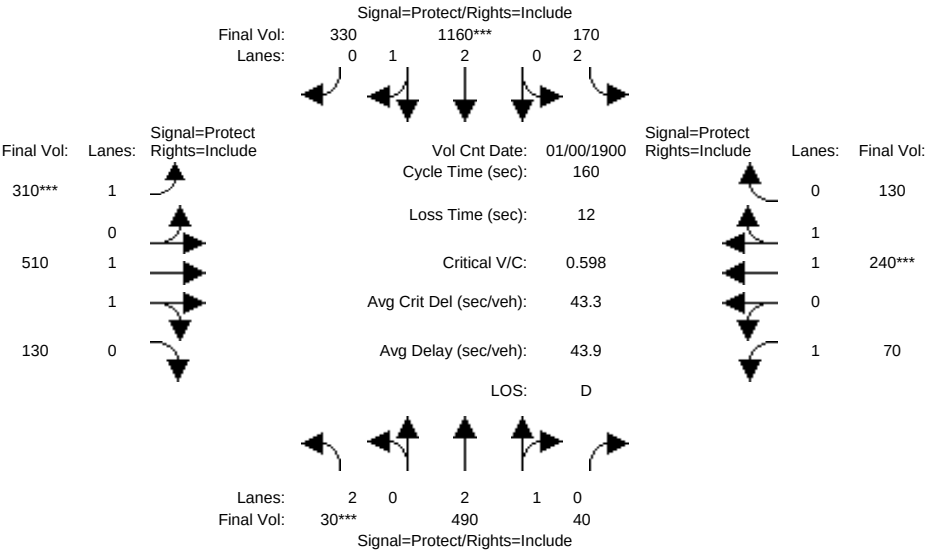
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	490	40	170	1160	330	310	510	130	70	240	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	490	40	170	1160	330	310	510	130	70	240	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	490	40	170	1160	330	310	510	130	70	240	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	490	40	170	1160	330	310	510	130	70	240	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	490	40	170	1160	330	310	510	130	70	240	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	490	40	170	1160	330	310	510	130	70	240	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.77	0.23	2.00	2.31	0.69	1.00	1.58	0.42	1.00	1.28	0.72
Final Sat.:	3150	5177	423	3150	4358	1240	1750	2948	751	1750	2399	1299
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.05	0.27	0.27	0.18	0.17	0.17	0.04	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.30	0.30	0.17	0.43	0.43	0.29	0.36	0.36	0.09	0.16	0.16
Volume/Cap:	0.22	0.31	0.31	0.31	0.62	0.62	0.62	0.48	0.48	0.44	0.62	0.62
Delay/Veh:	74.7	43.1	43.1	58.2	35.7	35.7	51.7	40.0	40.0	70.8	64.3	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:	74.7	43.1	43.1	58.2	35.7	35.7	51.7	40.0	40.0	70.8	64.3	64.3
LOS by Move:	E	D	D	E+	D+	D+	D-	D	D	E	E	E
HCM2kAvgQ:	1	7	7	4	18	18	14	12	12	4	9	9

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

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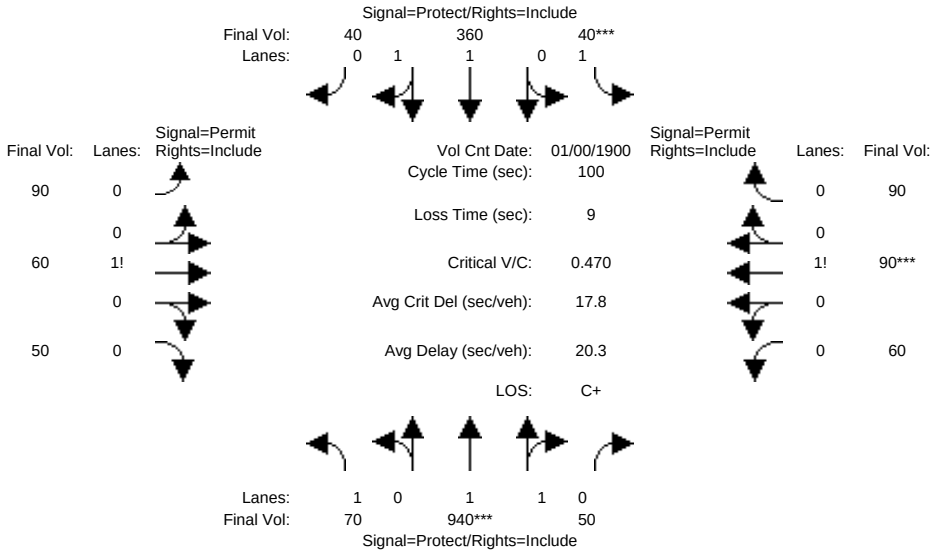
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	940	50	40	360	40	90	60	50	60	90	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	940	50	40	360	40	90	60	50	60	90	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	940	50	40	360	40	90	60	50	60	90	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	940	50	40	360	40	90	60	50	60	90	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	940	50	40	360	40	90	60	50	60	90	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	940	50	40	360	40	90	60	50	60	90	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.79	0.21	0.45	0.30	0.25	0.25	0.37	0.38
Final Sat.:	1750	3513	187	1750	3330	370	788	525	438	438	656	656
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.02	0.11	0.11	0.11	0.11	0.11	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green/Cycle:	0.25	0.56	0.56	0.07	0.38	0.38	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.16	0.48	0.48	0.33	0.28	0.28	0.40	0.40	0.40	0.48	0.48	0.48
Delay/Veh:	29.8	13.7	13.7	45.8	21.7	21.7	29.4	29.4	29.4	30.4	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	13.7	13.7	45.8	21.7	21.7	29.4	29.4	29.4	30.4	30.4	30.4
LOS by Move:	C	B	B	D	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	2	9	9	2	4	4	6	6	6	7	7	7

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

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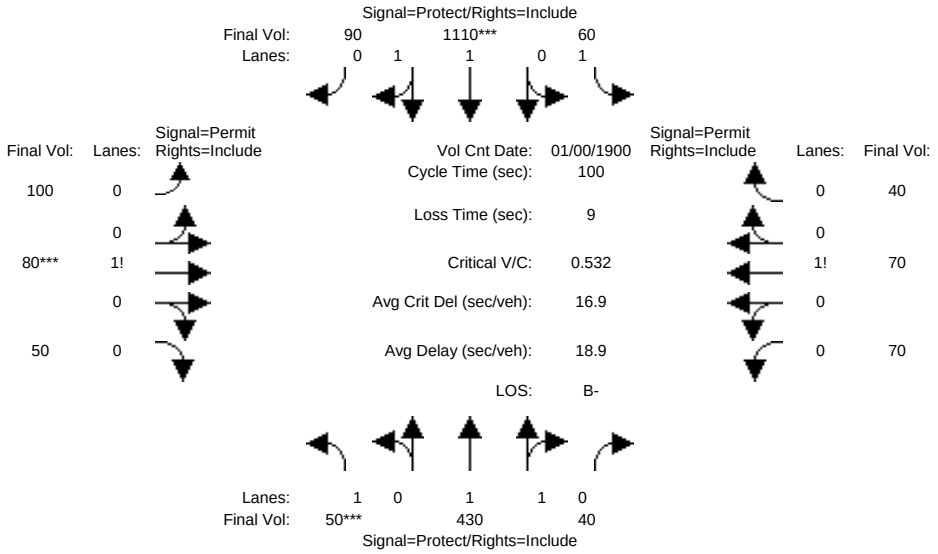
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	430	40	60	1110	90	100	80	50	70	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	430	40	60	1110	90	100	80	50	70	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	430	40	60	1110	90	100	80	50	70	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	430	40	60	1110	90	100	80	50	70	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	430	40	60	1110	90	100	80	50	70	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	430	40	60	1110	90	100	80	50	70	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.85	0.15	0.43	0.35	0.22	0.39	0.39	0.22
Final Sat.:	1750	3385	315	1750	3422	277	761	609	380	681	681	389
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.32	0.32	0.13	0.13	0.13	0.10	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.43	0.43	0.24	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.41	0.30	0.30	0.14	0.54	0.54	0.54	0.54	0.54	0.42	0.42	0.42
Delay/Veh:	46.7	18.7	18.7	30.3	12.3	12.3	34.5	34.5	34.5	32.7	32.7	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:	46.7	18.7	18.7	30.3	12.3	12.3	34.5	34.5	34.5	32.7	32.7	32.7
LOS by Move:	D	B-	B-	C	B	B	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	2	5	5	2	11	11	7	7	7	5	5	5

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

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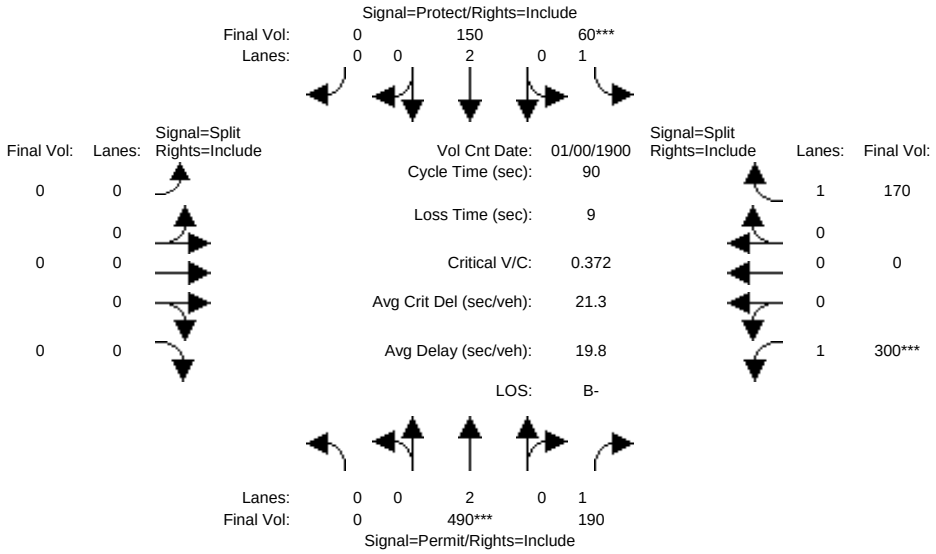
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	490	190	60	150	0	0	0	0	300	0	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:	0	490	190	60	150	0	0	0	0	300	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	190	60	150	0	0	0	0	300	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	490	190	60	150	0	0	0	0	300	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	190	60	150	0	0	0	0	300	0	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
FinalVolume:	0	490	190	60	150	0	0	0	0	300	0	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.03	0.04	0.00	0.00	0.00	0.00	0.17	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.35	0.35	0.09	0.44	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.37	0.31	0.37	0.09	0.00	0.00	0.00	0.00	0.37	0.00	0.21
Delay/Veh:	0.0	22.2	21.8	39.8	14.8	0.0	0.0	0.0	0.0	16.1	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	21.8	39.8	14.8	0.0	0.0	0.0	0.0	16.1	0.0	14.6
LOS by Move:	A	C+	C+	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	4	2	1	0	0	0	0	6	0	3

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

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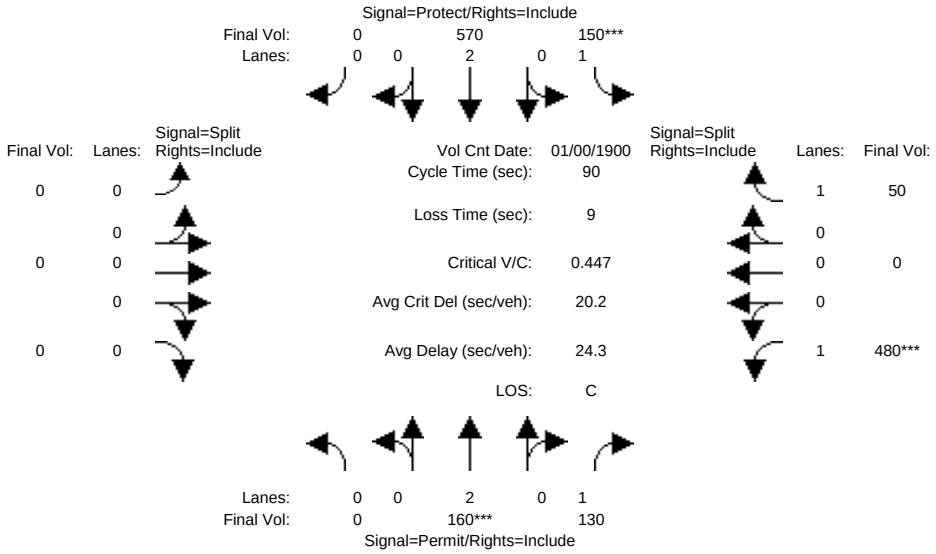
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	160	130	150	570	0	0	0	0	480	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	160	130	150	570	0	0	0	0	480	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	160	130	150	570	0	0	0	0	480	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	160	130	150	570	0	0	0	0	480	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	160	130	150	570	0	0	0	0	480	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	160	130	150	570	0	0	0	0	480	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.11	0.11	0.19	0.30	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.38	0.67	0.46	0.50	0.00	0.00	0.00	0.00	0.46	0.00	0.05
Delay/Veh:	0.0	37.7	47.1	33.5	26.4	0.0	0.0	0.0	0.0	10.2	0.0	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.7	47.1	33.5	26.4	0.0	0.0	0.0	0.0	10.2	0.0	7.4
LOS by Move:	A	D+	D	C-	C	A	A	A	A	B+	A	A
HCM2kAvgQ:	0	2	4	4	7	0	0	0	0	8	0	1

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

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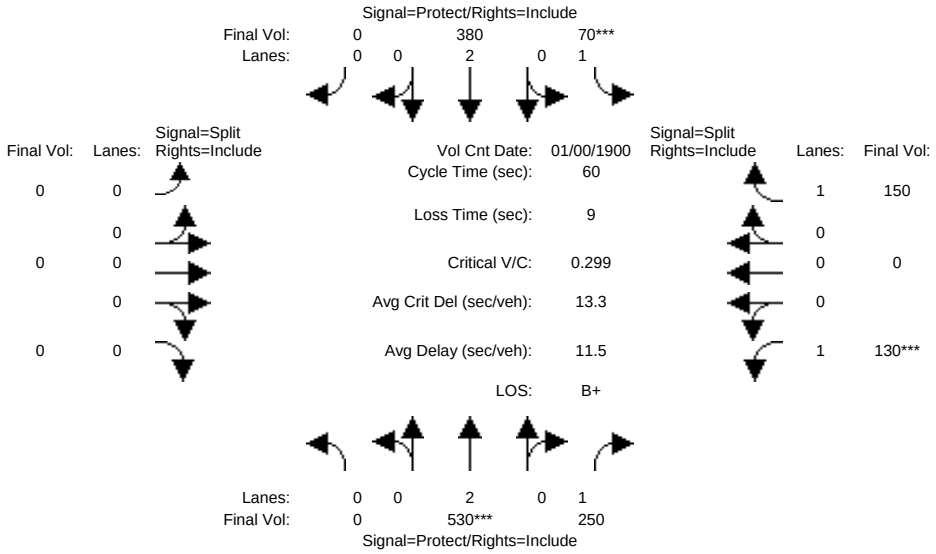
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	530	250	70	380	0	0	0	0	130	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:	0	530	250	70	380	0	0	0	0	130	0	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	530	250	70	380	0	0	0	0	130	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:	0	530	250	70	380	0	0	0	0	130	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	250	70	380	0	0	0	0	130	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
FinalVolume:	0	530	250	70	380	0	0	0	0	130	0	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	0.92	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.10	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.45	0.45	0.13	0.58	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.31	0.32	0.31	0.17	0.00	0.00	0.00	0.00	0.27	0.00	0.31
Delay/Veh:	0.0	10.8	10.9	24.5	6.1	0.0	0.0	0.0	0.0	17.4	0.0	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:	0.0	10.8	10.9	24.5	6.1	0.0	0.0	0.0	0.0	17.4	0.0	17.6
LOS by Move:	A	B+	B+	C	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	3	3	1	2	0	0	0	0	2	0	3

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

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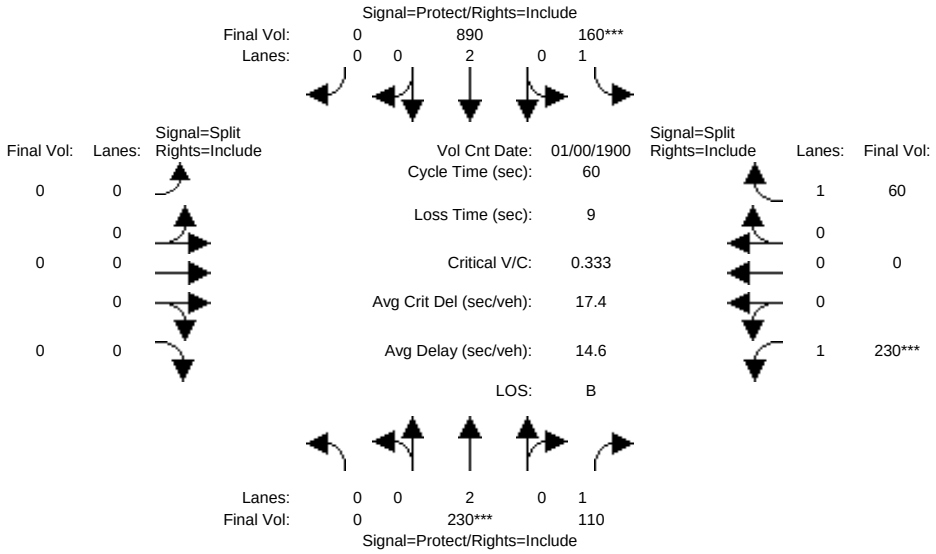
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	230	110	160	890	0	0	0	0	230	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	110	160	890	0	0	0	0	230	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	110	160	890	0	0	0	0	230	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	110	160	890	0	0	0	0	230	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	110	160	890	0	0	0	0	230	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	230	110	160	890	0	0	0	0	230	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.09	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.18	0.18	0.27	0.46	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Volume/Cap:	0.00	0.33	0.35	0.33	0.51	0.00	0.00	0.00	0.00	0.33	0.00	0.09
Delay/Veh:	0.0	21.7	22.1	17.8	11.9	0.0	0.0	0.0	0.0	13.0	0.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	22.1	17.8	11.9	0.0	0.0	0.0	0.0	13.0	0.0	11.5
LOS by Move:	A	C+	C+	B	B+	A	A	A	A	B	A	B+
HCM2kAvgQ:	0	2	2	2	6	0	0	0	0	3	0	1

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

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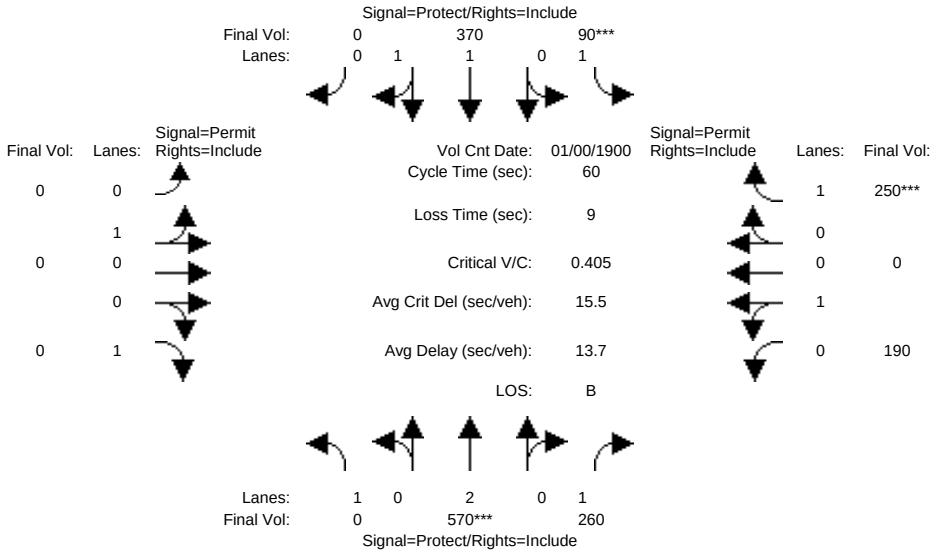
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	570	260	90	370	0	0	0	0	190	0	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:	0	570	260	90	370	0	0	0	0	190	0	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	260	90	370	0	0	0	0	190	0	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:	0	570	260	90	370	0	0	0	0	190	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	260	90	370	0	0	0	0	190	0	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
FinalVolume:	0	570	260	90	370	0	0	0	0	190	0	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	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.05	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.37	0.37	0.13	0.50	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.41	0.40	0.41	0.20	0.00	0.00	0.00	0.00	0.30	0.00	0.41
Delay/Veh:	0.0	14.2	14.4	25.3	8.5	0.0	0.0	0.0	0.0	14.3	0.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	14.4	25.3	8.5	0.0	0.0	0.0	0.0	14.3	0.0	15.1
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	4	2	2	0	0	0	0	3	0	4

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

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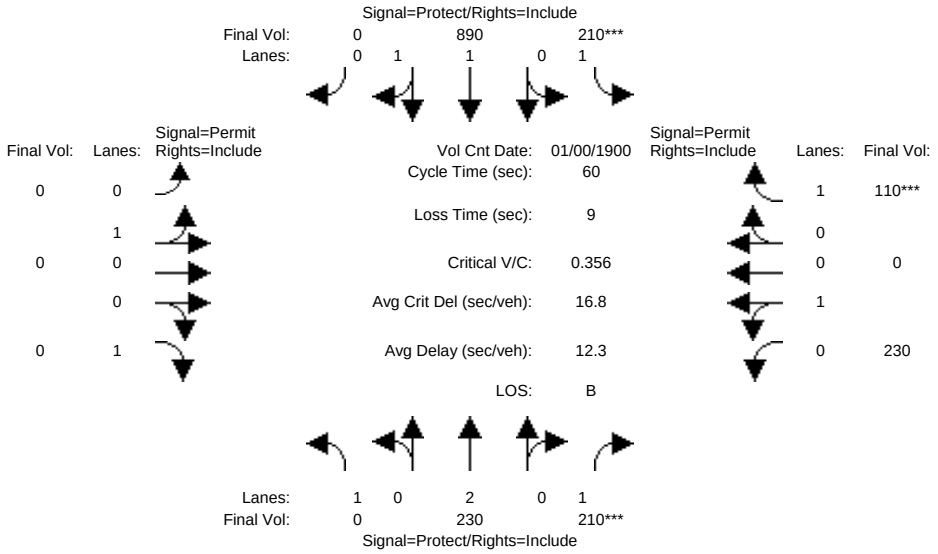
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	230	210	210	890	0	0	0	0	230	0	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:	0	230	210	210	890	0	0	0	0	230	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	210	210	890	0	0	0	0	230	0	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:	0	230	210	210	890	0	0	0	0	230	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	210	210	890	0	0	0	0	230	0	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
FinalVolume:	0	230	210	210	890	0	0	0	0	230	0	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	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	1800	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.12	0.12	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.34	0.34	0.34	0.67	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.18	0.36	0.36	0.36	0.00	0.00	0.00	0.00	0.72	0.00	0.36
Delay/Veh:	0.0	14.1	15.4	15.4	4.3	0.0	0.0	0.0	0.0	31.4	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	14.1	15.4	15.4	4.3	0.0	0.0	0.0	0.0	31.4	0.0	22.4
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	1	3	3	4	0	0	0	0	6	0	2

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

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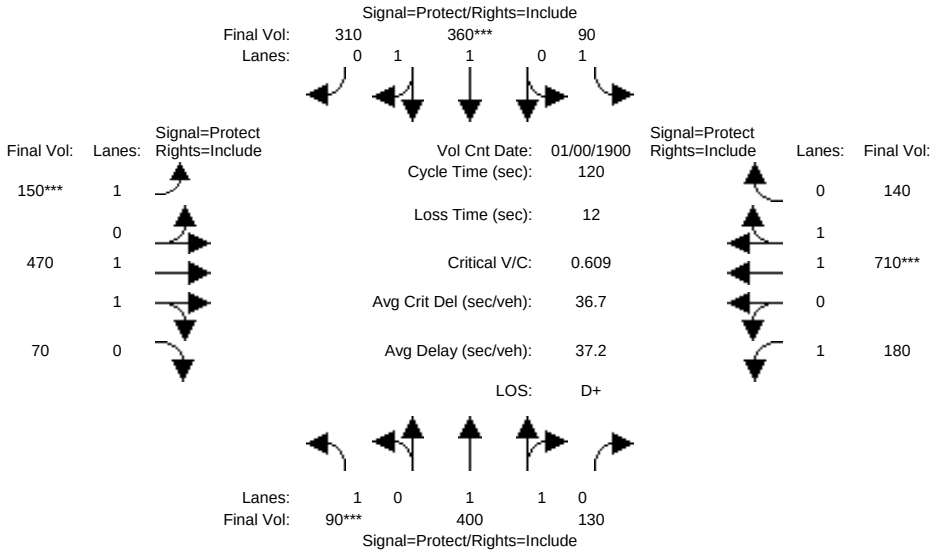
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	400	130	90	360	310	150	470	70	180	710	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	400	130	90	360	310	150	470	70	180	710	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	400	130	90	360	310	150	470	70	180	710	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:	90	400	130	90	360	310	150	470	70	180	710	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	400	130	90	360	310	150	470	70	180	710	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	400	130	90	360	310	150	470	70	180	710	140
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	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.05	0.95	1.00	1.73	0.27	1.00	1.66	0.34
Final Sat.:	1750	2792	907	1750	1987	1711	1750	3220	480	1750	3090	609
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.18	0.18	0.09	0.15	0.15	0.10	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.11	0.30	0.30	0.14	0.30	0.30	0.21	0.38	0.38
Volume/Cap:	0.61	0.53	0.53	0.47	0.61	0.61	0.61	0.48	0.48	0.48	0.61	0.61
Delay/Veh:	60.2	37.7	37.7	51.8	37.2	37.2	52.8	34.4	34.4	42.3	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	37.7	37.7	51.8	37.2	37.2	52.8	34.4	34.4	42.3	31.0	31.0
LOS by Move:	E	D+	D+	D-	D+	D+	D-	C-	C-	D	C	C
HCM2kAvgQ:	4	8	8	3	11	11	7	8	8	6	13	13

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

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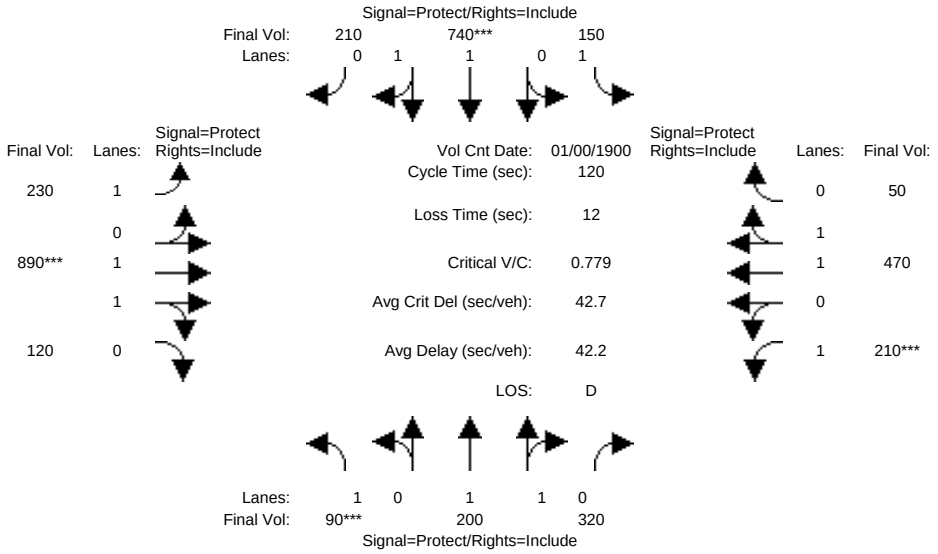
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	200	320	150	740	210	230	890	120	210	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	200	320	150	740	210	230	890	120	210	470	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	200	320	150	740	210	230	890	120	210	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	200	320	150	740	210	230	890	120	210	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	200	320	150	740	210	230	890	120	210	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	200	320	150	740	210	230	890	120	210	470	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.76	0.24	1.00	1.80	0.20
Final Sat.:	1750	1900	1750	1750	2881	818	1750	3260	440	1750	3344	356
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.18	0.09	0.26	0.26	0.13	0.27	0.27	0.12	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.27	0.27	0.13	0.33	0.33	0.24	0.35	0.35	0.15	0.26	0.26
Volume/Cap:	0.78	0.39	0.68	0.68	0.78	0.78	0.54	0.78	0.78	0.78	0.54	0.54
Delay/Veh:	83.1	36.0	41.7	58.3	39.6	39.6	40.9	37.9	37.9	62.3	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	36.0	41.7	58.3	39.6	39.6	40.9	37.9	37.9	62.3	38.8	38.8
LOS by Move:	F	D+	D	E+	D	D	D	D+	D+	E	D+	D+
HCM2kAvgQ:	4	6	11	6	17	17	8	18	18	8	8	8

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

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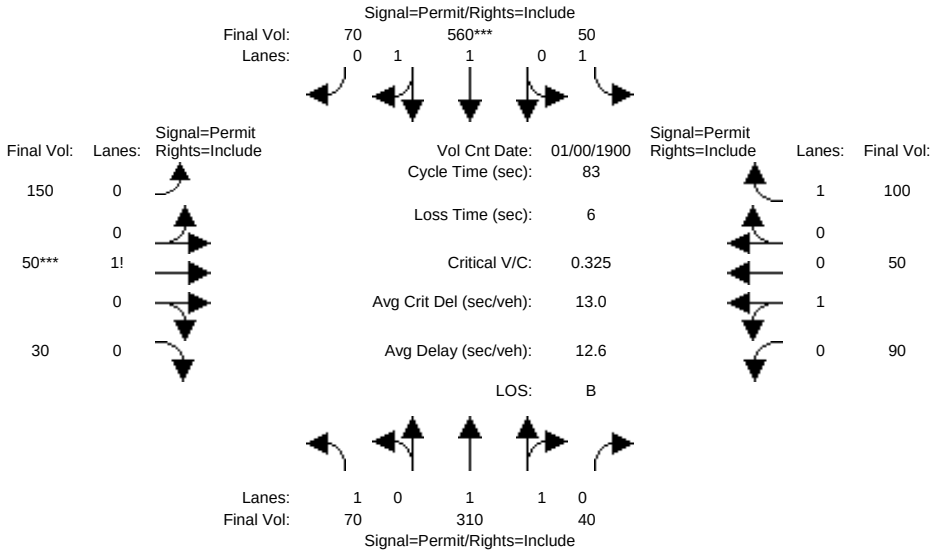
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	310	40	50	560	70	150	50	30	90	50	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:	70	310	40	50	560	70	150	50	30	90	50	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	310	40	50	560	70	150	50	30	90	50	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:	70	310	40	50	560	70	150	50	30	90	50	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	310	40	50	560	70	150	50	30	90	50	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
FinalVolume:	70	310	40	50	560	70	150	50	30	90	50	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	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.77	0.23	1.00	1.77	0.23	0.65	0.22	0.13	0.64	0.36	1.00
Final Sat.:	1750	3277	423	1750	3289	411	1141	380	228	1157	643	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.03	0.17	0.17	0.13	0.13	0.13	0.08	0.08	0.06
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.08	0.18	0.18	0.05	0.33	0.33	0.33	0.33	0.33	0.19	0.19	0.14
Delay/Veh:	9.8	10.4	10.4	9.7	11.5	11.5	17.2	17.2	17.2	16.1	16.1	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	10.4	10.4	9.7	11.5	11.5	17.2	17.2	17.2	16.1	16.1	15.7
LOS by Move:	A	B+	B+	A	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	1	5	5	4	4	4	2	2	2

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

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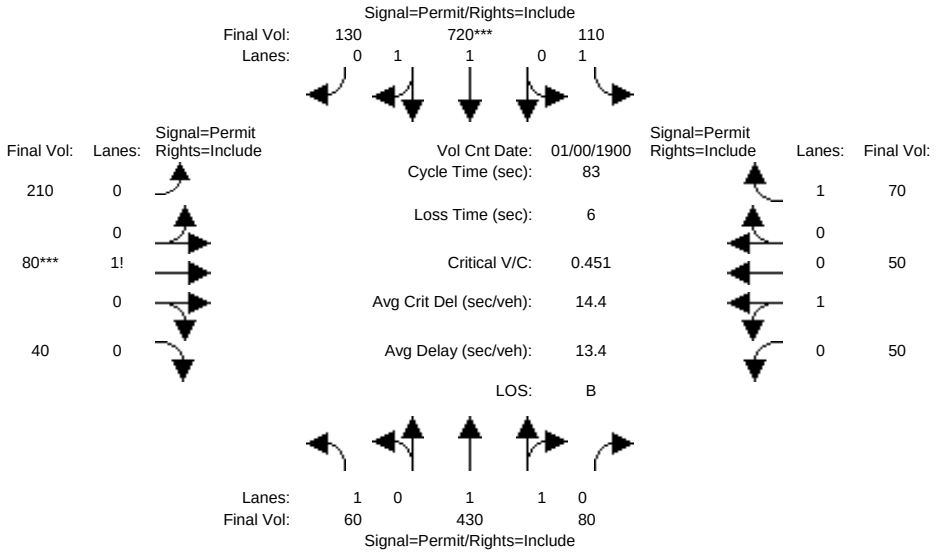
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	430	80	110	720	130	210	80	40	50	50	70
Growth Adj:	1.00	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	430	80	110	720	130	210	80	40	50	50	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	430	80	110	720	130	210	80	40	50	50	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	80	110	720	130	210	80	40	50	50	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	80	110	720	130	210	80	40	50	50	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	430	80	110	720	130	210	80	40	50	50	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.68	0.32	1.00	1.69	0.31	0.64	0.24	0.12	0.50	0.50	1.00
Final Sat.:	1750	3119	580	1750	3134	566	1114	424	212	900	900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.06	0.23	0.23	0.19	0.19	0.19	0.06	0.06	0.04
Crit Moves:					****			****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.07	0.27	0.27	0.12	0.45	0.45	0.45	0.45	0.45	0.13	0.13	0.10
Delay/Veh:	10.4	11.7	11.7	10.7	13.1	13.1	17.8	17.8	17.8	15.0	15.0	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	11.7	11.7	10.7	13.1	13.1	17.8	17.8	17.8	15.0	15.0	14.7
LOS by Move:	B+	B+	B+	B+	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	1	7	7	7	7	7	2	2	1

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

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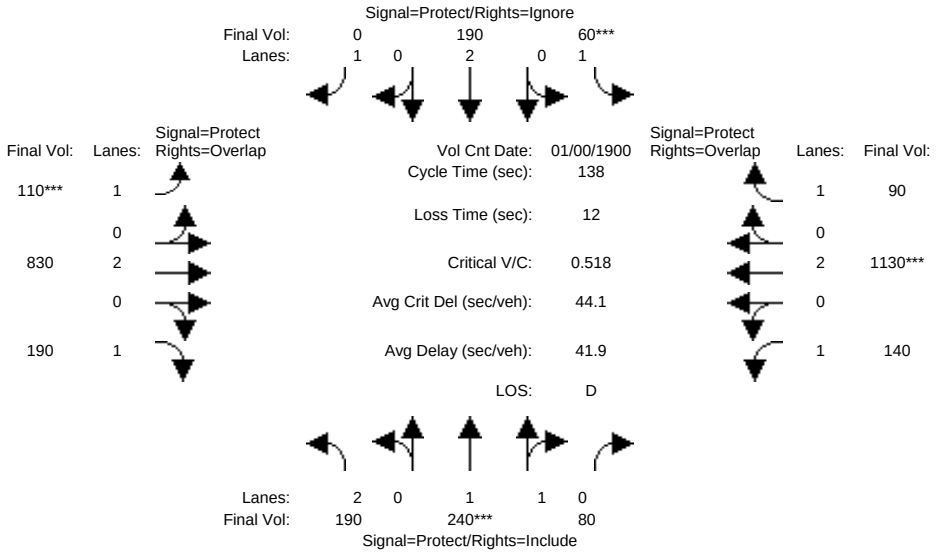
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	240	80	60	190	410	110	830	190	140	1130	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	240	80	60	190	410	110	830	190	140	1130	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	240	80	60	190	410	110	830	190	140	1130	90
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:	190	240	80	60	190	0	110	830	190	140	1130	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	240	80	60	190	0	110	830	190	140	1130	90
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:	190	240	80	60	190	0	110	830	190	140	1130	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2774	925	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.03	0.05	0.00	0.06	0.22	0.11	0.08	0.30	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.00	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.25	0.35	0.35	0.30	0.44	0.00	0.50	0.50	0.16	0.60	0.67	0.09
Delay/Veh:	50.8	52.3	52.3	68.8	69.7	0.0	69.9	34.2	9.6	72.7	37.9	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:	50.8	52.3	52.3	68.8	69.7	0.0	69.9	34.2	9.6	72.7	37.9	17.3
LOS by Move:	D	D-	D-	E	E	A	E	C-	A	E	D+	B
HCM2kAvgQ:	5	7	7	3	4	0	6	15	4	7	22	2

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

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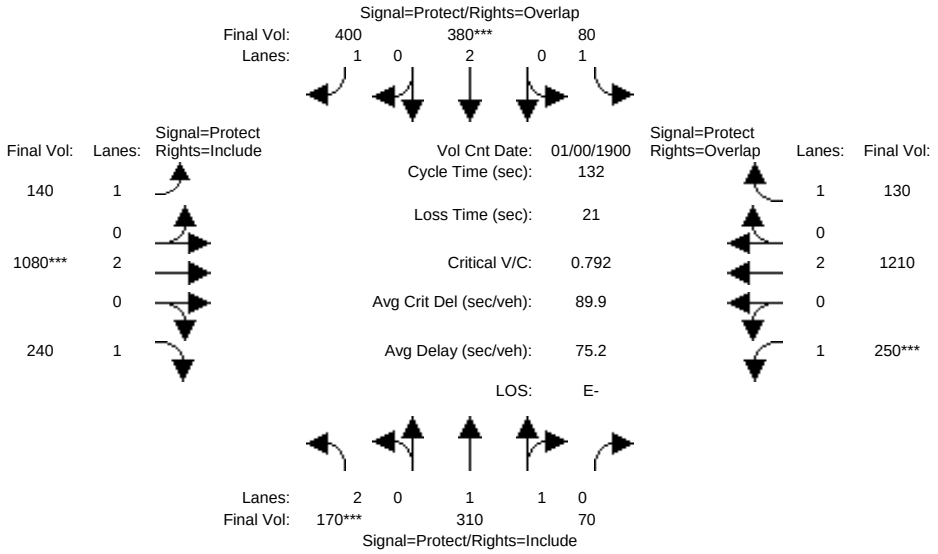
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	310	70	80	380	400	140	1080	240	250	1210	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	310	70	80	380	400	140	1080	240	250	1210	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	310	70	80	380	400	140	1080	240	250	1210	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	310	70	80	380	400	140	1080	240	250	1210	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	310	70	80	380	400	140	1080	240	250	1210	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	310	70	80	380	400	140	1080	240	250	1210	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.83	0.81	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2565	579	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.05	0.12	0.27	0.09	0.33	0.16	0.17	0.37	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.30	0.30	0.07	0.17	0.29	0.12	0.39	0.39	0.11	0.38	0.44
Volume/Cap:	0.32	0.40	0.40	0.82	0.69	0.94	0.80	0.87	0.42	1.51	0.99	0.20
Delay/Veh:	53.2	42.8	42.8	111.4	63.5	80.9	88.1	50.1	34.9	327.3	70.0	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:	53.2	42.8	42.8	111.4	63.5	80.9	88.1	50.1	34.9	327.3	70.0	26.0
LOS by Move:	D-	D	D	F	E	F	F	D	C-	F	E	C
HCM2kAvgQ:	5	8	8	4	9	22	9	27	11	24	30	5

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

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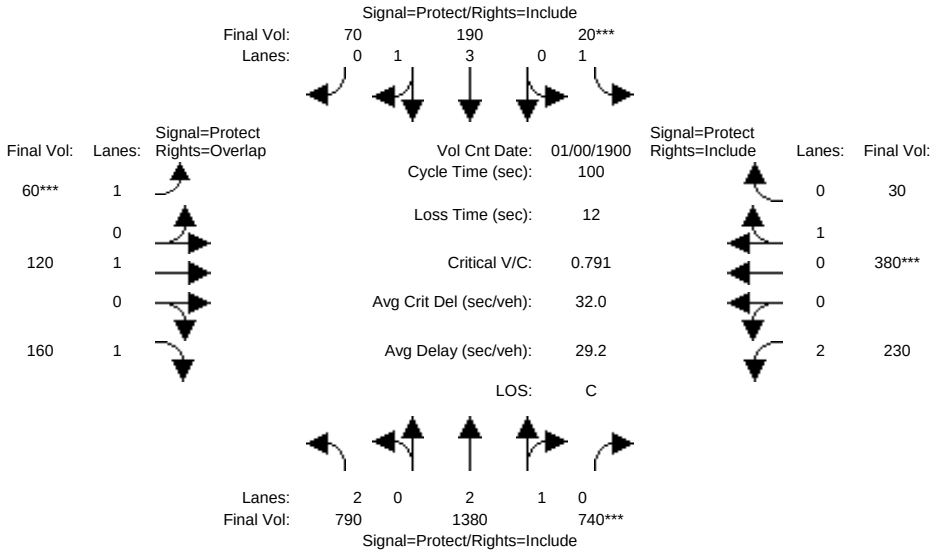
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	790	1380	740	20	190	70	60	120	160	230	380	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:	790	1380	740	20	190	70	60	120	160	230	380	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	790	1380	740	20	190	70	60	120	160	230	380	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	790	1380	740	20	190	70	60	120	160	230	380	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	1380	740	20	190	70	60	120	160	230	380	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	790	1380	740	20	190	70	60	120	160	230	380	30
Saturation 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	0.93	0.07
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1668	132
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.42	0.01	0.03	0.04	0.03	0.06	0.09	0.07	0.23	0.23
Crit Moves:			****	****			****				****	
Green/Cycle:	0.39	0.48	0.48	0.07	0.16	0.16	0.07	0.19	0.58	0.14	0.26	0.26
Volume/Cap:	0.64	0.76	0.88	0.16	0.21	0.25	0.49	0.33	0.16	0.53	0.88	0.88
Delay/Veh:	25.6	22.4	27.4	44.4	36.8	37.1	47.8	35.5	9.6	41.2	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	22.4	27.4	44.4	36.8	37.1	47.8	35.5	9.6	41.2	52.8	52.8
LOS by Move:	C	C+	C	D	D+	D+	D	D+	A	D	D-	D-
HCM2kAvgQ:	12	17	23	1	2	2	3	3	2	5	16	16

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

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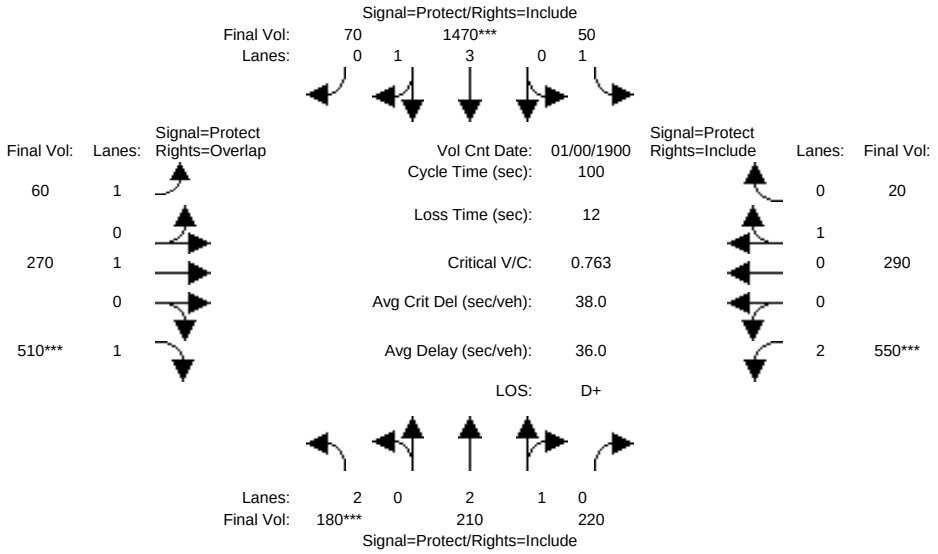
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	210	220	50	1470	70	60	270	510	550	290	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:	180	210	220	50	1470	70	60	270	510	550	290	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	210	220	50	1470	70	60	270	510	550	290	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	210	220	50	1470	70	60	270	510	550	290	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	210	220	50	1470	70	60	270	510	550	290	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
FinalVolume:	180	210	220	50	1470	70	60	270	510	550	290	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.81	0.19	1.00	1.00	1.00	2.00	0.94	0.06
Final Sat.:	3150	3800	1750	1750	7159	341	1750	1900	1750	3150	1684	116
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.13	0.03	0.21	0.21	0.03	0.14	0.29	0.17	0.17	0.17
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.22	0.22	0.12	0.27	0.27	0.15	0.29	0.37	0.23	0.37	0.37
Volume/Cap:	0.76	0.25	0.57	0.23	0.76	0.76	0.23	0.49	0.80	0.76	0.47	0.47
Delay/Veh:	59.1	32.2	35.7	40.1	35.4	35.4	37.9	30.0	35.4	40.9	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:	59.1	32.2	35.7	40.1	35.4	35.4	37.9	30.0	35.4	40.9	24.6	24.6
LOS by Move:	E+	C-	D+	D	D+	D+	D+	C	D+	D	C	C
HCM2kAvgQ:	4	3	6	2	13	13	2	7	17	11	8	8

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

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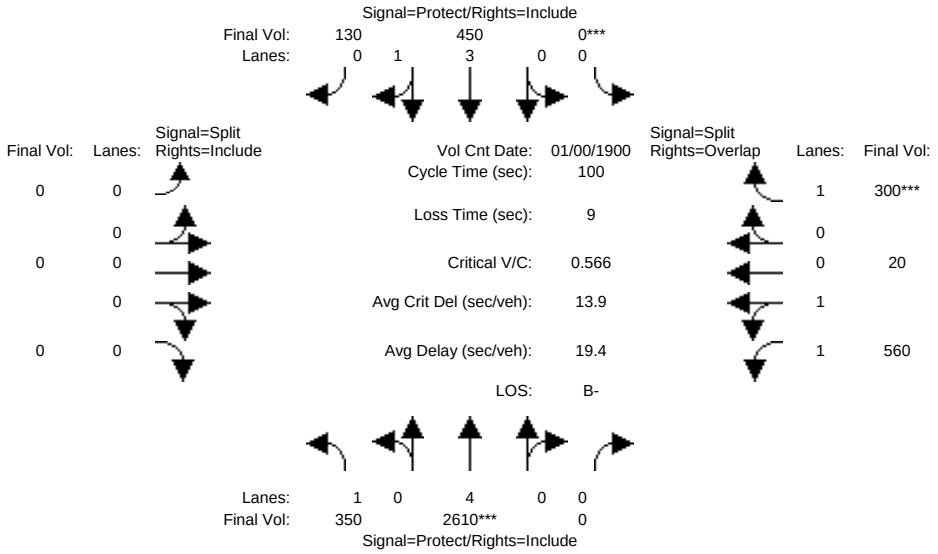
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	350	2610	0	0	450	130	0	0	0	560	20	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	2610	0	0	450	130	0	0	0	560	20	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	2610	0	0	450	130	0	0	0	560	20	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	2610	0	0	450	130	0	0	0	560	20	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	2610	0	0	450	130	0	0	0	560	20	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	2610	0	0	450	130	0	0	0	560	20	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.07	0.93	0.00	0.00	0.00	1.93	0.07	1.00
Final Sat.:	1750	7600	0	0	5816	1680	0	0	0	3428	122	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.34	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.16	0.16	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.40	0.61	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.49	0.57	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.54	0.54	0.57
Delay/Veh:	22.7	11.9	0.0	0.0	34.6	34.6	0.0	0.0	0.0	29.6	29.6	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	11.9	0.0	0.0	34.6	34.6	0.0	0.0	0.0	29.6	29.6	30.7
LOS by Move:	C+	B+	A	A	C-	C-	A	A	A	C	C	C
HCM2kAvgQ:	8	12	0	0	4	4	0	0	0	8	8	9

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

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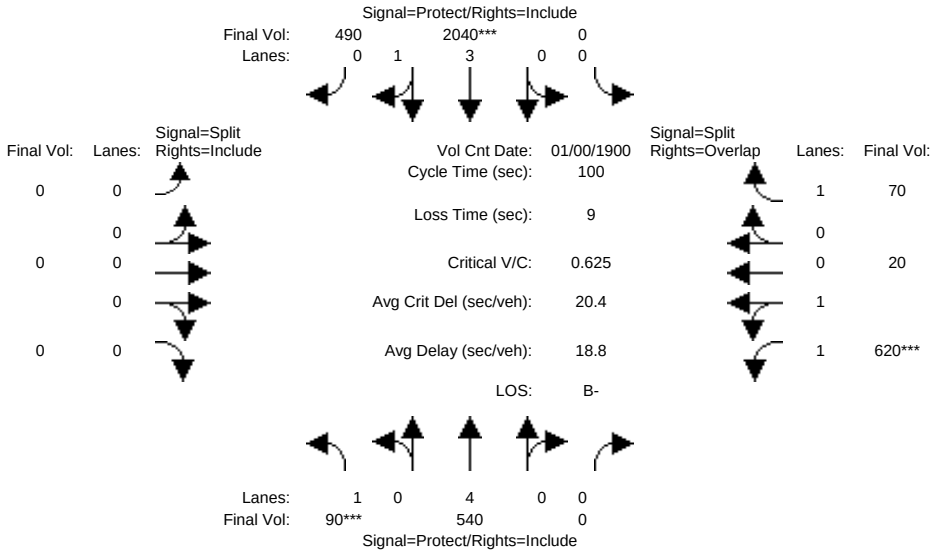
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	540	0	0	2040	490	0	0	0	620	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	540	0	0	2040	490	0	0	0	620	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	540	0	0	2040	490	0	0	0	620	20	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	540	0	0	2040	490	0	0	0	620	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	540	0	0	2040	490	0	0	0	620	20	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	540	0	0	2040	490	0	0	0	620	20	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.19	0.81	0.00	0.00	0.00	1.94	0.06	1.00
Final Sat.:	1750	7600	0	0	6045	1452	0	0	0	3439	111	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.18	0.18	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.62	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.63	0.11	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.63	0.14
Delay/Veh:	52.8	7.7	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.1	32.1	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:	52.8	7.7	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.1	32.1	26.5
LOS by Move:	D-	A	A	A	B	B	A	A	A	C-	C-	C
HCM2kAvgQ:	3	2	0	0	13	13	0	0	0	10	10	2

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

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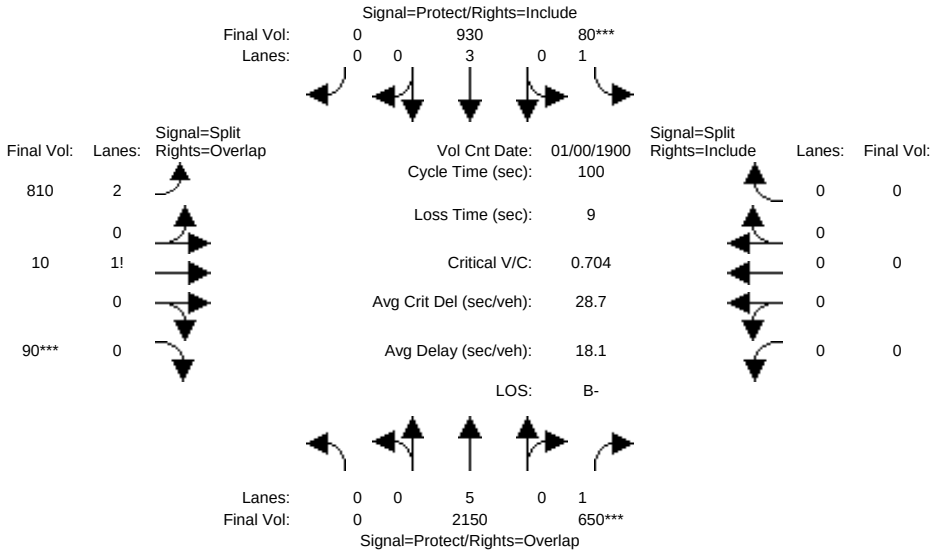
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2150	650	80	930	0	810	10	90	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	2150	650	80	930	0	810	10	90	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2150	650	80	930	0	810	10	90	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	2150	650	80	930	0	810	10	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2150	650	80	930	0	810	10	90	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	2150	650	80	930	0	810	10	90	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	0.85	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.74	0.03	0.23	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4444	45	402	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.37	0.05	0.16	0.00	0.18	0.22	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.52	0.52	0.07	0.59	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.71	0.65	0.27	0.00	0.58	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	20.6	57.3	9.9	0.0	29.1	32.0	32.0	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	14.7	20.6	57.3	9.9	0.0	29.1	32.0	32.0	0.0	0.0	0.0
LOS by Move:	A	B	C+	E+	A	A	C	C-	C-	A	A	A
HCM2kAvgQ:	0	8	16	3	4	0	9	13	13	0	0	0

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

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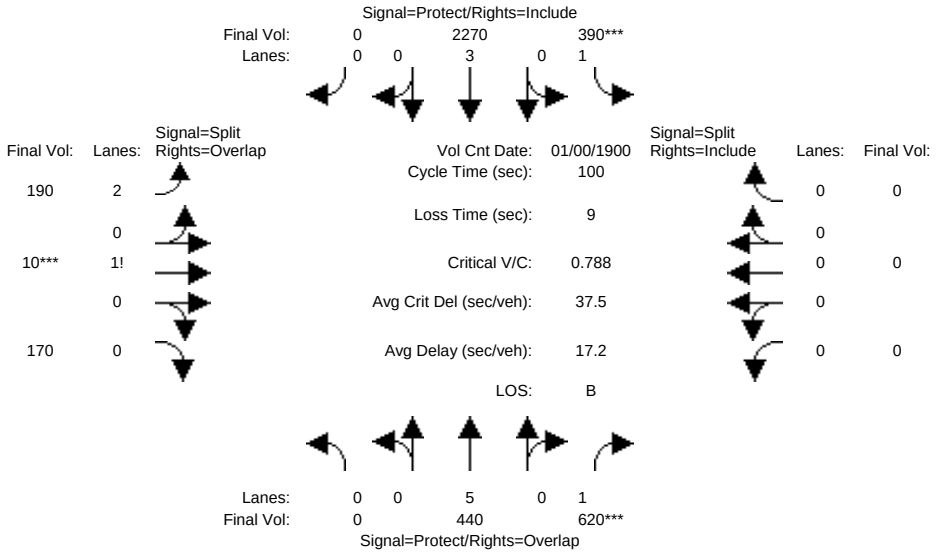
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	440	620	390	2270	0	190	10	170	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	440	620	390	2270	0	190	10	170	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	440	620	390	2270	0	190	10	170	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	440	620	390	2270	0	190	10	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	440	620	390	2270	0	190	10	170	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	440	620	390	2270	0	190	10	170	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	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.29	0.04	0.67	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3602	71	1212	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.35	0.22	0.40	0.00	0.05	0.14	0.14	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.45	0.45	0.28	0.73	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.10	0.79	0.79	0.54	0.00	0.30	0.79	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	28.8	41.4	6.1	0.0	35.8	48.0	48.0	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	15.9	28.8	41.4	6.1	0.0	35.8	48.0	48.0	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D+	D	D	A	A	A
HCM2kAvgQ:	0	1	18	12	10	0	3	10	10	0	0	0

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

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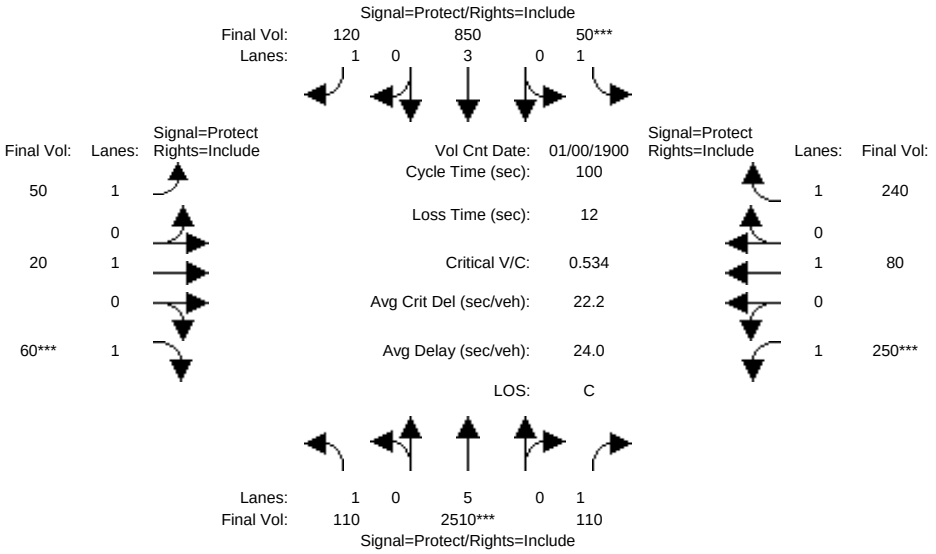
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	2510	110	50	850	120	50	20	60	250	80	240
Growth Adj:	1.00	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	2510	110	50	850	120	50	20	60	250	80	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2510	110	50	850	120	50	20	60	250	80	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:	110	2510	110	50	850	120	50	20	60	250	80	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2510	110	50	850	120	50	20	60	250	80	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
FinalVolume:	110	2510	110	50	850	120	50	20	60	250	80	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.06	0.03	0.15	0.07	0.03	0.01	0.03	0.14	0.04	0.14
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.46	0.46	0.07	0.36	0.36	0.12	0.10	0.10	0.25	0.23	0.23
Volume/Cap:	0.37	0.57	0.14	0.41	0.41	0.19	0.24	0.11	0.34	0.57	0.18	0.59
Delay/Veh:	37.6	19.9	15.6	46.7	24.1	22.0	40.7	41.2	43.1	34.7	31.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	19.9	15.6	46.7	24.1	22.0	40.7	41.2	43.1	34.7	31.1	36.6
LOS by Move:	D+	B-	B	D	C	C+	D	D	D	C-	C	D+
HCM2kAvgQ:	3	10	2	2	6	3	2	1	2	8	2	8

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

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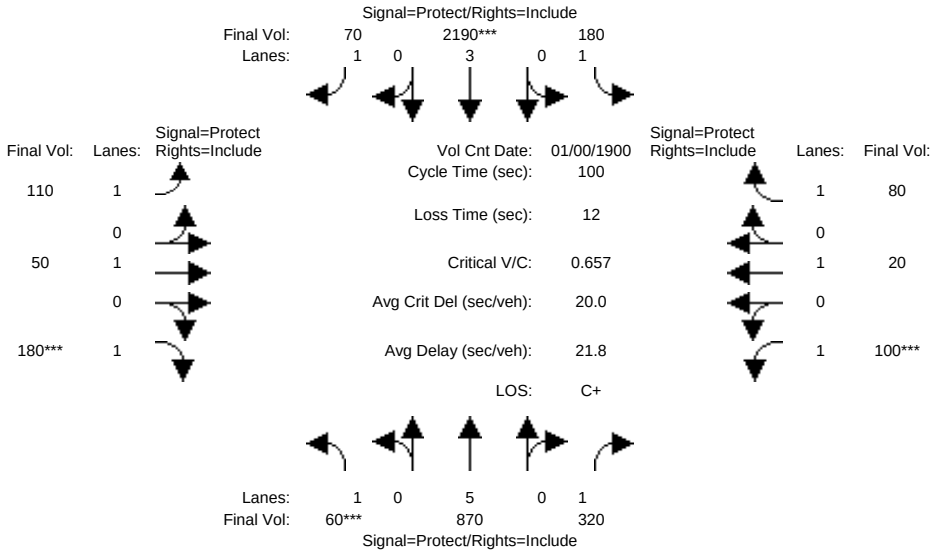
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	870	320	180	2190	70	110	50	180	100	20	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:	60	870	320	180	2190	70	110	50	180	100	20	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	870	320	180	2190	70	110	50	180	100	20	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:	60	870	320	180	2190	70	110	50	180	100	20	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	870	320	180	2190	70	110	50	180	100	20	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
FinalVolume:	60	870	320	180	2190	70	110	50	180	100	20	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.18	0.10	0.38	0.04	0.06	0.03	0.10	0.06	0.01	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.41	0.41	0.23	0.57	0.57	0.10	0.15	0.15	0.09	0.14	0.14
Volume/Cap:	0.49	0.22	0.45	0.45	0.67	0.07	0.64	0.17	0.67	0.67	0.08	0.33
Delay/Veh:	47.8	19.1	21.7	33.7	15.4	9.6	51.4	37.1	46.5	55.8	37.5	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:	47.8	19.1	21.7	33.7	15.4	9.6	51.4	37.1	46.5	55.8	37.5	39.5
LOS by Move:	D	B-	C+	C-	B	A	D-	D+	D	E+	D+	D
HCM2kAvgQ:	2	3	7	5	15	1	5	1	7	5	1	3

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

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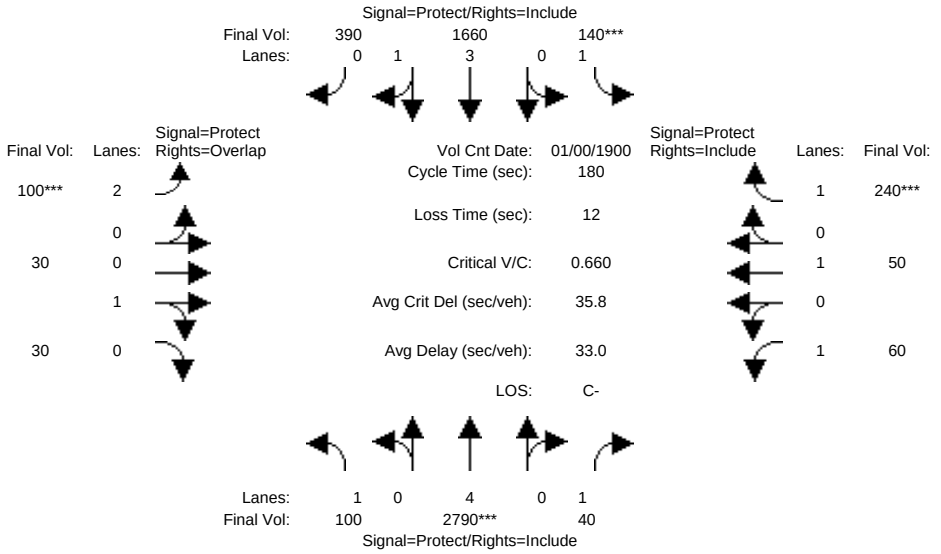
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	100	2790	40	140	1660	390	100	30	30	60	50	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2790	40	140	1660	390	100	30	30	60	50	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2790	40	140	1660	390	100	30	30	60	50	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:	100	2790	40	140	1660	390	100	30	30	60	50	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2790	40	140	1660	390	100	30	30	60	50	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
FinalVolume:	100	2790	40	140	1660	390	100	30	30	60	50	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.21	0.79	2.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6071	1426	3150	900	900	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.02	0.08	0.27	0.27	0.03	0.03	0.03	0.03	0.03	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.56	0.56	0.12	0.56	0.56	0.05	0.15	0.27	0.11	0.21	0.21
Volume/Cap:	0.49	0.66	0.04	0.66	0.49	0.49	0.66	0.22	0.12	0.33	0.13	0.66
Delay/Veh:	76.2	28.4	18.2	83.0	24.0	24.0	94.5	67.6	50.1	75.6	58.2	69.9
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:	76.2	28.4	18.2	83.0	24.0	24.0	94.5	67.6	50.1	75.6	58.2	69.9
LOS by Move:	E-	C	B-	F	C	C	F	E	D	E-	E+	E
HCM2kAvgQ:	5	26	1	7	16	16	4	3	3	3	2	14

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

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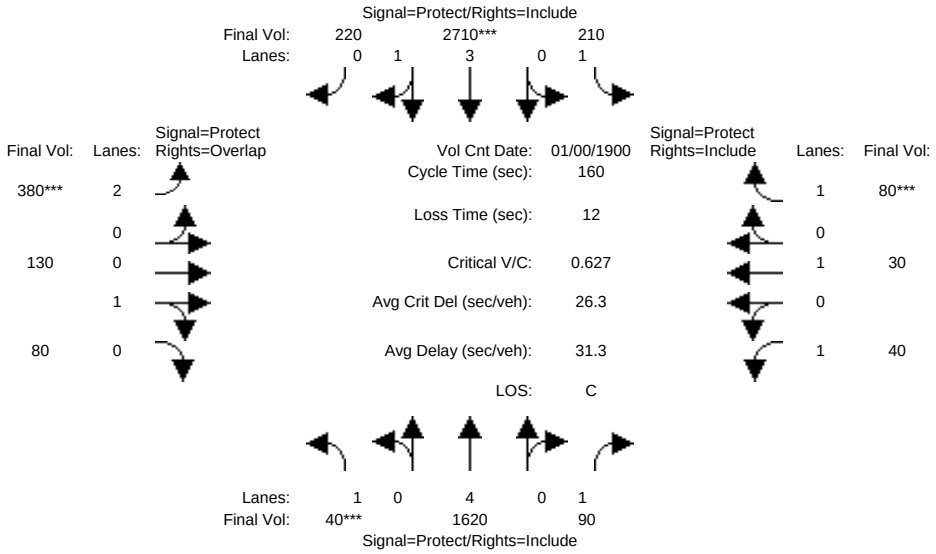
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	1620	90	210	2710	220	380	130	80	40	30	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:	40	1620	90	210	2710	220	380	130	80	40	30	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1620	90	210	2710	220	380	130	80	40	30	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:	40	1620	90	210	2710	220	380	130	80	40	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1620	90	210	2710	220	380	130	80	40	30	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
FinalVolume:	40	1620	90	210	2710	220	380	130	80	40	30	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	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.69	0.31	2.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6936	563	3150	1114	686	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.05	0.12	0.39	0.39	0.12	0.12	0.12	0.02	0.02	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.42	0.42	0.24	0.62	0.62	0.19	0.19	0.24	0.07	0.07	0.07
Volume/Cap:	0.52	0.50	0.12	0.50	0.63	0.63	0.63	0.61	0.50	0.32	0.22	0.63
Delay/Veh:	81.3	33.9	28.1	53.7	19.4	19.4	61.8	62.4	53.9	72.0	70.8	82.1
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:	81.3	33.9	28.1	53.7	19.4	19.4	61.8	62.4	53.9	72.0	70.8	82.1
LOS by Move:	F	C-	C	D-	B-	B-	E	E	D-	E	E	F
HCM2kAvgQ:	2	14	3	9	21	21	11	10	9	2	2	5

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

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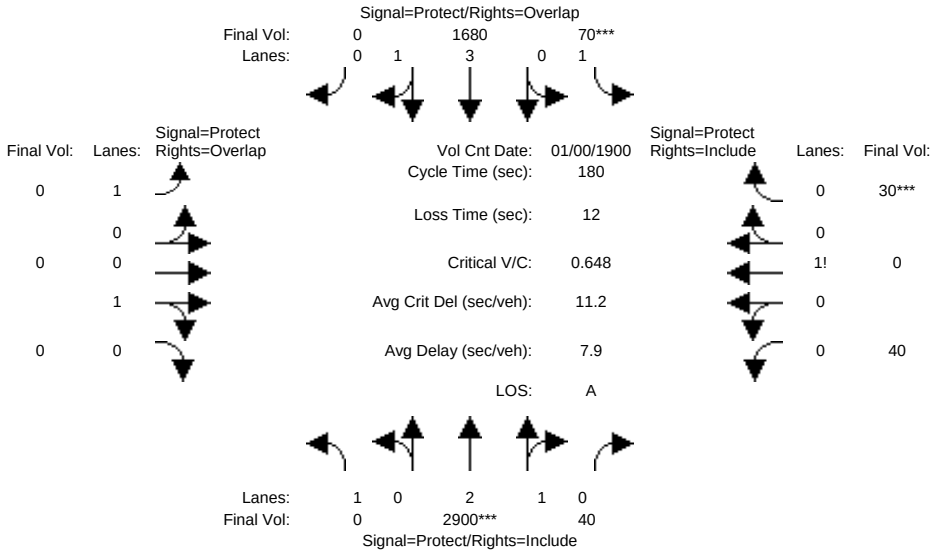
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2900	40	70	1680	0	0	0	0	40	0	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:	0	2900	40	70	1680	0	0	0	0	40	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2900	40	70	1680	0	0	0	0	40	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2900	40	70	1680	0	0	0	0	40	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2900	40	70	1680	0	0	0	0	40	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2900	40	70	1680	0	0	0	0	40	0	30
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	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	4.00	0.00	1.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	1750	5524	76	1750	7500	0	1750	1900	0	1000	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.22	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.81	0.81	0.06	0.87	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.65	0.65	0.65	0.26	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Delay/Veh:	0.0	7.2	7.2	95.5	1.9	0.0	0.0	0.0	0.0	95.5	0.0	95.5
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	7.2	7.2	95.5	1.9	0.0	0.0	0.0	0.0	95.5	0.0	95.5
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	22	22	4	4	0	0	0	0	5	0	5

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

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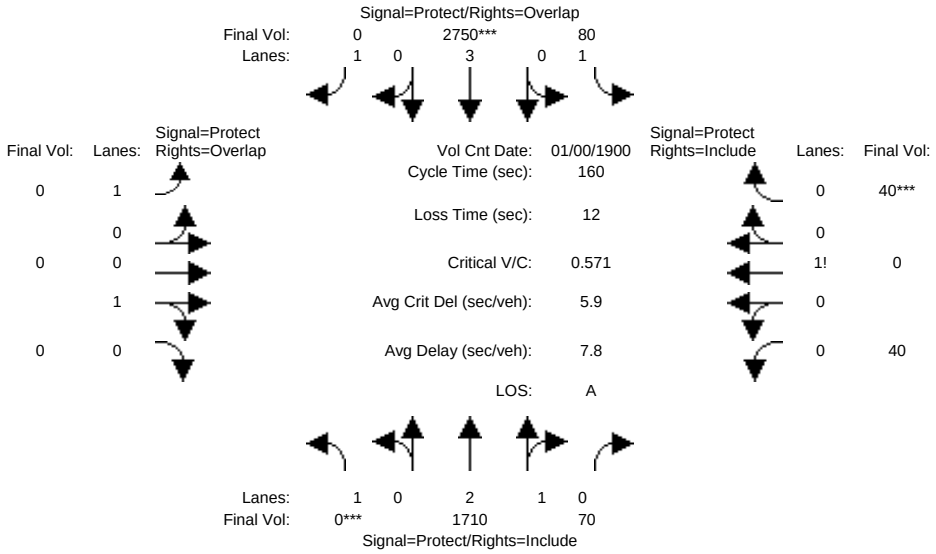
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1710	70	80	2750	0	0	0	0	40	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	70	80	2750	0	0	0	0	40	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1710	70	80	2750	0	0	0	0	40	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1710	70	80	2750	0	0	0	0	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1710	70	80	2750	0	0	0	0	40	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1710	70	80	2750	0	0	0	0	40	0	40
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	2.88	0.12	1.00	3.00	1.00	1.00	1.00	0.00	0.50	0.00	0.50
Final Sat.:	1750	5379	220	1750	5700	1750	1750	1900	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.48	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.74	0.74	0.11	0.84	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.43	0.43	0.43	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Delay/Veh:	0.0	8.1	8.1	68.6	3.9	0.0	0.0	0.0	0.0	76.5	0.0	76.5
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	8.1	8.1	68.6	3.9	0.0	0.0	0.0	0.0	76.5	0.0	76.5
LOS by Move:	A	A	A	E	A	A	A	A	A	E-	A	E-
HCM2kAvgQ:	0	11	11	4	13	0	0	0	0	5	0	5

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

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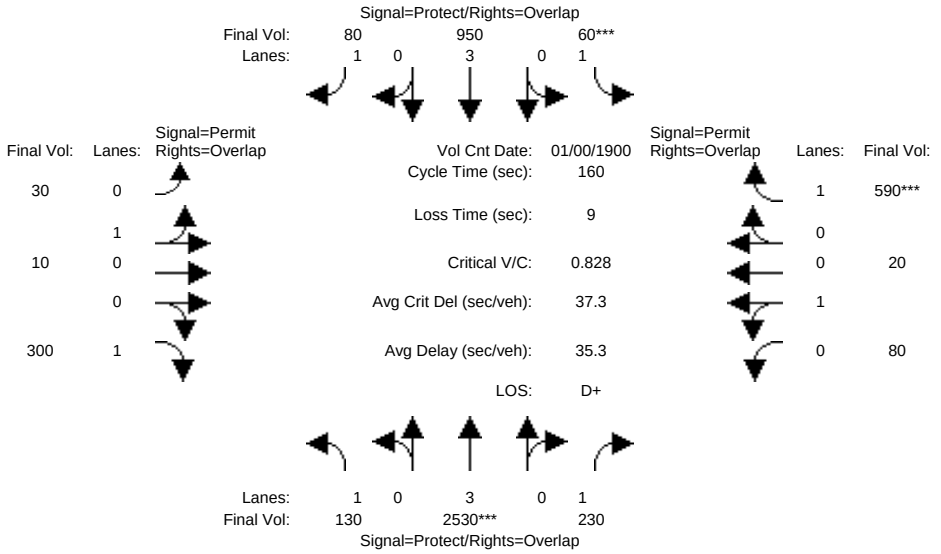
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	2530	230	60	950	80	30	10	300	80	20	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	2530	230	60	950	80	30	10	300	80	20	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	2530	230	60	950	80	30	10	300	80	20	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	2530	230	60	950	80	30	10	300	80	20	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	2530	230	60	950	80	30	10	300	80	20	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	2530	230	60	950	80	30	10	300	80	20	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.75	0.25	1.00	0.80	0.20	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1350	450	1750	1440	360	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.13	0.03	0.17	0.05	0.02	0.02	0.17	0.06	0.06	0.34
Crit Moves:		****		****								****
Green/Cycle:	0.18	0.54	0.54	0.04	0.41	0.41	0.36	0.36	0.54	0.36	0.36	0.40
Volume/Cap:	0.41	0.82	0.24	0.78	0.41	0.11	0.06	0.06	0.32	0.16	0.16	0.84
Delay/Veh:	58.9	32.0	19.5	115.5	34.1	29.7	33.7	33.7	20.7	35.0	35.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	32.0	19.5	115.5	34.1	29.7	33.7	33.7	20.7	35.0	35.0	52.0
LOS by Move:	E+	C-	B-	F	C-	C	C-	C-	C+	D+	D+	D-
HCM2kAvgQ:	6	35	6	3	11	3	1	1	9	3	3	30

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

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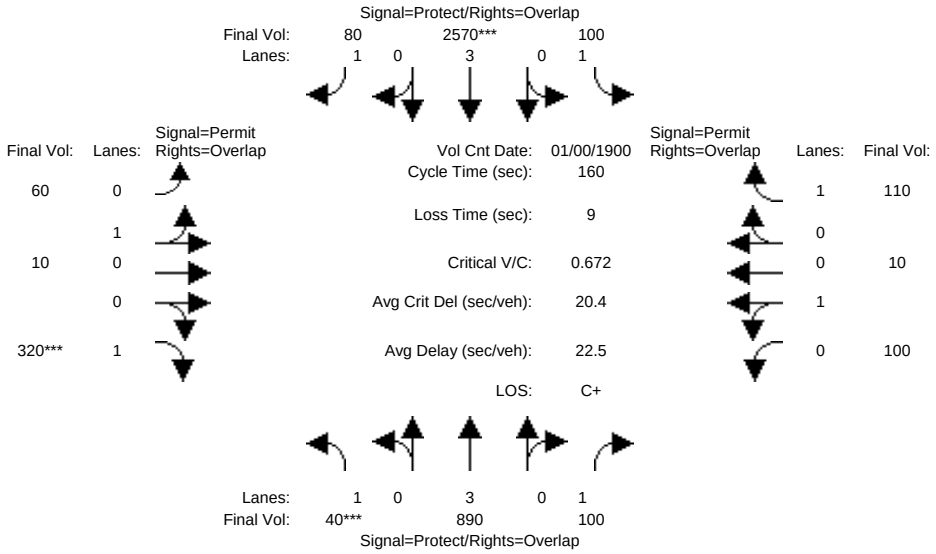
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	890	100	100	2570	80	60	10	320	100	10	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:	40	890	100	100	2570	80	60	10	320	100	10	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	890	100	100	2570	80	60	10	320	100	10	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:	40	890	100	100	2570	80	60	10	320	100	10	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	890	100	100	2570	80	60	10	320	100	10	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
FinalVolume:	40	890	100	100	2570	80	60	10	320	100	10	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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1543	257	1750	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.06	0.45	0.05	0.04	0.04	0.18	0.06	0.06	0.06
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.54	0.54	0.20	0.69	0.69	0.21	0.21	0.26	0.21	0.21	0.41
Volume/Cap:	0.52	0.29	0.11	0.29	0.66	0.07	0.18	0.18	0.71	0.29	0.29	0.15
Delay/Veh:	81.3	20.5	18.4	55.3	14.6	8.2	51.9	51.9	59.6	53.3	53.3	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	20.5	18.4	55.3	14.6	8.2	51.9	51.9	59.6	53.3	53.3	30.0
LOS by Move:	F	C+	B-	E+	B	A	D-	D-	E+	D-	D-	C
HCM2kAvgQ:	3	8	2	4	22	1	3	3	16	5	5	4

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

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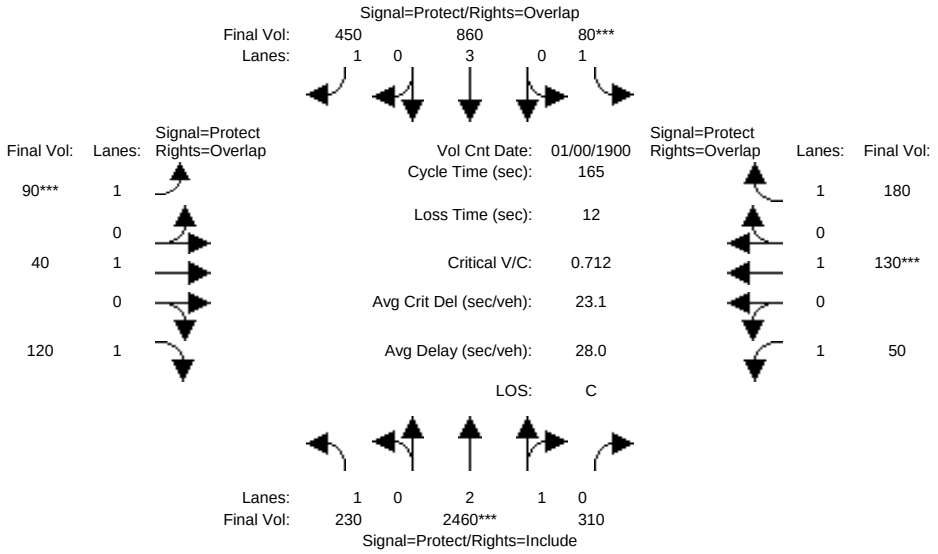
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	2460	310	80	860	450	90	40	120	50	130	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:	230	2460	310	80	860	450	90	40	120	50	130	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2460	310	80	860	450	90	40	120	50	130	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:	230	2460	310	80	860	450	90	40	120	50	130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2460	310	80	860	450	90	40	120	50	130	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
FinalVolume:	230	2460	310	80	860	450	90	40	120	50	130	180
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	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4972	627	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.49	0.49	0.05	0.15	0.26	0.05	0.02	0.07	0.03	0.07	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.69	0.69	0.06	0.46	0.54	0.07	0.10	0.39	0.07	0.10	0.16
Volume/Cap:	0.44	0.71	0.71	0.71	0.33	0.48	0.71	0.21	0.17	0.41	0.71	0.64
Delay/Veh:	47.7	15.8	15.8	94.9	28.1	24.4	92.2	69.0	32.6	75.8	84.8	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:	47.7	15.8	15.8	94.9	28.1	24.4	92.2	69.0	32.6	75.8	84.8	69.8
LOS by Move:	D	B	B	F	C	C	F	E	C-	E-	F	E
HCM2kAvgQ:	10	28	28	6	9	15	6	2	4	3	8	10

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

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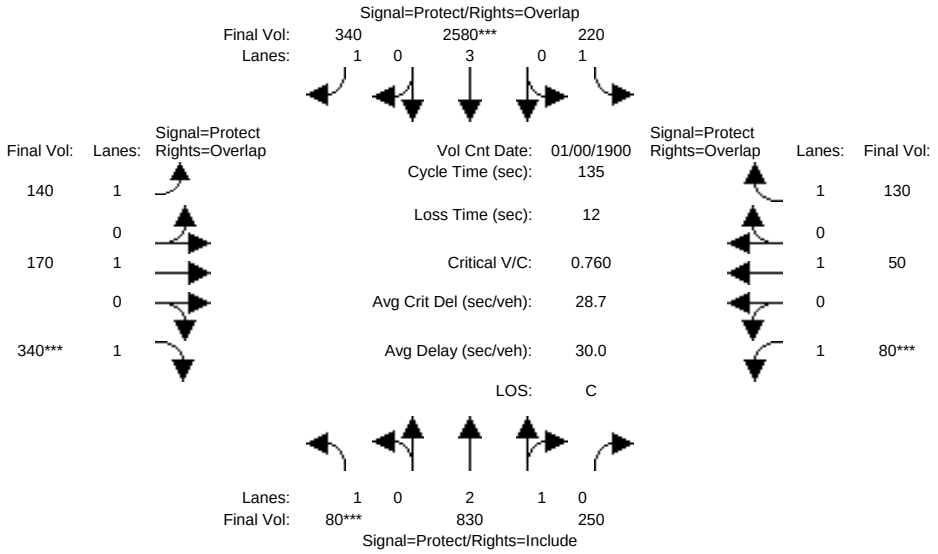
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	830	250	220	2580	340	140	170	340	80	50	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	830	250	220	2580	340	140	170	340	80	50	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	830	250	220	2580	340	140	170	340	80	50	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	830	250	220	2580	340	140	170	340	80	50	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	830	250	220	2580	340	140	170	340	80	50	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	830	250	220	2580	340	140	170	340	80	50	130
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	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4302	1296	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.13	0.45	0.19	0.08	0.09	0.19	0.05	0.03	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.40	0.40	0.26	0.60	0.72	0.13	0.19	0.25	0.06	0.12	0.38
Volume/Cap:	0.76	0.49	0.49	0.49	0.76	0.27	0.62	0.48	0.79	0.76	0.22	0.20
Delay/Veh:	89.5	30.6	30.6	43.3	21.2	6.5	61.0	50.0	56.6	89.5	54.3	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	30.6	30.6	43.3	21.2	6.5	61.0	50.0	56.6	89.5	54.3	28.4
LOS by Move:	F	C	C	D	C+	A	E	D	E+	F	D-	C
HCM2kAvgQ:	5	11	11	9	27	5	7	7	16	5	2	4

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

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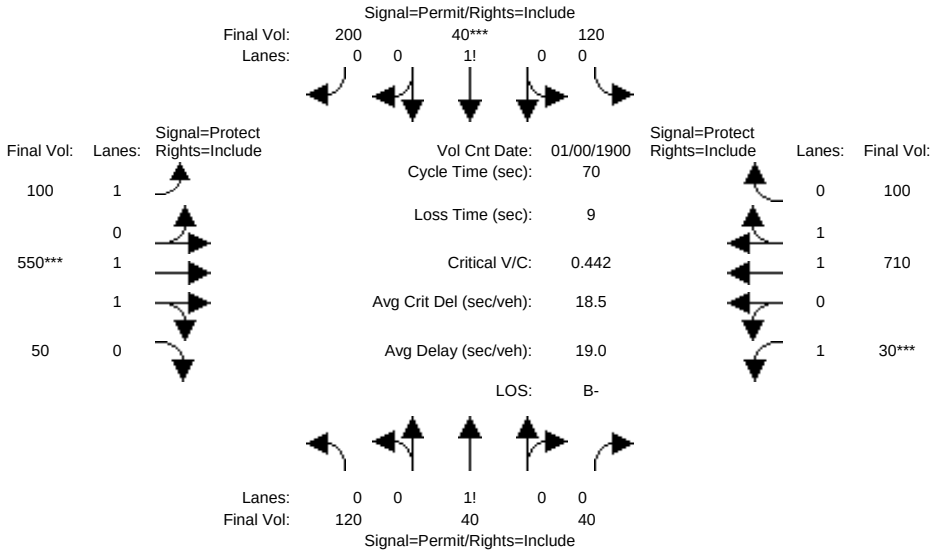
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	40	40	120	40	200	100	550	50	30	710	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:	120	40	40	120	40	200	100	550	50	30	710	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	40	40	120	40	200	100	550	50	30	710	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:	120	40	40	120	40	200	100	550	50	30	710	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	40	40	120	40	200	100	550	50	30	710	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
FinalVolume:	120	40	40	120	40	200	100	550	50	30	710	100
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:	0.60	0.20	0.20	0.33	0.11	0.56	1.00	1.83	0.17	1.00	1.75	0.25
Final Sat.:	1050	350	350	583	194	972	1750	3391	308	1750	3243	457
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.21	0.21	0.21	0.06	0.16	0.16	0.02	0.22	0.22
Crit Moves:					****			****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.10	0.32	0.32	0.14	0.37	0.37
Volume/Cap:	0.28	0.28	0.28	0.50	0.50	0.50	0.59	0.50	0.50	0.12	0.59	0.59
Delay/Veh:	14.1	14.1	14.1	16.1	16.1	16.1	36.0	19.6	19.6	26.4	18.6	18.6
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	14.1	14.1	16.1	16.1	16.1	36.0	19.6	19.6	26.4	18.6	18.6
LOS by Move:	B	B	B	B	B	B	D+	B-	B-	C	B-	B-
HCM2kAvgQ:	3	3	3	7	7	7	2	5	5	1	7	7

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

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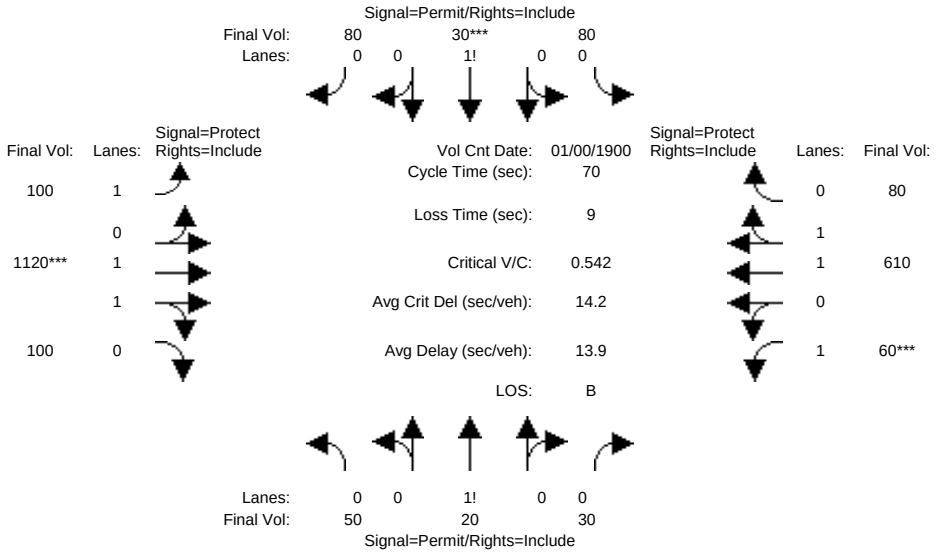
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	20	30	80	30	80	100	1120	100	60	610	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:	50	20	30	80	30	80	100	1120	100	60	610	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	30	80	30	80	100	1120	100	60	610	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:	50	20	30	80	30	80	100	1120	100	60	610	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	30	80	30	80	100	1120	100	60	610	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
FinalVolume:	50	20	30	80	30	80	100	1120	100	60	610	80
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:	0.50	0.20	0.30	0.42	0.16	0.42	1.00	1.83	0.17	1.00	1.76	0.24
Final Sat.:	875	350	525	737	276	737	1750	3396	303	1750	3271	429
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.06	0.33	0.33	0.03	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.16	0.55	0.55	0.14	0.53	0.53
Volume/Cap:	0.32	0.32	0.32	0.60	0.60	0.60	0.35	0.60	0.60	0.24	0.35	0.35
Delay/Veh:	25.5	25.5	25.5	29.6	29.6	29.6	26.8	11.2	11.2	27.1	9.7	9.7
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:	25.5	25.5	25.5	29.6	29.6	29.6	26.8	11.2	11.2	27.1	9.7	9.7
LOS by Move:	C	C	C	C	C	C	C	B+	B+	C	A	A
HCM2kAvgQ:	2	2	2	5	5	5	2	9	9	1	4	4

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

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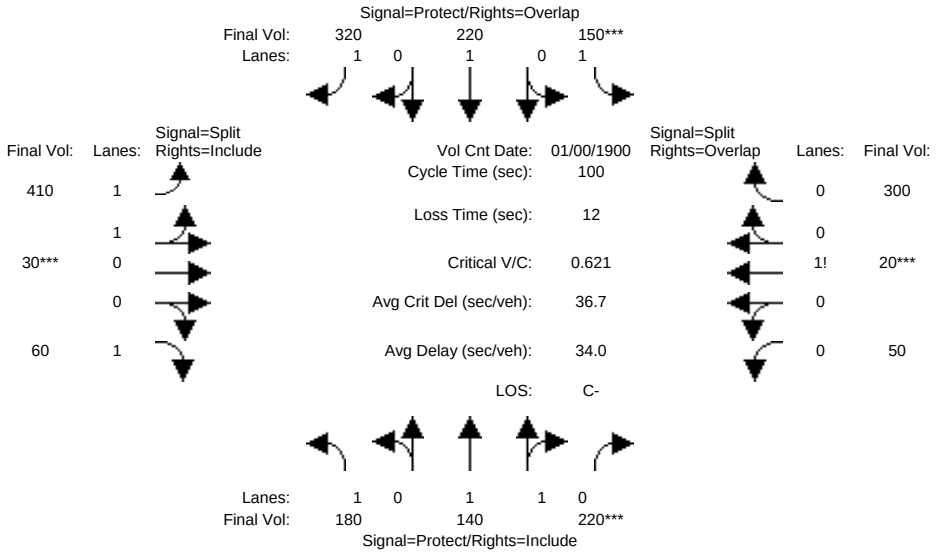
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	140	220	150	220	320	410	30	60	50	20	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	140	220	150	220	320	410	30	60	50	20	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	140	220	150	220	320	410	30	60	50	20	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	140	220	150	220	320	410	30	60	50	20	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	140	220	150	220	320	410	30	60	50	20	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	140	220	150	220	320	410	30	60	50	20	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	0.14	0.05	0.81
Final Sat.:	1750	1900	1750	1750	1900	1750	3308	242	1750	236	95	1419
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.13	0.09	0.12	0.18	0.12	0.12	0.03	0.21	0.21	0.21
Crit Moves:			****	****				****			****	
Green/Cycle:	0.16	0.20	0.20	0.14	0.18	0.38	0.20	0.20	0.20	0.34	0.34	0.48
Volume/Cap:	0.64	0.36	0.62	0.62	0.64	0.48	0.62	0.62	0.17	0.62	0.62	0.44
Delay/Veh:	44.3	34.6	38.5	45.6	42.1	24.1	38.3	38.3	33.4	29.6	29.6	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:	44.3	34.6	38.5	45.6	42.1	24.1	38.3	38.3	33.4	29.6	29.6	17.6
LOS by Move:	D	C-	D+	D	D	C	D+	D+	C-	C	C	B
HCM2kAvgQ:	7	4	8	6	7	8	7	7	2	11	11	8

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

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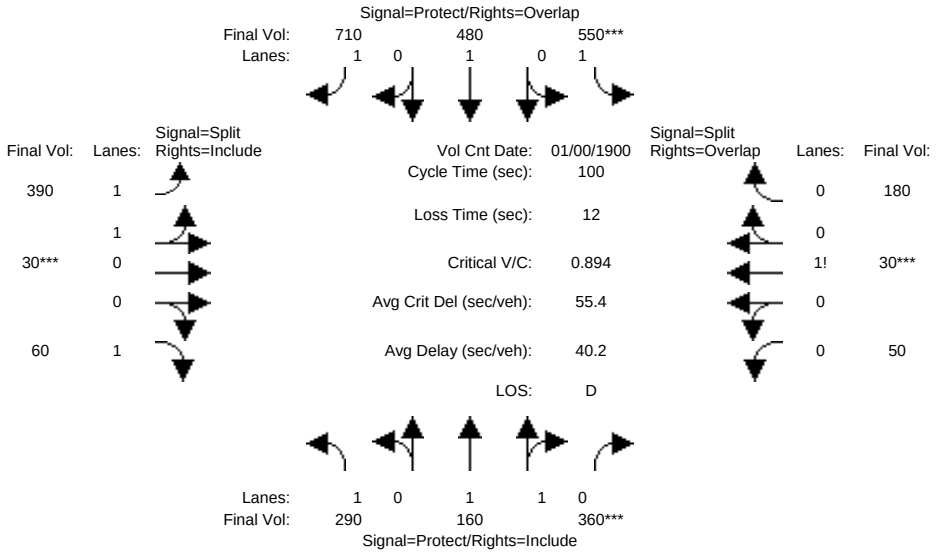
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	160	360	550	480	710	390	30	60	50	30	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:	290	160	360	550	480	710	390	30	60	50	30	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	160	360	550	480	710	390	30	60	50	30	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:	290	160	360	550	480	710	390	30	60	50	30	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	160	360	550	480	710	390	30	60	50	30	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
FinalVolume:	290	160	360	550	480	710	390	30	60	50	30	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	0.19	0.12	0.69
Final Sat.:	1750	1900	1750	1750	1900	1750	3296	254	1750	337	202	1212
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.21	0.31	0.25	0.41	0.12	0.12	0.03	0.15	0.15	0.15
Crit Moves:			****	****				****			****	
Green/Cycle:	0.21	0.23	0.23	0.35	0.37	0.50	0.13	0.13	0.13	0.17	0.17	0.52
Volume/Cap:	0.78	0.37	0.89	0.89	0.68	0.81	0.89	0.89	0.26	0.89	0.89	0.29
Delay/Veh:	47.2	32.5	53.5	46.2	29.5	26.6	61.9	61.9	39.6	68.4	68.4	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	32.5	53.5	46.2	29.5	26.6	61.9	61.9	39.6	68.4	68.4	10.3
LOS by Move:	D	C-	D-	D	C	C	E	E	D	E	E	B+
HCM2kAvgQ:	11	4	15	21	13	22	10	10	2	12	12	3

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

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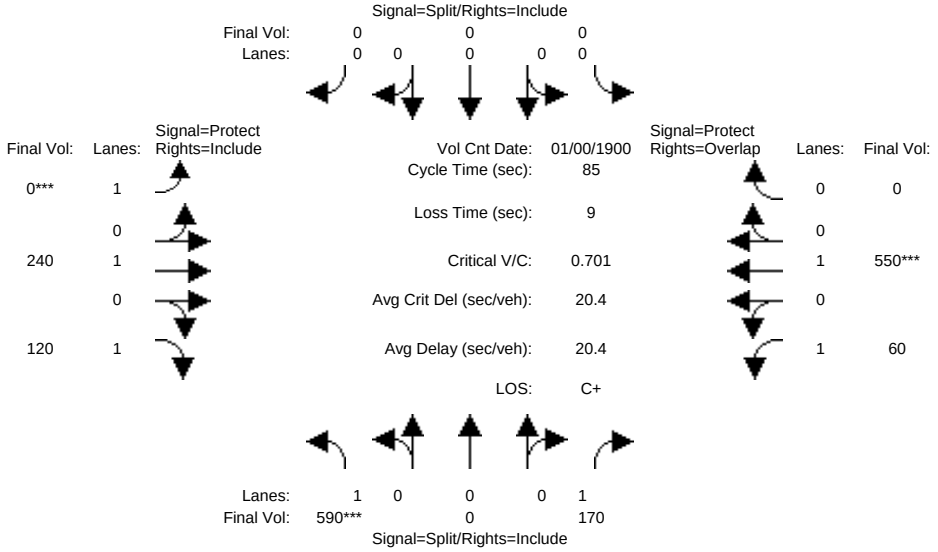
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	590	0	170	0	0	0	0	240	120	60	550	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:	590	0	170	0	0	0	0	240	120	60	550	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	0	170	0	0	0	0	240	120	60	550	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:	590	0	170	0	0	0	0	240	120	60	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	170	0	0	0	0	240	120	60	550	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:	590	0	170	0	0	0	0	240	120	60	550	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.07	0.03	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.41	0.00
Volume/Cap:	0.70	0.00	0.20	0.00	0.00	0.00	0.00	0.38	0.21	0.42	0.70	0.00
Delay/Veh:	19.9	0.0	12.8	0.0	0.0	0.0	0.0	21.2	19.7	39.2	21.0	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:	19.9	0.0	12.8	0.0	0.0	0.0	0.0	21.2	19.7	39.2	21.0	0.0
LOS by Move:	B-	A	B	A	A	A	A	C+	B-	D	C+	A
HCM2kAvgQ:	14	0	3	0	0	0	0	4	2	2	11	0

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

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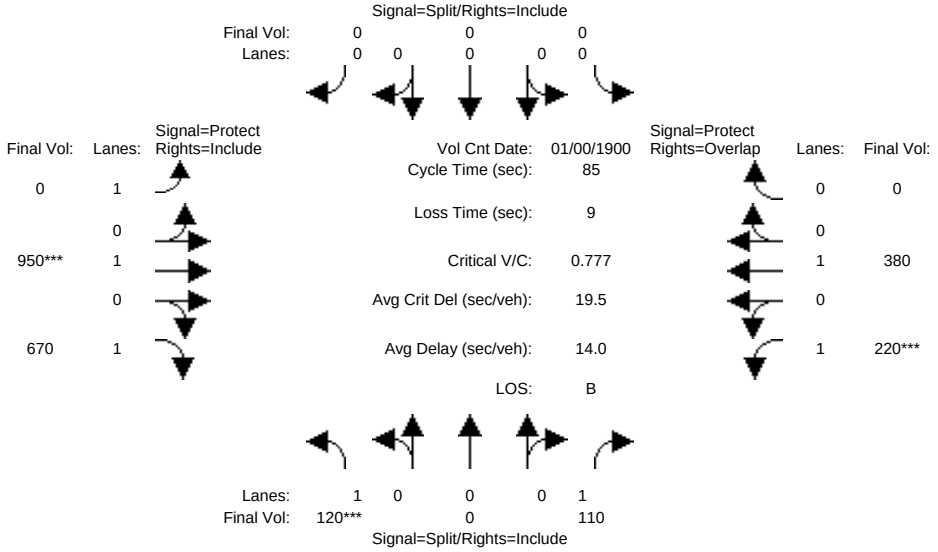
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	0	110	0	0	0	0	950	670	220	380	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:	120	0	110	0	0	0	0	950	670	220	380	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	110	0	0	0	0	950	670	220	380	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:	120	0	110	0	0	0	0	950	670	220	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	110	0	0	0	0	950	670	220	380	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:	120	0	110	0	0	0	0	950	670	220	380	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.50	0.38	0.13	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.64	0.64	0.16	0.81	0.00
Volume/Cap:	0.78	0.00	0.71	0.00	0.00	0.00	0.00	0.78	0.59	0.78	0.25	0.00
Delay/Veh:	59.5	0.0	52.1	0.0	0.0	0.0	0.0	8.1	4.9	46.8	0.1	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:	59.5	0.0	52.1	0.0	0.0	0.0	0.0	8.1	4.9	46.8	0.1	0.0
LOS by Move:	E+	A	D-	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	13	6	6	0	0

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

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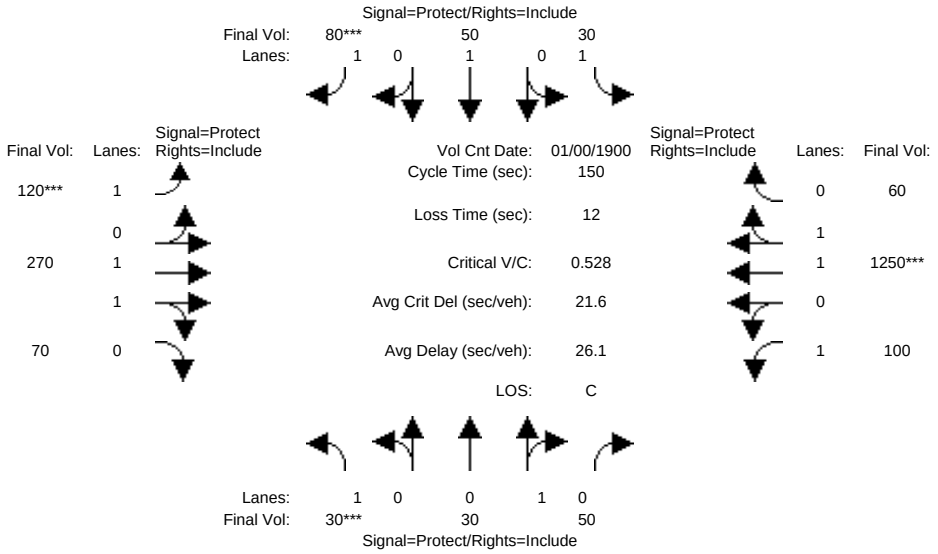
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	30	50	30	50	80	120	270	70	100	1250	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	50	30	50	80	120	270	70	100	1250	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	50	30	50	80	120	270	70	100	1250	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	50	30	50	80	120	270	70	100	1250	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	50	30	50	80	120	270	70	100	1250	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	50	30	50	80	120	270	70	100	1250	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.37	0.63	1.00	1.00	1.00	1.00	1.58	0.42	1.00	1.91	0.09
Final Sat.:	1750	675	1125	1750	1900	1750	1750	2938	762	1750	3530	169
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.03	0.05	0.07	0.09	0.09	0.06	0.35	0.35
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.08	0.08	0.05	0.09	0.09	0.13	0.49	0.49	0.30	0.66	0.66
Volume/Cap:	0.37	0.57	0.57	0.32	0.31	0.54	0.54	0.19	0.19	0.19	0.54	0.54
Delay/Veh:	72.1	72.4	72.4	70.2	65.5	69.6	63.8	21.9	21.9	38.9	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	72.4	72.4	70.2	65.5	69.6	63.8	21.9	21.9	38.9	13.6	13.6
LOS by Move:	E	E	E	E	E	E	E	C+	C+	D+	B	B
HCM2kAvgQ:	2	5	5	2	2	5	6	4	4	3	15	15

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

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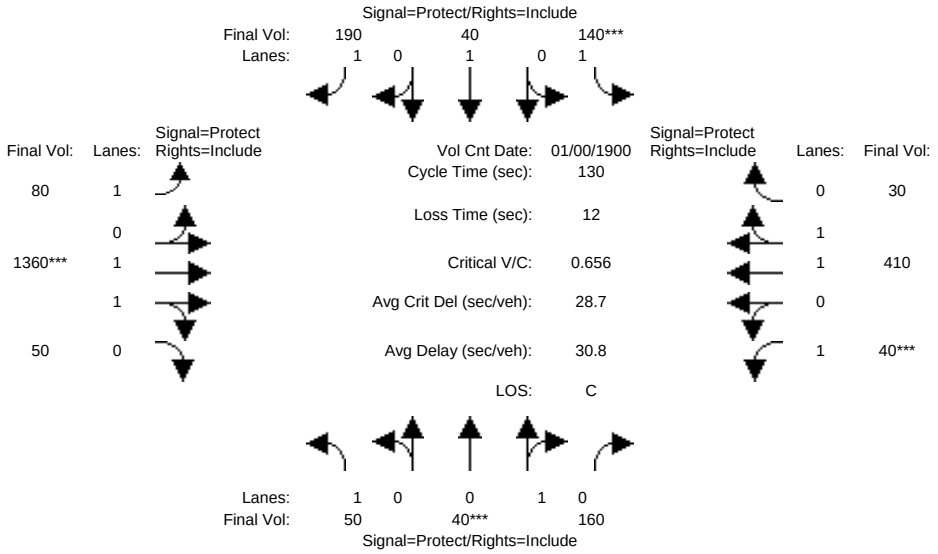
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	40	160	140	40	190	80	1360	50	40	410	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:	50	40	160	140	40	190	80	1360	50	40	410	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	40	160	140	40	190	80	1360	50	40	410	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	40	160	140	40	190	80	1360	50	40	410	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	40	160	140	40	190	80	1360	50	40	410	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	40	160	140	40	190	80	1360	50	40	410	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.20	0.80	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.86	0.14
Final Sat.:	1750	360	1440	1750	1900	1750	1750	3569	131	1750	3448	252
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.08	0.02	0.11	0.05	0.38	0.38	0.02	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.17	0.17	0.12	0.19	0.19	0.19	0.57	0.57	0.05	0.43	0.43
Volume/Cap:	0.30	0.67	0.67	0.67	0.11	0.57	0.24	0.67	0.67	0.42	0.28	0.28
Delay/Veh:	55.9	56.7	56.7	63.0	43.6	50.1	44.6	20.4	20.4	62.6	24.2	24.2
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:	55.9	56.7	56.7	63.0	43.6	50.1	44.6	20.4	20.4	62.6	24.2	24.2
LOS by Move:	E+	E+	E+	E	D	D	D	C+	C+	E	C	C
HCM2kAvgQ:	2	9	9	7	1	8	3	19	19	2	6	6

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

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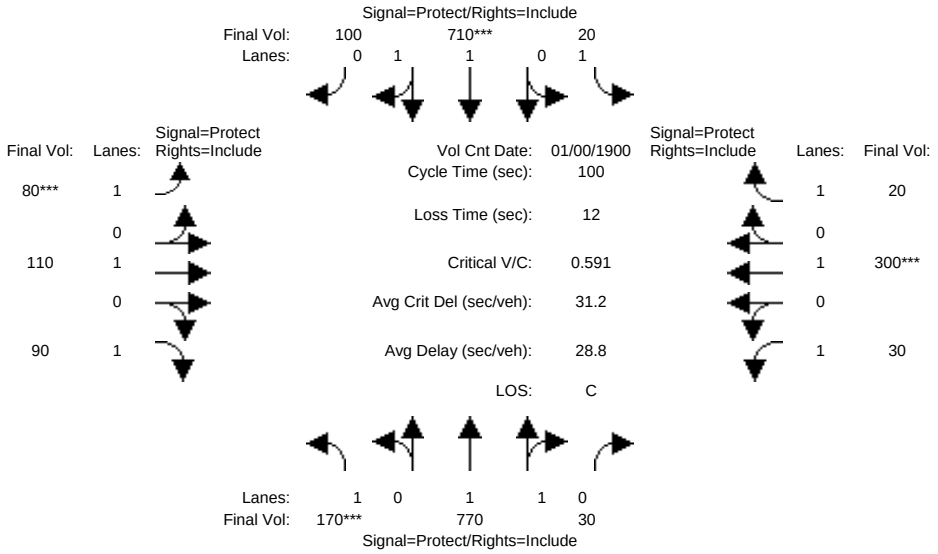
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	770	30	20	710	100	80	110	90	30	300	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:	170	770	30	20	710	100	80	110	90	30	300	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	770	30	20	710	100	80	110	90	30	300	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	30	20	710	100	80	110	90	30	300	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	30	20	710	100	80	110	90	30	300	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
FinalVolume:	170	770	30	20	710	100	80	110	90	30	300	20
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	3561	139	1750	3243	457	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.01	0.22	0.22	0.05	0.06	0.05	0.02	0.16	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.40	0.40	0.13	0.37	0.37	0.08	0.20	0.20	0.14	0.27	0.27
Volume/Cap:	0.59	0.53	0.53	0.09	0.59	0.59	0.59	0.29	0.25	0.12	0.59	0.04
Delay/Veh:	41.9	23.0	23.0	38.4	26.0	26.0	51.3	34.1	33.9	37.7	33.7	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:	41.9	23.0	23.0	38.4	26.0	26.0	51.3	34.1	33.9	37.7	33.7	27.2
LOS by Move:	D	C	C	D+	C	C	D-	C-	C-	D+	C-	C
HCM2kAvgQ:	5	9	9	1	11	11	4	3	3	1	9	0

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

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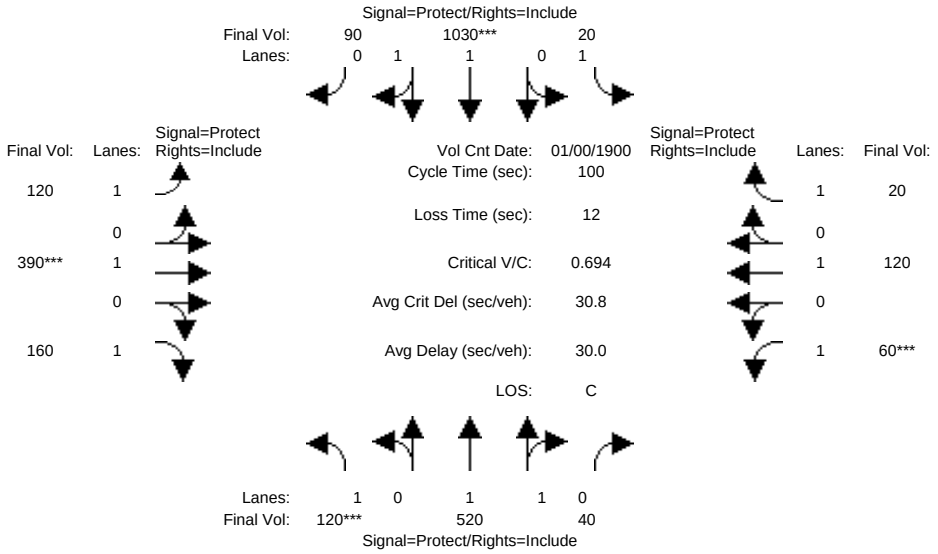
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	520	40	20	1030	90	120	390	160	60	120	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:	120	520	40	20	1030	90	120	390	160	60	120	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	520	40	20	1030	90	120	390	160	60	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	520	40	20	1030	90	120	390	160	60	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	520	40	20	1030	90	120	390	160	60	120	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
FinalVolume:	120	520	40	20	1030	90	120	390	160	60	120	20
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	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3436	264	1750	3402	297	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.30	0.30	0.07	0.21	0.09	0.03	0.06	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.36	0.36	0.16	0.43	0.43	0.15	0.29	0.29	0.07	0.21	0.21
Volume/Cap:	0.71	0.42	0.42	0.07	0.71	0.71	0.46	0.71	0.32	0.49	0.30	0.05
Delay/Veh:	57.1	24.6	24.6	35.4	25.2	25.2	40.3	36.2	28.2	47.8	33.7	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:	57.1	24.6	24.6	35.4	25.2	25.2	40.3	36.2	28.2	47.8	33.7	31.6
LOS by Move:	E+	C	C	D+	C	C	D	D+	C	D	C-	C
HCM2kAvgQ:	4	6	6	1	15	15	4	12	4	3	3	1

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

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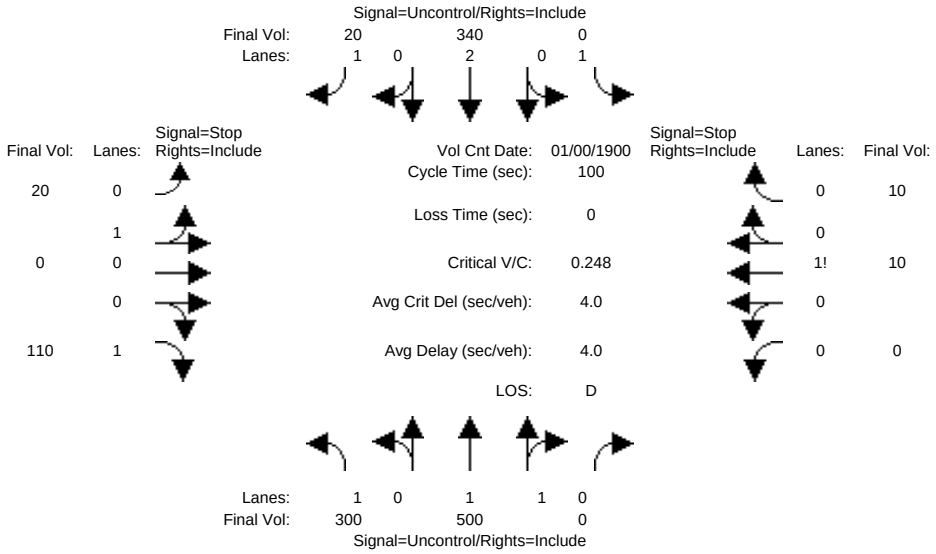
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	500	0	0	340	20	20	0	110	0	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	500	0	0	340	20	20	0	110	0	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	500	0	0	340	20	20	0	110	0	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	500	0	0	340	20	20	0	110	0	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	300	500	0	0	340	20	20	0	110	0	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	1195	1440	170	xxxx	1460	250
Potent Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	134	851	xxxx	130	756
Move Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	101	851	xxxx	98	756
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.13	xxxx	0.10	0.01
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	xxxxx	xxxx	xxxx	174
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	46.5	xxxx	xxxxx	xxxxx	xxxx	28.4
Shared LOS:	*	*	*	*	*	*	E	*	*	*	*	D
ApproachDel:	xxxxxx			xxxxxx			15.5			28.4		
ApproachLOS:	*			*			C			D		

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

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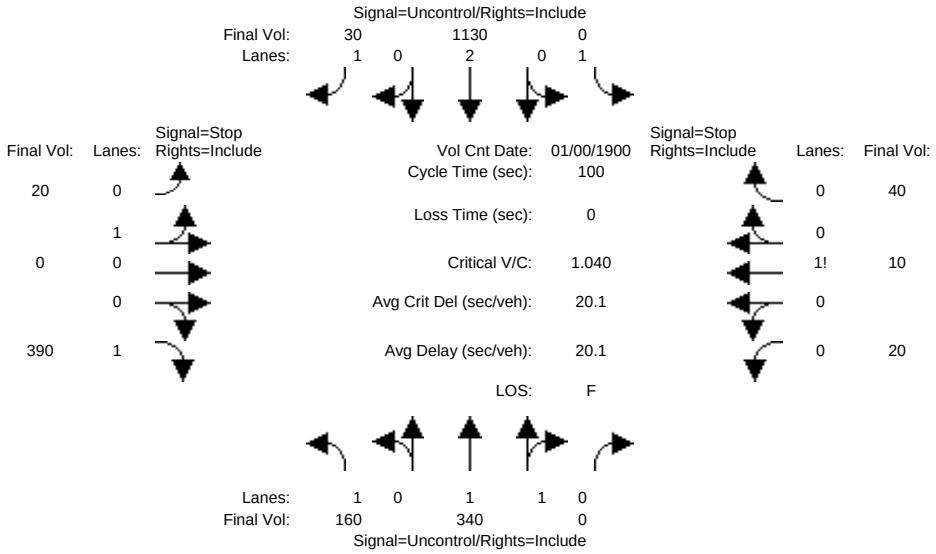
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	340	0	0	1130	30	20	0	390	20	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	340	0	0	1130	30	20	0	390	20	10	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	340	0	0	1130	30	20	0	390	20	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	340	0	0	1130	30	20	0	390	20	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	340	0	0	1130	30	20	0	390	20	10	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	1790	565	1225	1820	170
Potent Cap.:	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	82	473	137	78	851
Move Cap.:	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	60	473	19	58	851
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.82	1.04	0.17	0.05
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.0	xxxx	xxxx	xxxxx
Control Del:	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	39.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	xxxxx	xxxx	56	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	6.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	133.6	xxxx	xxxxx	xxxxx	329	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			43.9			328.5		
ApproachLOS:	*			*			E			F		

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

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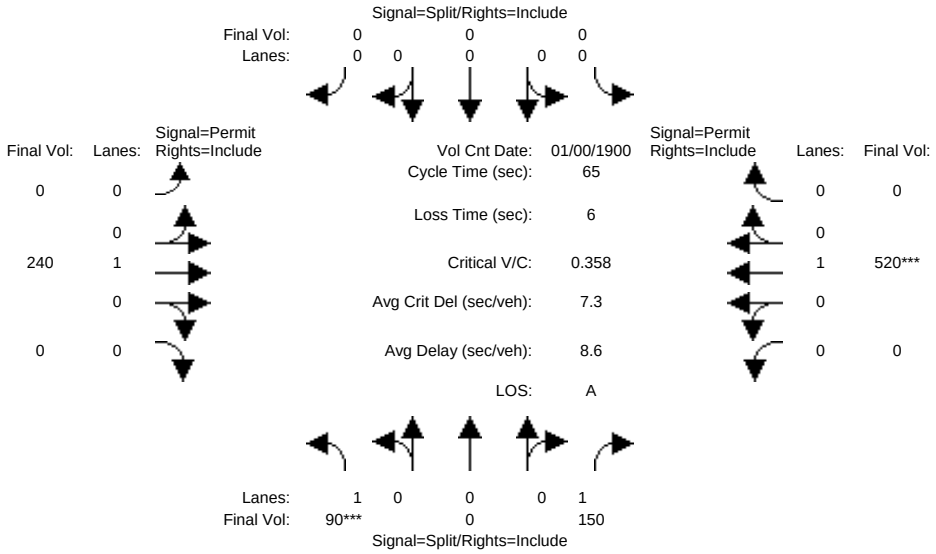
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	0	150	0	0	0	0	240	0	0	520	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:	90	0	150	0	0	0	0	240	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	150	0	0	0	0	240	0	0	520	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:	90	0	150	0	0	0	0	240	0	0	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	150	0	0	0	0	240	0	0	520	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:	90	0	150	0	0	0	0	240	0	0	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.27	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.21	0.00	0.36	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.41	0.00
Delay/Veh:	20.1	0.0	21.1	0.0	0.0	0.0	0.0	4.2	0.0	0.0	5.1	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:	20.1	0.0	21.1	0.0	0.0	0.0	0.0	4.2	0.0	0.0	5.1	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	2	0	0	5	0

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

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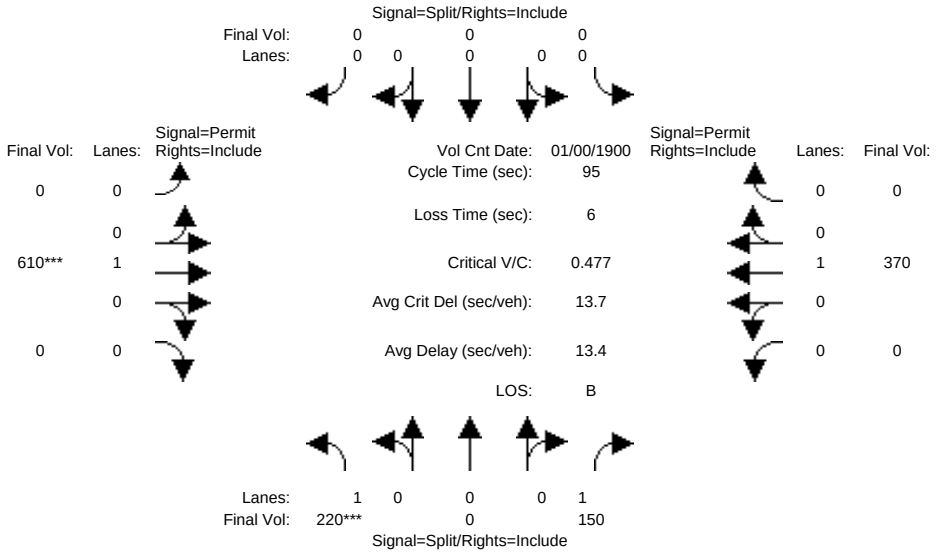
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	0	150	0	0	0	0	610	0	0	370	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:	220	0	150	0	0	0	0	610	0	0	370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	150	0	0	0	0	610	0	0	370	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:	220	0	150	0	0	0	0	610	0	0	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	150	0	0	0	0	610	0	0	370	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:	220	0	150	0	0	0	0	610	0	0	370	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.09	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.19	0.00
Crit Moves:	****							****				
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.48	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.29	0.00
Delay/Veh:	30.2	0.0	28.6	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.4	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:	30.2	0.0	28.6	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	9	0	0	4	0

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

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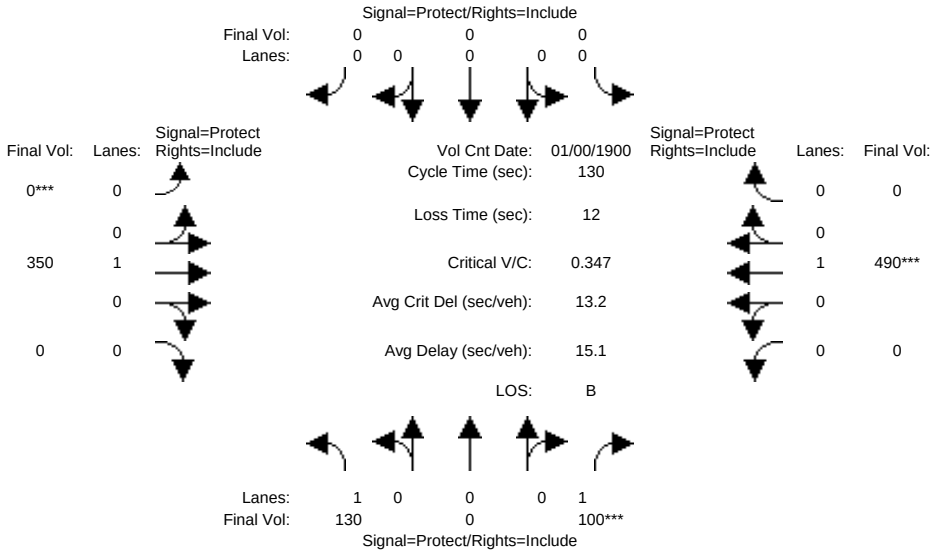
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	100	0	0	0	0	350	0	0	490	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:	130	0	100	0	0	0	0	350	0	0	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	100	0	0	0	0	350	0	0	490	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:	130	0	100	0	0	0	0	350	0	0	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	100	0	0	0	0	350	0	0	490	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:	130	0	100	0	0	0	0	350	0	0	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.26	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.45	0.00	0.35	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.35	0.00
Delay/Veh:	50.1	0.0	48.8	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	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:	50.1	0.0	48.8	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	4	0	0	7	0

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

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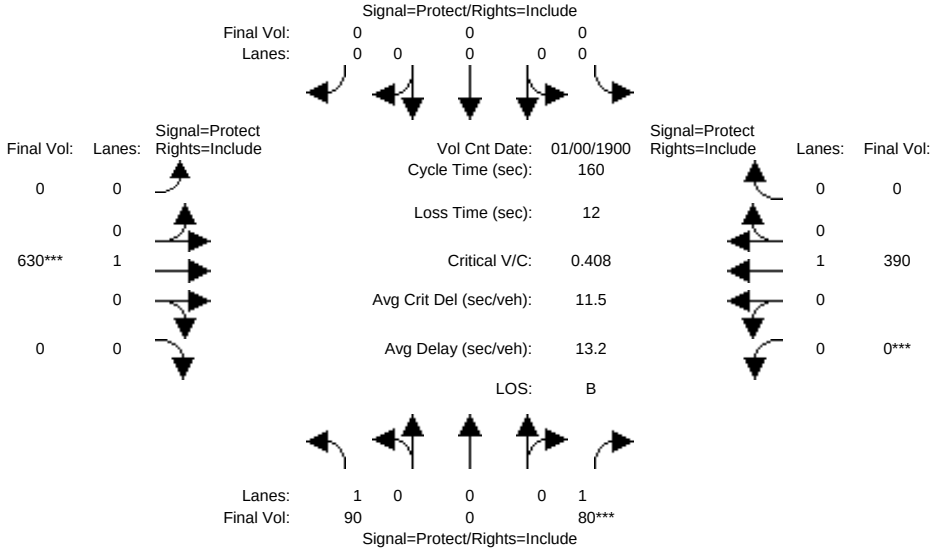
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	0	80	0	0	0	0	630	0	0	390	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:	90	0	80	0	0	0	0	630	0	0	390	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	80	0	0	0	0	630	0	0	390	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:	90	0	80	0	0	0	0	630	0	0	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	80	0	0	0	0	630	0	0	390	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:	90	0	80	0	0	0	0	630	0	0	390	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.81	0.00
Volume/Cap:	0.46	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.25	0.00
Delay/Veh:	68.2	0.0	67.5	0.0	0.0	0.0	0.0	4.4	0.0	0.0	3.6	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:	68.2	0.0	67.5	0.0	0.0	0.0	0.0	4.4	0.0	0.0	3.6	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	9	0	0	4	0

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

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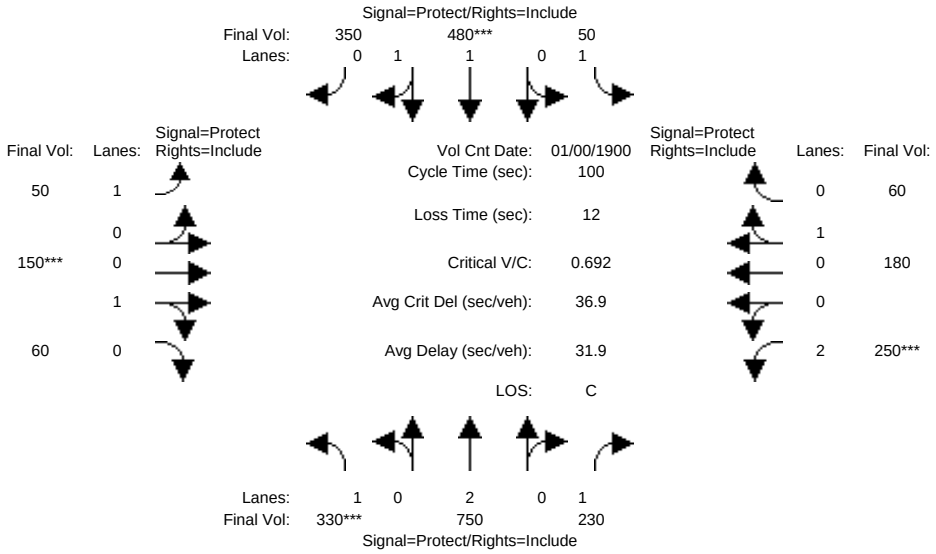
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	330	750	230	50	480	350	50	150	60	250	180	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	750	230	50	480	350	50	150	60	250	180	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	750	230	50	480	350	50	150	60	250	180	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	750	230	50	480	350	50	150	60	250	180	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	750	230	50	480	350	50	150	60	250	180	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	750	230	50	480	350	50	150	60	250	180	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.13	0.87	1.00	0.71	0.29	2.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	2139	1559	1750	1286	514	3150	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.13	0.03	0.22	0.22	0.03	0.12	0.12	0.08	0.13	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.27	0.44	0.44	0.16	0.32	0.32	0.10	0.17	0.17	0.11	0.19	0.19
Volume/Cap:	0.69	0.45	0.30	0.18	0.69	0.69	0.29	0.69	0.69	0.69	0.72	0.72
Delay/Veh:	37.0	19.7	18.2	37.0	31.2	31.2	42.9	45.8	45.8	48.2	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	19.7	18.2	37.0	31.2	31.2	42.9	45.8	45.8	48.2	45.6	45.6
LOS by Move:	D+	B-	B-	D+	C	C	D	D	D	D	D	D
HCM2kAvgQ:	11	8	5	1	11	11	2	8	8	6	9	9

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

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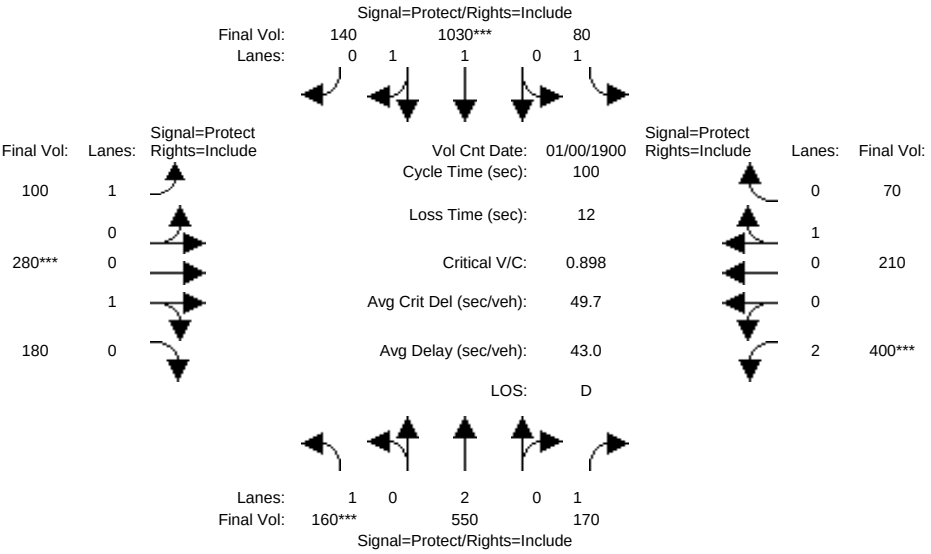
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	550	170	80	1030	140	100	280	180	400	210	70
Growth Adj:	1.00	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	550	170	80	1030	140	100	280	180	400	210	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	550	170	80	1030	140	100	280	180	400	210	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	170	80	1030	140	100	280	180	400	210	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	550	170	80	1030	140	100	280	180	400	210	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	550	170	80	1030	140	100	280	180	400	210	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	0.61	0.39	2.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3257	443	1750	1096	704	3150	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.10	0.05	0.32	0.32	0.06	0.26	0.26	0.13	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.31	0.31	0.15	0.35	0.35	0.13	0.28	0.28	0.14	0.29	0.29
Volume/Cap:	0.90	0.47	0.32	0.31	0.90	0.90	0.43	0.90	0.90	0.90	0.53	0.53
Delay/Veh:	84.2	28.5	27.0	38.7	39.3	39.3	41.2	52.8	52.8	62.8	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	28.5	27.0	38.7	39.3	39.3	41.2	52.8	52.8	62.8	30.5	30.5
LOS by Move:	F	C	C	D+	D	D	D	D-	D-	E	C	C
HCM2kAvgQ:	8	7	4	2	18	18	4	18	18	11	8	8

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

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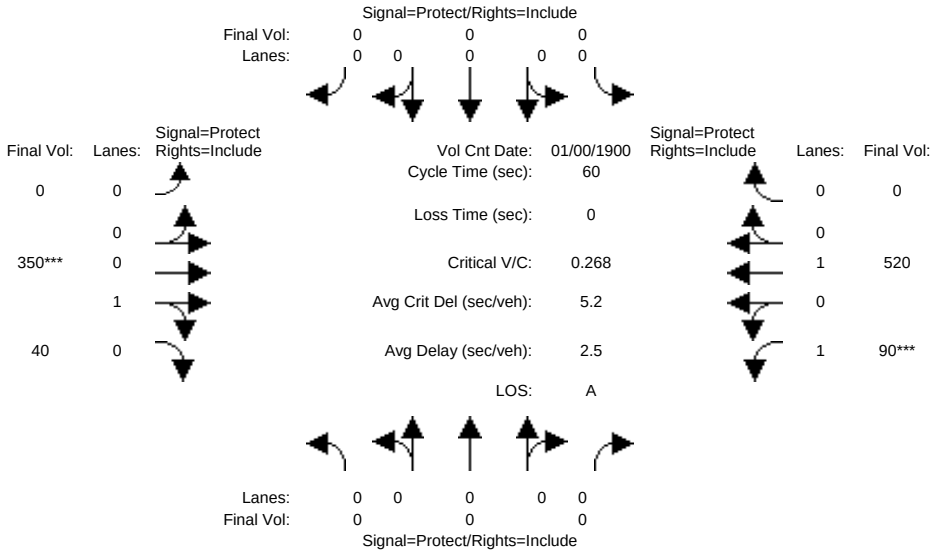
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	350	40	90	520	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	0	0	0	0	350	40	90	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	350	40	90	520	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	0	0	0	0	350	40	90	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	350	40	90	520	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	0	0	0	0	350	40	90	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.10	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1615	185	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.05	0.27	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.81	0.19	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	21.1	0.1	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	0.0	0.0	0.0	0.0	1.5	1.5	21.1	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	2	1	0	0

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

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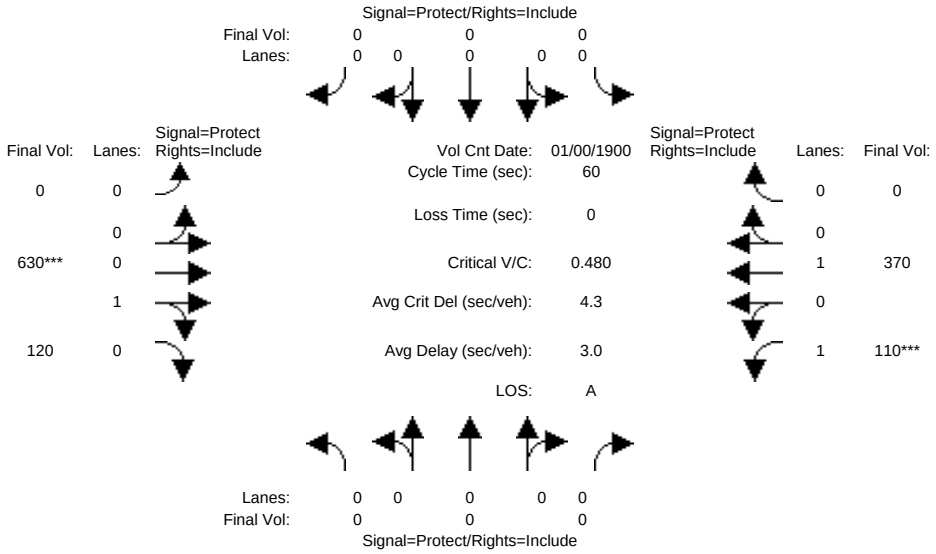
East Whisman Precise Plan
SJ17-1724
Existing Plus Project

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	630	120	110	370	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	0	0	0	0	630	120	110	370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	630	120	110	370	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	0	0	0	0	630	120	110	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	630	120	110	370	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	0	0	0	0	630	120	110	370	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1512	288	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.06	0.19	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.87	0.13	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.48	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	25.7	0.1	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	0.0	0.0	0.0	0.0	1.1	1.1	25.7	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	2	0	0

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

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East Whisman Precise Plan
SJ17-1724
Background

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Background AM				Background PP AM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	B-	19.7	0.804	26.5	D+	38.0	1.037	+ 0.233	64.2	+ 37.7	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	C	27.0	0.892	30.1	D-	51.4	1.084	+ 0.192	76.5	+ 46.4	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	B	17.8	0.621	18.6	C	24.8	0.854	+ 0.233	32.6	+ 14.0	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	C	30.4	0.723	35.1	D	45.7	0.943	+ 0.221	63.7	+ 28.5	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	12.4	0.336	11.0	C+	22.2	0.627	+ 0.291	25.9	+ 14.9	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	D+	37.1	0.495	33.7	D+	37.1	0.623	+ 0.128	33.4	- 0.3	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	50.4	0.903	49.2	E	63.5	1.045	+ 0.143	103.7	+ 54.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	30.1	0.507	29.6	C-	32.4	0.620	+ 0.113	31.5	+ 1.9	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	22.0	0.828	27.4	D-	51.8	1.064	+ 0.236	72.0	+ 44.6	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	B	13.5	0.616	12.5	C	28.3	0.867	+ 0.251	29.7	+ 17.2	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	A	9.6	0.574	6.8	B+	11.6	0.611	+ 0.037	10.3	+ 3.5	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	B	18.0	0.597	16.2	B-	18.4	0.635	+ 0.038	16.6	+ 0.4	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	22.7	0.421	25.5	C	24.3	0.538	+ 0.117	27.5	+ 2.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B+	11.1	0.372	9.3	B	16.7	0.576	+ 0.204	18.0	+ 8.7	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	A	7.6	0.532	9.1	A	7.9	0.541	+ 0.009	9.3	+ 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	12.2	0.470	15.0	B	13.2	0.522	+ 0.052	16.5	+ 1.4	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	A	4.2	0.227	1.9	A	9.4	0.323	+ 0.096	9.4	+ 7.6	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	8.2	0.297	2.8	A	9.0	0.310	+ 0.012	3.2	+ 0.4	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	D-	52.0	0.663	58.4	D-	54.8	0.711	+ 0.048	62.2	+ 3.8	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	E	67.5	0.976	93.7	E	71.9	1.013	+ 0.037	103.6	+ 9.9	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D+	38.5	0.577	38.3	D	40.0	0.620	+ 0.043	39.8	+ 1.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	B	17.4	0.419	14.2	B-	19.6	0.494	+ 0.075	17.1	+ 2.9	?	xx.x	x.xxx	xx.x
#1024	?	xx.x	x.xxx	xx.x	B	16.7	0.297	17.3	B-	20.0	0.442	+ 0.145	21.5	+ 4.2	?	xx.x	x.xxx	xx.x
#1025	?	xx.x	x.xxx	xx.x	B	16.1	0.413	19.2	B	15.8	0.448	+ 0.035	19.6	+ 0.4	?	xx.x	x.xxx	xx.x
#1026	?	xx.x	x.xxx	xx.x	B	16.0	0.494	18.0	B	16.4	0.552	+ 0.058	19.1	+ 1.1	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan
SJ17-1724
Background

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Background AM				Background PP AM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	?	xx.x	x.xxx	xx.x	D+	36.2	0.535	35.7	D+	37.6	0.627	+ 0.093	37.5	+ 1.8	?	xx.x	x.xxx	xx.x
#1028	?	xx.x	x.xxx	xx.x	B	13.0	0.215	13.3	B	12.6	0.324	+ 0.108	13.0	- 0.3	?	xx.x	x.xxx	xx.x
#1029	?	xx.x	x.xxx	xx.x	D	42.1	0.504	44.0	D	43.5	0.555	+ 0.051	45.5	+ 1.5	?	xx.x	x.xxx	xx.x
#1030	?	xx.x	x.xxx	xx.x	D	43.2	0.917	59.0	E+	57.7	0.965	+ 0.048	72.3	+ 13.3	?	xx.x	x.xxx	xx.x
#1031	?	xx.x	x.xxx	xx.x	C+	22.7	0.816	21.3	C	29.7	0.910	+ 0.095	29.0	+ 7.8	?	xx.x	x.xxx	xx.x
#1032	?	xx.x	x.xxx	xx.x	B-	19.3	0.772	32.7	C+	20.5	0.813	+ 0.041	35.2	+ 2.5	?	xx.x	x.xxx	xx.x
#1033	?	xx.x	x.xxx	xx.x	C	23.9	0.591	22.9	C	24.4	0.674	+ 0.082	23.9	+ 0.9	?	xx.x	x.xxx	xx.x
#1034	?	xx.x	x.xxx	xx.x	D+	36.9	0.782	48.9	D	40.3	0.821	+ 0.039	51.1	+ 2.2	?	xx.x	x.xxx	xx.x
#1035	?	xx.x	x.xxx	xx.x	B+	11.4	0.699	12.6	A	8.8	0.797	+ 0.097	12.8	+ 0.2	?	xx.x	x.xxx	xx.x
#1036	?	xx.x	x.xxx	xx.x	D	39.4	0.949	44.7	D-	54.0	1.024	+ 0.075	66.7	+ 22.0	?	xx.x	x.xxx	xx.x
#1037	?	xx.x	x.xxx	xx.x	D	40.7	0.891	42.4	D	44.9	0.932	+ 0.041	47.2	+ 4.9	?	xx.x	x.xxx	xx.x
#1038	?	xx.x	x.xxx	xx.x	B-	18.1	0.374	17.8	B-	18.6	0.458	+ 0.084	18.6	+ 0.8	?	xx.x	x.xxx	xx.x
#1039	?	xx.x	x.xxx	xx.x	C-	32.6	0.517	33.9	C-	34.4	0.622	+ 0.105	36.7	+ 2.8	?	xx.x	x.xxx	xx.x
#1040	?	xx.x	x.xxx	xx.x	C+	20.7	0.689	21.4	C+	20.5	0.701	+ 0.012	20.4	- 1.0	?	xx.x	x.xxx	xx.x
#1041	?	xx.x	x.xxx	xx.x	C	28.8	0.547	25.4	C	31.5	0.695	+ 0.148	28.3	+ 2.9	?	xx.x	x.xxx	xx.x
#1042	?	xx.x	x.xxx	xx.x	C	30.5	0.552	28.8	C-	34.4	0.727	+ 0.175	37.4	+ 8.6	?	xx.x	x.xxx	xx.x
#1043	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	?	xx.x	x.xxx	xx.x	A	8.3	0.359	6.8	A	8.7	0.378	+ 0.020	7.3	+ 0.6	?	xx.x	x.xxx	xx.x
#1045	?	xx.x	x.xxx	xx.x	D+	35.6	0.540	31.5	B	14.8	0.367	- 0.173	12.8	- 18.7	?	xx.x	x.xxx	xx.x
#1046	?	xx.x	x.xxx	xx.x	C	28.5	0.536	32.4	C	30.9	0.657	+ 0.120	33.8	+ 1.4	?	xx.x	x.xxx	xx.x
#1047	?	xx.x	x.xxx	xx.x	A	2.2	0.283	0.1	A	2.5	0.292	+ 0.009	0.1	+ 0.0	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan TIA
SJ17-1724
Background

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Background PM				Background PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.5	0.861	32.3	F	93.5	1.169	+ 0.308	114.0	+ 81.7	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	B	17.0	0.740	24.9	C	28.4	0.970	+ 0.229	39.0	+ 14.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	C	23.9	0.785	29.9	D-	53.5	1.034	+ 0.250	90.5	+ 60.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D+	38.5	0.713	39.7	D	40.4	0.841	+ 0.128	48.9	+ 9.2	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	16.8	0.332	14.5	C	24.3	0.541	+ 0.209	23.8	+ 9.3	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	D	39.3	0.653	39.9	D	43.9	0.834	+ 0.180	47.4	+ 7.5	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D-	54.6	0.934	58.6	E	71.0	1.039	+ 0.105	86.2	+ 27.6	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	34.7	0.664	37.0	D	41.1	0.821	+ 0.157	45.8	+ 8.8	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C+	21.1	0.684	22.5	C+	21.4	0.796	+ 0.111	24.8	+ 2.3	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	B	14.9	0.479	11.4	C	30.8	0.771	+ 0.291	32.2	+ 20.8	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	B+	10.5	0.564	11.9	B+	10.2	0.603	+ 0.039	13.2	+ 1.4	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	B	15.6	0.598	17.7	B	15.8	0.670	+ 0.072	19.4	+ 1.7	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B-	18.6	0.373	14.0	B-	19.8	0.414	+ 0.041	14.3	+ 0.3	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	17.3	0.456	15.8	C	26.2	0.664	+ 0.209	26.1	+ 10.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B	17.1	0.778	19.0	B-	18.4	0.860	+ 0.082	22.0	+ 3.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	A	8.3	0.510	13.7	A	9.5	0.582	+ 0.072	14.5	+ 0.9	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	A	2.3	0.389	1.2	A	3.8	0.403	+ 0.013	1.4	+ 0.3	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	9.5	0.614	10.3	C-	34.6	0.754	+ 0.140	56.0	+ 45.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	F	90.4	0.811	124.1	F	102.7	0.872	+ 0.061	146.3	+ 22.2	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	E+	59.6	0.871	65.9	E	61.8	0.900	+ 0.028	69.4	+ 3.6	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	43.0	0.572	41.5	D	44.3	0.637	+ 0.066	43.6	+ 2.1	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	B	15.7	0.471	12.8	B-	18.5	0.556	+ 0.085	16.5	+ 3.7	?	xx.x	x.xxx	xx.x
#1024	?	xx.x	x.xxx	xx.x	C	24.2	0.482	21.4	C	24.3	0.505	+ 0.023	22.1	+ 0.7	?	xx.x	x.xxx	xx.x
#1025	?	xx.x	x.xxx	xx.x	B	16.9	0.416	20.6	B	17.0	0.446	+ 0.030	20.7	+ 0.2	?	xx.x	x.xxx	xx.x
#1026	?	xx.x	x.xxx	xx.x	B	15.2	0.433	12.7	B	13.8	0.502	+ 0.069	18.4	+ 5.8	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan TIA
SJ17-1724
Background

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Background PM				Background PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	?	xx.x	x.xxx	xx.x	D	39.1	0.727	39.6	D	42.5	0.792	+ 0.065	43.2	+ 3.6	?	xx.x	x.xxx	xx.x
#1028	?	xx.x	x.xxx	xx.x	B+	10.9	0.348	11.4	B	13.3	0.453	+ 0.105	14.3	+ 2.8	?	xx.x	x.xxx	xx.x
#1029	?	xx.x	x.xxx	xx.x	E	72.3	0.769	77.9	E-	76.0	0.913	+ 0.144	83.9	+ 6.0	?	xx.x	x.xxx	xx.x
#1030	?	xx.x	x.xxx	xx.x	D+	37.6	0.903	39.8	D	50.4	0.996	+ 0.094	57.3	+ 17.4	?	xx.x	x.xxx	xx.x
#1031	?	xx.x	x.xxx	xx.x	B-	18.3	0.717	20.0	C+	20.8	0.827	+ 0.110	22.8	+ 2.7	?	xx.x	x.xxx	xx.x
#1032	?	xx.x	x.xxx	xx.x	C	31.5	1.057	85.7	D	42.2	1.144	+ 0.087	116.8	+ 31.1	?	xx.x	x.xxx	xx.x
#1033	?	xx.x	x.xxx	xx.x	C+	21.6	0.764	21.6	C	24.0	0.828	+ 0.064	24.5	+ 2.9	?	xx.x	x.xxx	xx.x
#1034	?	xx.x	x.xxx	xx.x	D+	38.4	0.717	34.0	D	40.7	0.833	+ 0.116	38.0	+ 4.0	?	xx.x	x.xxx	xx.x
#1035	?	xx.x	x.xxx	xx.x	B+	11.9	0.659	11.7	A	7.6	0.716	+ 0.058	6.5	- 5.1	?	xx.x	x.xxx	xx.x
#1036	?	xx.x	x.xxx	xx.x	C+	23.0	0.746	19.6	C	25.0	0.782	+ 0.036	20.9	+ 1.3	?	xx.x	x.xxx	xx.x
#1037	?	xx.x	x.xxx	xx.x	C	30.3	0.808	28.3	C-	33.8	0.857	+ 0.048	32.0	+ 3.7	?	xx.x	x.xxx	xx.x
#1038	?	xx.x	x.xxx	xx.x	B+	12.0	0.440	12.2	B	13.7	0.541	+ 0.100	14.1	+ 1.9	?	xx.x	x.xxx	xx.x
#1039	?	xx.x	x.xxx	xx.x	C-	32.1	0.735	41.1	D	40.1	0.894	+ 0.159	55.1	+ 14.0	?	xx.x	x.xxx	xx.x
#1040	?	xx.x	x.xxx	xx.x	B	13.8	0.707	18.6	B	15.9	0.798	+ 0.091	21.8	+ 3.3	?	xx.x	x.xxx	xx.x
#1041	?	xx.x	x.xxx	xx.x	D+	36.9	0.682	37.4	D	40.5	0.838	+ 0.156	42.5	+ 5.2	?	xx.x	x.xxx	xx.x
#1042	?	xx.x	x.xxx	xx.x	C	29.8	0.687	30.0	C-	34.6	0.811	+ 0.124	37.6	+ 7.6	?	xx.x	x.xxx	xx.x
#1043	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	?	xx.x	x.xxx	xx.x	B	13.5	0.415	13.6	B	13.8	0.477	+ 0.062	13.7	+ 0.1	?	xx.x	x.xxx	xx.x
#1045	?	xx.x	x.xxx	xx.x	B+	11.2	0.367	8.4	B	12.9	0.426	+ 0.059	11.2	+ 2.8	?	xx.x	x.xxx	xx.x
#1046	?	xx.x	x.xxx	xx.x	C-	35.0	0.792	38.2	D	43.4	0.909	+ 0.117	50.5	+ 12.3	?	xx.x	x.xxx	xx.x
#1047	?	xx.x	x.xxx	xx.x	A	2.8	0.428	4.1	A	3.0	0.492	+ 0.064	4.2	+ 0.1	?	xx.x	x.xxx	xx.x

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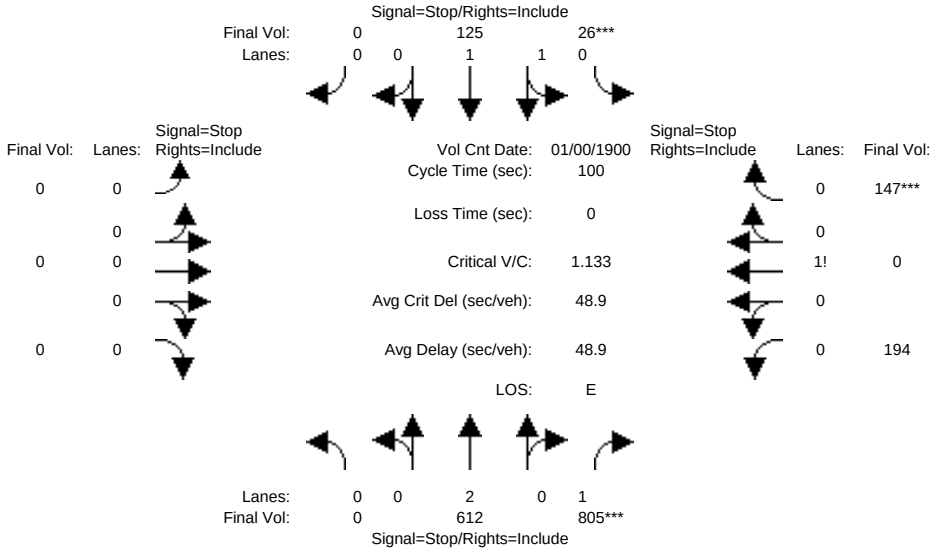
East Whisman Precise Plan
SJ17-1724
Background

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	271	694	11	78	0	0	0	0	179	0	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:	0	271	694	11	78	0	0	0	0	179	0	37
Added Vol:	0	341	111	15	47	0	0	0	0	15	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	612	805	26	125	0	0	0	0	194	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	612	805	26	125	0	0	0	0	194	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	805	26	125	0	0	0	0	194	0	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	612	805	26	125	0	0	0	0	194	0	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.34	1.66	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	1246	711	167	817	0	0	0	0	348	0	263
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.49	1.13	0.16	0.15	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	0.56
Crit Moves:			****	****								****
Delay/Veh:	0.0	13.9	96.7	11.1	11.0	0.0	0.0	0.0	0.0	15.9	0.0	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	96.7	11.1	11.0	0.0	0.0	0.0	0.0	15.9	0.0	15.9
LOS by Move:	*	B	F	B	B	*	*	*	*	C	*	C
ApproachDel:		60.9			11.0			xxxxxx			15.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		60.9			11.0			xxxxxx			15.9	
LOS by Appr:		F			B			*			C	
AllWayAvgQ:	0.0	0.9	17.5	0.2	0.2	0.0	0.0	0.0	0.0	1.2	1.2	1.2

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

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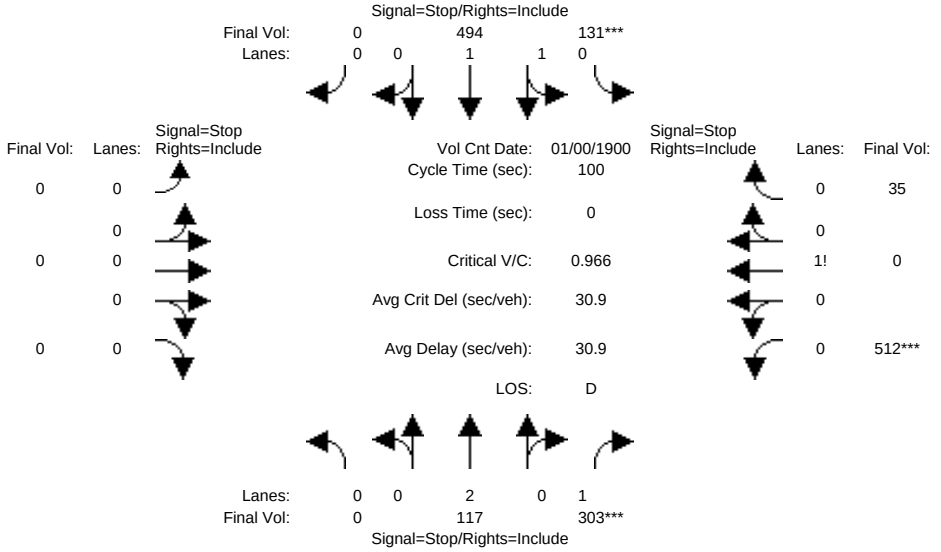
East Whisman Precise Plan
SJ17-1724
Background

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	54	281	32	186	0	0	0	0	449	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	281	32	186	0	0	0	0	449	0	15
Added Vol:	0	63	22	99	308	0	0	0	0	63	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	117	303	131	494	0	0	0	0	512	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	117	303	131	494	0	0	0	0	512	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	117	303	131	494	0	0	0	0	512	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	117	303	131	494	0	0	0	0	512	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.42	1.58	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Final Sat.:	0	971	537	206	791	0	0	0	0	530	0	36
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.12	0.56	0.64	0.62	xxxx	xxxx	xxxx	xxxx	0.97	xxxx	0.97
Crit Moves:			****	****						****		
Delay/Veh:	0.0	11.0	17.2	21.3	20.5	0.0	0.0	0.0	0.0	54.4	0.0	54.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	17.2	21.3	20.5	0.0	0.0	0.0	0.0	54.4	0.0	54.4
LOS by Move:	*	B	C	C	C	*	*	*	*	F	*	F
ApproachDel:		15.5			20.7			xxxxxx			54.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.5			20.7			xxxxxx			54.4	
LOS by Appr:		C			C			*			F	
AllWayAvgQ:	0.0	0.1	1.2	1.6	1.5	0.0	0.0	0.0	0.0	7.1	7.1	7.1

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

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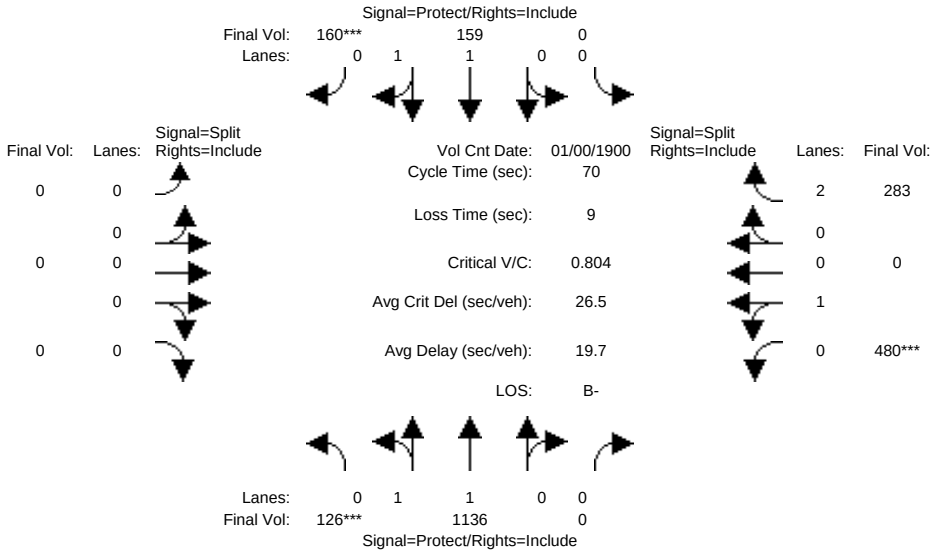
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	67	794	0	0	130	127	0	0	0	370	0	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:	67	794	0	0	130	127	0	0	0	370	0	173
Added Vol:	59	342	0	0	29	33	0	0	0	110	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1136	0	0	159	160	0	0	0	480	0	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1136	0	0	159	160	0	0	0	480	0	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1136	0	0	159	160	0	0	0	480	0	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1136	0	0	159	160	0	0	0	480	0	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.21	1.79	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	376	3392	0	0	1900	1750	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.27	0.00	0.09
Crit Moves:	****					****				****		
Green/Cycle:	0.40	0.54	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.84	0.62	0.00	0.00	0.59	0.64	0.00	0.00	0.00	0.84	0.00	0.27
Delay/Veh:	23.2	11.5	0.0	0.0	29.7	31.1	0.0	0.0	0.0	32.1	0.0	17.5
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:	23.2	11.5	0.0	0.0	29.7	31.1	0.0	0.0	0.0	32.1	0.0	17.5
LOS by Move:	C	B+	A	A	C	C	A	A	A	C-	A	B
HCM2kAvgQ:	13	9	0	0	4	5	0	0	0	13	0	3

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

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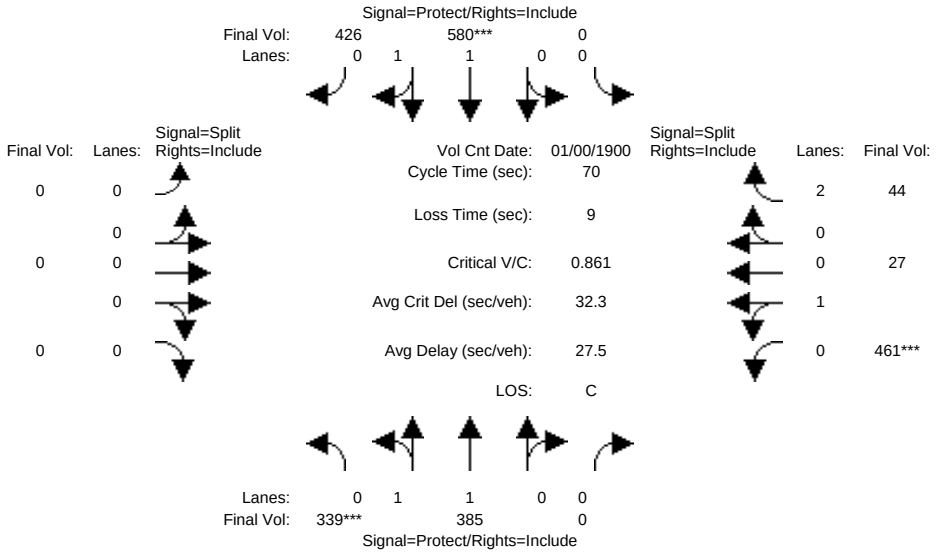
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	186	320	0	0	391	244	0	0	0	391	27	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:	186	320	0	0	391	244	0	0	0	391	27	24
Added Vol:	153	65	0	0	189	182	0	0	0	70	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	385	0	0	580	426	0	0	0	461	27	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:	339	385	0	0	580	426	0	0	0	461	27	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	385	0	0	580	426	0	0	0	461	27	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	385	0	0	580	426	0	0	0	461	27	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.98	1.02	0.00	0.00	1.11	0.89	0.00	0.00	0.00	0.95	0.05	2.00
Final Sat.:	1711	1943	0	0	2114	1553	0	0	0	1660	97	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.28	0.28	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.55	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.86	0.36	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.86	0.86	0.04
Delay/Veh:	34.9	9.0	0.0	0.0	29.1	29.1	0.0	0.0	0.0	34.9	34.9	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:	34.9	9.0	0.0	0.0	29.1	29.1	0.0	0.0	0.0	34.9	34.9	16.3
LOS by Move:	C-	A	A	A	C	C	A	A	A	C-	C-	B
HCM2kAvgQ:	9	4	0	0	14	14	0	0	0	14	14	0

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

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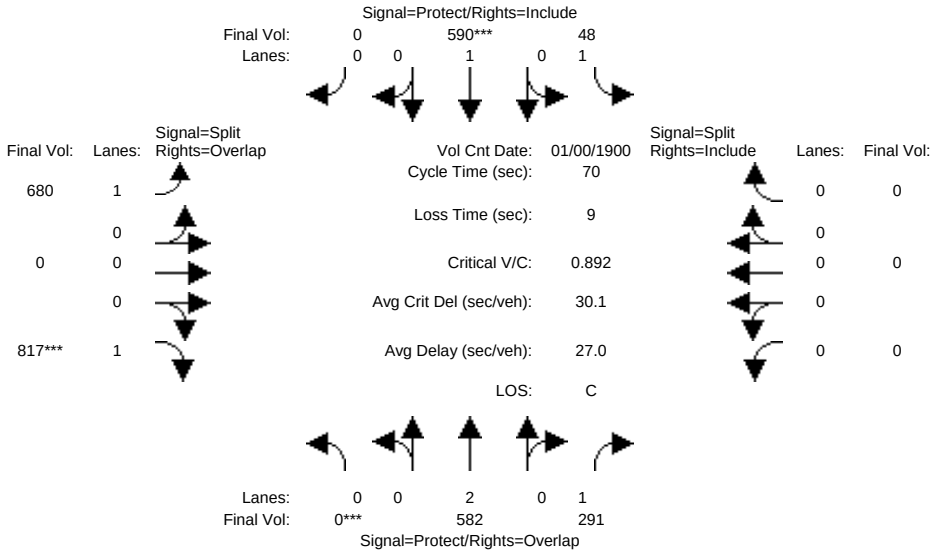
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	424	166	33	467	0	437	0	548	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	166	33	467	0	437	0	548	0	0	0
Added Vol:	0	158	125	15	123	0	243	0	269	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	582	291	48	590	0	680	0	817	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	582	291	48	590	0	680	0	817	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	582	291	48	590	0	680	0	817	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	582	291	48	590	0	680	0	817	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.17	0.03	0.31	0.00	0.39	0.00	0.47	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.22	0.22	0.13	0.35	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.76	0.21	0.89	0.00	0.74	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	28.1	34.7	27.7	35.9	0.0	16.3	0.0	25.9	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	28.1	34.7	27.7	35.9	0.0	16.3	0.0	25.9	0.0	0.0	0.0
LOS by Move:	A	C	C-	C	D+	A	B	A	C	A	A	A
HCM2kAvgQ:	0	6	7	1	13	0	14	0	21	0	0	0

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

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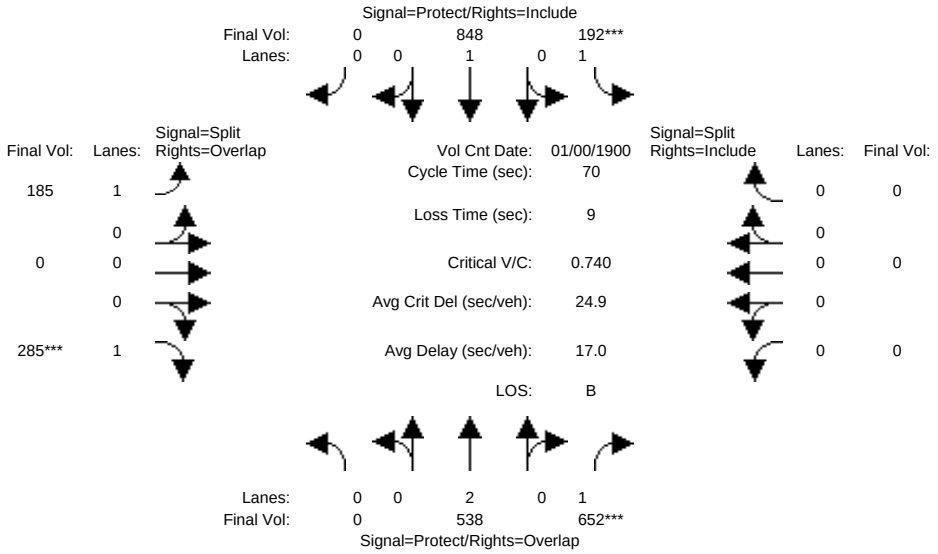
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	367	424	93	689	0	139	0	152	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	367	424	93	689	0	139	0	152	0	0	0
Added Vol:	0	171	228	99	159	0	46	0	133	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	538	652	192	848	0	185	0	285	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	538	652	192	848	0	185	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	652	192	848	0	185	0	285	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	538	652	192	848	0	185	0	285	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.37	0.11	0.45	0.00	0.11	0.00	0.16	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.50	0.50	0.15	0.65	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.74	0.74	0.69	0.00	0.48	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	10.1	17.1	39.3	9.3	0.0	24.8	0.0	32.9	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	10.1	17.1	39.3	9.3	0.0	24.8	0.0	32.9	0.0	0.0	0.0
LOS by Move:	A	B+	B	D	A	A	C	A	C-	A	A	A
HCM2kAvgQ:	0	3	12	4	11	0	4	0	8	0	0	0

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

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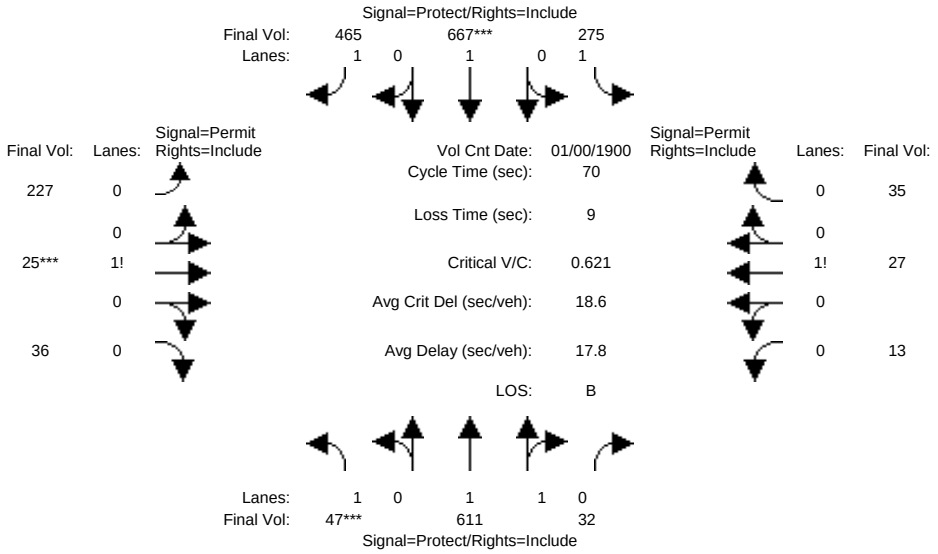
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	379	32	234	532	249	180	25	26	13	27	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:	30	379	32	234	532	249	180	25	26	13	27	31
Added Vol:	17	232	0	41	135	216	47	0	10	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	611	32	275	667	465	227	25	36	13	27	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	611	32	275	667	465	227	25	36	13	27	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	611	32	275	667	465	227	25	36	13	27	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	611	32	275	667	465	227	25	36	13	27	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.00	1.00	0.79	0.08	0.13	0.18	0.34	0.48
Final Sat.:	1750	3596	188	1750	1900	1750	1389	153	220	312	648	841
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.16	0.35	0.27	0.16	0.16	0.16	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.33	0.33	0.30	0.53	0.53	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.27	0.52	0.52	0.52	0.67	0.50	0.67	0.67	0.67	0.17	0.17	0.17
Delay/Veh:	30.0	19.6	19.6	21.2	13.8	11.1	27.8	27.8	27.8	21.0	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:	30.0	19.6	19.6	21.2	13.8	11.1	27.8	27.8	27.8	21.0	21.0	21.0
LOS by Move:	C	B-	B-	C+	B	B+	C	C	C	C+	C+	C+
HCM2kAvgQ:	1	6	6	5	10	7	7	7	7	1	1	1

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

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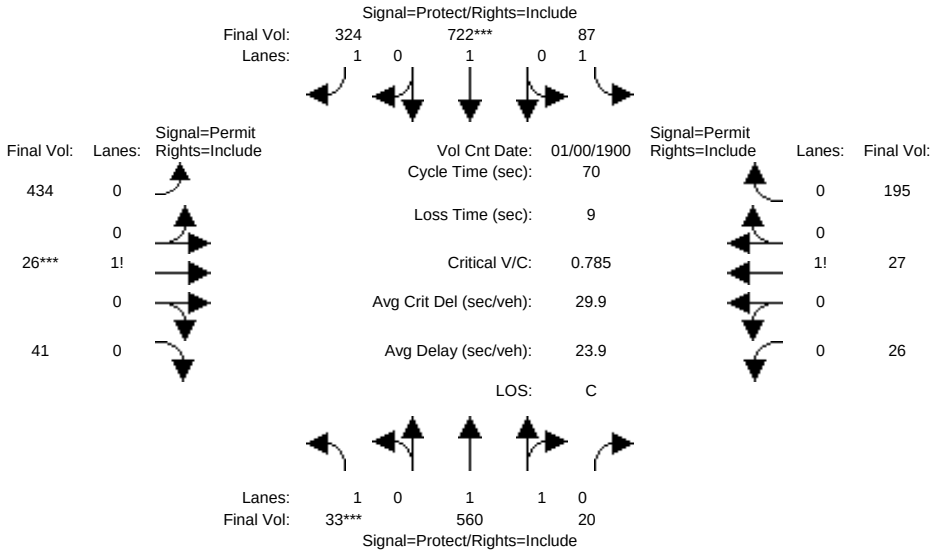
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	21	397	20	81	497	263	234	26	24	26	27	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:	21	397	20	81	497	263	234	26	24	26	27	160
Added Vol:	12	163	0	6	225	61	200	0	17	0	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	560	20	87	722	324	434	26	41	26	27	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:	33	560	20	87	722	324	434	26	41	26	27	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	560	20	87	722	324	434	26	41	26	27	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
FinalVolume:	33	560	20	87	722	324	434	26	41	26	27	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.93	0.07	1.00	1.00	1.00	0.87	0.05	0.08	0.11	0.10	0.79
Final Sat.:	1750	3658	131	1750	1900	1750	1522	91	144	185	192	1388
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.05	0.38	0.19	0.29	0.29	0.29	0.14	0.14	0.14
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.33	0.33	0.21	0.44	0.44	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.19	0.47	0.47	0.23	0.86	0.42	0.86	0.86	0.86	0.42	0.42	0.42
Delay/Veh:	29.4	19.0	19.0	23.1	26.8	13.8	34.5	34.5	34.5	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	19.0	19.0	23.1	26.8	13.8	34.5	34.5	34.5	18.7	18.7	18.7
LOS by Move:	C	B-	B-	C	C	B	C-	C-	C-	B-	B-	B-
HCM2kAvgQ:	1	5	5	2	15	5	14	14	14	5	5	5

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

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SJ17-1724
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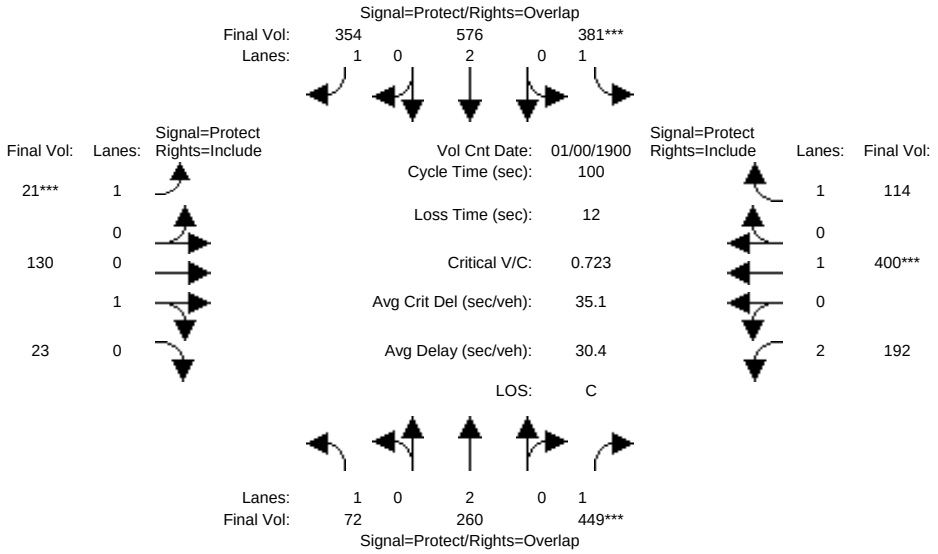
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	72	254	323	315	560	354	21	79	23	170	370	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:	72	254	323	315	560	354	21	79	23	170	370	110
Added Vol:	0	6	126	66	16	0	0	51	0	22	30	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	260	449	381	576	354	21	130	23	192	400	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	260	449	381	576	354	21	130	23	192	400	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	260	449	381	576	354	21	130	23	192	400	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	260	449	381	576	354	21	130	23	192	400	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.84	0.16	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1594	282	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.26	0.22	0.15	0.20	0.01	0.08	0.08	0.06	0.21	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.25	0.39	0.29	0.39	0.46	0.07	0.20	0.20	0.14	0.28	0.28
Volume/Cap:	0.29	0.28	0.66	0.76	0.39	0.44	0.17	0.40	0.40	0.43	0.76	0.23
Delay/Veh:	38.9	30.7	27.5	39.1	22.1	18.7	44.4	35.2	35.2	39.8	39.4	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:	38.9	30.7	27.5	39.1	22.1	18.7	44.4	35.2	35.2	39.8	39.4	28.2
LOS by Move:	D+	C	C	D	C+	B-	D	D+	D+	D	D	C
HCM2kAvgQ:	2	3	13	13	6	8	1	4	4	3	12	3

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

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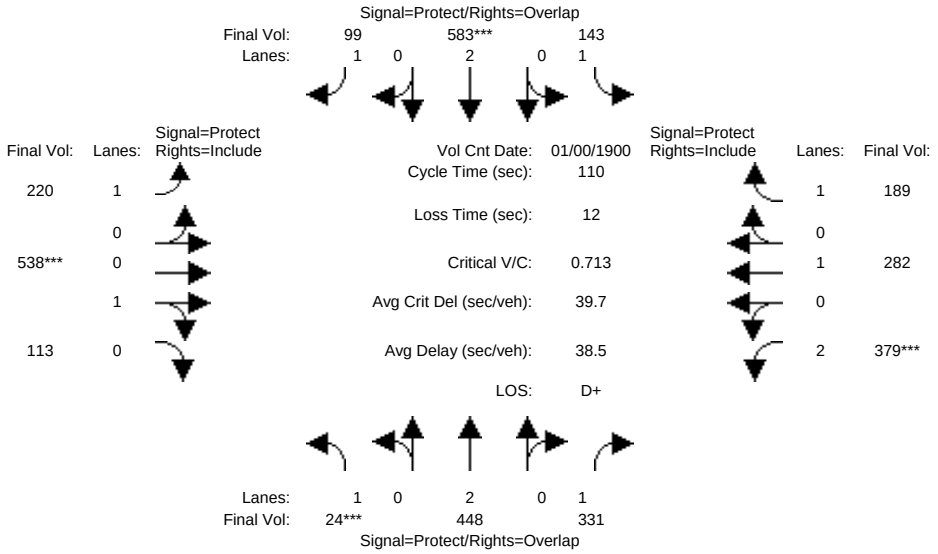
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	24	414	305	131	563	99	220	506	113	256	236	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:	24	414	305	131	563	99	220	506	113	256	236	161
Added Vol:	0	34	26	12	20	0	0	32	0	123	46	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	448	331	143	583	99	220	538	113	379	282	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	448	331	143	583	99	220	538	113	379	282	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	448	331	143	583	99	220	538	113	379	282	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
FinalVolume:	24	448	331	143	583	99	220	538	113	379	282	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1547	325	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.19	0.08	0.15	0.06	0.13	0.35	0.35	0.12	0.15	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.16	0.32	0.11	0.20	0.49	0.29	0.46	0.46	0.16	0.34	0.34
Volume/Cap:	0.22	0.75	0.59	0.75	0.75	0.12	0.44	0.75	0.75	0.75	0.44	0.32
Delay/Veh:	49.9	49.2	33.3	62.2	45.3	15.2	32.7	28.0	28.0	50.3	28.8	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	49.2	33.3	62.2	45.3	15.2	32.7	28.0	28.0	50.3	28.8	27.4
LOS by Move:	D	D	C-	E	D	B	C-	C	C	D	C	C
HCM2kAvgQ:	1	9	11	7	11	2	7	19	19	8	7	5

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

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East Whisman Precise Plan
SJ17-1724
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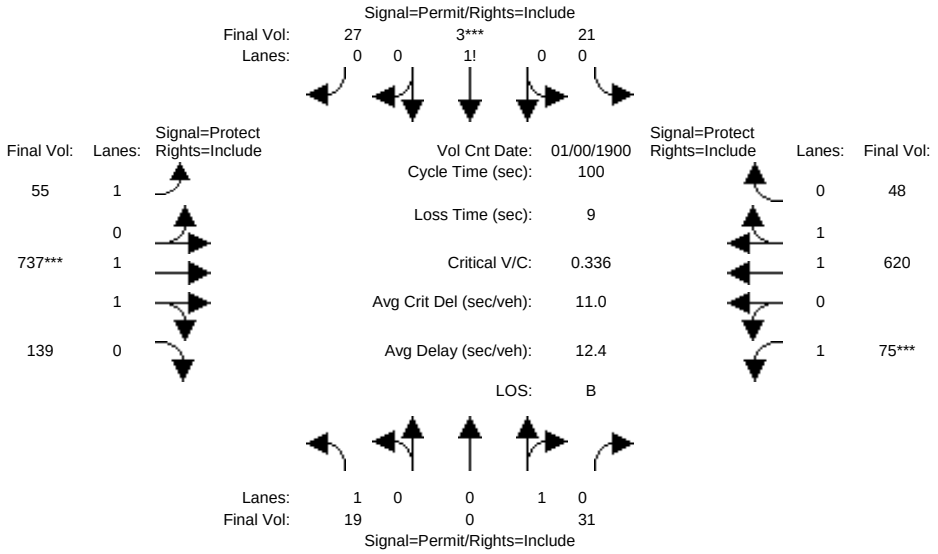
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	19	0	31	20	3	26	40	576	139	75	548	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:	19	0	31	20	3	26	40	576	139	75	548	48
Added Vol:	0	0	0	1	0	1	15	161	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	31	21	3	27	55	737	139	75	620	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:	19	0	31	21	3	27	55	737	139	75	620	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	31	21	3	27	55	737	139	75	620	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
FinalVolume:	19	0	31	21	3	27	55	737	139	75	620	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.41	0.05	0.54	1.00	1.66	0.34	1.00	1.84	0.16
Final Sat.:	1750	0	1750	724	103	931	1750	3154	595	1750	3505	271
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.03	0.03	0.03	0.03	0.23	0.23	0.04	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.23	0.68	0.68	0.13	0.58	0.58
Volume/Cap:	0.11	0.00	0.18	0.29	0.29	0.29	0.14	0.34	0.34	0.34	0.30	0.30
Delay/Veh:	41.2	0.0	41.7	42.6	42.6	42.6	30.8	6.6	6.6	40.9	10.8	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:	41.2	0.0	41.7	42.6	42.6	42.6	30.8	6.6	6.6	40.9	10.8	10.8
LOS by Move:	D	A	D	D	D	D	C	A	A	D	B+	B+
HCM2kAvgQ:	1	0	1	2	2	2	1	5	5	2	5	5

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

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East Whisman Precise Plan
SJ17-1724
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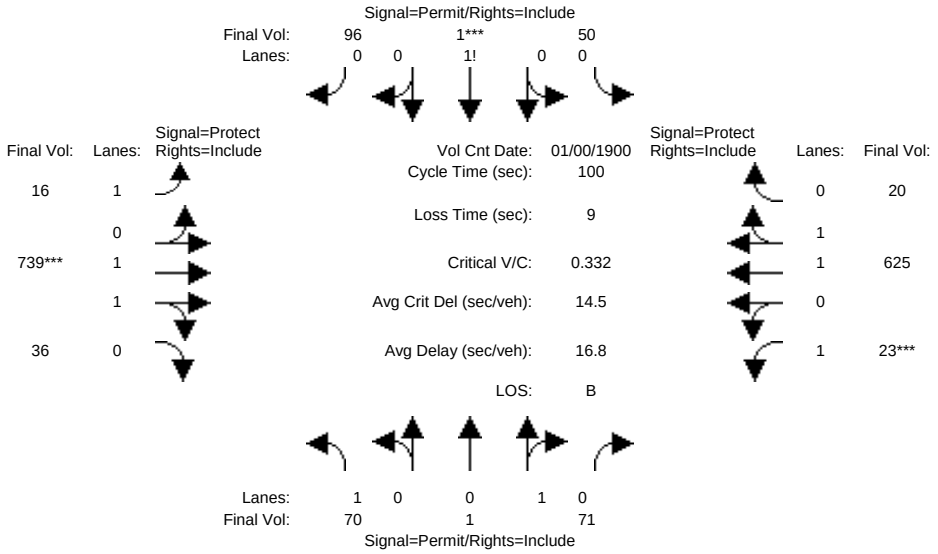
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	1	71	44	1	90	14	663	36	23	489	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:	70	1	71	44	1	90	14	663	36	23	489	20
Added Vol:	0	0	0	6	0	6	2	76	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1	71	50	1	96	16	739	36	23	625	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1	71	50	1	96	16	739	36	23	625	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1	71	50	1	96	16	739	36	23	625	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
FinalVolume:	70	1	71	50	1	96	16	739	36	23	625	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.34	0.01	0.65	1.00	1.90	0.10	1.00	1.93	0.07
Final Sat.:	1750	24	1728	596	12	1143	1750	3609	176	1750	3672	118
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.01	0.20	0.20	0.01	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.19	0.60	0.60	0.07	0.47	0.47
Volume/Cap:	0.16	0.17	0.17	0.34	0.34	0.34	0.05	0.34	0.34	0.19	0.36	0.36
Delay/Veh:	29.9	30.0	30.0	31.7	31.7	31.7	32.8	10.4	10.4	44.6	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:	29.9	30.0	30.0	31.7	31.7	31.7	32.8	10.4	10.4	44.6	16.9	16.9
LOS by Move:	C	C	C	C	C	C	C-	B+	B+	D	B	B
HCM2kAvgQ:	2	2	2	4	4	4	0	6	6	1	6	6

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

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East Whisman Precise Plan
SJ17-1724
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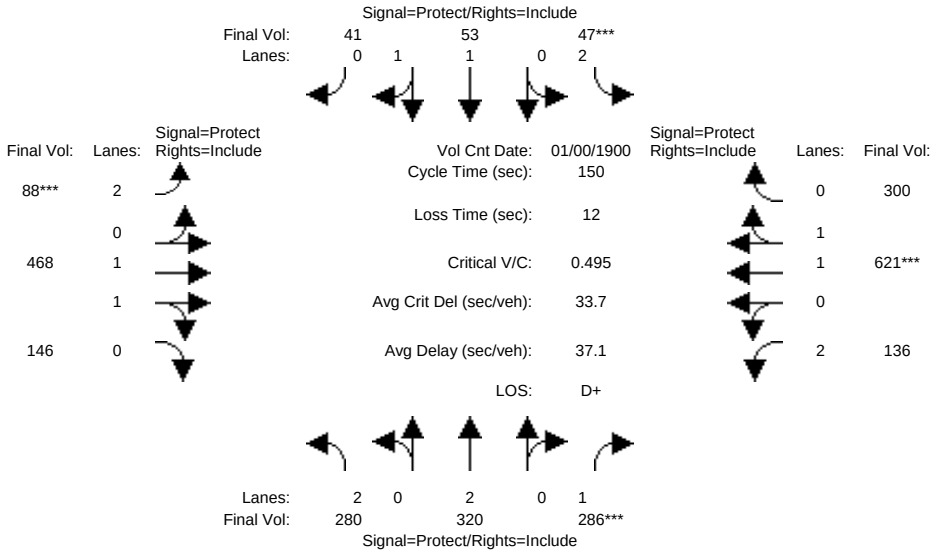
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	279	290	223	30	50	37	43	352	146	132	554	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	290	223	30	50	37	43	352	146	132	554	129
Added Vol:	1	30	63	17	3	4	45	116	0	4	67	171
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	320	286	47	53	41	88	468	146	136	621	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	320	286	47	53	41	88	468	146	136	621	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	320	286	47	53	41	88	468	146	136	621	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	320	286	47	53	41	88	468	146	136	621	300
Saturation 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	1.09	0.91	2.00	1.49	0.51	2.00	1.31	0.69
Final Sat.:	3150	3800	1750	3150	2065	1598	3150	2839	886	3150	2493	1204
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.16	0.01	0.03	0.03	0.03	0.16	0.16	0.04	0.25	0.25
Crit Moves:			****	****			****				****	
Green/Cycle:	0.21	0.32	0.32	0.05	0.16	0.16	0.06	0.43	0.43	0.12	0.49	0.49
Volume/Cap:	0.42	0.26	0.50	0.32	0.16	0.16	0.50	0.39	0.39	0.36	0.50	0.50
Delay/Veh:	51.6	37.5	41.7	70.5	54.6	54.6	71.2	29.5	29.5	61.1	25.8	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:	51.6	37.5	41.7	70.5	54.6	54.6	71.2	29.5	29.5	61.1	25.8	25.8
LOS by Move:	D-	D+	D	E	D-	D-	E	C	C	E	C	C
HCM2kAvgQ:	6	5	11	2	2	2	2	9	9	3	14	14

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

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East Whisman Precise Plan
SJ17-1724
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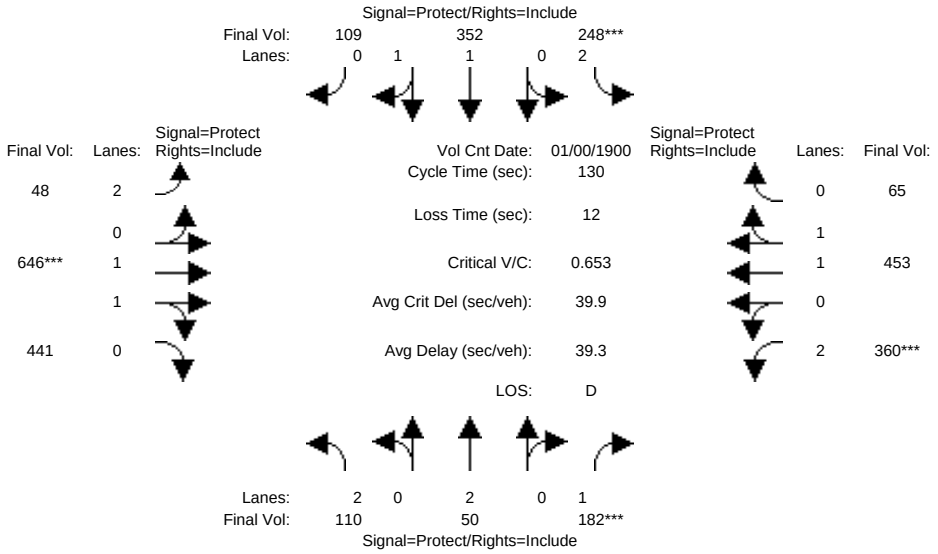
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	45	168	102	326	79	41	571	440	334	347	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:	110	45	168	102	326	79	41	571	440	334	347	39
Added Vol:	0	5	14	146	26	30	7	75	1	26	106	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	50	182	248	352	109	48	646	441	360	453	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	182	248	352	109	48	646	441	360	453	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	182	248	352	109	48	646	441	360	453	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	50	182	248	352	109	48	646	441	360	453	65
Saturation 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	1.50	0.50	2.00	1.15	0.85	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	2844	881	3150	2182	1490	3150	3288	472
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.10	0.08	0.12	0.12	0.02	0.30	0.30	0.11	0.14	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.16	0.16	0.12	0.19	0.19	0.18	0.45	0.45	0.17	0.45	0.45
Volume/Cap:	0.41	0.08	0.65	0.65	0.64	0.64	0.09	0.65	0.65	0.65	0.31	0.31
Delay/Veh:	57.4	46.6	56.8	58.6	49.9	49.9	44.8	28.6	28.6	52.8	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:	57.4	46.6	56.8	58.6	49.9	49.9	44.8	28.6	28.6	52.8	22.8	22.8
LOS by Move:	E+	D	E+	E+	D	D	D	C	C	D-	C+	C+
HCM2kAvgQ:	2	1	7	7	9	9	1	17	17	8	6	6

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

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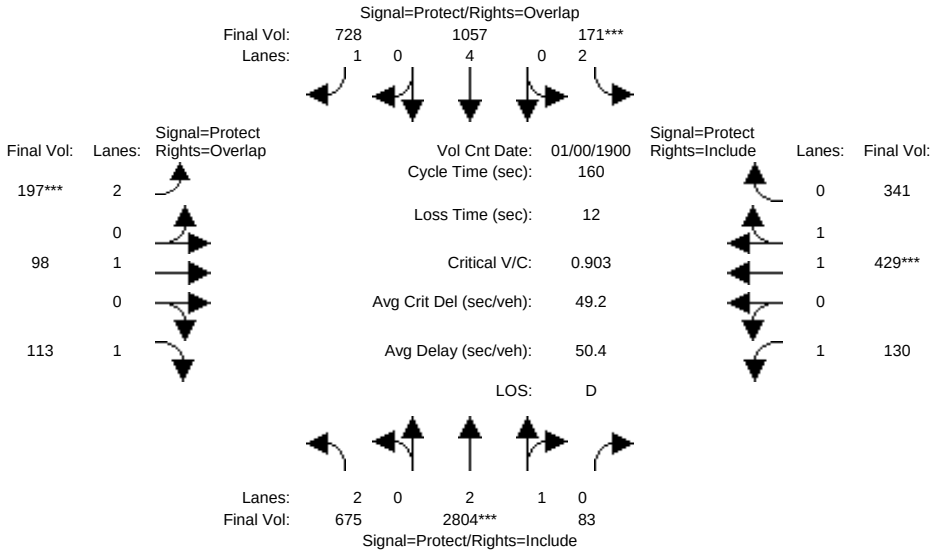
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	615	2146	44	118	830	416	93	80	107	108	360	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	2146	44	118	830	416	93	80	107	108	360	272
Added Vol:	60	658	39	53	227	312	104	18	6	22	69	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	675	2804	83	171	1057	728	197	98	113	130	429	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2804	83	171	1057	728	197	98	113	130	429	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	675	2804	83	171	1057	728	197	98	113	130	429	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	675	2804	83	171	1057	728	197	98	113	130	429	341
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.91	0.09	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.07	0.93
Final Sat.:	3150	5523	163	3150	7600	1750	3150	1900	1750	1750	2040	1621
Capacity Analysis Module:												
Vol/Sat:	0.21	0.51	0.51	0.05	0.14	0.42	0.06	0.05	0.06	0.07	0.21	0.21
Crit Moves:		****			****			****			****	
Green/Cycle:	0.24	0.56	0.56	0.06	0.39	0.46	0.07	0.14	0.37	0.16	0.23	0.23
Volume/Cap:	0.91	0.90	0.90	0.90	0.36	0.91	0.90	0.37	0.17	0.45	0.90	0.90
Delay/Veh:	75.1	35.1	35.1	113.9	34.9	54.8	109.5	63.6	33.7	61.5	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:	75.1	35.1	35.1	113.9	34.9	54.8	109.5	63.6	33.7	61.5	72.4	72.4
LOS by Move:	E-	D+	D+	F	C-	D-	F	E	C-	E	E	E
HCM2kAvgQ:	19	40	40	8	9	39	7	4	4	6	22	22

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

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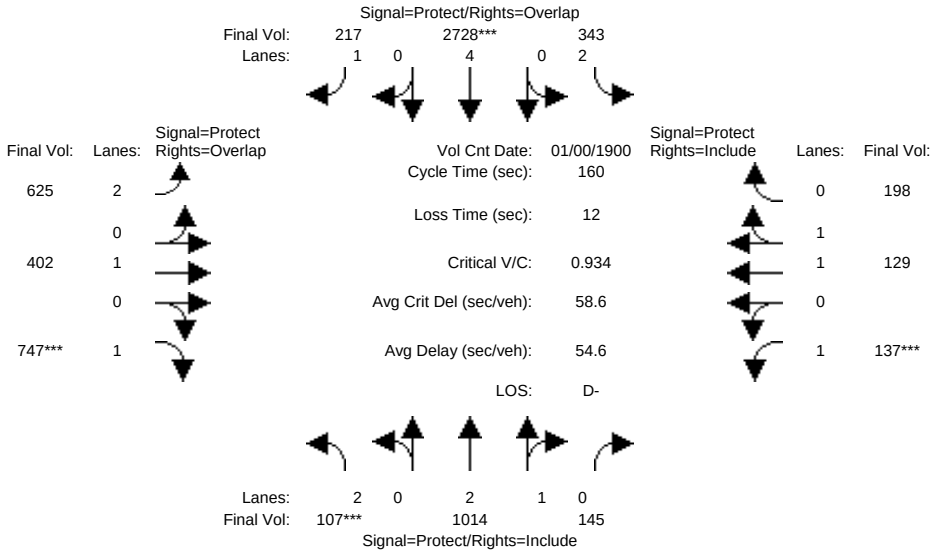
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	98	790	123	279	2117	140	335	338	696	100	108	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:	98	790	123	279	2117	140	335	338	696	100	108	144
Added Vol:	9	224	22	64	611	77	290	64	51	37	21	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1014	145	343	2728	217	625	402	747	137	129	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1014	145	343	2728	217	625	402	747	137	129	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1014	145	343	2728	217	625	402	747	137	129	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1014	145	343	2728	217	625	402	747	137	129	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.60	0.40	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4934	706	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.11	0.36	0.12	0.20	0.21	0.43	0.08	0.07	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.04	0.28	0.28	0.15	0.39	0.70	0.32	0.41	0.46	0.08	0.18	0.18
Volume/Cap:	0.78	0.73	0.73	0.73	0.93	0.18	0.63	0.51	0.94	0.93	0.38	0.63
Delay/Veh:	99.5	53.9	53.9	70.9	53.3	8.2	48.0	35.7	59.8	126.5	58.0	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:	99.5	53.9	53.9	70.9	53.3	8.2	48.0	35.7	59.8	126.5	58.0	63.1
LOS by Move:	F	D-	D-	E	D-	A	D	D+	E+	F	E+	E
HCM2kAvgQ:	3	17	17	11	36	4	15	14	39	10	6	10

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

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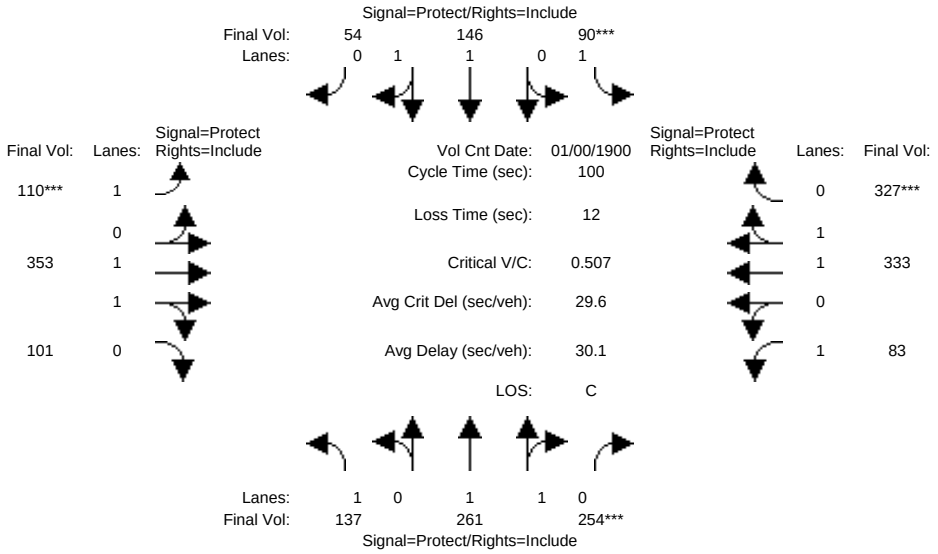
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	231	190	65	136	48	92	300	99	68	325	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:	130	231	190	65	136	48	92	300	99	68	325	160
Added Vol:	7	30	64	25	10	6	18	53	2	15	8	167
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	261	254	90	146	54	110	353	101	83	333	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	261	254	90	146	54	110	353	101	83	333	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	261	254	90	146	54	110	353	101	83	333	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	261	254	90	146	54	110	353	101	83	333	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.53	0.47	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	2711	1003	1750	2899	830	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.15	0.05	0.05	0.05	0.06	0.12	0.12	0.05	0.18	0.19
Crit Moves:			****	****			****					****
Green/Cycle:	0.19	0.29	0.29	0.10	0.19	0.19	0.12	0.31	0.31	0.18	0.37	0.37
Volume/Cap:	0.40	0.48	0.51	0.51	0.28	0.28	0.51	0.39	0.39	0.26	0.48	0.51
Delay/Veh:	36.0	29.9	30.2	45.0	34.6	34.6	42.9	27.1	27.1	35.8	24.4	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:	36.0	29.9	30.2	45.0	34.6	34.6	42.9	27.1	27.1	35.8	24.4	24.9
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	D+	C	C
HCM2kAvgQ:	4	7	7	4	3	3	3	5	5	2	7	8

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

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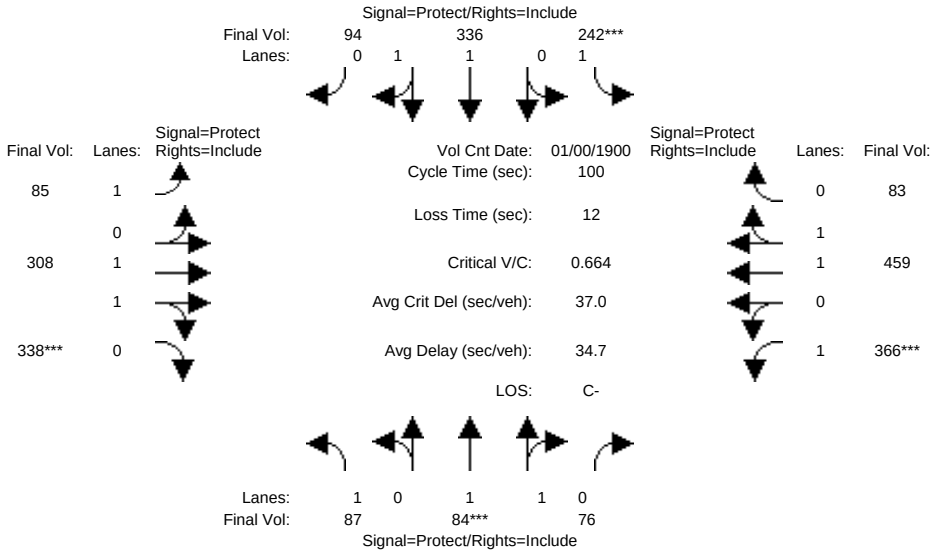
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	83	72	45	90	308	77	78	298	331	303	413	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:	83	72	45	90	308	77	78	298	331	303	413	49
Added Vol:	4	12	31	152	28	17	7	10	7	63	46	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	84	76	242	336	94	85	308	338	366	459	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:	87	84	76	242	336	94	85	308	338	366	459	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	84	76	242	336	94	85	308	338	366	459	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	84	76	242	336	94	85	308	338	366	459	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.01	0.99	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	1917	1734	1750	2915	815	1750	1900	1750	1750	3176	574
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.14	0.12	0.12	0.05	0.16	0.19	0.21	0.14	0.14
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.10	0.10	0.20	0.16	0.16	0.19	0.28	0.28	0.30	0.39	0.39
Volume/Cap:	0.36	0.44	0.44	0.69	0.72	0.72	0.26	0.58	0.69	0.69	0.37	0.37
Delay/Veh:	39.9	43.2	43.2	43.1	44.1	44.1	34.9	31.8	34.5	34.8	21.8	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:	39.9	43.2	43.2	43.1	44.1	44.1	34.9	31.8	34.5	34.8	21.8	21.8
LOS by Move:	D	D	D	D	D	D	C-	C	C-	C-	C+	C+
HCM2kAvgQ:	3	3	3	9	8	8	2	8	10	11	6	6

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

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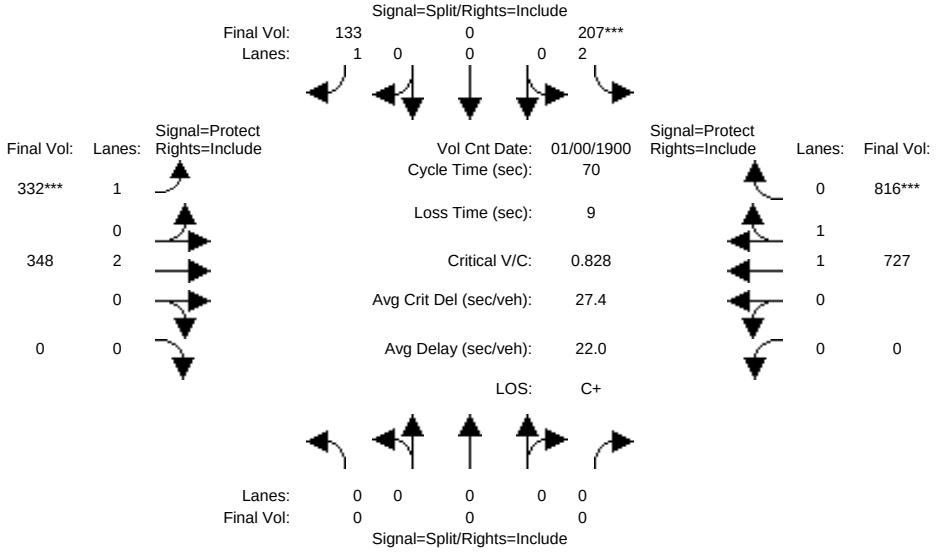
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	128	0	118	264	275	0	0	553	579
Growth Adj:	1.00	1.00	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	128	0	118	264	275	0	0	553	579
Added Vol:	0	0	0	79	0	15	68	73	0	0	174	237
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	133	332	348	0	0	727	816
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	207	0	133	332	348	0	0	727	816
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	0	133	332	348	0	0	727	816
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	207	0	133	332	348	0	0	727	816
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.19	0.09	0.00	0.00	0.38	0.47
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.21	0.73	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.53	0.90	0.13	0.00	0.00	0.74	0.90
Delay/Veh:	0.0	0.0	0.0	28.3	0.0	30.0	51.0	2.9	0.0	0.0	14.6	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	0.0	0.0	28.3	0.0	30.0	51.0	2.9	0.0	0.0	14.6	22.2
LOS by Move:	A	A	A	C	A	C	D-	A	A	A	B	C+
HCM2kAvgQ:	0	0	0	3	0	4	9	1	0	0	12	19

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

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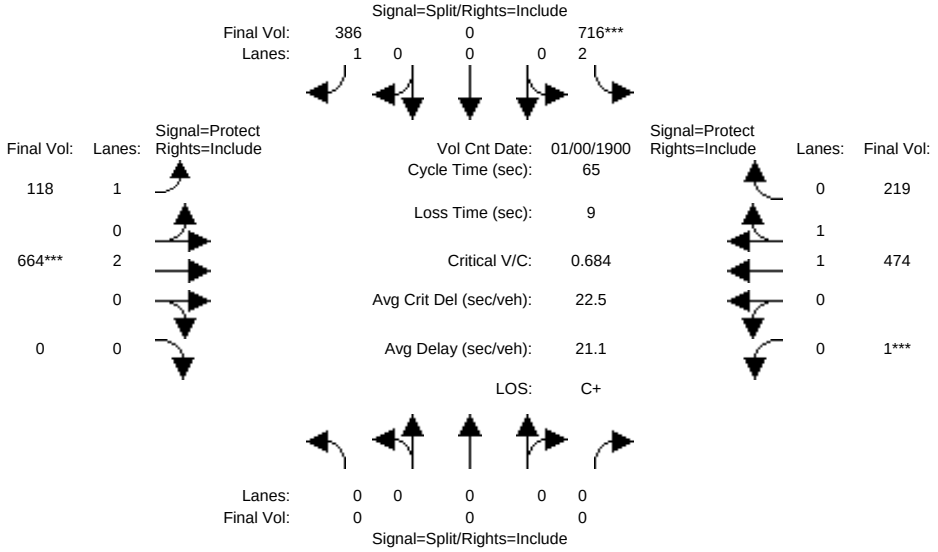
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	493	0	320	86	503	0	1	397	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:	0	0	0	493	0	320	86	503	0	1	397	117
Added Vol:	0	0	0	223	0	66	32	161	0	0	77	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	716	0	386	118	664	0	1	474	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	716	0	386	118	664	0	1	474	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	716	0	386	118	664	0	1	474	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	716	0	386	118	664	0	1	474	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.01	1.33	0.66
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	5	2527	1167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.22	0.07	0.17	0.00	0.19	0.19	0.19
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.19	0.26	0.00	0.27	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.66	0.35	0.68	0.00	0.68	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	20.7	0.0	21.5	23.3	23.9	0.0	23.0	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.7	0.0	21.5	23.3	23.9	0.0	23.0	18.2	18.2
LOS by Move:	A	A	A	C+	A	C+	C	C	A	C	B-	B-
HCM2kAvgQ:	0	0	0	9	0	8	2	6	0	7	6	6

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

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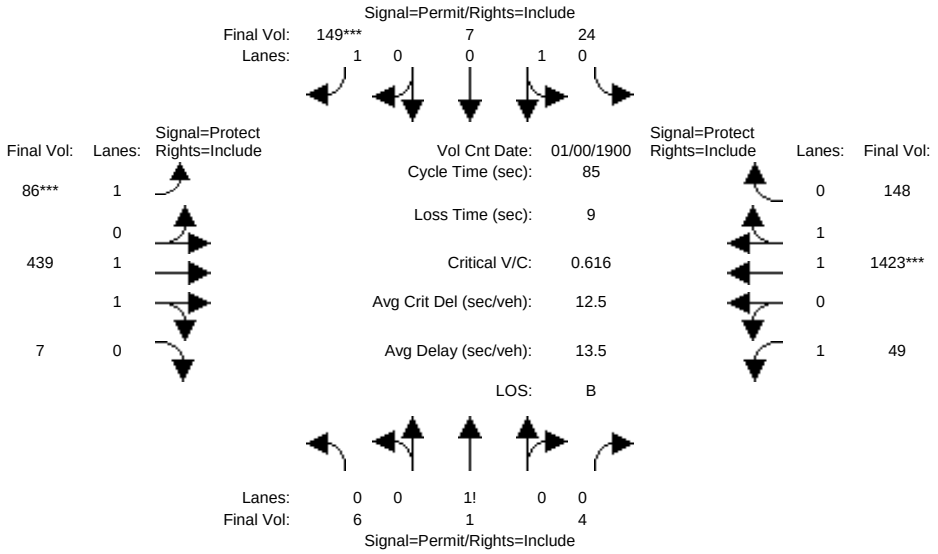
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	6	1	4	23	7	124	83	290	7	49	1036	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	4	23	7	124	83	290	7	49	1036	142
Added Vol:	0	0	0	1	0	25	3	149	0	0	387	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	4	24	7	149	86	439	7	49	1423	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:	6	1	4	24	7	149	86	439	7	49	1423	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	4	24	7	149	86	439	7	49	1423	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
FinalVolume:	6	1	4	24	7	149	86	439	7	49	1423	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.55	0.08	0.37	0.79	0.21	1.00	1.00	1.97	0.03	1.00	1.80	0.20
Final Sat.:	961	160	641	1379	402	1750	1750	3735	60	1750	3414	355
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.09	0.05	0.12	0.12	0.03	0.42	0.42
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.08	0.44	0.44	0.31	0.67	0.67
Volume/Cap:	0.05	0.05	0.05	0.13	0.13	0.62	0.60	0.26	0.26	0.09	0.62	0.62
Delay/Veh:	31.9	31.9	31.9	32.4	32.4	39.4	44.3	14.9	14.9	20.8	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	32.4	32.4	39.4	44.3	14.9	14.9	20.8	8.2	8.2
LOS by Move:	C	C	C	C-	C-	D	D	B	B	C+	A	A
HCM2kAvgQ:	0	0	0	1	1	5	2	4	4	1	11	11

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

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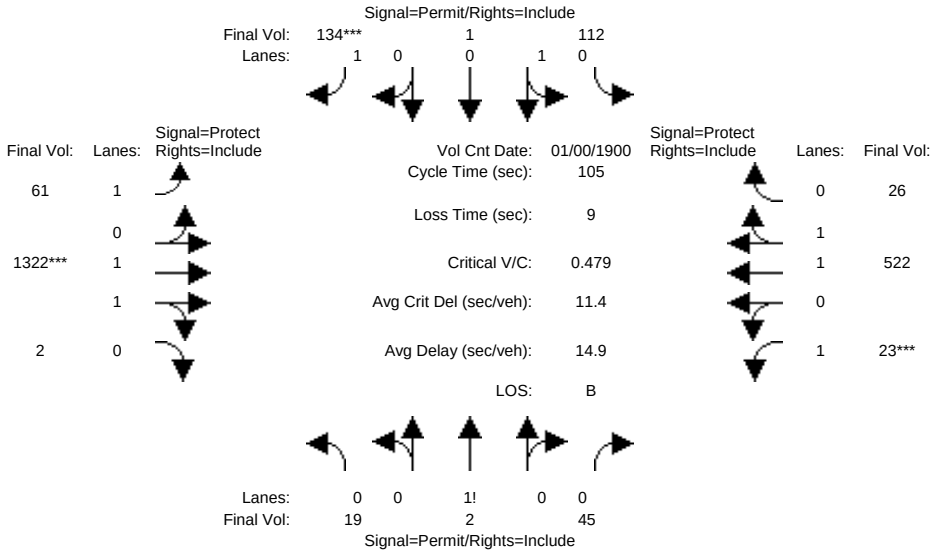
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	19	2	45	106	1	129	38	960	2	23	348	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:	19	2	45	106	1	129	38	960	2	23	348	23
Added Vol:	0	0	0	6	0	5	23	362	0	0	174	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2	45	112	1	134	61	1322	2	23	522	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	2	45	112	1	134	61	1322	2	23	522	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2	45	112	1	134	61	1322	2	23	522	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
FinalVolume:	19	2	45	112	1	134	61	1322	2	23	522	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.03	0.68	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.90	0.10
Final Sat.:	505	53	1196	1736	15	1750	1750	3794	6	1750	3605	180
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.08	0.03	0.35	0.35	0.01	0.14	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.24	0.69	0.69	0.07	0.52	0.52
Volume/Cap:	0.25	0.25	0.25	0.42	0.42	0.50	0.15	0.50	0.50	0.20	0.28	0.28
Delay/Veh:	39.6	39.6	39.6	41.4	41.4	42.3	31.6	7.7	7.7	47.2	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:	39.6	39.6	39.6	41.4	41.4	42.3	31.6	7.7	7.7	47.2	14.1	14.1
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	4	4	5	2	10	10	1	5	5

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

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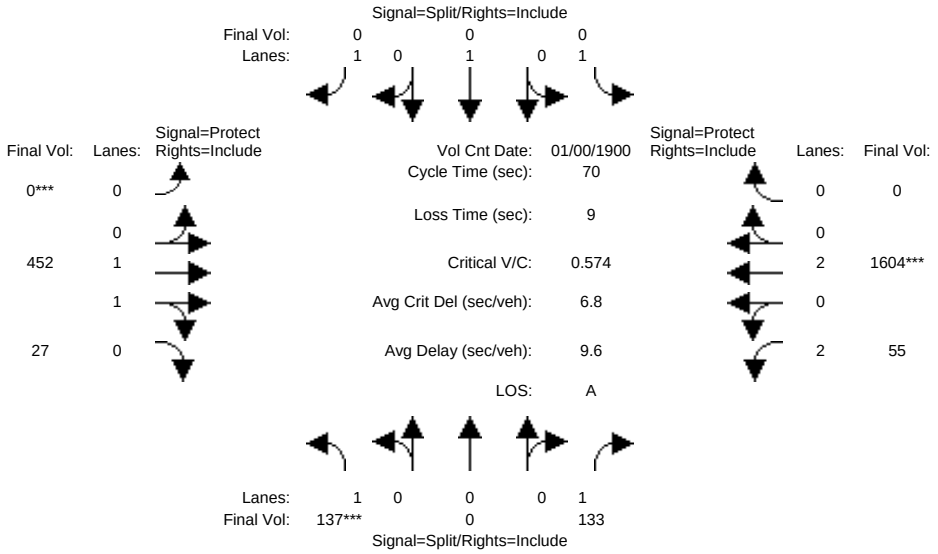
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	73	0	94	0	0	0	0	317	12	37	1275	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:	73	0	94	0	0	0	0	317	12	37	1275	0
Added Vol:	64	0	39	0	0	0	0	135	15	18	329	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	0	133	0	0	0	0	452	27	55	1604	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:	137	0	133	0	0	0	0	452	27	55	1604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	133	0	0	0	0	452	27	55	1604	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:	137	0	133	0	0	0	0	452	27	55	1604	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.88	0.12	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3569	213	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.13	0.02	0.42	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.43	0.43	0.30	0.73	0.00
Volume/Cap:	0.55	0.00	0.53	0.00	0.00	0.00	0.00	0.30	0.30	0.06	0.58	0.00
Delay/Veh:	30.5	0.0	30.0	0.0	0.0	0.0	0.0	13.2	13.2	17.5	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	0.0	30.0	0.0	0.0	0.0	0.0	13.2	13.2	17.5	4.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	3	3	0	8	0

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

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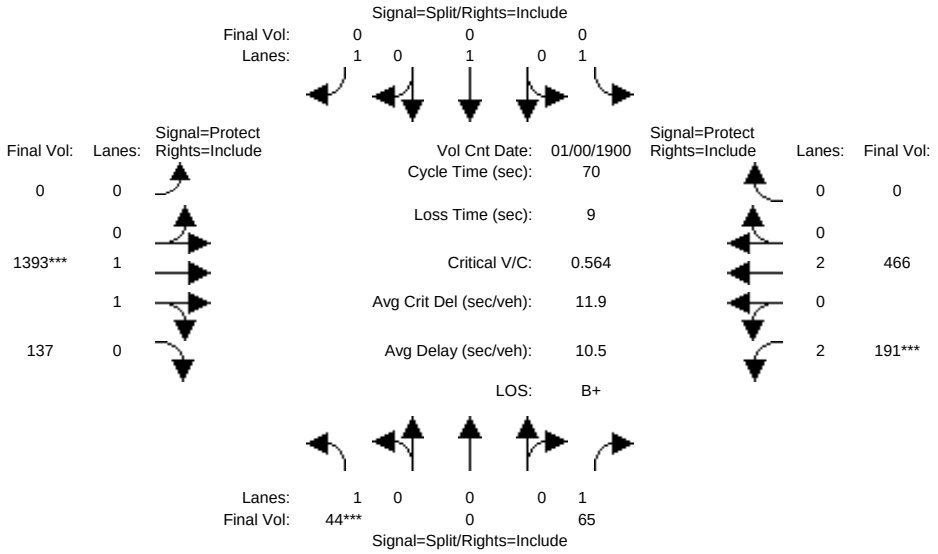
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	11	0	43	0	0	0	0	1088	74	146	322	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:	11	0	43	0	0	0	0	1088	74	146	322	0
Added Vol:	33	0	22	0	0	0	0	305	63	45	144	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	65	0	0	0	0	1393	137	191	466	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:	44	0	65	0	0	0	0	1393	137	191	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	65	0	0	0	0	1393	137	191	466	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:	44	0	65	0	0	0	0	1393	137	191	466	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.81	0.19	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3433	338	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.41	0.06	0.12	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.18	0.00	0.26	0.00	0.00	0.00	0.00	0.65	0.65	0.61	0.17	0.00
Delay/Veh:	26.7	0.0	27.3	0.0	0.0	0.0	0.0	8.7	8.7	33.5	3.0	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:	26.7	0.0	27.3	0.0	0.0	0.0	0.0	8.7	8.7	33.5	3.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C-	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	10	10	2	2	0

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

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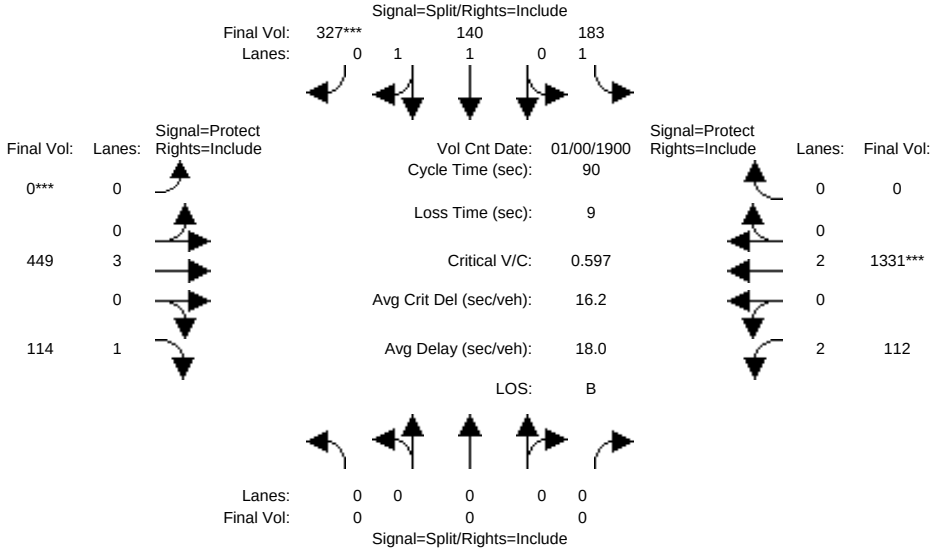
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	176	127	309	0	324	65	108	1003	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	176	127	309	0	324	65	108	1003	0
Added Vol:	0	0	0	7	13	18	0	125	49	4	328	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	140	327	0	449	114	112	1331	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	183	140	327	0	449	114	112	1331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	140	327	0	449	114	112	1331	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	183	140	327	0	449	114	112	1331	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.07	0.19	0.00	0.08	0.07	0.04	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.35	0.35	0.24	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.24	0.60	0.00	0.23	0.19	0.15	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	24.1	23.0	27.4	0.0	21.0	20.8	26.9	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.1	23.0	27.4	0.0	21.0	20.8	26.9	12.3	0.0
LOS by Move:	A	A	A	C	C+	C	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	0	4	3	8	0	3	2	1	12	0

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

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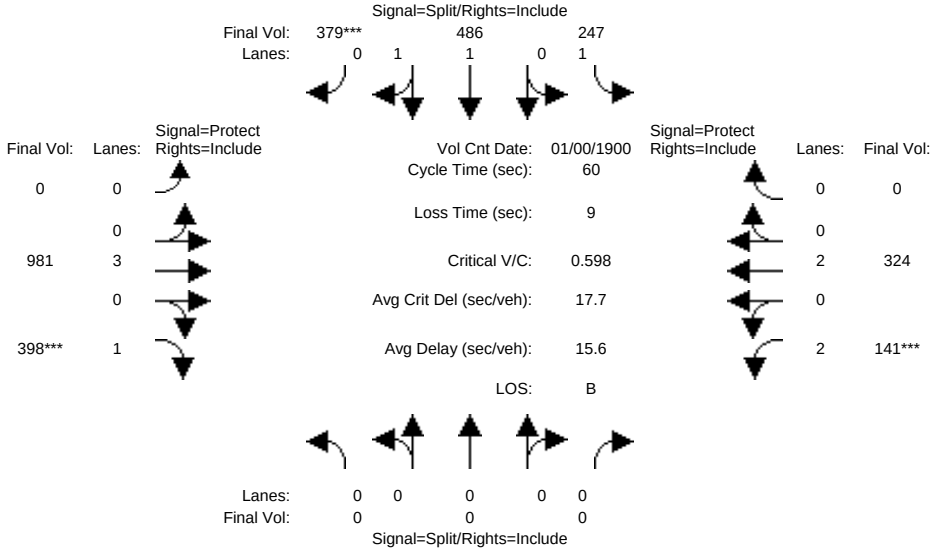
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	235	397	337	0	825	227	118	177	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	397	337	0	825	227	118	177	0
Added Vol:	0	0	0	12	89	42	0	156	171	23	147	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	247	486	379	0	981	398	141	324	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	247	486	379	0	981	398	141	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	486	379	0	981	398	141	324	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	247	486	379	0	981	398	141	324	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.08	0.92	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2058	1605	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.24	0.24	0.00	0.17	0.23	0.04	0.09	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.36	0.36	0.12	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.63	0.63	0.00	0.48	0.63	0.38	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	14.1	16.4	16.4	0.0	15.0	18.0	25.2	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.1	16.4	16.4	0.0	15.0	18.0	25.2	9.0	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B-	C	A	A
HCM2kAvgQ:	0	0	0	3	7	7	0	4	6	1	2	0

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

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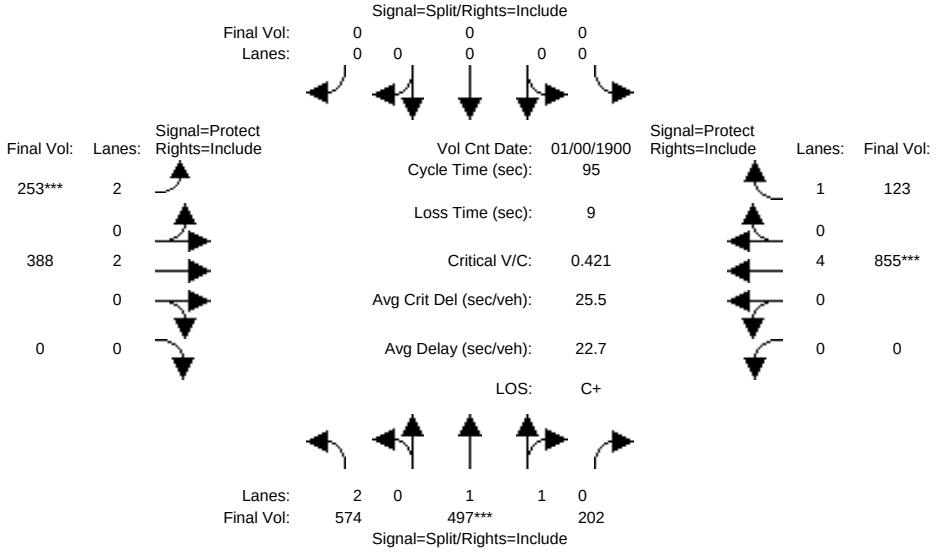
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	394	370	185	0	0	0	213	295	0	0	703	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	370	185	0	0	0	213	295	0	0	703	123
Added Vol:	180	127	17	0	0	0	40	93	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	574	497	202	0	0	0	253	388	0	0	855	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	574	497	202	0	0	0	253	388	0	0	855	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	497	202	0	0	0	253	388	0	0	855	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	574	497	202	0	0	0	253	388	0	0	855	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.39	0.61	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2637	1072	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.19	0.00	0.00	0.00	0.08	0.10	0.00	0.00	0.11	0.07
Crit Moves:		****					****				****	
Green/Cycle:	0.45	0.45	0.45	0.00	0.00	0.00	0.19	0.46	0.00	0.00	0.27	0.27
Volume/Cap:	0.41	0.42	0.42	0.00	0.00	0.00	0.42	0.22	0.00	0.00	0.42	0.26
Delay/Veh:	17.9	18.0	18.0	0.0	0.0	0.0	34.3	15.6	0.0	0.0	28.9	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:	17.9	18.0	18.0	0.0	0.0	0.0	34.3	15.6	0.0	0.0	28.9	27.7
LOS by Move:	B	B-	B-	A	A	A	C-	B	A	A	C	C
HCM2kAvgQ:	7	7	7	0	0	0	4	3	0	0	5	3

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

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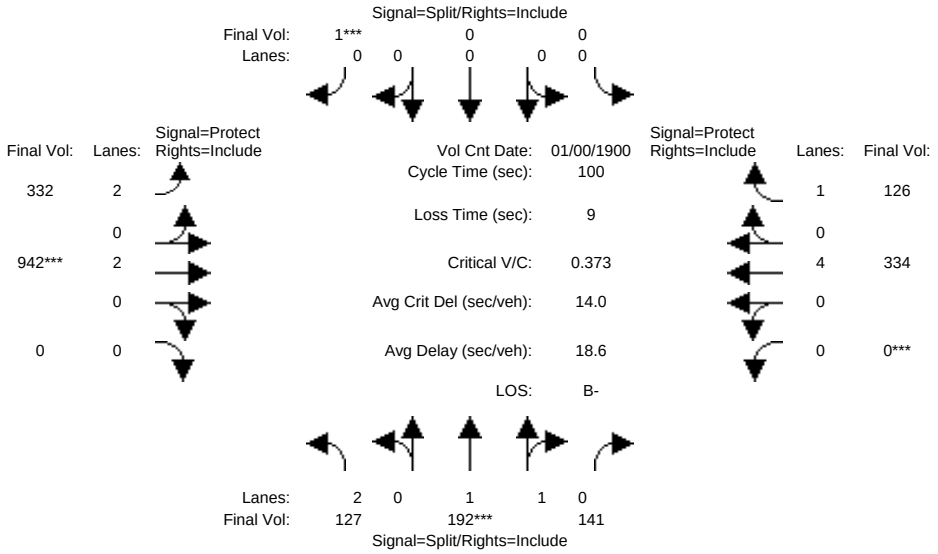
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	171	138	0	0	1	318	788	0	0	222	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	171	138	0	0	1	318	788	0	0	222	126
Added Vol:	58	21	3	0	0	0	14	154	0	0	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	192	141	0	0	1	332	942	0	0	334	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	192	141	0	0	1	332	942	0	0	334	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	192	141	0	0	1	332	942	0	0	334	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	192	141	0	0	1	332	942	0	0	334	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.11	0.89	0.00	0.00	1.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2114	1553	0	0	1750	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.00	0.00	0.00	0.11	0.25	0.00	0.00	0.04	0.07
Crit Moves:		****				****		****		****		
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.34	0.66	0.00	0.00	0.32	0.32
Volume/Cap:	0.17	0.37	0.37	0.00	0.00	0.37	0.31	0.37	0.00	0.00	0.14	0.22
Delay/Veh:	29.9	31.7	31.7	0.0	0.0	120.1	24.4	7.6	0.0	0.0	23.9	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:	29.9	31.7	31.7	0.0	0.0	120.1	24.4	7.6	0.0	0.0	23.9	24.8
LOS by Move:	C	C	C	A	A	F	C	A	A	A	C	C
HCM2kAvgQ:	2	5	5	0	0	0	4	6	0	0	2	3

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

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East Whisman Precise Plan
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2000 HCM Operations (Future Volume Alternative)
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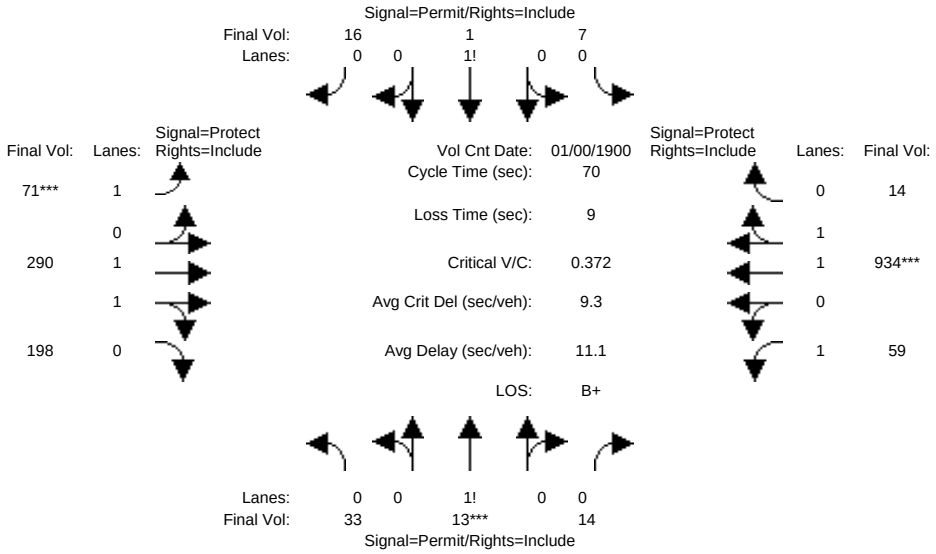
Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	33	1	14	2	0	12	16	236	198	58	787	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	14	2	0	12	16	236	198	58	787	4
Added Vol:	0	12	0	5	1	4	55	54	0	1	147	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	13	14	7	1	16	71	290	198	59	934	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:	33	13	14	7	1	16	71	290	198	59	934	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	13	14	7	1	16	71	290	198	59	934	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:	33	13	14	7	1	16	71	290	198	59	934	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.20	0.24	0.29	0.04	0.67	1.00	1.15	0.85	1.00	1.97	0.03
Final Sat.:	979	386	415	512	73	1171	1750	2182	1490	1750	3739	56
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.04	0.13	0.13	0.03	0.25	0.25
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.10	0.43	0.43	0.30	0.63	0.63
Volume/Cap:	0.24	0.24	0.24	0.10	0.10	0.10	0.40	0.31	0.31	0.11	0.40	0.40
Delay/Veh:	27.1	27.1	27.1	26.2	26.2	26.2	30.9	13.3	13.3	17.8	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	26.2	26.2	26.2	30.9	13.3	13.3	17.8	6.6	6.6
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2kAvgQ:	1	1	1	1	1	1	2	3	3	1	5	5

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

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East Whisman Precise Plan
SJ17-1724
Background

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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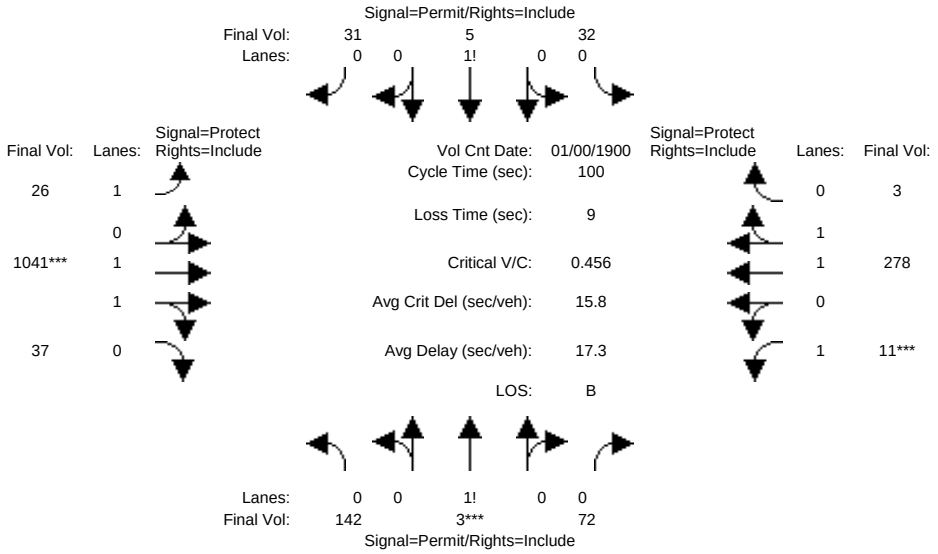
Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	142	1	72	1	0	2	16	894	37	6	195	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1	72	1	0	2	16	894	37	6	195	1
Added Vol:	0	2	0	31	5	29	10	147	0	5	83	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	3	72	32	5	31	26	1041	37	11	278	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	72	32	5	31	26	1041	37	11	278	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	3	72	32	5	31	26	1041	37	11	278	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	3	72	32	5	31	26	1041	37	11	278	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.66	0.01	0.33	0.47	0.07	0.46	1.00	1.93	0.07	1.00	1.98	0.02
Final Sat.:	1146	24	581	828	129	802	1750	3659	130	1750	3756	41
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.04	0.04	0.04	0.01	0.28	0.28	0.01	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.27	0.59	0.59	0.07	0.39	0.39
Volume/Cap:	0.49	0.49	0.49	0.15	0.15	0.15	0.06	0.49	0.49	0.09	0.19	0.19
Delay/Veh:	32.5	32.5	32.5	29.0	29.0	29.0	27.1	12.2	12.2	43.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	29.0	29.0	29.0	27.1	12.2	12.2	43.8	20.5	20.5
LOS by Move:	C-	C-	C-	C	C	C	C	B	B	D	C+	C+
HCM2kAvgQ:	6	6	6	2	2	2	1	9	9	0	3	3

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

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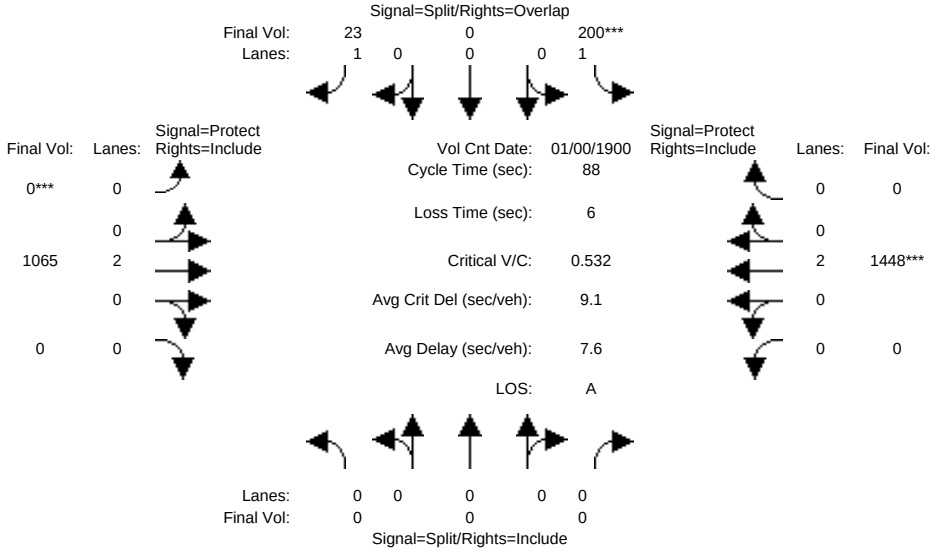
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	200	0	18	0	847	0	0	1370	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	200	0	18	0	847	0	0	1370	0
Added Vol:	0	0	0	0	0	5	0	218	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	23	0	1065	0	0	1448	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	200	0	23	0	1065	0	0	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	23	0	1065	0	0	1448	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	200	0	23	0	1065	0	0	1448	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.01	0.00	0.28	0.00	0.00	0.38	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.06	0.00	0.39	0.00	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	27.5	0.0	5.0	0.0	0.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	27.5	0.0	5.0	0.0	0.0	5.9	0.0
LOS by Move:	A	A	A	C-	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	1	0	6	0	0	9	0

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

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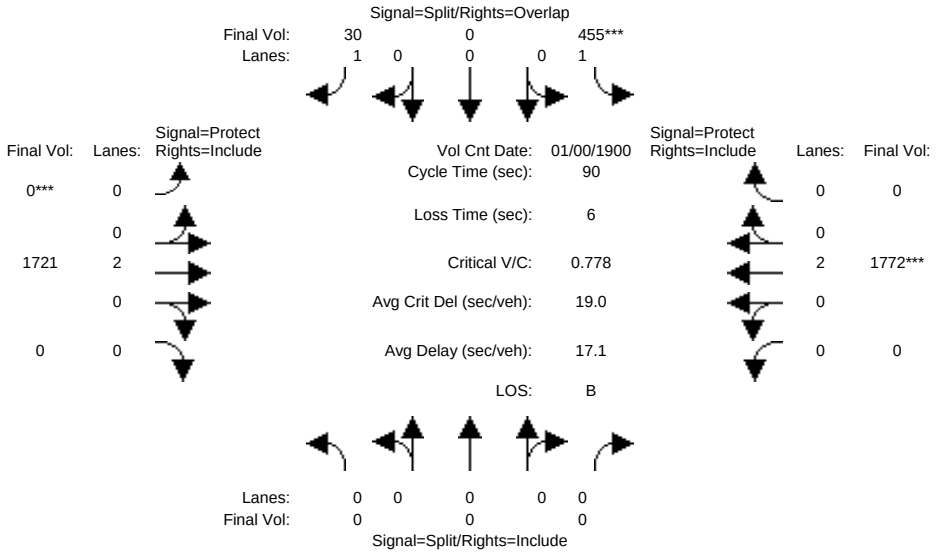
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	455	0	25	0	1638	0	0	1562	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	455	0	25	0	1638	0	0	1562	0
Added Vol:	0	0	0	0	0	5	0	83	0	0	210	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	30	0	1721	0	0	1772	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	455	0	30	0	1721	0	0	1772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	0	30	0	1721	0	0	1772	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	455	0	30	0	1721	0	0	1772	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.00	0.45	0.00	0.00	0.47	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.05	0.00	0.75	0.00	0.00	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	20.4	0.0	14.6	0.0	0.0	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	20.4	0.0	14.6	0.0	0.0	15.2	0.0
LOS by Move:	A	A	A	C-	A	C+	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	14	0	1	0	16	0	0	19	0

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

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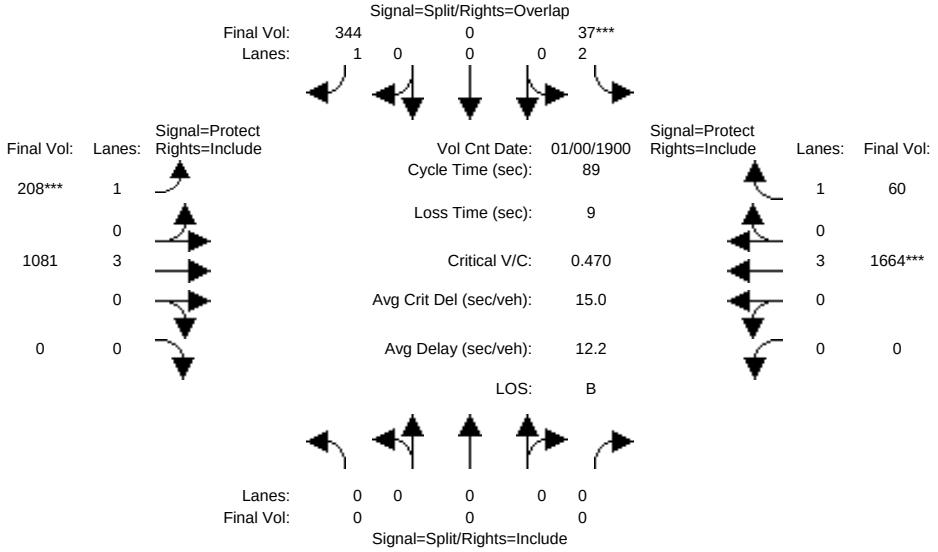
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	37	0	328	170	904	0	0	1602	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	0	328	170	904	0	0	1602	60
Added Vol:	0	0	0	0	0	16	38	177	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	344	208	1081	0	0	1664	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	344	208	1081	0	0	1664	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	344	208	1081	0	0	1664	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	0	344	208	1081	0	0	1664	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.20	0.12	0.19	0.00	0.00	0.29	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.34	0.21	0.77	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.58	0.58	0.25	0.00	0.00	0.52	0.06
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	25.8	34.2	3.0	0.0	0.0	12.2	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	0.0	34.1	0.0	25.8	34.2	3.0	0.0	0.0	12.2	8.9
LOS by Move:	A	A	A	C-	A	C	C-	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	9	6	3	0	0	9	1

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

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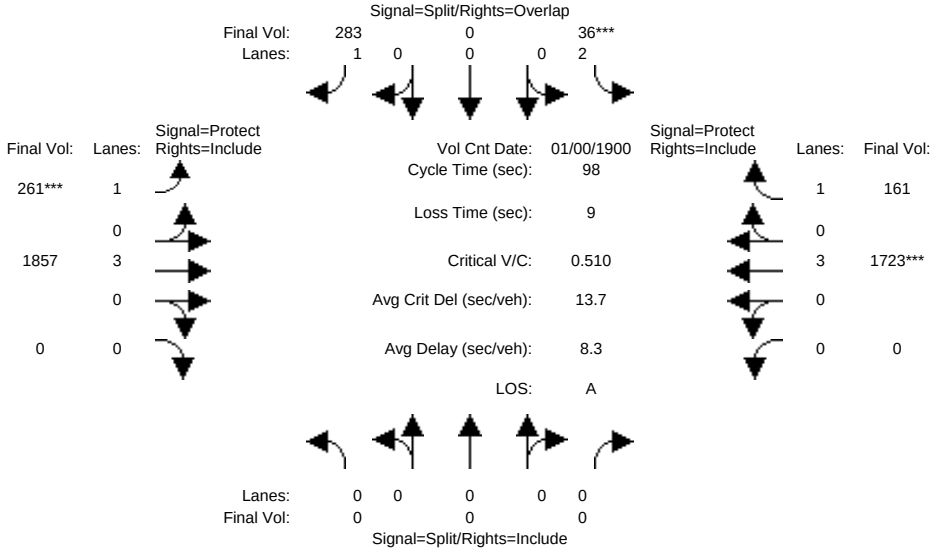
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	36	0	246	242	1798	0	0	1550	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:	0	0	0	36	0	246	242	1798	0	0	1550	161
Added Vol:	0	0	0	0	0	37	19	59	0	0	173	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	36	0	283	261	1857	0	0	1723	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:	0	0	0	36	0	283	261	1857	0	0	1723	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	283	261	1857	0	0	1723	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	283	261	1857	0	0	1723	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.16	0.15	0.33	0.00	0.00	0.30	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.45	0.61	0.41	0.00	0.00	0.55	0.17
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	24.7	35.4	0.1	0.0	0.0	9.8	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.2	0.0	24.7	35.4	0.1	0.0	0.0	9.8	7.5
LOS by Move:	A	A	A	D	A	C	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	7	0	0	0	8	2

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

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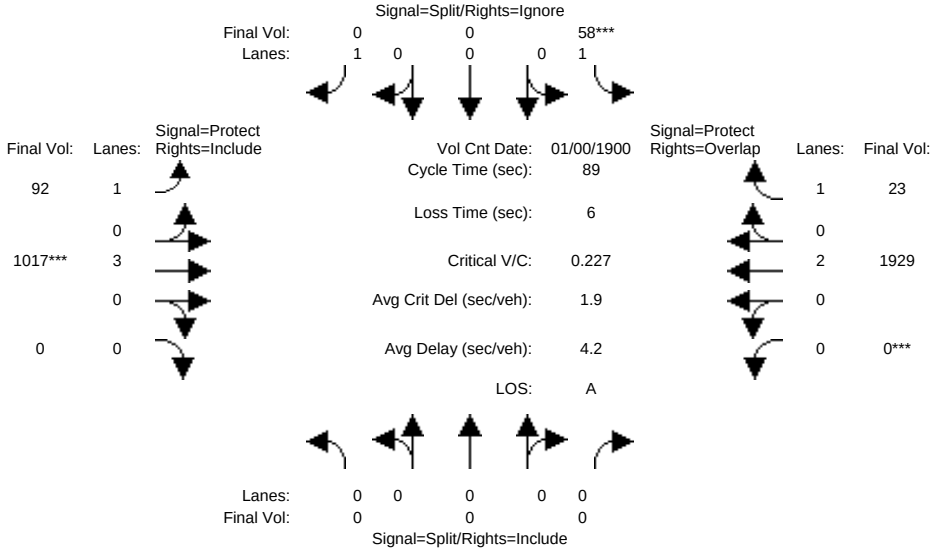
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	28	0	64	89	843	0	0	1882	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:	0	0	0	28	0	64	89	843	0	0	1882	16
Added Vol:	0	0	0	30	0	15	3	174	0	0	47	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	79	92	1017	0	0	1929	23
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	0	0	58	0	0	92	1017	0	0	1929	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	0	92	1017	0	0	1929	23
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	0	0	58	0	0	92	1017	0	0	1929	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.05	0.18	0.00	0.00	0.51	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.00	0.10	0.79	0.00	0.00	0.69	0.84
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.00	0.54	0.23	0.00	0.00	0.74	0.02
Delay/Veh:	0.0	0.0	0.0	34.0	0.0	0.0	41.9	0.0	0.0	0.0	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.0	0.0	0.0	41.9	0.0	0.0	0.0	3.7	0.0
LOS by Move:	A	A	A	C-	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	3	0	0	0	7	0

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

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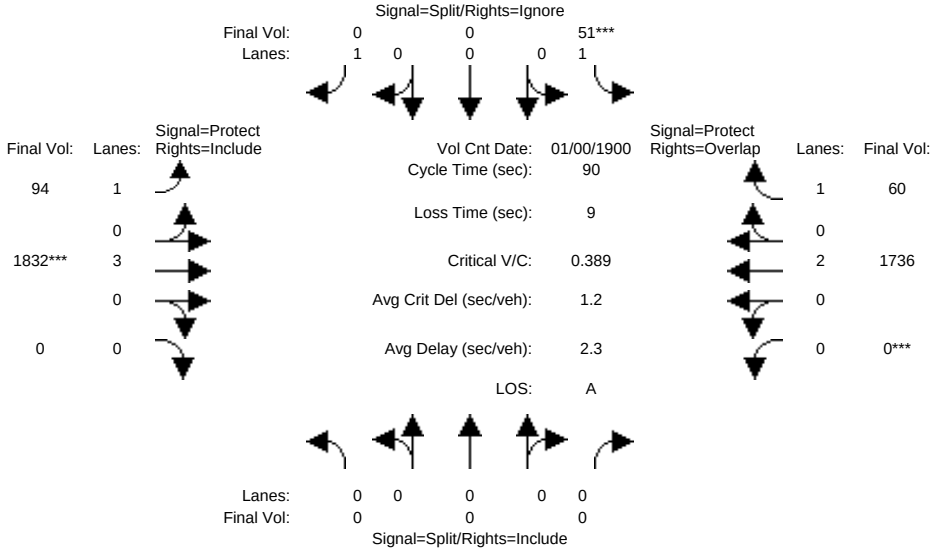
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	35	0	152	85	1782	0	0	1575	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:	0	0	0	35	0	152	85	1782	0	0	1575	30
Added Vol:	0	0	0	16	0	11	9	50	0	0	161	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	163	94	1832	0	0	1736	60
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	0	0	51	0	0	94	1832	0	0	1736	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	94	1832	0	0	1736	60
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	0	0	51	0	0	94	1832	0	0	1736	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.05	0.32	0.00	0.00	0.46	0.03
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.82	0.00	0.00	0.72	0.80
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.00	0.55	0.39	0.00	0.00	0.63	0.04
Delay/Veh:	0.0	0.0	0.0	41.2	0.0	0.0	42.3	0.1	0.0	0.0	1.4	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	41.2	0.0	0.0	42.3	0.1	0.0	0.0	1.4	0.0
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	3	1	0	0	3	0

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

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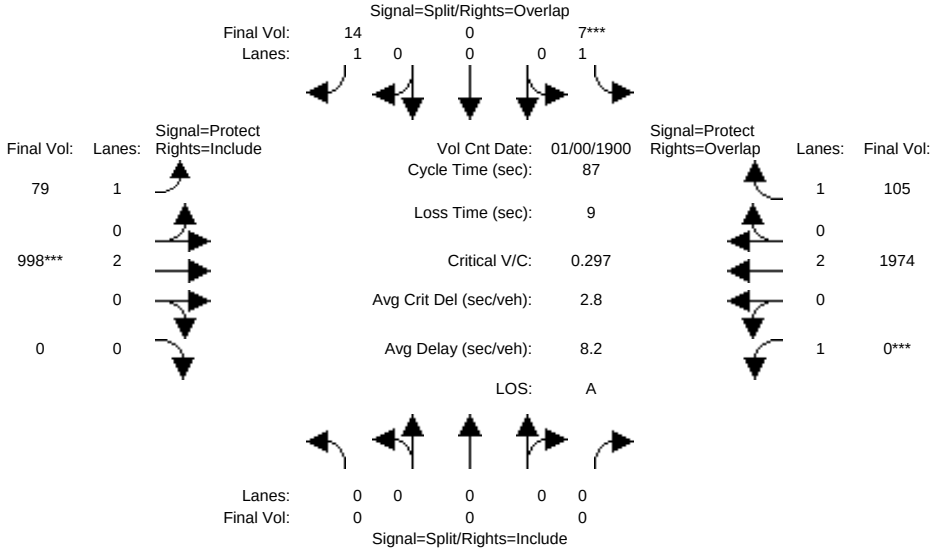
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	7	0	12	67	806	0	0	1921	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	12	67	806	0	0	1921	105
Added Vol:	0	0	0	0	0	2	12	192	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	14	79	998	0	0	1974	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	14	79	998	0	0	1974	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	14	79	998	0	0	1974	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:	0	0	0	7	0	14	79	998	0	0	1974	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.05	0.26	0.00	0.00	0.52	0.06
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.04	0.44	0.33	0.00	0.00	0.75	0.08
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	27.7	38.4	2.6	0.0	0.0	9.9	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	27.7	38.4	2.6	0.0	0.0	9.9	2.0
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	2	4	0	0	18	1

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

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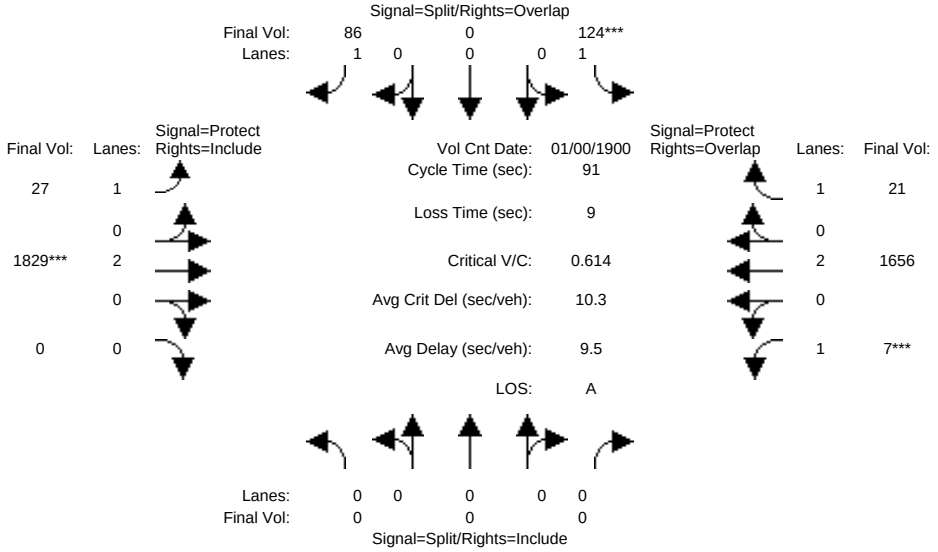
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	124	0	75	25	1766	0	7	1476	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	75	25	1766	0	7	1476	21
Added Vol:	0	0	0	0	0	11	2	63	0	0	180	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	86	27	1829	0	7	1656	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:	0	0	0	124	0	86	27	1829	0	7	1656	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	86	27	1829	0	7	1656	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	124	0	86	27	1829	0	7	1656	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.02	0.48	0.00	0.00	0.44	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.18	0.09	0.74	0.00	0.07	0.73	0.82
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.27	0.18	0.65	0.00	0.05	0.60	0.01
Delay/Veh:	0.0	0.0	0.0	60.5	0.0	34.4	41.3	6.8	0.0	41.6	6.7	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	60.5	0.0	34.4	41.3	6.8	0.0	41.6	6.7	1.6
LOS by Move:	A	A	A	E	A	C-	D	A	A	D	A	A
HCM2kAvgQ:	0	0	0	6	0	3	1	14	0	0	12	0

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

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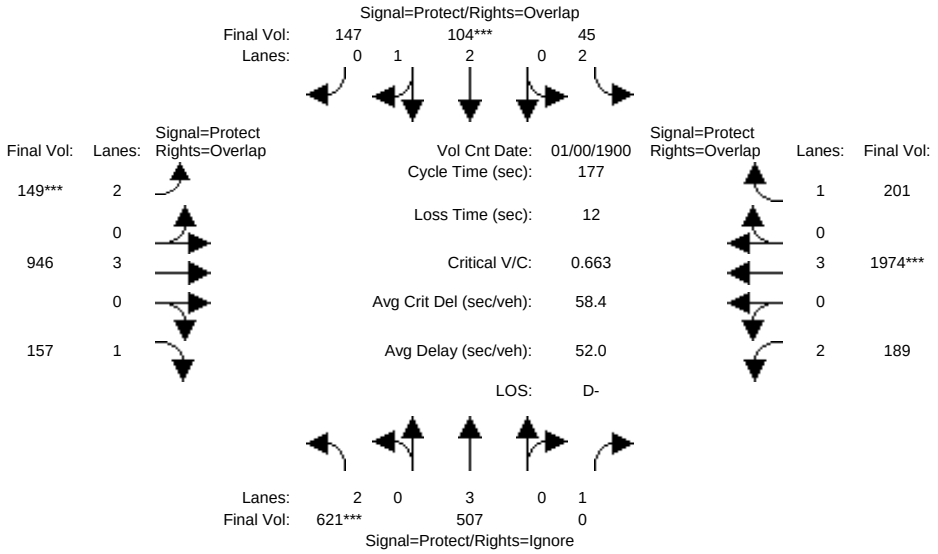
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	558	435	487	45	99	145	126	743	132	174	1809	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	558	435	487	45	99	145	126	743	132	174	1809	201
Added Vol:	63	72	66	0	5	2	23	203	25	15	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	507	553	45	104	147	149	946	157	189	1974	201
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	621	507	0	45	104	147	149	946	157	189	1974	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	507	0	45	104	147	149	946	157	189	1974	201
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	621	507	0	45	104	147	149	946	157	189	1974	201
Saturation 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:	0.20	0.09	0.00	0.01	0.03	0.08	0.05	0.17	0.09	0.06	0.35	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.36	0.00	0.06	0.18	0.25	0.08	0.40	0.65	0.11	0.43	0.49
Volume/Cap:	0.80	0.24	0.00	0.25	0.16	0.33	0.60	0.41	0.14	0.56	0.80	0.24
Delay/Veh:	68.7	39.3	0.0	80.7	62.0	54.0	82.7	43.1	18.0	77.2	52.9	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:	68.7	39.3	0.0	80.7	62.0	54.0	82.7	43.1	18.0	77.2	52.9	32.2
LOS by Move:	E	D	A	F	E	D-	F	D	B	E-	D-	C-
HCM2kAvgQ:	19	6	0	1	2	7	6	13	5	7	33	8

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

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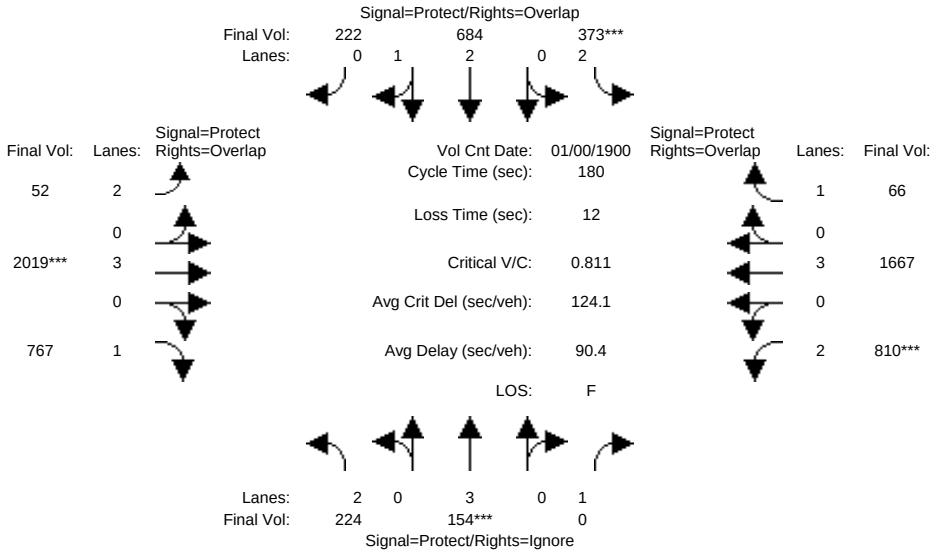
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	195	138	516	373	651	203	49	1843	705	750	1475	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:	195	138	516	373	651	203	49	1843	705	750	1475	66
Added Vol:	29	16	19	0	33	19	3	176	62	60	192	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	154	535	373	684	222	52	2019	767	810	1667	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	154	0	373	684	222	52	2019	767	810	1667	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	154	0	373	684	222	52	2019	767	810	1667	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	154	0	373	684	222	52	2019	767	810	1667	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4215	1368	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.00	0.12	0.16	0.16	0.02	0.35	0.44	0.26	0.29	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.32	0.43	0.25	0.50	0.60
Volume/Cap:	0.65	0.10	0.00	1.12	0.63	0.50	0.24	1.12	1.03	1.03	0.59	0.06
Delay/Veh:	81.4	50.5	0.0	166.0	60.1	49.1	80.1	128	101.0	109.3	39.9	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:	81.4	50.5	0.0	166.0	60.1	49.1	80.1	128	101.0	109.3	39.9	20.6
LOS by Move:	F	D	A	F	E	D	F	F	F	F	D	C+
HCM2kAvgQ:	7	2	0	16	14	13	2	48	53	33	24	2

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

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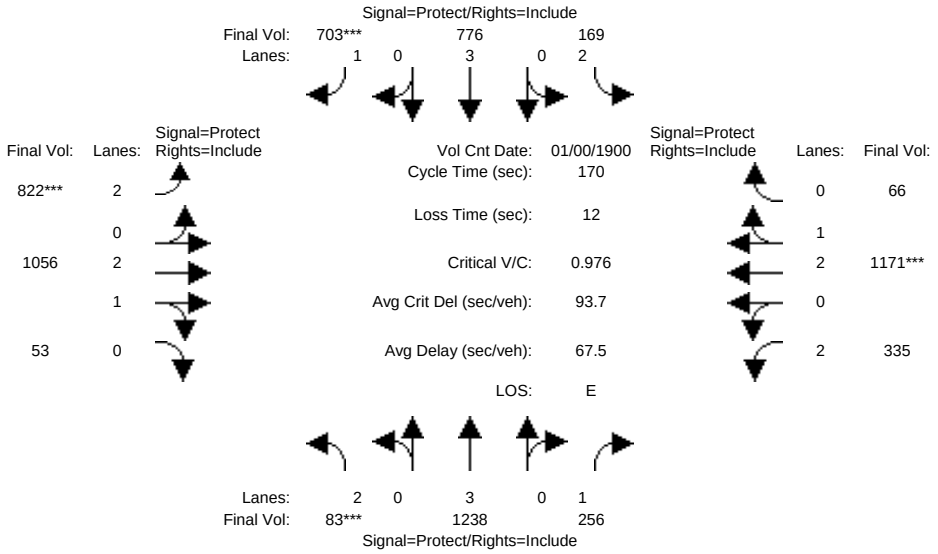
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	78	1054	238	169	721	665	743	1035	49	331	1155	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:	78	1054	238	169	721	665	743	1035	49	331	1155	66
Added Vol:	5	184	18	0	55	38	79	21	4	4	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1238	256	169	776	703	822	1056	53	335	1171	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:	83	1238	256	169	776	703	822	1056	53	335	1171	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1238	256	169	776	703	822	1056	53	335	1171	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:	83	1238	256	169	776	703	822	1056	53	335	1171	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.83	0.17
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5405	271	3150	5371	303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.15	0.05	0.14	0.40	0.26	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.36	0.36	0.10	0.40	0.40	0.26	0.31	0.31	0.17	0.22	0.22
Volume/Cap:	0.45	0.61	0.41	0.55	0.34	1.01	1.01	0.64	0.64	0.64	1.01	1.01
Delay/Veh:	79.1	45.2	41.4	75.4	35.9	88.3	97.5	51.6	51.6	68.6	95.3	95.3
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:	79.1	45.2	41.4	75.4	35.9	88.3	97.5	51.6	51.6	68.6	95.3	95.3
LOS by Move:	E-	D	D	E-	D+	F	F	D-	D-	E	F	F
HCM2kAvgQ:	3	17	11	6	9	46	32	17	17	10	25	25

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

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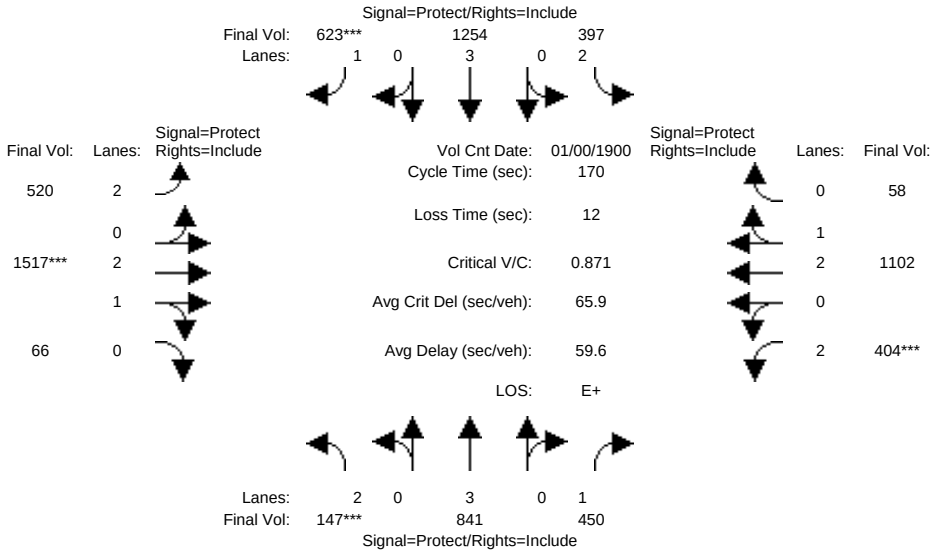
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	142	778	447	397	1082	544	474	1498	59	388	1080	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:	142	778	447	397	1082	544	474	1498	59	388	1080	58
Added Vol:	5	63	3	0	172	79	46	19	7	16	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	841	450	397	1254	623	520	1517	66	404	1102	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:	147	841	450	397	1254	623	520	1517	66	404	1102	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	841	450	397	1254	623	520	1517	66	404	1102	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:	147	841	450	397	1254	623	520	1517	66	404	1102	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.84	0.16
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5443	237	3150	5392	284
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.26	0.13	0.22	0.36	0.17	0.28	0.28	0.13	0.20	0.20
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.31	0.31	0.15	0.41	0.41	0.21	0.32	0.32	0.15	0.26	0.26
Volume/Cap:	0.79	0.47	0.82	0.82	0.54	0.88	0.80	0.88	0.88	0.88	0.80	0.80
Delay/Veh:	99.5	47.4	64.0	80.8	38.7	58.4	70.7	60.0	60.0	88.1	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	47.4	64.0	80.8	38.7	58.4	70.7	60.0	60.0	88.1	62.1	62.1
LOS by Move:	F	D	E	F	D+	E+	E	E+	E+	F	E	E
HCM2kAvgQ:	6	12	25	14	16	34	17	28	28	13	19	19

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

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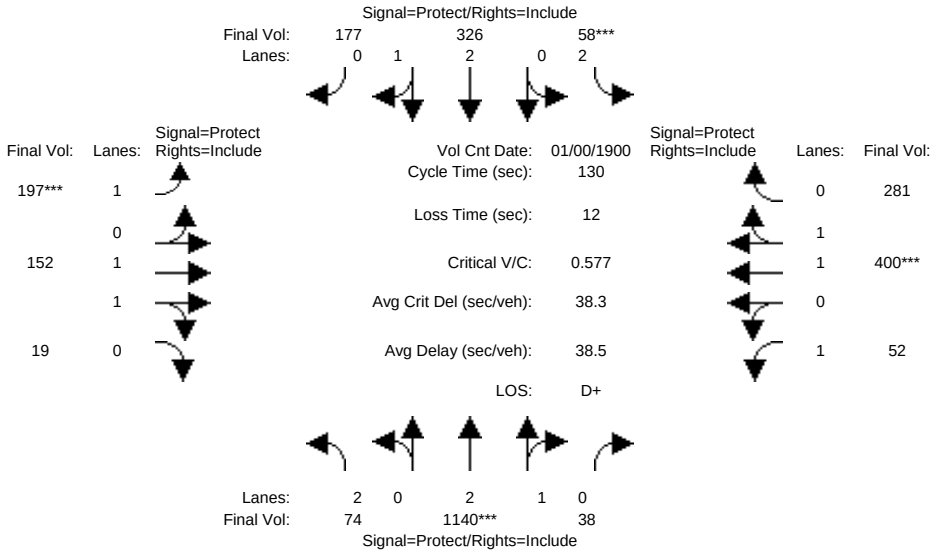
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	74	979	38	50	295	170	171	150	19	52	398	267
Growth Adj:	1.00	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	979	38	50	295	170	171	150	19	52	398	267
Added Vol:	0	161	0	8	31	7	26	2	0	0	2	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1140	38	58	326	177	197	152	19	52	400	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1140	38	58	326	177	197	152	19	52	400	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1140	38	58	326	177	197	152	19	52	400	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	1140	38	58	326	177	197	152	19	52	400	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.90	0.10	2.00	2.00	1.00	1.00	1.76	0.24	1.00	1.13	0.87
Final Sat.:	3150	5501	183	3150	3800	1750	1750	3346	418	1750	2156	1514
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.02	0.09	0.10	0.11	0.05	0.05	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.35	0.35	0.05	0.26	0.26	0.19	0.30	0.30	0.21	0.31	0.31
Volume/Cap:	0.17	0.59	0.59	0.34	0.33	0.38	0.59	0.15	0.15	0.14	0.59	0.59
Delay/Veh:	49.4	35.1	35.1	60.5	38.7	39.4	50.9	33.8	33.8	42.3	38.4	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:	49.4	35.1	35.1	60.5	38.7	39.4	50.9	33.8	33.8	42.3	38.4	38.4
LOS by Move:	D	D+	D+	E	D+	D	D	C-	C-	D	D+	D+
HCM2kAvgQ:	2	13	13	1	5	6	8	2	2	2	12	12

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

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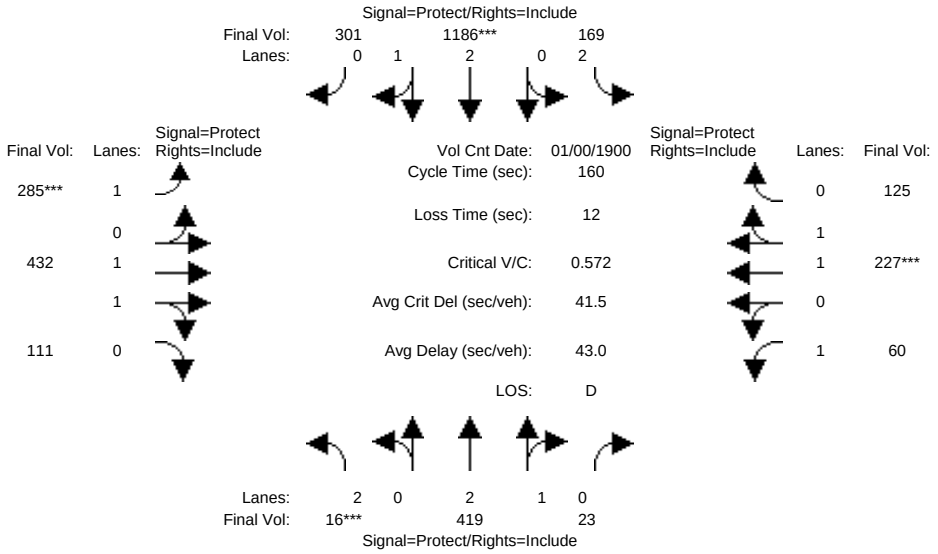
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	16	377	23	154	1072	275	271	430	111	60	225	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:	16	377	23	154	1072	275	271	430	111	60	225	116
Added Vol:	0	42	0	15	114	26	14	2	0	0	2	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	419	23	169	1186	301	285	432	111	60	227	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:	16	419	23	169	1186	301	285	432	111	60	227	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	419	23	169	1186	301	285	432	111	60	227	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
FinalVolume:	16	419	23	169	1186	301	285	432	111	60	227	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.83	0.17	2.00	2.35	0.65	1.00	1.56	0.44	1.00	1.25	0.75
Final Sat.:	3150	5379	295	3150	4469	1134	1750	2971	763	1750	2378	1310
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.05	0.27	0.27	0.16	0.15	0.15	0.03	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.29	0.29	0.20	0.45	0.45	0.27	0.33	0.33	0.10	0.16	0.16
Volume/Cap:	0.12	0.27	0.27	0.27	0.59	0.59	0.59	0.44	0.44	0.34	0.59	0.59
Delay/Veh:	73.9	43.8	43.8	54.3	33.7	33.7	52.4	41.8	41.8	68.2	63.9	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:	73.9	43.8	43.8	54.3	33.7	33.7	52.4	41.8	41.8	68.2	63.9	63.9
LOS by Move:	E	D	D	D-	C-	C-	D-	D	D	E	E	E
HCM2kAvgQ:	1	5	5	4	18	18	13	10	10	3	9	9

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

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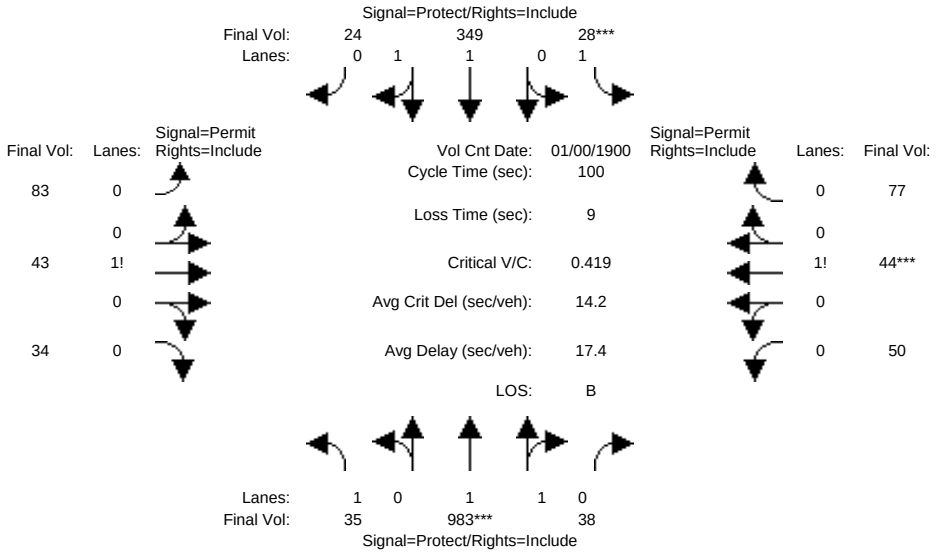
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	35	862	38	28	319	23	78	43	34	50	44	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	862	38	28	319	23	78	43	34	50	44	77
Added Vol:	0	121	0	0	30	1	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	983	38	28	349	24	83	43	34	50	44	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:	35	983	38	28	349	24	83	43	34	50	44	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	983	38	28	349	24	83	43	34	50	44	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
FinalVolume:	35	983	38	28	349	24	83	43	34	50	44	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.86	0.14	0.53	0.25	0.22	0.30	0.24	0.46
Final Sat.:	1750	3647	141	1750	3536	243	927	481	380	522	460	804
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.02	0.10	0.10	0.09	0.09	0.09	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.28	0.62	0.62	0.07	0.41	0.41	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.43	0.43	0.23	0.24	0.24	0.41	0.41	0.41	0.43	0.43	0.43
Delay/Veh:	26.2	10.0	10.0	44.9	19.7	19.7	34.1	34.1	34.1	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	10.0	10.0	44.9	19.7	19.7	34.1	34.1	34.1	34.4	34.4	34.4
LOS by Move:	C	B+	B+	D	B-	B-	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	1	8	8	1	4	4	5	5	5	5	5	5

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

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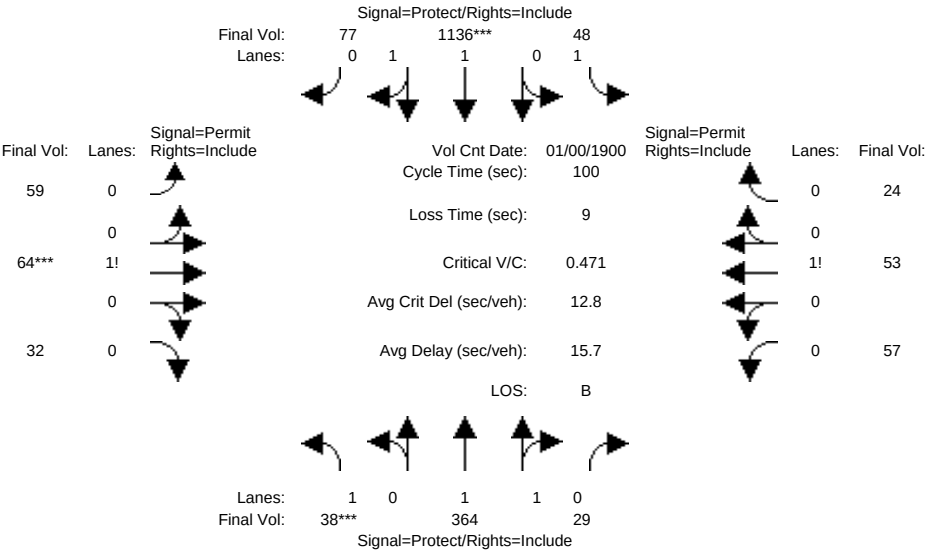
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	38	332	29	48	1027	72	56	64	32	57	53	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:	38	332	29	48	1027	72	56	64	32	57	53	24
Added Vol:	0	32	0	0	109	5	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	364	29	48	1136	77	59	64	32	57	53	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:	38	364	29	48	1136	77	59	64	32	57	53	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	364	29	48	1136	77	59	64	32	57	53	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	364	29	48	1136	77	59	64	32	57	53	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.84	0.16	1.00	1.86	0.14	0.40	0.39	0.21	0.44	0.38	0.18
Final Sat.:	1750	3497	279	1750	3540	240	689	747	373	768	714	324
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.03	0.32	0.32	0.09	0.09	0.09	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.44	0.44	0.29	0.66	0.66	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.31	0.24	0.24	0.09	0.48	0.48	0.48	0.48	0.48	0.42	0.42	0.42
Delay/Veh:	45.7	17.7	17.7	25.6	8.5	8.5	38.2	38.2	38.2	37.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	17.7	17.7	25.6	8.5	8.5	38.2	38.2	38.2	37.5	37.5	37.5
LOS by Move:	D	B	B	C	A	A	D+	D+	D+	D+	D+	D+
HCM2kAvgQ:	2	4	4	1	9	9	5	5	5	4	4	4

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

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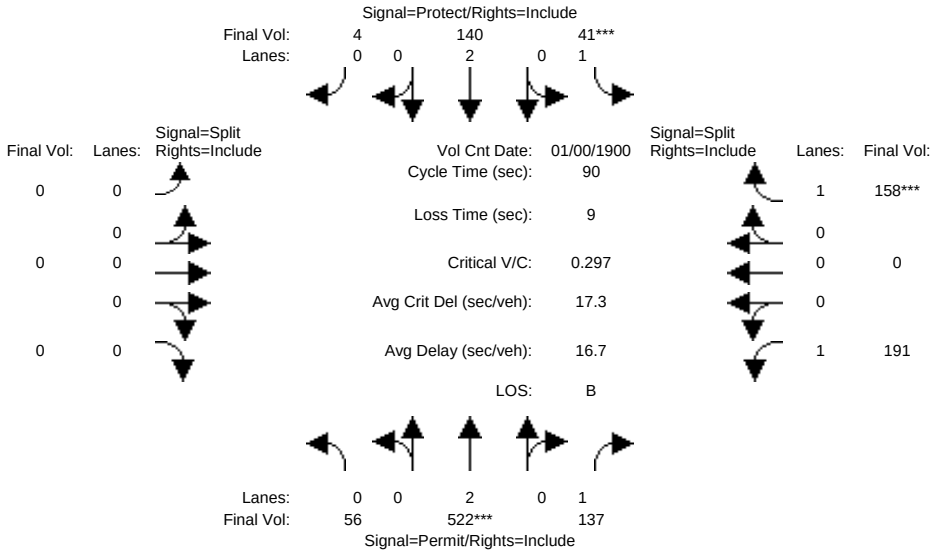
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	475	137	41	138	0	0	0	0	130	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	475	137	41	138	0	0	0	0	130	0	158
Added Vol:	55	47	0	0	2	4	0	0	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	522	137	41	140	4	0	0	0	191	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	522	137	41	140	4	0	0	0	191	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	522	137	41	140	4	0	0	0	191	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	522	137	41	140	4	0	0	0	191	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.21	1.79	1.00	1.00	1.94	0.06	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	365	3404	1750	1750	3686	105	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.08	0.02	0.04	0.04	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.48	0.48	0.48	0.08	0.56	0.56	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.32	0.32	0.16	0.30	0.07	0.07	0.00	0.00	0.00	0.32	0.00	0.26
Delay/Veh:	14.5	14.5	13.3	40.4	9.1	9.1	0.0	0.0	0.0	22.2	0.0	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:	14.5	14.5	13.3	40.4	9.1	9.1	0.0	0.0	0.0	22.2	0.0	21.7
LOS by Move:	B	B	B	D	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	5	5	2	1	1	1	0	0	0	4	0	3

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

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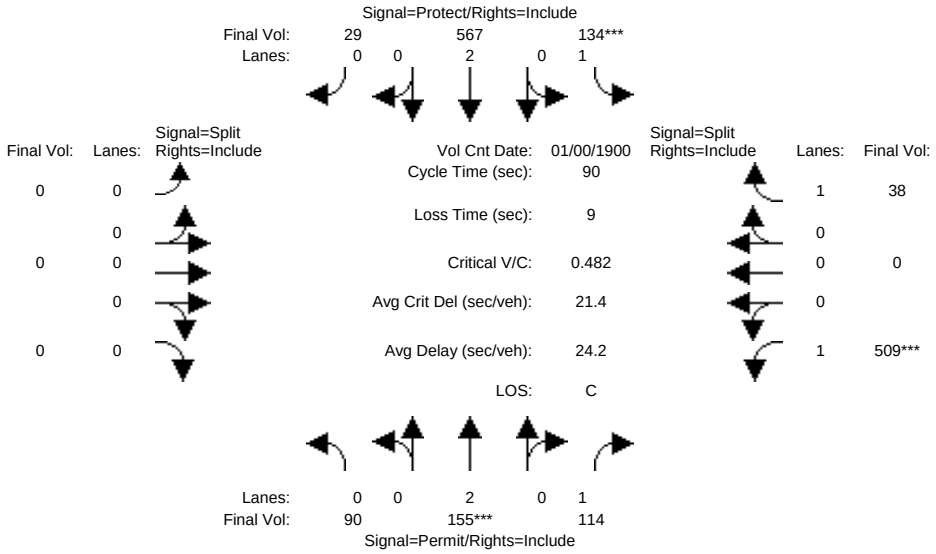
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	146	114	134	554	0	0	0	0	466	0	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:	0	146	114	134	554	0	0	0	0	466	0	38
Added Vol:	90	9	0	0	13	29	0	0	0	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	155	114	134	567	29	0	0	0	509	0	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:	90	155	114	134	567	29	0	0	0	509	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	155	114	134	567	29	0	0	0	509	0	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:	90	155	114	134	567	29	0	0	0	509	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	1.23	1.00	1.00	1.89	0.11	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1353	2331	1750	1750	3600	184	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.16	0.16	0.00	0.00	0.00	0.29	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.14	0.14	0.16	0.30	0.30	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.48	0.48	0.47	0.48	0.53	0.53	0.00	0.00	0.00	0.48	0.00	0.04
Delay/Veh:	36.5	36.5	37.2	35.8	26.9	26.9	0.0	0.0	0.0	10.3	0.0	7.3
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:	36.5	36.5	37.2	35.8	26.9	26.9	0.0	0.0	0.0	10.3	0.0	7.3
LOS by Move:	D+	D+	D+	D+	C	C	A	A	A	B+	A	A
HCM2kAvgQ:	3	3	3	4	7	7	0	0	0	9	0	0

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

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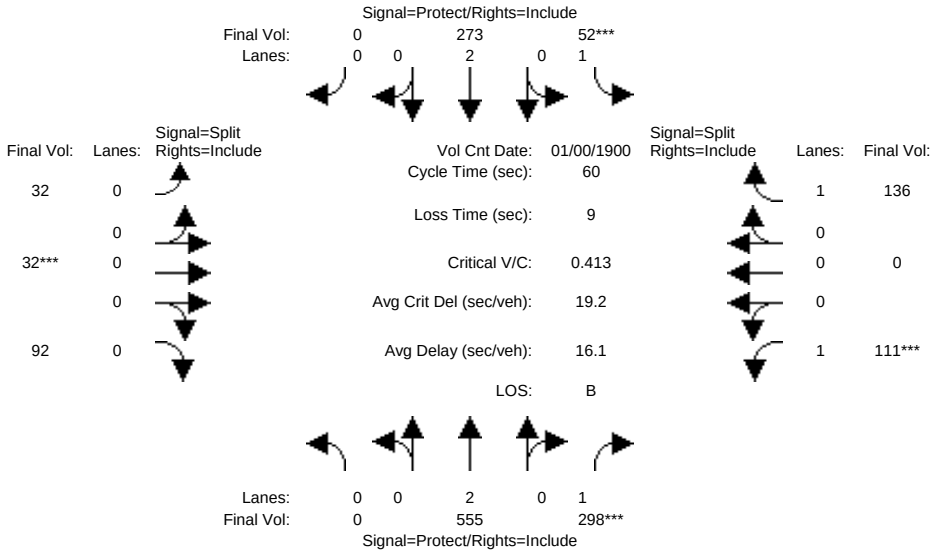
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	485	235	52	210	0	0	0	0	111	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	235	52	210	0	0	0	0	111	0	136
Added Vol:	0	70	63	0	63	0	32	32	92	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	298	52	273	0	32	32	92	111	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	555	298	52	273	0	32	32	92	111	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	298	52	273	0	32	32	92	111	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	298	52	273	0	32	32	92	111	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.21	0.19	0.60	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	365	365	1049	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.17	0.03	0.07	0.00	0.09	0.09	0.09	0.06	0.00	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.36	0.36	0.12	0.48	0.00	0.19	0.19	0.19	0.19	0.00	0.19
Volume/Cap:	0.00	0.41	0.47	0.25	0.15	0.00	0.47	0.47	0.47	0.34	0.00	0.41
Delay/Veh:	0.0	14.6	15.4	24.8	8.9	0.0	22.9	22.9	22.9	21.7	0.0	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	15.4	24.8	8.9	0.0	22.9	22.9	22.9	21.7	0.0	22.3
LOS by Move:	A	B	B	C	A	A	C+	C+	C+	C+	A	C+
HCM2kAvgQ:	0	4	4	1	1	0	3	3	3	2	0	3

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

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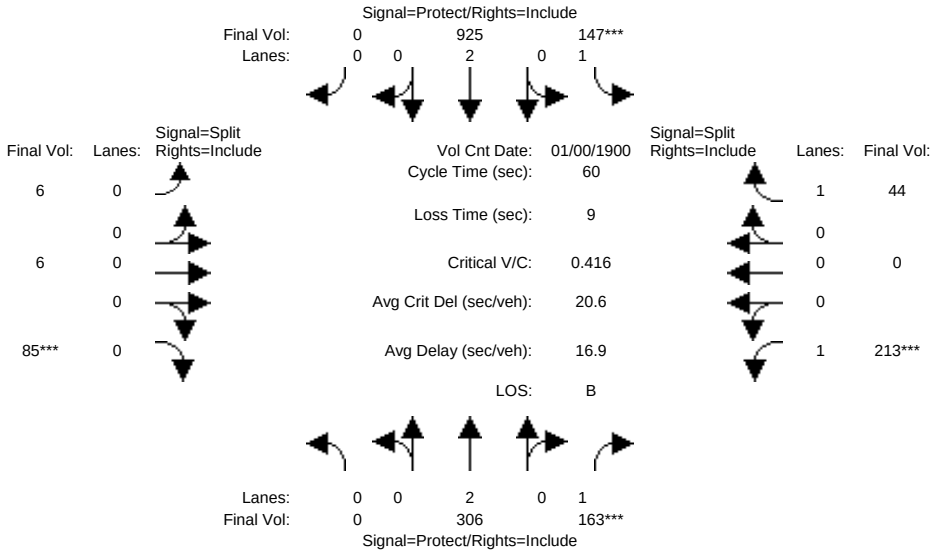
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	213	96	147	868	0	0	0	0	213	0	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:	0	213	96	147	868	0	0	0	0	213	0	44
Added Vol:	0	93	67	0	57	0	6	6	85	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	306	163	147	925	0	6	6	85	213	0	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:	0	306	163	147	925	0	6	6	85	213	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	163	147	925	0	6	6	85	213	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	306	163	147	925	0	6	6	85	213	0	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.06	0.06	0.88	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	109	109	1541	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.08	0.24	0.00	0.06	0.06	0.06	0.12	0.00	0.03
Crit Moves:			****	****					****	****		
Green/Cycle:	0.00	0.22	0.22	0.20	0.43	0.00	0.13	0.13	0.13	0.29	0.00	0.29
Volume/Cap:	0.00	0.36	0.42	0.42	0.57	0.00	0.42	0.42	0.42	0.42	0.00	0.09
Delay/Veh:	0.0	19.9	20.7	21.7	13.6	0.0	25.1	25.1	25.1	17.7	0.0	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:	0.0	19.9	20.7	21.7	13.6	0.0	25.1	25.1	25.1	17.7	0.0	15.5
LOS by Move:	A	B-	C+	C+	B	A	C	C	C	B	A	B
HCM2kAvgQ:	0	2	3	2	6	0	2	2	2	4	0	1

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

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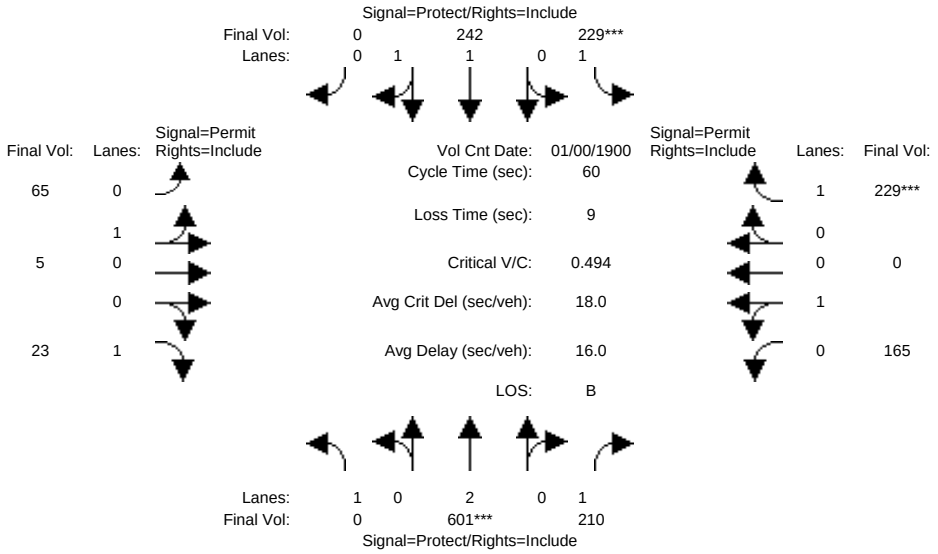
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	560	208	80	236	0	65	5	23	164	0	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:	0	560	208	80	236	0	65	5	23	164	0	138
Added Vol:	0	41	2	149	6	0	0	0	0	1	0	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	601	210	229	242	0	65	5	23	165	0	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	601	210	229	242	0	65	5	23	165	0	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	210	229	242	0	65	5	23	165	0	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	601	210	229	242	0	65	5	23	165	0	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1634	126	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.12	0.13	0.06	0.00	0.04	0.04	0.01	0.09	0.00	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.32	0.32	0.26	0.59	0.00	0.26	0.26	0.26	0.26	0.00	0.26
Volume/Cap:	0.00	0.49	0.37	0.49	0.11	0.00	0.15	0.15	0.05	0.36	0.00	0.49
Delay/Veh:	0.0	16.8	16.2	19.5	5.5	0.0	17.0	17.0	16.5	18.4	0.0	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:	0.0	16.8	16.2	19.5	5.5	0.0	17.0	17.0	16.5	18.4	0.0	19.5
LOS by Move:	A	B	B	B-	A	A	B	B	B	B-	A	B-
HCM2kAvgQ:	0	4	3	4	1	0	1	1	0	3	0	4

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

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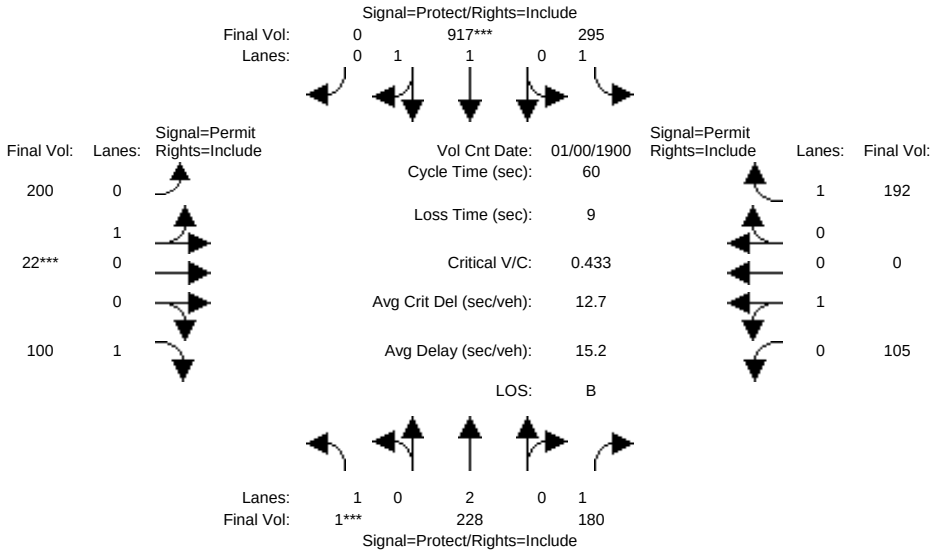
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	220	178	191	880	0	200	22	100	103	0	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:	1	220	178	191	880	0	200	22	100	103	0	41
Added Vol:	0	8	2	104	37	0	0	0	0	2	0	151
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	228	180	295	917	0	200	22	100	105	0	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:	1	228	180	295	917	0	200	22	100	105	0	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	228	180	295	917	0	200	22	100	105	0	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
FinalVolume:	1	228	180	295	917	0	200	22	100	105	0	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	0.92	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	0.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1589	175	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.17	0.24	0.00	0.13	0.13	0.06	0.06	0.00	0.11
Crit Moves:	****				****			****				
Green/Cycle:	0.12	0.30	0.30	0.30	0.48	0.00	0.25	0.25	0.25	0.25	0.00	0.25
Volume/Cap:	0.00	0.20	0.35	0.56	0.50	0.00	0.50	0.50	0.23	0.24	0.00	0.44
Delay/Veh:	23.4	15.8	16.9	19.0	10.8	0.0	20.1	20.1	18.1	18.2	0.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	15.8	16.9	19.0	10.8	0.0	20.1	20.1	18.1	18.2	0.0	19.6
LOS by Move:	C	B	B	B-	B+	A	C+	C+	B-	B-	A	B-
HCM2kAvgQ:	0	2	3	5	6	0	4	4	2	2	0	4

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

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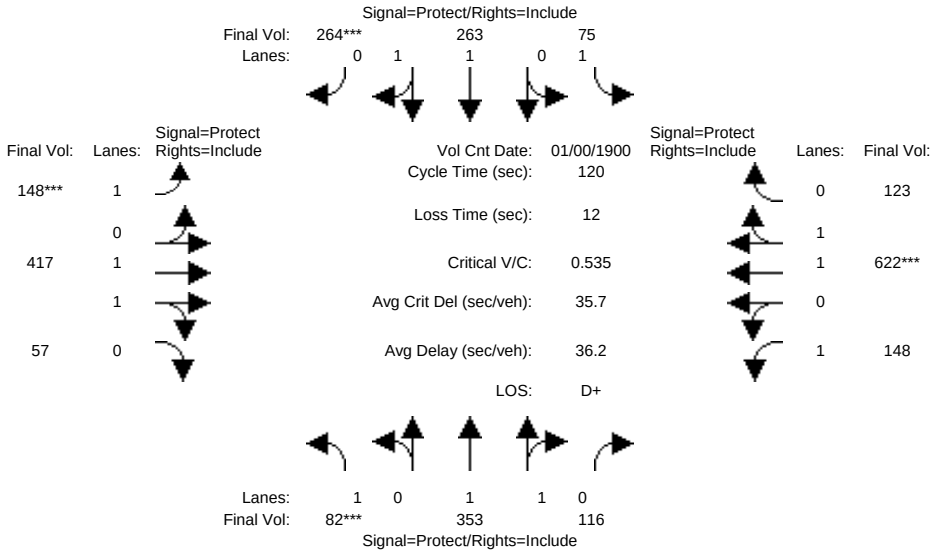
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	324	116	75	258	262	133	345	55	148	601	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	324	116	75	258	262	133	345	55	148	601	123
Added Vol:	2	29	0	0	5	2	15	72	2	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	353	116	75	263	264	148	417	57	148	622	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	353	116	75	263	264	148	417	57	148	622	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	353	116	75	263	264	148	417	57	148	622	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	353	116	75	263	264	148	417	57	148	622	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.65	0.35
Final Sat.:	1750	2801	920	1750	1900	1750	1750	3309	452	1750	3128	619
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.04	0.14	0.15	0.08	0.13	0.13	0.08	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.25	0.25	0.12	0.28	0.28	0.16	0.32	0.32	0.21	0.37	0.37
Volume/Cap:	0.53	0.50	0.50	0.37	0.49	0.53	0.53	0.40	0.40	0.40	0.53	0.53
Delay/Veh:	56.0	38.7	38.7	50.0	36.2	37.0	48.5	32.2	32.2	41.3	29.9	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:	56.0	38.7	38.7	50.0	36.2	37.0	48.5	32.2	32.2	41.3	29.9	29.9
LOS by Move:	E+	D+	D+	D	D+	D+	D	C-	C-	D	C	C
HCM2kAvgQ:	3	7	7	3	8	9	6	7	7	5	11	11

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

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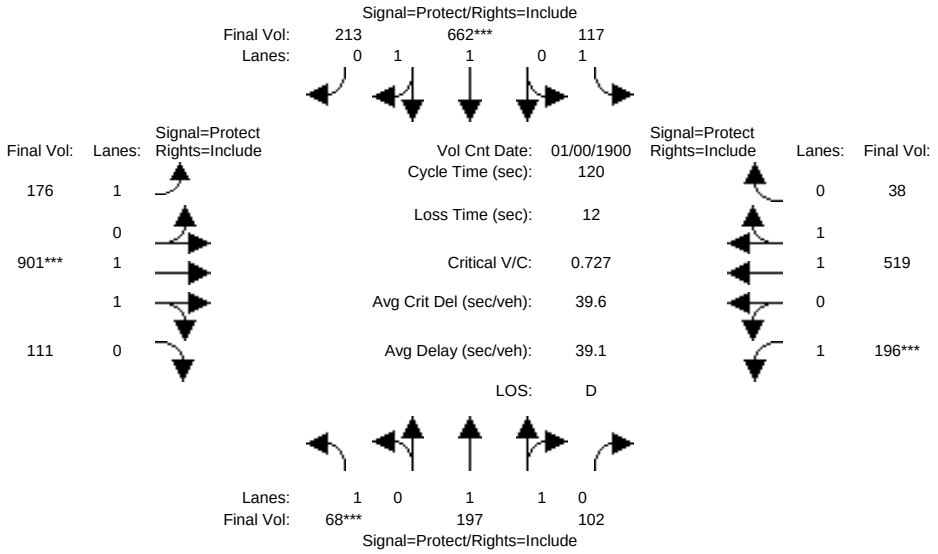
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	66	190	102	117	636	200	173	877	109	196	452	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:	66	190	102	117	636	200	173	877	109	196	452	38
Added Vol:	2	7	0	0	26	13	3	24	2	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	197	102	117	662	213	176	901	111	196	519	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:	68	197	102	117	662	213	176	901	111	196	519	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	197	102	117	662	213	176	901	111	196	519	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:	68	197	102	117	662	213	176	901	111	196	519	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.28	0.72	1.00	1.48	0.52	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1750	2433	1259	1750	2816	906	1750	3352	413	1750	3520	258
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.24	0.24	0.10	0.27	0.27	0.11	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.21	0.21	0.17	0.32	0.32	0.21	0.37	0.37	0.15	0.31	0.31
Volume/Cap:	0.67	0.38	0.38	0.40	0.73	0.73	0.48	0.73	0.73	0.73	0.48	0.48
Delay/Veh:	70.8	41.0	41.0	45.3	38.5	38.5	42.5	34.9	34.9	58.4	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	41.0	41.0	45.3	38.5	38.5	42.5	34.9	34.9	58.4	33.9	33.9
LOS by Move:	E	D	D	D	D+	D+	D	C-	C-	E+	C-	C-
HCM2kAvgQ:	3	5	5	4	15	15	6	17	17	8	8	8

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

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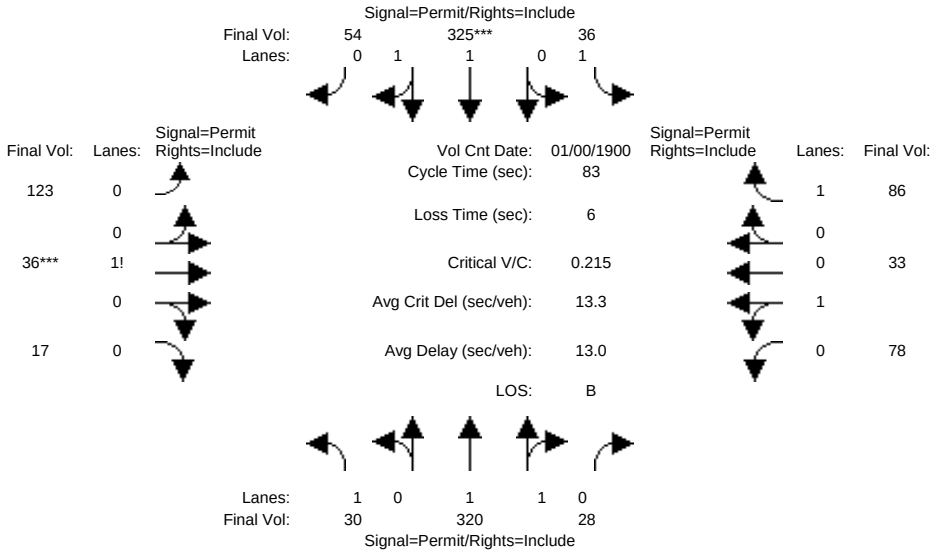
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	291	28	36	318	53	121	36	16	78	33	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:	30	291	28	36	318	53	121	36	16	78	33	86
Added Vol:	0	29	0	0	7	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	320	28	36	325	54	123	36	17	78	33	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:	30	320	28	36	325	54	123	36	17	78	33	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	320	28	36	325	54	123	36	17	78	33	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
FinalVolume:	30	320	28	36	325	54	123	36	17	78	33	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.83	0.17	1.00	1.69	0.31	0.71	0.19	0.10	0.72	0.28	1.00
Final Sat.:	1750	3470	304	1750	3219	535	1243	364	172	1259	533	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.02	0.10	0.10	0.10	0.10	0.10	0.06	0.06	0.05
Crit Moves:					****			****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.04	0.20	0.20	0.04	0.22	0.22	0.22	0.22	0.22	0.13	0.13	0.11
Delay/Veh:	11.9	13.0	13.0	12.0	13.1	13.1	13.6	13.6	13.6	13.0	13.0	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	13.0	13.0	12.0	13.1	13.1	13.6	13.6	13.6	13.0	13.0	12.8
LOS by Move:	B+	B	B	B+	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	1	3	3	3	3	3	2	2	1

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

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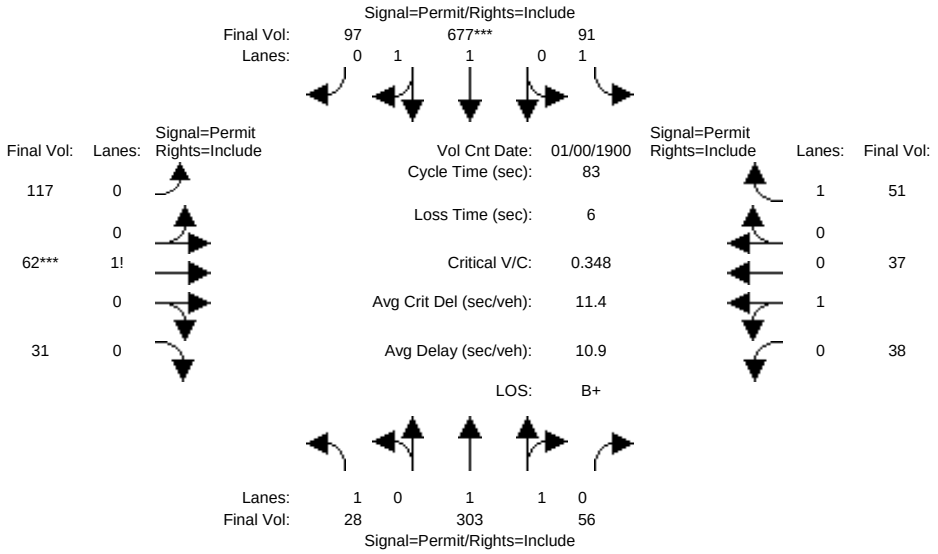
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	27	294	56	91	650	95	116	62	30	38	37	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:	27	294	56	91	650	95	116	62	30	38	37	51
Added Vol:	1	9	0	0	27	2	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	303	56	91	677	97	117	62	31	38	37	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:	28	303	56	91	677	97	117	62	31	38	37	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	303	56	91	677	97	117	62	31	38	37	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
FinalVolume:	28	303	56	91	677	97	117	62	31	38	37	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	1.67	0.33	1.00	1.73	0.27	0.57	0.28	0.15	0.53	0.47	1.00
Final Sat.:	1750	3165	585	1750	3288	471	998	529	264	923	898	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.05	0.21	0.21	0.12	0.12	0.12	0.04	0.04	0.03
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.03	0.16	0.16	0.09	0.35	0.35	0.35	0.35	0.35	0.12	0.12	0.09
Delay/Veh:	7.1	7.7	7.7	7.4	8.8	8.8	21.0	21.0	21.0	19.1	19.1	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:	7.1	7.7	7.7	7.4	8.8	8.8	21.0	21.0	21.0	19.1	19.1	18.9
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	B-	B-	B-
HCM2kAvgQ:	0	2	2	1	5	5	4	4	4	1	1	1

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

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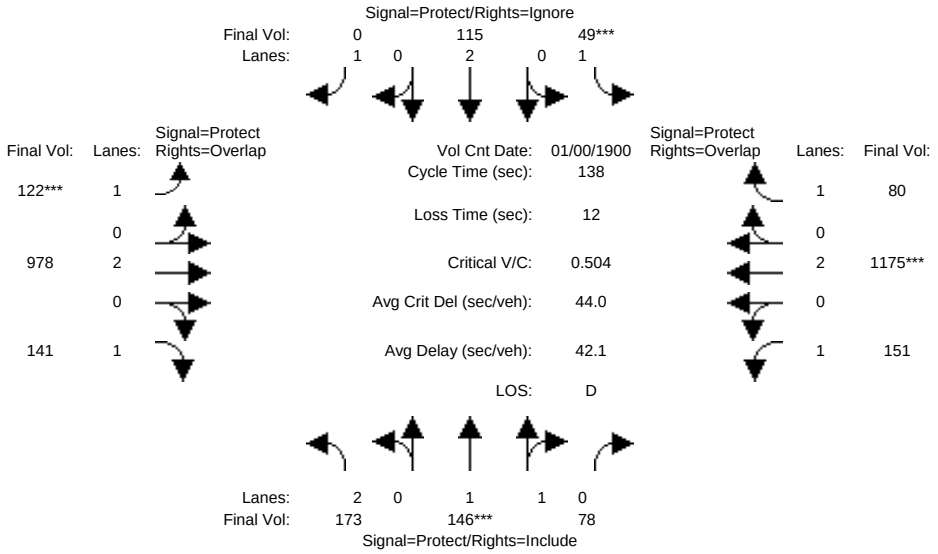
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	171	144	67	47	112	248	97	773	138	129	1116	78
Growth Adj:	1.00	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	144	67	47	112	248	97	773	138	129	1116	78
Added Vol:	2	2	11	2	3	4	25	205	3	22	59	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	146	78	49	115	252	122	978	141	151	1175	80
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:	173	146	78	49	115	0	122	978	141	151	1175	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	146	78	49	115	0	122	978	141	151	1175	80
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:	173	146	78	49	115	0	122	978	141	151	1175	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2405	1285	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.03	0.00	0.07	0.26	0.08	0.09	0.31	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.00	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.22	0.25	0.25	0.25	0.27	0.00	0.55	0.59	0.12	0.65	0.70	0.08
Delay/Veh:	50.4	50.7	50.7	68.1	68.0	0.0	71.7	36.3	9.2	75.1	38.8	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:	50.4	50.7	50.7	68.1	68.0	0.0	71.7	36.3	9.2	75.1	38.8	17.2
LOS by Move:	D	D	D	E	E	A	E	D+	A	E-	D+	B
HCM2kAvgQ:	4	5	5	2	3	0	7	19	3	8	24	2

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

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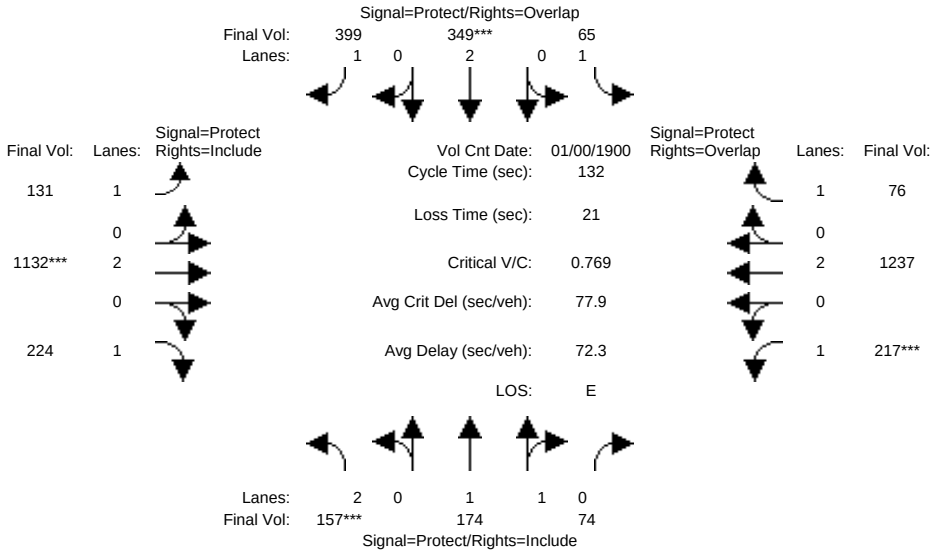
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	153	171	55	62	347	376	126	1070	221	196	1045	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:	153	171	55	62	347	376	126	1070	221	196	1045	74
Added Vol:	4	3	19	3	2	23	5	62	3	21	192	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	174	74	65	349	399	131	1132	224	217	1237	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:	157	174	74	65	349	399	131	1132	224	217	1237	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	174	74	65	349	399	131	1132	224	217	1237	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
FinalVolume:	157	174	74	65	349	399	131	1132	224	217	1237	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.37	0.63	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2210	940	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.11	0.27	0.09	0.35	0.15	0.15	0.38	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.30	0.30	0.07	0.17	0.29	0.12	0.39	0.39	0.11	0.38	0.44
Volume/Cap:	0.30	0.26	0.26	0.67	0.64	0.93	0.75	0.91	0.39	1.31	1.01	0.11
Delay/Veh:	52.8	40.8	40.8	86.4	61.6	80.4	81.6	54.4	34.4	245.1	75.8	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	40.8	40.8	86.4	61.6	80.4	81.6	54.4	34.4	245.1	75.8	25.0
LOS by Move:	D-	D	D	F	E	F	F	D-	C-	F	E-	C
HCM2kAvgQ:	4	5	5	3	8	22	8	29	10	18	32	3

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

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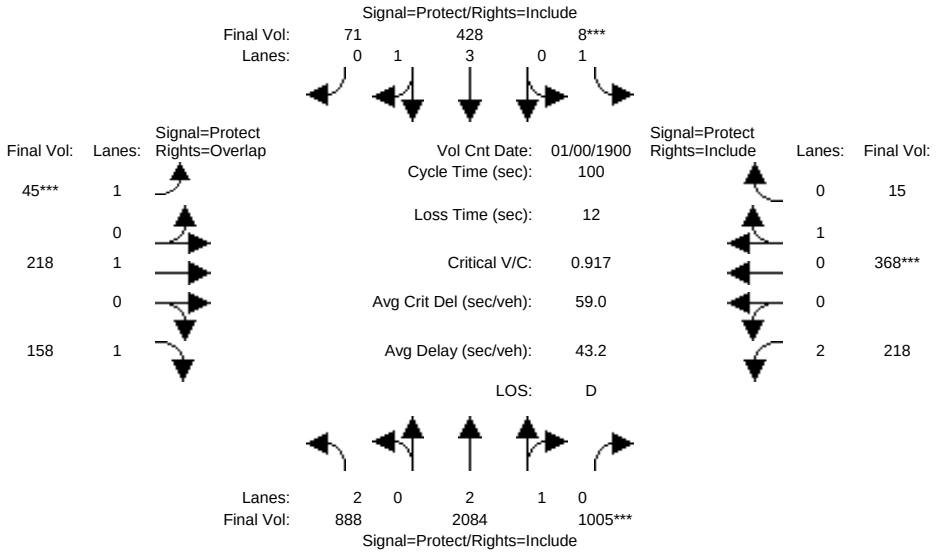
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	778	1227	728	8	180	56	45	107	143	218	368	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:	778	1227	728	8	180	56	45	107	143	218	368	15
Added Vol:	110	857	277	0	248	15	0	111	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	888	2084	1005	8	428	71	45	218	158	218	368	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:	888	2084	1005	8	428	71	45	218	158	218	368	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	888	2084	1005	8	428	71	45	218	158	218	368	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
FinalVolume:	888	2084	1005	8	428	71	45	218	158	218	368	15
Saturation 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	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.39	0.61	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	3150	3800	1750	1750	6440	1068	1750	1900	1750	3150	1819	74
Capacity Analysis Module:												
Vol/Sat:	0.28	0.55	0.57	0.00	0.07	0.07	0.03	0.11	0.09	0.07	0.20	0.20
Crit Moves:			****	****			****				****	
Green/Cycle:	0.46	0.55	0.55	0.07	0.16	0.16	0.07	0.16	0.62	0.10	0.19	0.19
Volume/Cap:	0.62	1.00	1.05	0.07	0.41	0.41	0.37	0.70	0.15	0.70	1.05	1.05
Delay/Veh:	21.5	39.3	54.1	43.7	37.9	37.9	46.3	46.7	8.0	50.2	101	101.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	39.3	54.1	43.7	37.9	37.9	46.3	46.7	8.0	50.2	101	101.0
LOS by Move:	C+	D	D-	D	D+	D+	D	D	A	D	F	F
HCM2kAvgQ:	12	36	41	0	4	4	2	8	2	5	19	19

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

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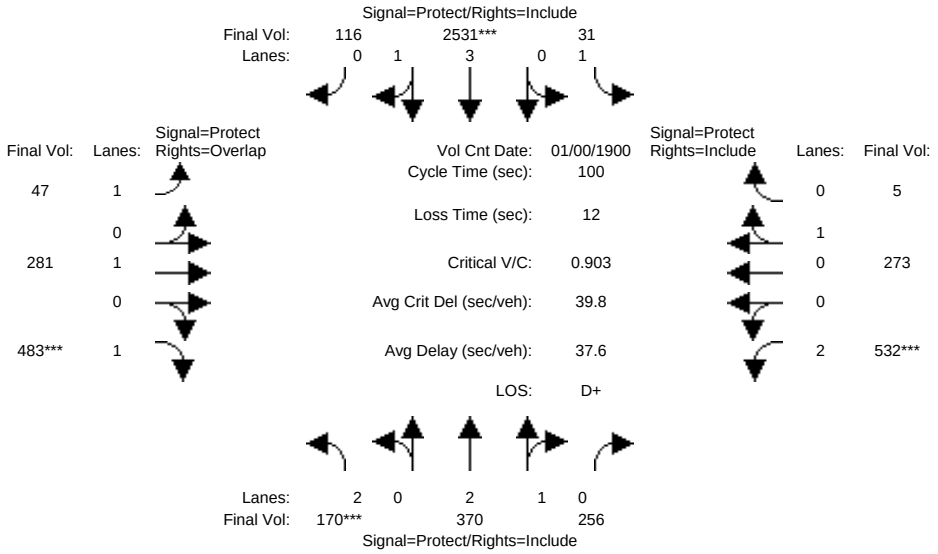
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	150	199	201	31	1453	53	47	259	384	532	273	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:	150	199	201	31	1453	53	47	259	384	532	273	5
Added Vol:	20	171	55	0	1078	63	0	22	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	370	256	31	2531	116	47	281	483	532	273	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:	170	370	256	31	2531	116	47	281	483	532	273	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	370	256	31	2531	116	47	281	483	532	273	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
FinalVolume:	170	370	256	31	2531	116	47	281	483	532	273	5
Saturation 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	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.81	0.19	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	3150	3800	1750	1750	7240	332	1750	1900	1750	3150	1863	34
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.15	0.02	0.35	0.35	0.03	0.15	0.28	0.17	0.15	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.31	0.31	0.15	0.39	0.39	0.14	0.23	0.30	0.19	0.28	0.28
Volume/Cap:	0.77	0.31	0.47	0.12	0.89	0.89	0.20	0.64	0.92	0.89	0.52	0.52
Delay/Veh:	61.0	26.3	28.0	37.1	32.5	32.5	38.8	38.0	55.2	55.5	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	26.3	28.0	37.1	32.5	32.5	38.8	38.0	55.2	55.5	30.9	30.9
LOS by Move:	E	C	C	D+	C-	C-	D+	D+	E+	E+	C	C
HCM2kAvgQ:	3	4	7	1	23	23	2	9	20	13	8	8

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

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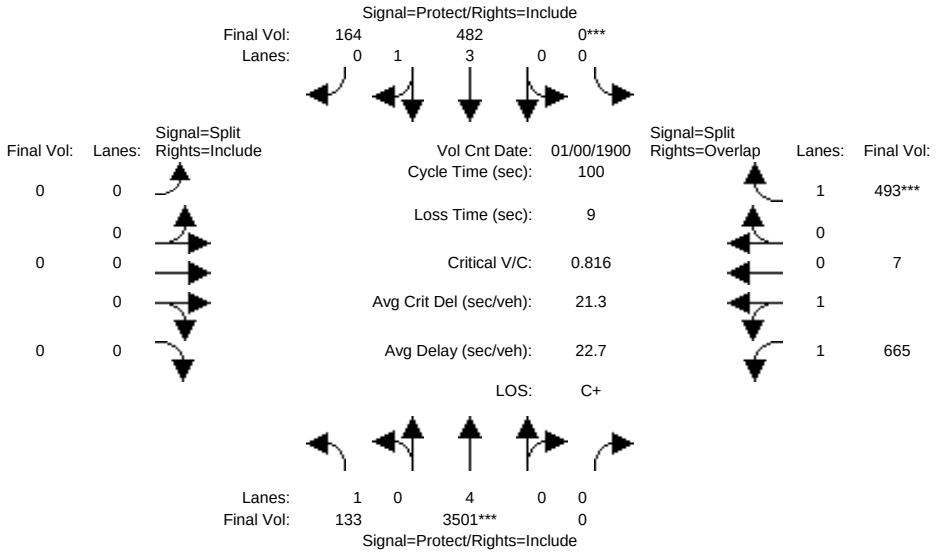
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	133	2599	0	0	263	120	0	0	0	402	7	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2599	0	0	263	120	0	0	0	402	7	152
Added Vol:	0	902	0	0	219	44	0	0	0	263	0	341
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	3501	0	0	482	164	0	0	0	665	7	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	3501	0	0	482	164	0	0	0	665	7	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3501	0	0	482	164	0	0	0	665	7	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	3501	0	0	482	164	0	0	0	665	7	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	1750	7600	0	0	5700	1750	0	0	0	3466	36	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.19	0.19	0.28
Crit Moves:		****		****								****
Green/Cycle:	0.24	0.56	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.31	0.82	0.00	0.00	0.26	0.29	0.00	0.00	0.00	0.56	0.56	0.82
Delay/Veh:	31.4	18.9	0.0	0.0	25.3	25.5	0.0	0.0	0.0	27.1	27.1	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:	31.4	18.9	0.0	0.0	25.3	25.5	0.0	0.0	0.0	27.1	27.1	38.3
LOS by Move:	C	B-	A	A	C	C	A	A	A	C	C	D+
HCM2kAvgQ:	3	22	0	0	3	4	0	0	0	9	9	17

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

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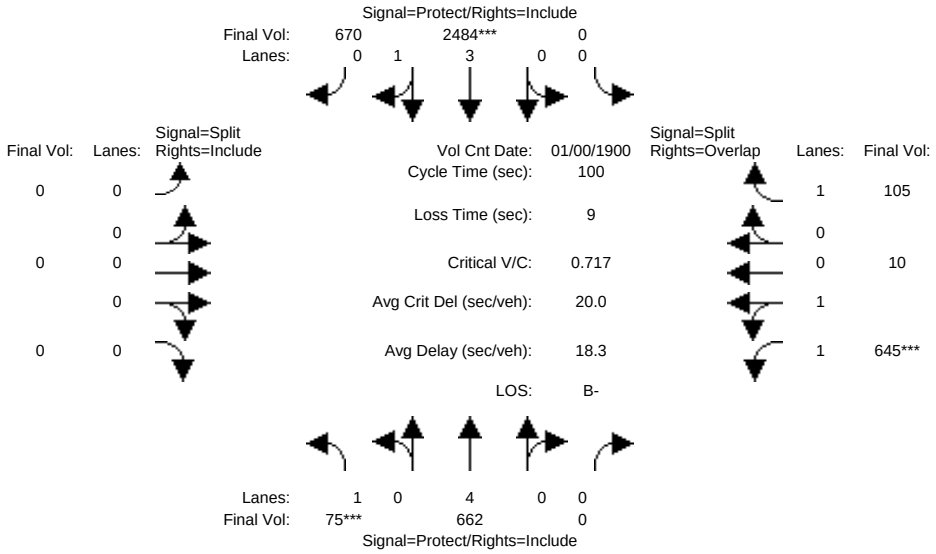
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	75	483	0	0	1498	480	0	0	0	564	10	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:	75	483	0	0	1498	480	0	0	0	564	10	38
Added Vol:	0	179	0	0	986	190	0	0	0	81	0	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	662	0	0	2484	670	0	0	0	645	10	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:	75	662	0	0	2484	670	0	0	0	645	10	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	662	0	0	2484	670	0	0	0	645	10	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:	75	662	0	0	2484	670	0	0	0	645	10	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.00	0.00	0.00	3.09	0.91	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1750	7600	0	0	5879	1586	0	0	0	3451	53	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.19	0.19	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.07	0.65	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.61	0.13	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.73	0.23
Delay/Veh:	54.0	6.6	0.0	0.0	15.7	15.7	0.0	0.0	0.0	36.9	36.9	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	6.6	0.0	0.0	15.7	15.7	0.0	0.0	0.0	36.9	36.9	29.6
LOS by Move:	D-	A	A	A	B	B	A	A	A	D+	D+	C
HCM2kAvgQ:	3	2	0	0	17	17	0	0	0	11	11	3

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

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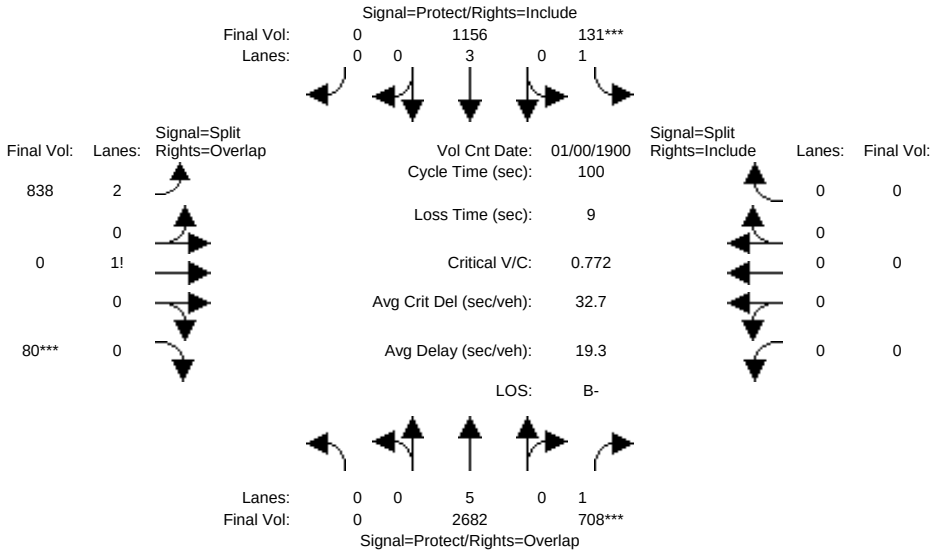
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1835	632	64	741	0	783	0	78	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	1835	632	64	741	0	783	0	78	0	0	0
Added Vol:	0	847	76	67	415	0	55	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2682	708	131	1156	0	838	0	80	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	2682	708	131	1156	0	838	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2682	708	131	1156	0	838	0	80	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	2682	708	131	1156	0	838	0	80	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4402	0	359	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.40	0.07	0.20	0.00	0.19	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.52	0.52	0.10	0.62	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.77	0.77	0.33	0.00	0.66	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	23.1	63.4	9.1	0.0	32.4	0.0	35.7	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	15.9	23.1	63.4	9.1	0.0	32.4	0.0	35.7	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	C-	A	D+	A	A	A
HCM2kAvgQ:	0	10	19	5	5	0	11	0	14	0	0	0

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

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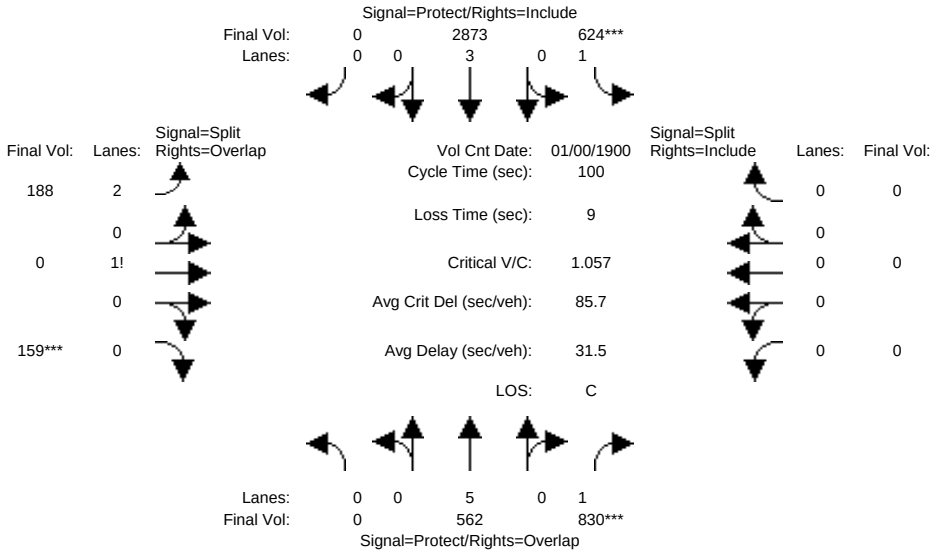
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	394	590	312	2117	0	177	0	153	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	394	590	312	2117	0	177	0	153	0	0	0
Added Vol:	0	168	240	312	756	0	11	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	562	830	624	2873	0	188	0	159	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	562	830	624	2873	0	188	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	562	830	624	2873	0	188	0	159	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	562	830	624	2873	0	188	0	159	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.30	0.00	0.70	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3630	0	1217	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.47	0.36	0.50	0.00	0.05	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.45	0.45	0.34	0.79	0.00	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	1.06	1.06	0.64	0.00	0.42	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	0.0	16.2	75.7	86.0	4.9	0.0	40.8	0.0	109.2	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	16.2	75.7	86.0	4.9	0.0	40.8	0.0	109.2	0.0	0.0	0.0
LOS by Move:	A	B	E-	F	A	A	D	A	F	A	A	A
HCM2kAvgQ:	0	2	37	27	12	0	3	0	13	0	0	0

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

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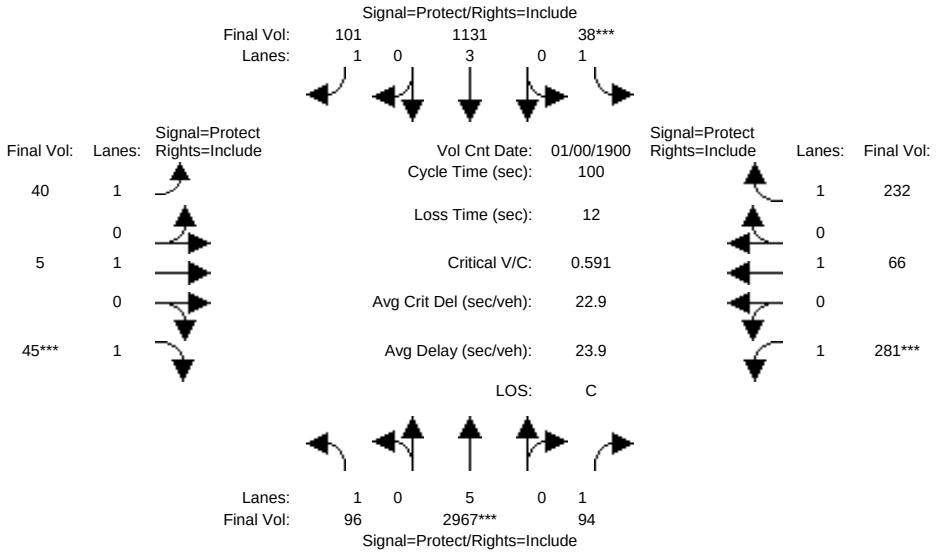
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	96	2054	81	35	718	101	40	5	45	237	66	222
Growth Adj:	1.00	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	2054	81	35	718	101	40	5	45	237	66	222
Added Vol:	0	913	13	3	413	0	0	0	0	44	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2967	94	38	1131	101	40	5	45	281	66	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	2967	94	38	1131	101	40	5	45	281	66	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2967	94	38	1131	101	40	5	45	281	66	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	2967	94	38	1131	101	40	5	45	281	66	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.05	0.02	0.20	0.06	0.02	0.00	0.03	0.16	0.03	0.13
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.47	0.47	0.07	0.40	0.40	0.12	0.10	0.10	0.24	0.22	0.22
Volume/Cap:	0.39	0.67	0.11	0.31	0.50	0.14	0.19	0.03	0.26	0.67	0.16	0.59
Delay/Veh:	40.1	20.9	15.0	45.7	22.8	19.3	40.3	40.7	42.4	38.3	31.4	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	20.9	15.0	45.7	22.8	19.3	40.3	40.7	42.4	38.3	31.4	37.2
LOS by Move:	D	C+	B	D	C+	B-	D	D	D	D+	C	D+
HCM2kAvgQ:	3	13	2	1	8	2	1	0	2	9	2	8

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

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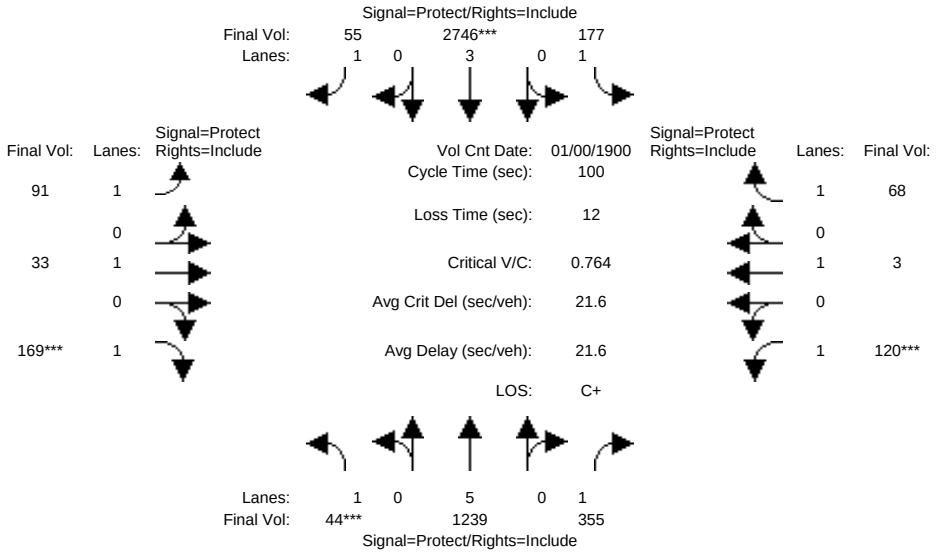
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	44	838	304	166	1995	55	91	33	169	88	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:	44	838	304	166	1995	55	91	33	169	88	3	61
Added Vol:	0	401	51	11	751	0	0	0	0	32	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1239	355	177	2746	55	91	33	169	120	3	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:	44	1239	355	177	2746	55	91	33	169	120	3	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1239	355	177	2746	55	91	33	169	120	3	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:	44	1239	355	177	2746	55	91	33	169	120	3	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.20	0.10	0.48	0.03	0.05	0.02	0.10	0.07	0.00	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.45	0.45	0.22	0.60	0.60	0.09	0.12	0.12	0.09	0.12	0.12
Volume/Cap:	0.36	0.29	0.45	0.45	0.80	0.05	0.61	0.14	0.80	0.80	0.01	0.32
Delay/Veh:	46.2	17.5	19.4	34.3	16.6	8.1	51.4	39.6	61.7	70.1	38.7	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	17.5	19.4	34.3	16.6	8.1	51.4	39.6	61.7	70.1	38.7	41.0
LOS by Move:	D	B	B-	C-	B	A	D-	D	E	E	D+	D
HCM2kAvgQ:	1	4	7	5	22	1	4	1	8	6	0	2

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

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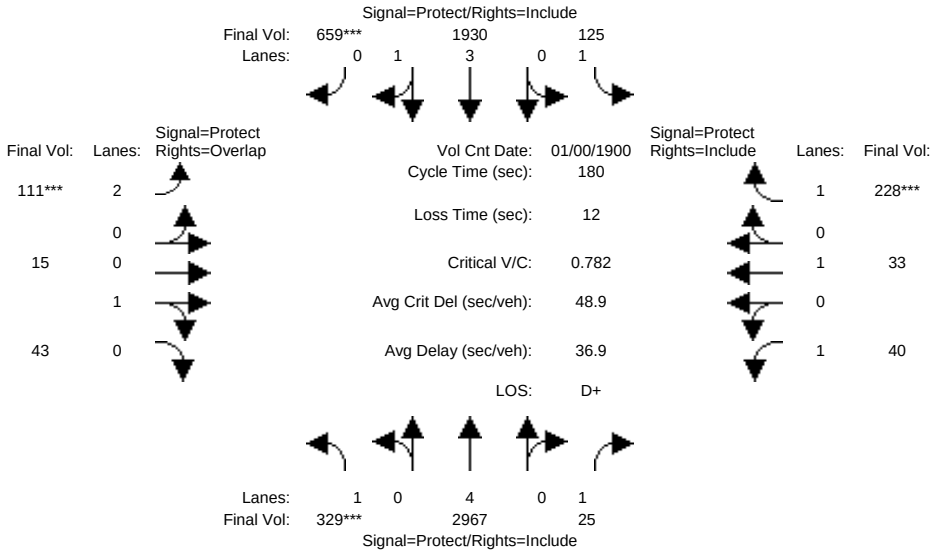
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	83	2373	25	125	1349	378	83	15	18	40	33	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2373	25	125	1349	378	83	15	18	40	33	228
Added Vol:	246	594	0	0	581	281	28	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	2967	25	125	1930	659	111	15	43	40	33	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	2967	25	125	1930	659	111	15	43	40	33	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2967	25	125	1930	659	111	15	43	40	33	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	2967	25	125	1930	659	111	15	43	40	33	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.24	0.76	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	462	1324	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.39	0.01	0.07	0.34	0.38	0.04	0.03	0.03	0.02	0.02	0.13
Crit Moves:	****					****	****					****
Green/Cycle:	0.24	0.61	0.61	0.11	0.48	0.48	0.05	0.12	0.36	0.09	0.17	0.17
Volume/Cap:	0.78	0.64	0.02	0.64	0.70	0.78	0.78	0.26	0.09	0.26	0.10	0.78
Delay/Veh:	73.2	22.7	13.9	83.5	37.2	40.1	109.1	71.9	37.6	77.7	63.8	84.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	22.7	13.9	83.5	37.2	40.1	109.1	71.9	37.6	77.7	63.8	84.7
LOS by Move:	E	C+	B	F	D+	D	F	E	D+	E-	E	F
HCM2kAvgQ:	18	25	1	7	25	30	5	3	2	2	2	15

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

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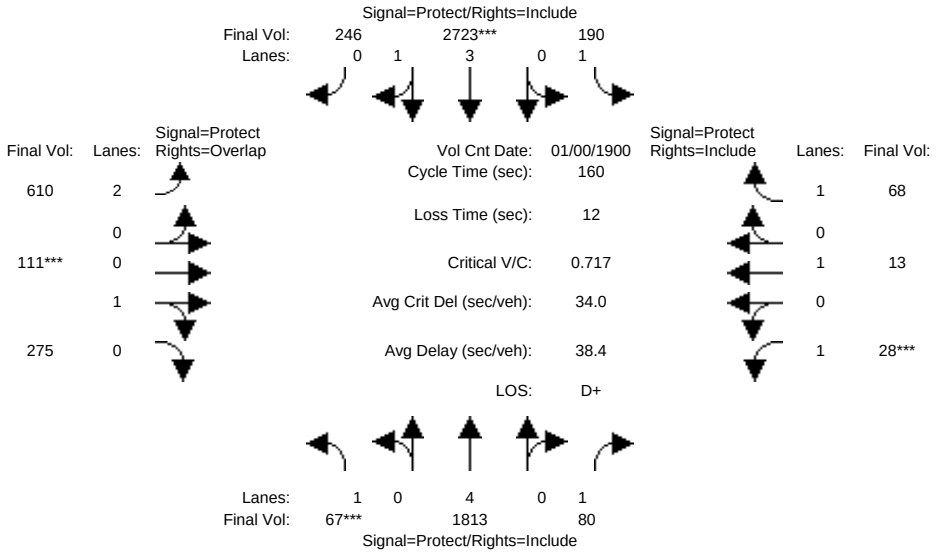
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	29	1276	80	190	2169	203	370	111	62	28	13	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:	29	1276	80	190	2169	203	370	111	62	28	13	68
Added Vol:	38	537	0	0	554	43	240	0	213	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1813	80	190	2723	246	610	111	275	28	13	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:	67	1813	80	190	2723	246	610	111	275	28	13	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1813	80	190	2723	246	610	111	275	28	13	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:	67	1813	80	190	2723	246	610	111	275	28	13	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.64	0.36	2.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6921	625	3150	515	1276	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.05	0.11	0.39	0.39	0.19	0.22	0.22	0.02	0.01	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.40	0.40	0.18	0.54	0.54	0.25	0.29	0.35	0.04	0.08	0.08
Volume/Cap:	0.73	0.59	0.11	0.59	0.73	0.73	0.76	0.73	0.62	0.37	0.08	0.47
Delay/Veh:	101.1	37.6	29.9	62.7	29.2	29.2	59.3	56.2	45.7	77.3	68.1	72.5
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:	101.1	37.6	29.9	62.7	29.2	29.2	59.3	56.2	45.7	77.3	68.1	72.5
LOS by Move:	F	D+	C	E	C	C	E+	E+	D	E-	E	E
HCM2kAvgQ:	4	17	3	8	26	26	18	19	17	2	1	4

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

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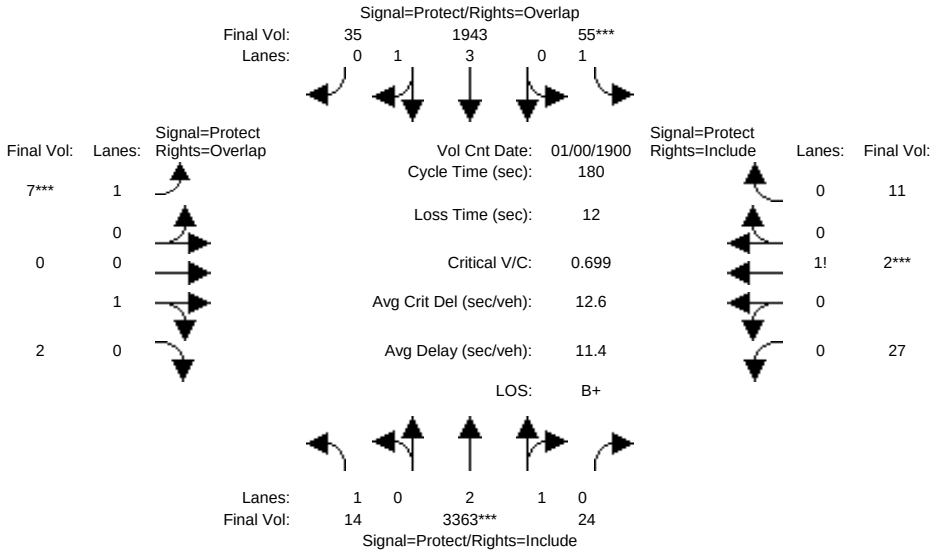
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	14	2523	24	55	1337	35	7	0	2	27	2	11
Growth Adj:	1.00	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	2523	24	55	1337	35	7	0	2	27	2	11
Added Vol:	0	840	0	0	606	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3363	24	55	1943	35	7	0	2	27	2	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3363	24	55	1943	35	7	0	2	27	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3363	24	55	1943	35	7	0	2	27	2	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3363	24	55	1943	35	7	0	2	27	2	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.98	0.02	1.00	3.92	0.08	1.00	0.00	1.00	0.68	0.05	0.27
Final Sat.:	1750	5656	40	1750	7454	134	1750	0	1750	1186	88	483
Capacity Analysis Module:												
Vol/Sat:	0.01	0.59	0.59	0.03	0.26	0.26	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.80	0.80	0.04	0.73	0.77	0.04	0.00	0.15	0.09	0.06	0.06
Volume/Cap:	0.07	0.75	0.75	0.75	0.36	0.34	0.10	0.00	0.01	0.24	0.41	0.41
Delay/Veh:	72.2	9.9	9.9	118.8	8.9	6.5	84.1	0.0	65.4	76.3	84.9	84.9
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:	72.2	9.9	9.9	118.8	8.9	6.5	84.1	0.0	65.4	76.3	84.9	84.9
LOS by Move:	E	A	A	F	A	A	F	A	E	E-	F	F
HCM2kAvgQ:	1	31	31	3	9	8	0	0	0	2	3	3

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

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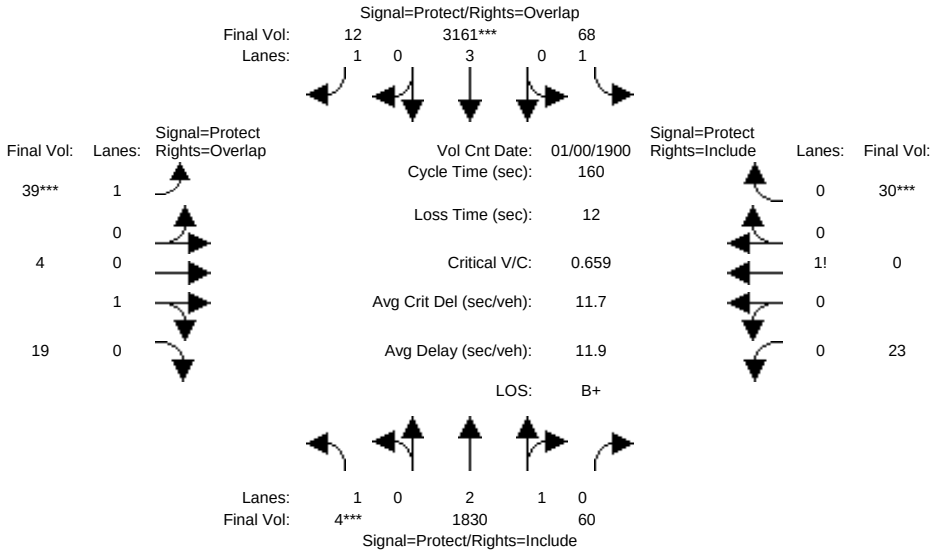
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	4	1256	60	68	2394	12	39	4	19	23	0	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:	4	1256	60	68	2394	12	39	4	19	23	0	30
Added Vol:	0	574	0	0	767	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1830	60	68	3161	12	39	4	19	23	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1830	60	68	3161	12	39	4	19	23	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1830	60	68	3161	12	39	4	19	23	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1830	60	68	3161	12	39	4	19	23	0	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	1.00	0.16	0.84	0.43	0.00	0.57
Final Sat.:	1750	5504	180	1750	5700	1750	1750	309	1466	759	0	991
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.04	0.55	0.01	0.02	0.01	0.01	0.03	0.00	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.72	0.72	0.10	0.78	0.82	0.04	0.06	0.11	0.04	0.00	0.06
Volume/Cap:	0.05	0.46	0.46	0.41	0.72	0.01	0.51	0.21	0.12	0.69	0.00	0.48
Delay/Veh:	73.6	9.2	9.2	69.8	9.7	2.6	80.4	72.2	65.0	99.2	0.0	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	9.2	9.2	69.8	9.7	2.6	80.4	72.2	65.0	99.2	0.0	75.9
LOS by Move:	E	A	A	E	A	A	F	E	E	F	A	E-
HCM2kAvgQ:	0	12	12	3	25	0	3	1	1	4	0	3

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

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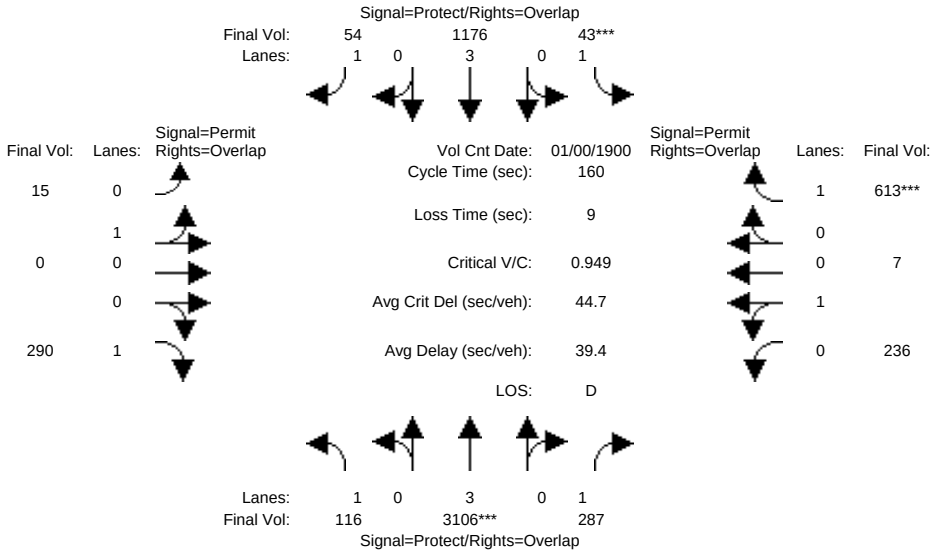
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	116	2480	217	30	935	54	15	0	290	70	7	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:	116	2480	217	30	935	54	15	0	290	70	7	481
Added Vol:	0	626	70	13	241	0	0	0	0	166	0	132
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	3106	287	43	1176	54	15	0	290	236	7	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	3106	287	43	1176	54	15	0	290	236	7	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	3106	287	43	1176	54	15	0	290	236	7	613
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	3106	287	43	1176	54	15	0	290	236	7	613
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	0	1750	1703	51	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.16	0.02	0.21	0.03	0.01	0.00	0.17	0.14	0.14	0.35
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.58	0.58	0.04	0.47	0.47	0.32	0.00	0.47	0.32	0.32	0.37
Volume/Cap:	0.44	0.95	0.28	0.56	0.44	0.07	0.03	0.00	0.35	0.43	0.43	0.95
Delay/Veh:	63.0	38.5	17.4	84.2	28.5	23.3	36.9	0.0	26.7	43.0	43.0	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	38.5	17.4	84.2	28.5	23.3	36.9	0.0	26.7	43.0	43.0	73.5
LOS by Move:	E	D+	B	F	C	C	D+	A	C	D	D	E
HCM2kAvgQ:	6	51	7	2	12	1	1	0	9	10	10	36

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

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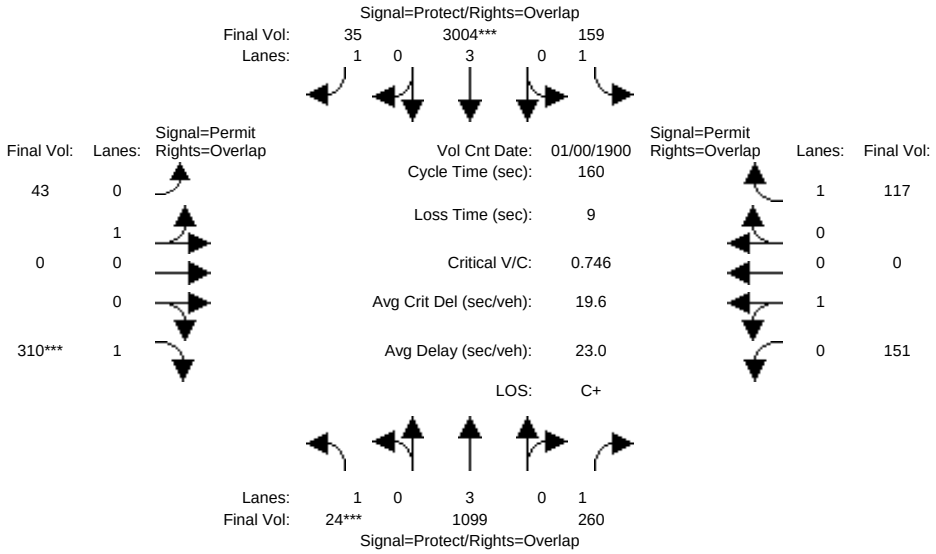
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	24	871	88	55	2408	35	43	0	310	82	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	871	88	55	2408	35	43	0	310	82	0	90
Added Vol:	0	228	172	104	596	0	0	0	0	69	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1099	260	159	3004	35	43	0	310	151	0	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:	24	1099	260	159	3004	35	43	0	310	151	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1099	260	159	3004	35	43	0	310	151	0	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
FinalVolume:	24	1099	260	159	3004	35	43	0	310	151	0	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	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.15	0.09	0.53	0.02	0.02	0.00	0.18	0.09	0.00	0.07
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.52	0.52	0.24	0.72	0.72	0.18	0.00	0.23	0.18	0.00	0.43
Volume/Cap:	0.31	0.37	0.29	0.37	0.73	0.03	0.14	0.00	0.79	0.47	0.00	0.16
Delay/Veh:	76.5	23.1	22.0	50.8	14.1	6.5	55.1	0.0	68.3	59.7	0.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	23.1	22.0	50.8	14.1	6.5	55.1	0.0	68.3	59.7	0.0	28.4
LOS by Move:	E-	C	C+	D	B	A	E+	A	E	E+	A	C
HCM2kAvgQ:	2	10	8	6	27	0	2	0	17	7	0	4

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

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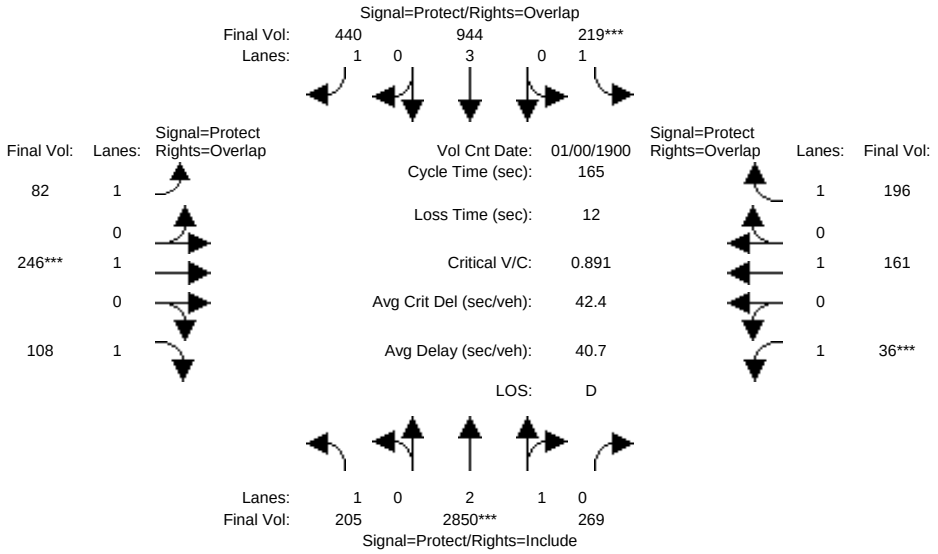
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	205	2403	269	69	850	438	74	29	108	36	117	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	2403	269	69	850	438	74	29	108	36	117	165
Added Vol:	0	447	0	150	94	2	8	217	0	0	44	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2850	269	219	944	440	82	246	108	36	161	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:	205	2850	269	219	944	440	82	246	108	36	161	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2850	269	219	944	440	82	246	108	36	161	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
FinalVolume:	205	2850	269	219	944	440	82	246	108	36	161	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.72	0.28	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5170	488	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.55	0.55	0.13	0.17	0.25	0.05	0.13	0.06	0.02	0.08	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.27	0.61	0.61	0.14	0.47	0.54	0.07	0.14	0.41	0.04	0.12	0.26
Volume/Cap:	0.43	0.91	0.91	0.91	0.35	0.47	0.71	0.91	0.15	0.48	0.71	0.44
Delay/Veh:	50.4	32.8	32.8	105.2	27.6	23.9	94.5	102	30.4	82.2	80.2	52.1
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:	50.4	32.8	32.8	105.2	27.6	23.9	94.5	102	30.4	82.2	80.2	52.1
LOS by Move:	D	C-	C-	F	C	C	F	F	C	F	F	D-
HCM2kAvgQ:	9	49	49	15	10	14	6	15	4	3	9	9

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

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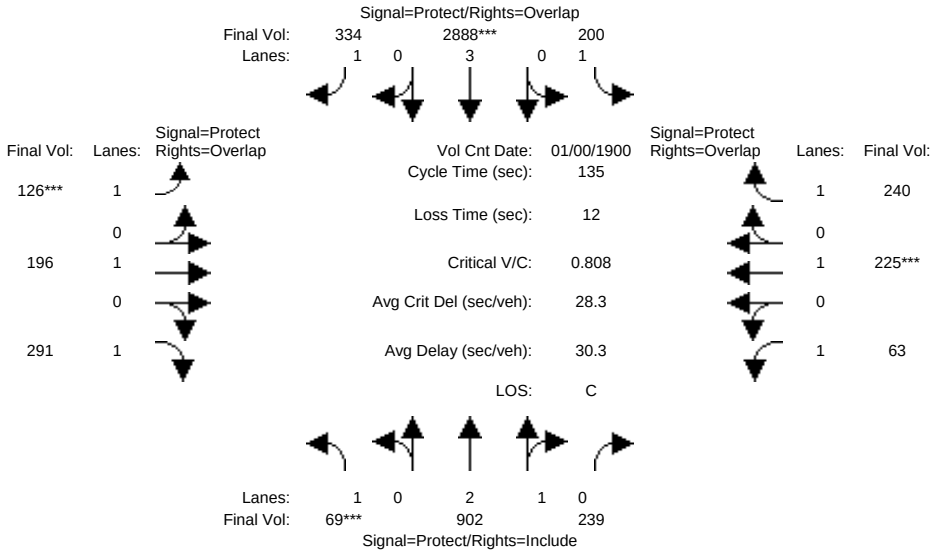
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	810	239	175	2456	326	122	159	291	63	39	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:	69	810	239	175	2456	326	122	159	291	63	39	111
Added Vol:	0	92	0	25	432	8	4	37	0	0	186	129
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	902	239	200	2888	334	126	196	291	63	225	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:	69	902	239	200	2888	334	126	196	291	63	225	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	902	239	200	2888	334	126	196	291	63	225	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
FinalVolume:	69	902	239	200	2888	334	126	196	291	63	225	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.33	0.67	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4427	1173	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.11	0.51	0.19	0.07	0.10	0.17	0.04	0.12	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.43	0.43	0.24	0.62	0.71	0.09	0.17	0.22	0.07	0.15	0.39
Volume/Cap:	0.76	0.47	0.47	0.47	0.81	0.27	0.81	0.62	0.76	0.53	0.81	0.35
Delay/Veh:	93.8	27.4	27.4	44.5	20.8	7.0	86.9	56.0	58.1	65.2	72.2	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:	93.8	27.4	27.4	44.5	20.8	7.0	86.9	56.0	58.1	65.2	72.2	29.5
LOS by Move:	F	C	C	D	C+	A	F	E+	E+	E	E	C
HCM2kAvgQ:	5	11	11	8	31	5	8	8	14	3	11	7

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

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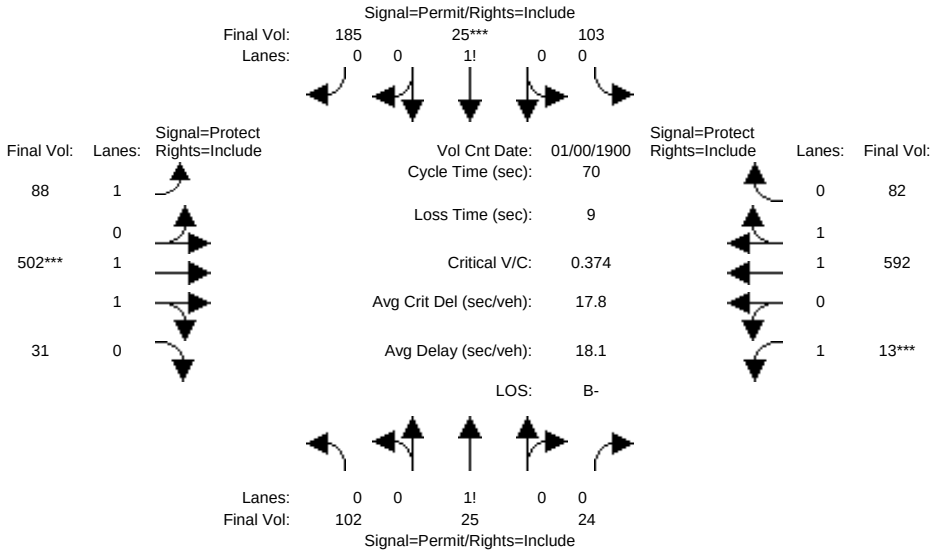
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	102	25	24	103	25	185	88	430	31	13	571	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	25	24	103	25	185	88	430	31	13	571	82
Added Vol:	0	0	0	0	0	0	0	72	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	25	24	103	25	185	88	502	31	13	592	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	25	24	103	25	185	88	502	31	13	592	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	25	24	103	25	185	88	502	31	13	592	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	25	24	103	25	185	88	502	31	13	592	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.69	0.15	0.16	0.33	0.07	0.60	1.00	1.87	0.13	1.00	1.74	0.26
Final Sat.:	1198	294	282	580	141	1041	1750	3561	220	1750	3303	458
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.18	0.05	0.14	0.14	0.01	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.10	0.32	0.32	0.14	0.36	0.36
Volume/Cap:	0.21	0.21	0.21	0.44	0.44	0.44	0.49	0.44	0.44	0.05	0.49	0.49
Delay/Veh:	13.6	13.6	13.6	15.4	15.4	15.4	31.9	19.0	19.0	26.0	17.6	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:	13.6	13.6	13.6	15.4	15.4	15.4	31.9	19.0	19.0	26.0	17.6	17.6
LOS by Move:	B	B	B	B	B	B	C	B-	B-	C	B	B
HCM2kAvgQ:	2	2	2	6	6	6	2	4	4	0	6	6

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

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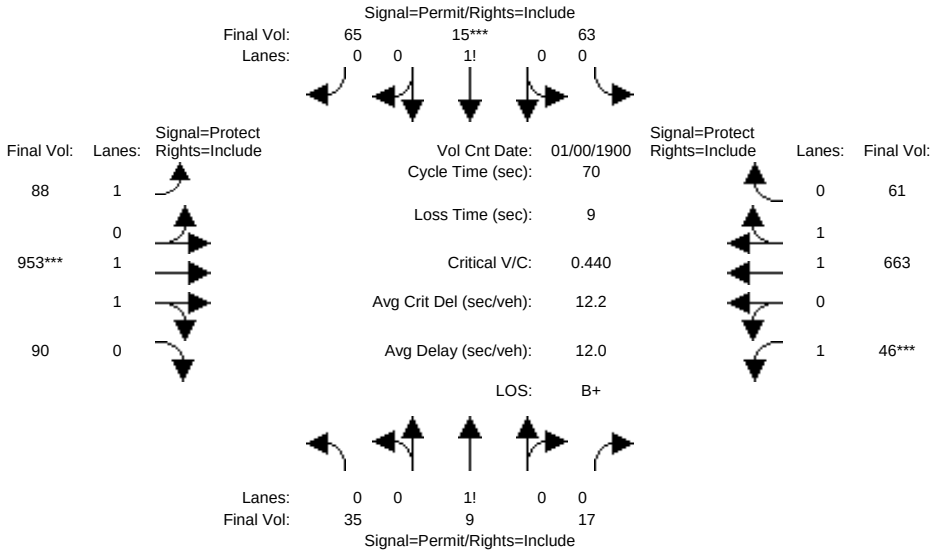
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	35	9	17	63	15	65	88	929	90	46	596	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:	35	9	17	63	15	65	88	929	90	46	596	61
Added Vol:	0	0	0	0	0	0	0	24	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	9	17	63	15	65	88	953	90	46	663	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:	35	9	17	63	15	65	88	953	90	46	663	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	9	17	63	15	65	88	953	90	46	663	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
FinalVolume:	35	9	17	63	15	65	88	953	90	46	663	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.58	0.14	0.28	0.44	0.10	0.46	1.00	1.81	0.19	1.00	1.82	0.18
Final Sat.:	1016	261	493	777	185	802	1750	3447	325	1750	3455	318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.05	0.28	0.28	0.03	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.15	0.56	0.56	0.14	0.56	0.56
Volume/Cap:	0.21	0.21	0.21	0.49	0.49	0.49	0.34	0.49	0.49	0.18	0.34	0.34
Delay/Veh:	25.6	25.6	25.6	27.8	27.8	27.8	27.6	9.4	9.4	26.8	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	25.6	27.8	27.8	27.8	27.6	9.4	9.4	26.8	8.5	8.5
LOS by Move:	C	C	C	C	C	C	C	A	A	C	A	A
HCM2kAvgQ:	1	1	1	4	4	4	2	7	7	1	4	4

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

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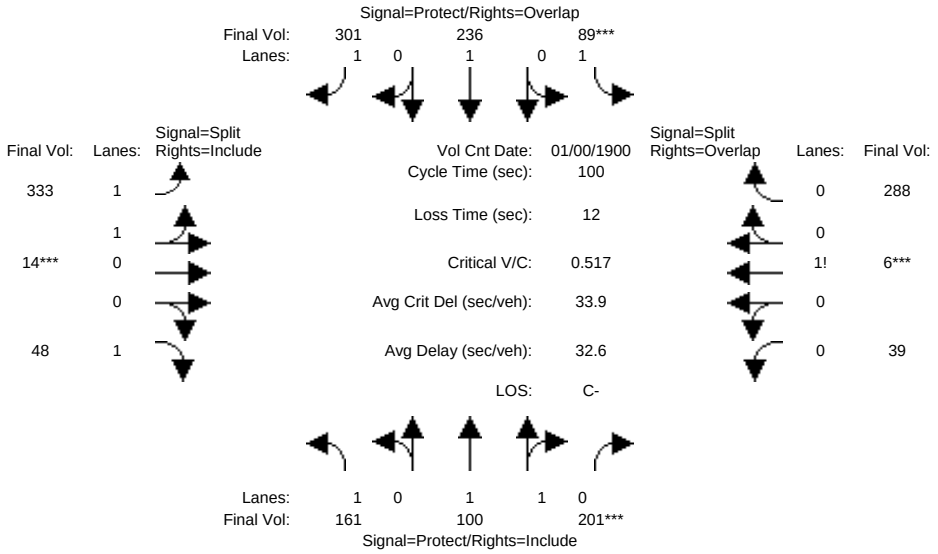
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	161	92	201	89	203	301	333	14	48	39	6	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:	161	92	201	89	203	301	333	14	48	39	6	288
Added Vol:	0	8	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	100	201	89	236	301	333	14	48	39	6	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:	161	100	201	89	236	301	333	14	48	39	6	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	100	201	89	236	301	333	14	48	39	6	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
FinalVolume:	161	100	201	89	236	301	333	14	48	39	6	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.93	0.07	1.00	0.12	0.02	0.86
Final Sat.:	1750	1900	1750	1750	1900	1750	3370	142	1750	205	32	1516
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.11	0.05	0.12	0.17	0.10	0.10	0.03	0.19	0.19	0.19
Crit Moves:			****	****				****			****	
Green/Cycle:	0.14	0.22	0.22	0.12	0.19	0.38	0.19	0.19	0.19	0.36	0.36	0.48
Volume/Cap:	0.64	0.24	0.53	0.42	0.64	0.45	0.53	0.53	0.15	0.53	0.53	0.40
Delay/Veh:	46.1	32.5	35.7	42.2	41.0	23.8	37.6	37.6	34.3	26.3	26.3	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:	46.1	32.5	35.7	42.2	41.0	23.8	37.6	37.6	34.3	26.3	26.3	17.2
LOS by Move:	D	C-	D+	D	D	C	D+	D+	C-	C	C	B
HCM2kAvgQ:	6	3	6	3	8	8	6	6	1	9	9	7

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

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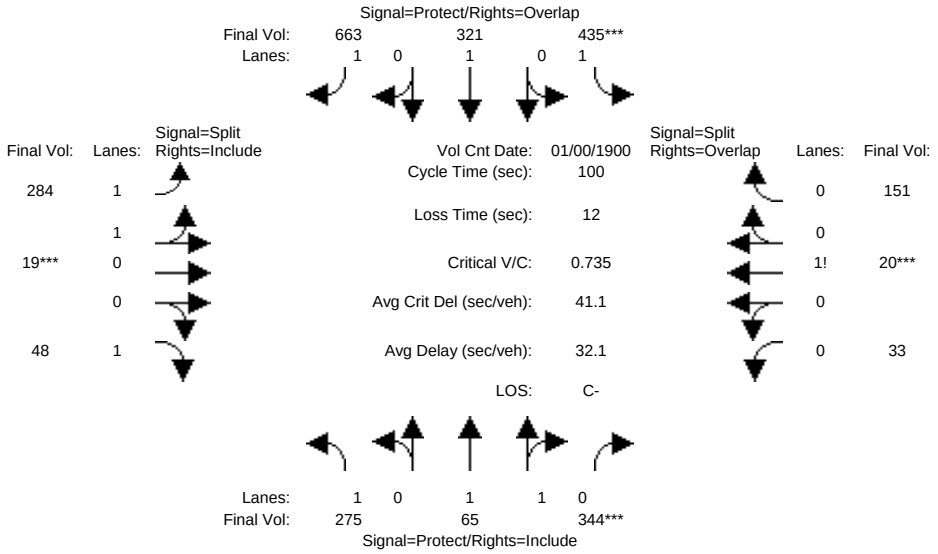
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	275	33	344	435	304	663	284	19	48	33	20	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	33	344	435	304	663	284	19	48	33	20	151
Added Vol:	0	32	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	65	344	435	321	663	284	19	48	33	20	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	65	344	435	321	663	284	19	48	33	20	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	65	344	435	321	663	284	19	48	33	20	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	65	344	435	321	663	284	19	48	33	20	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.88	0.12	1.00	0.16	0.09	0.75
Final Sat.:	1750	1900	1750	1750	1900	1750	3297	221	1750	285	173	1305
Capacity Analysis Module:												
Vol/Sat:	0.16	0.03	0.20	0.25	0.17	0.38	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:			****	****				****			****	
Green/Cycle:	0.21	0.27	0.27	0.34	0.39	0.51	0.12	0.12	0.12	0.16	0.16	0.49
Volume/Cap:	0.75	0.13	0.74	0.74	0.43	0.74	0.72	0.72	0.23	0.74	0.74	0.23
Delay/Veh:	45.0	27.9	38.7	34.2	22.6	22.4	48.2	48.2	40.4	50.2	50.2	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	27.9	38.7	34.2	22.6	22.4	48.2	48.2	40.4	50.2	50.2	11.4
LOS by Move:	D	C	D+	C-	C+	C+	D	D	D	D	D	B+
HCM2kAvgQ:	10	2	12	14	7	18	6	6	2	8	8	3

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

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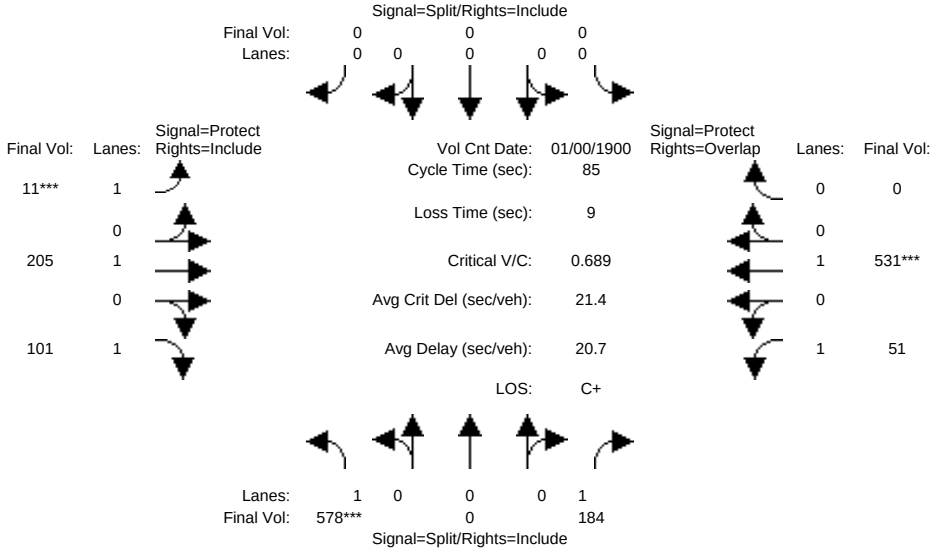
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	578	0	156	0	0	0	11	205	101	43	531	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:	578	0	156	0	0	0	11	205	101	43	531	0
Added Vol:	0	0	28	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	0	184	0	0	0	11	205	101	51	531	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:	578	0	184	0	0	0	11	205	101	51	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	0	184	0	0	0	11	205	101	51	531	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:	578	0	184	0	0	0	11	205	101	51	531	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.11	0.00	0.00	0.00	0.01	0.11	0.06	0.03	0.28	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.48	0.00	0.48	0.00	0.00	0.00	0.01	0.34	0.34	0.07	0.41	0.00
Volume/Cap:	0.69	0.00	0.22	0.00	0.00	0.00	0.69	0.31	0.17	0.41	0.69	0.00
Delay/Veh:	19.6	0.0	13.0	0.0	0.0	0.0	124.2	19.7	18.6	40.0	21.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	0.0	13.0	0.0	0.0	0.0	124.2	19.7	18.6	40.0	21.2	0.0
LOS by Move:	B-	A	B	A	A	A	F	B-	B-	D	C+	A
HCM2kAvgQ:	14	0	3	0	0	0	1	4	2	1	10	0

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

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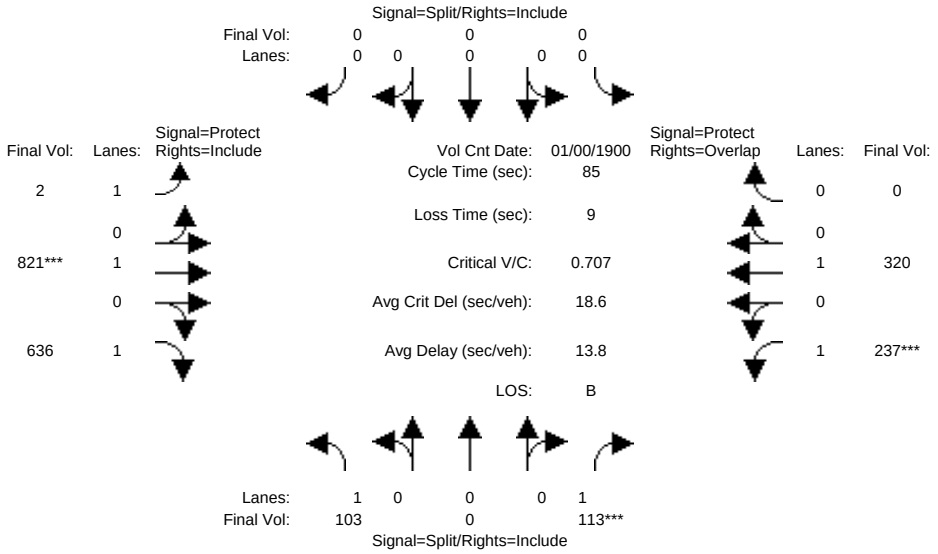
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	103	0	97	0	0	0	2	821	636	209	320	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:	103	0	97	0	0	0	2	821	636	209	320	0
Added Vol:	0	0	16	0	0	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	113	0	0	0	2	821	636	237	320	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:	103	0	113	0	0	0	2	821	636	237	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	113	0	0	0	2	821	636	237	320	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:	103	0	113	0	0	0	2	821	636	237	320	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.36	0.14	0.17	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.01	0.61	0.61	0.19	0.80	0.00
Volume/Cap:	0.64	0.00	0.71	0.00	0.00	0.00	0.21	0.71	0.59	0.71	0.21	0.00
Delay/Veh:	46.0	0.0	51.1	0.0	0.0	0.0	53.0	8.2	6.4	38.9	0.1	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:	46.0	0.0	51.1	0.0	0.0	0.0	53.0	8.2	6.4	38.9	0.1	0.0
LOS by Move:	D	A	D-	A	A	A	D-	A	A	D+	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	11	7	6	0	0

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

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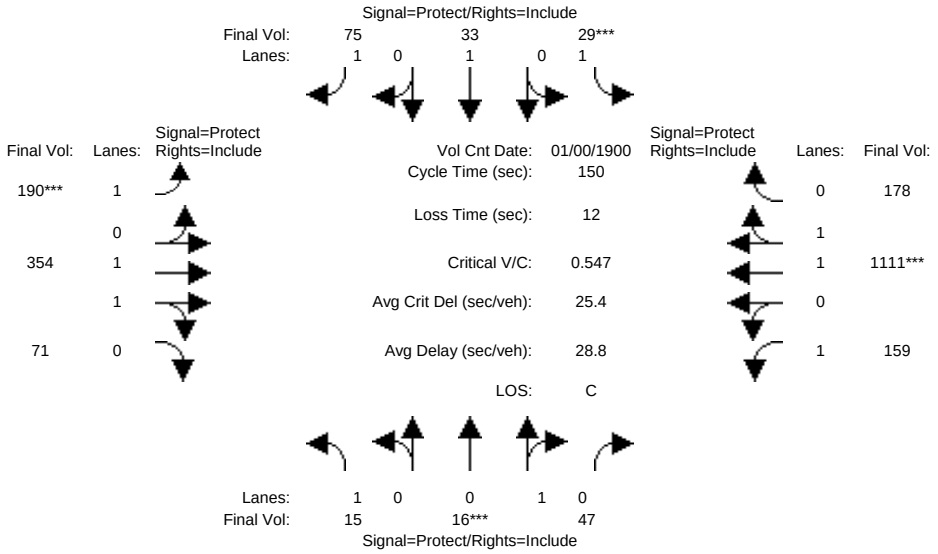
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	12	16	31	15	33	67	107	257	54	81	880	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	16	31	15	33	67	107	257	54	81	880	45
Added Vol:	3	0	16	14	0	8	83	97	17	78	231	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	16	47	29	33	75	190	354	71	159	1111	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:	15	16	47	29	33	75	190	354	71	159	1111	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	47	29	33	75	190	354	71	159	1111	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
FinalVolume:	15	16	47	29	33	75	190	354	71	159	1111	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.70	0.30
Final Sat.:	1750	454	1332	1750	1900	1750	1750	3120	626	1750	3237	519
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.02	0.02	0.04	0.11	0.11	0.11	0.09	0.34	0.34
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.19	0.45	0.45	0.36	0.61	0.61
Volume/Cap:	0.18	0.53	0.53	0.36	0.26	0.64	0.56	0.25	0.25	0.25	0.56	0.56
Delay/Veh:	69.8	72.2	72.2	72.0	67.6	79.9	56.8	25.9	25.9	34.1	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	72.2	72.2	72.0	67.6	79.9	56.8	25.9	25.9	34.1	17.4	17.4
LOS by Move:	E	E	E	E	E	E-	E+	C	C	C-	B	B
HCM2kAvgQ:	1	4	4	2	2	5	8	6	6	5	16	16

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

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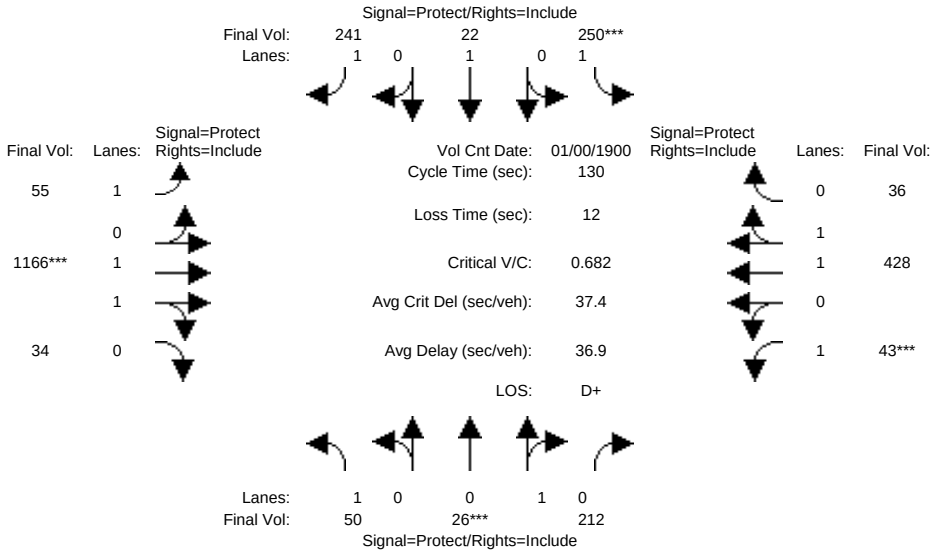
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	36	26	145	130	22	172	42	947	31	30	354	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:	36	26	145	130	22	172	42	947	31	30	354	16
Added Vol:	14	0	67	120	0	69	13	219	3	13	74	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	26	212	250	22	241	55	1166	34	43	428	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:	50	26	212	250	22	241	55	1166	34	43	428	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	26	212	250	22	241	55	1166	34	43	428	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	26	212	250	22	241	55	1166	34	43	428	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.10	0.90	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.83	0.17
Final Sat.:	1750	193	1572	1750	1900	1750	1750	3683	107	1750	3482	293
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.14	0.01	0.14	0.03	0.32	0.32	0.02	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.19	0.19	0.21	0.29	0.29	0.15	0.45	0.45	0.05	0.35	0.35
Volume/Cap:	0.25	0.70	0.70	0.70	0.04	0.48	0.20	0.70	0.70	0.46	0.35	0.35
Delay/Veh:	53.4	55.0	55.0	53.8	33.5	39.1	48.3	29.5	29.5	63.1	31.1	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:	53.4	55.0	55.0	53.8	33.5	39.1	48.3	29.5	29.5	63.1	31.1	31.1
LOS by Move:	D-	D-	D-	D-	C-	D	D	C	C	E	C	C
HCM2kAvgQ:	2	11	11	11	1	9	2	19	19	2	7	7

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

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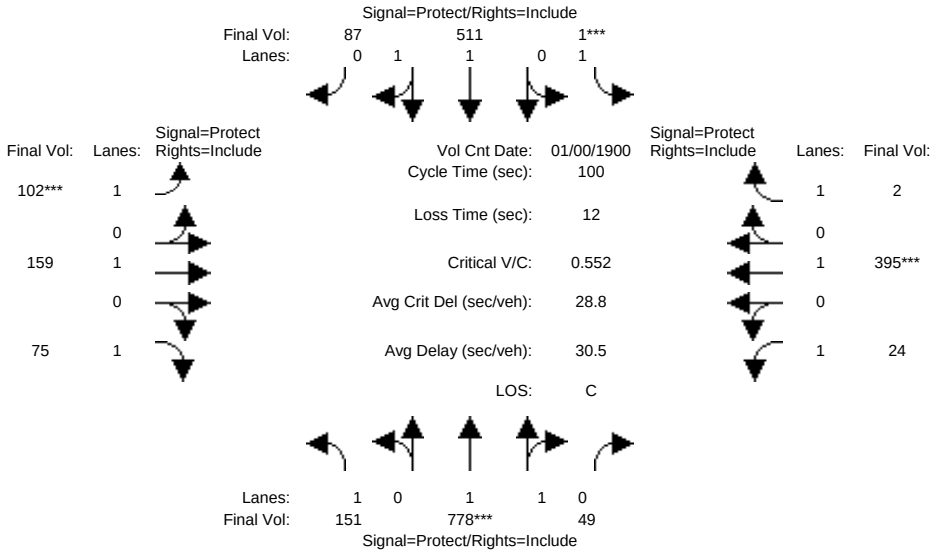
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	151	725	19	1	498	85	51	85	75	16	223	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	725	19	1	498	85	51	85	75	16	223	2
Added Vol:	0	53	30	0	13	2	51	74	0	8	172	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	778	49	1	511	87	102	159	75	24	395	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	778	49	1	511	87	102	159	75	24	395	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	778	49	1	511	87	102	159	75	24	395	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	778	49	1	511	87	102	159	75	24	395	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.87	0.13	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	224	1750	3207	546	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.16	0.16	0.06	0.08	0.04	0.01	0.21	0.00
Crit Moves:		****			****			****			****	
Green/Cycle:	0.15	0.37	0.37	0.07	0.28	0.28	0.10	0.26	0.26	0.18	0.35	0.35
Volume/Cap:	0.56	0.60	0.60	0.01	0.56	0.56	0.60	0.32	0.16	0.07	0.60	0.00
Delay/Veh:	42.0	26.5	26.5	43.3	31.3	31.3	49.0	30.1	28.7	33.9	28.4	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	26.5	26.5	43.3	31.3	31.3	49.0	30.1	28.7	33.9	28.4	21.3
LOS by Move:	D	C	C	D	C	C	D	C	C	C-	C	C+
HCM2kAvgQ:	5	10	10	0	8	8	4	4	2	1	10	0

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

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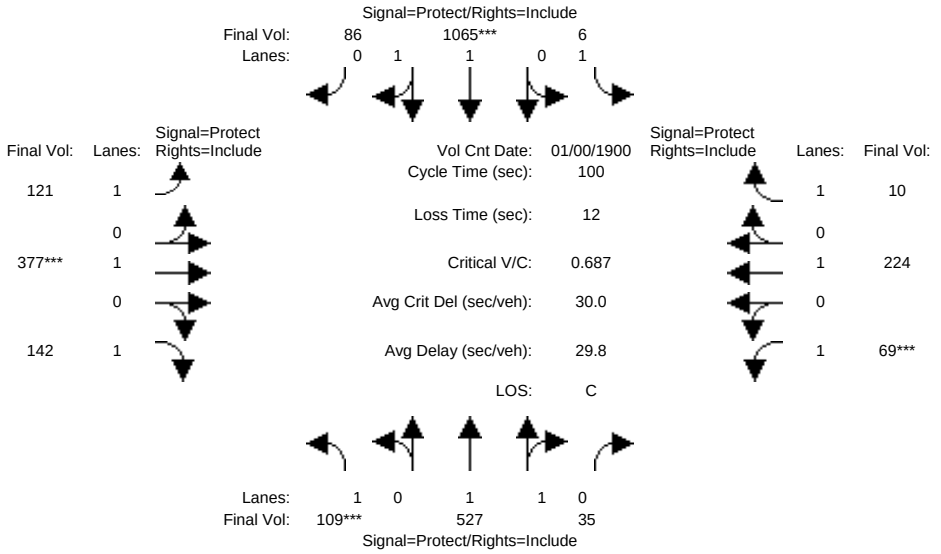
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	109	505	24	6	1015	79	103	229	142	41	103	10
Growth Adj:	1.00	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	505	24	6	1015	79	103	229	142	41	103	10
Added Vol:	0	22	11	0	50	7	18	148	0	28	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	527	35	6	1065	86	121	377	142	69	224	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	527	35	6	1065	86	121	377	142	69	224	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	527	35	6	1065	86	121	377	142	69	224	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	527	35	6	1065	86	121	377	142	69	224	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.87	0.13	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3544	235	1750	3494	282	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.00	0.30	0.30	0.07	0.20	0.08	0.04	0.12	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.36	0.36	0.17	0.44	0.44	0.13	0.28	0.28	0.07	0.22	0.22
Volume/Cap:	0.70	0.42	0.42	0.02	0.70	0.70	0.52	0.70	0.29	0.56	0.53	0.03
Delay/Veh:	57.3	24.5	24.5	34.7	24.2	24.2	42.7	36.0	28.2	50.9	35.6	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	24.5	24.5	34.7	24.2	24.2	42.7	36.0	28.2	50.9	35.6	30.4
LOS by Move:	E+	C	C	C-	C	C	D	D+	C	D	D+	C
HCM2kAvgQ:	4	6	6	0	15	15	4	11	4	3	7	0

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

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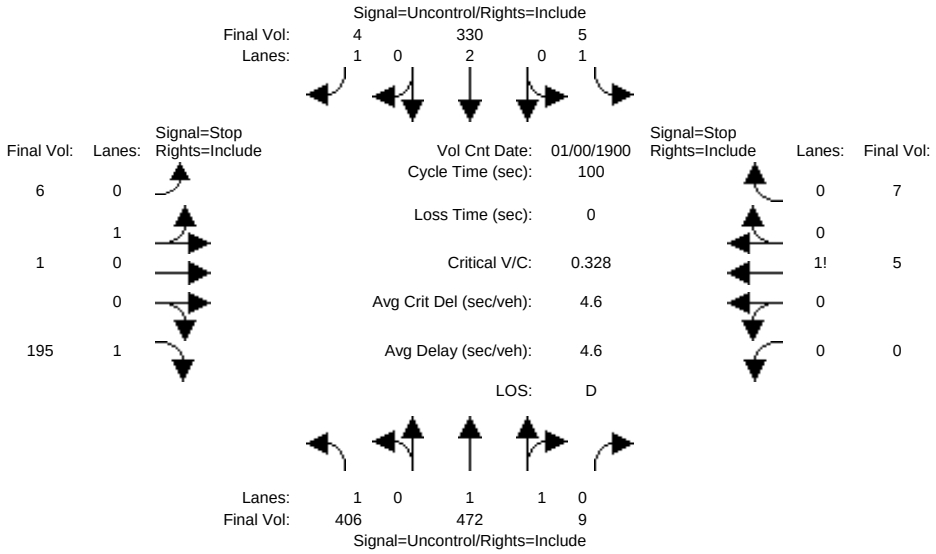
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	226	472	9	5	330	4	6	1	91	0	5	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:	226	472	9	5	330	4	6	1	91	0	5	7
Added Vol:	180	0	0	0	0	0	0	0	104	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	472	9	5	330	4	6	1	195	0	5	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:	406	472	9	5	330	4	6	1	195	0	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	406	472	9	5	330	4	6	1	195	0	5	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	334	xxxx	xxxxx	481	xxxx	xxxxx	1391	1633	165	xxxx	1633	241
Potent Cap.:	1237	xxxx	xxxxx	1092	xxxx	xxxxx	104	102	857	xxxx	102	767
Move Cap.:	1237	xxxx	xxxxx	1092	xxxx	xxxxx	72	68	857	xxxx	68	767
Volume/Cap:	0.33	xxxx	xxxx	0.00	xxxx	xxxx	0.08	0.01	0.23	xxxx	0.07	0.01
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	xxxx	xxxxx	xxxx	xxxx	146
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	60.6	xxxx	xxxxx	xxxxx	xxxx	31.9
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	D
ApproachDel:	xxxxxx			xxxxxx			12.2			31.9		
ApproachLOS:	*			*			B			D		

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

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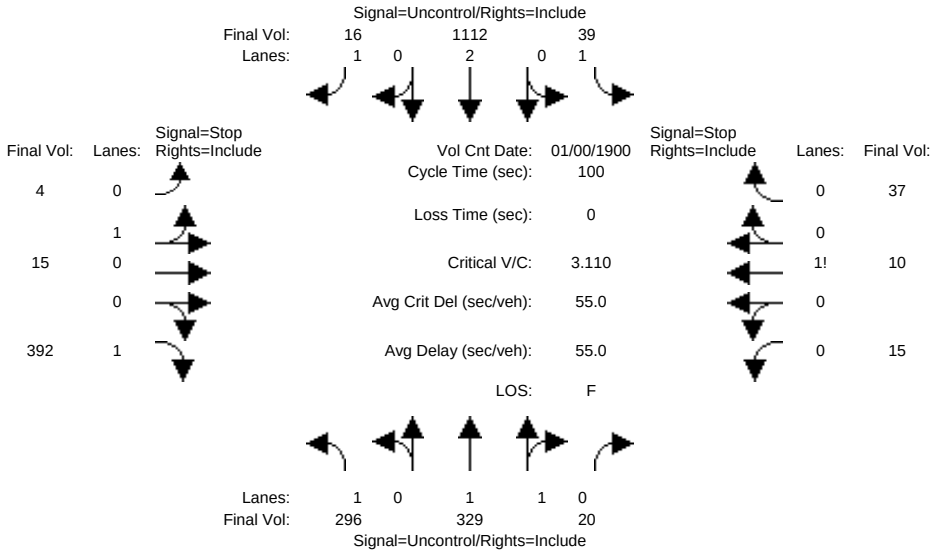
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	147	329	20	39	1112	16	4	15	233	15	10	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:	147	329	20	39	1112	16	4	15	233	15	10	37
Added Vol:	149	0	0	0	0	0	0	0	159	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	329	20	39	1112	16	4	15	392	15	10	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:	296	329	20	39	1112	16	4	15	392	15	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	296	329	20	39	1112	16	4	15	392	15	10	37
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1128	xxxx	xxxxx	349	xxxx	xxxxx	1952	2131	556	1573	2137	175
Potent Cap.:	627	xxxx	xxxxx	1221	xxxx	xxxxx	39	50	480	76	50	845
Move Cap.:	627	xxxx	xxxxx	1221	xxxx	xxxxx	17	26	480	5	25	845
Volume/Cap:	0.47	xxxx	xxxx	0.03	xxxx	xxxx	0.24	0.59	0.82	3.11	0.39	0.04
Level Of Service Module:												
2Way95thQ:	2.5	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	7.8	xxxx	xxxx	xxxxx
Control Del:	15.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	38.1	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	xxxx	xxxxx	xxxx	17	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	8.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	366.7	xxxx	xxxxx	xxxxx	1595	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			53.3			1595.2		
ApproachLOS:	*			*			F			F		

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

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East Whisman Precise Plan
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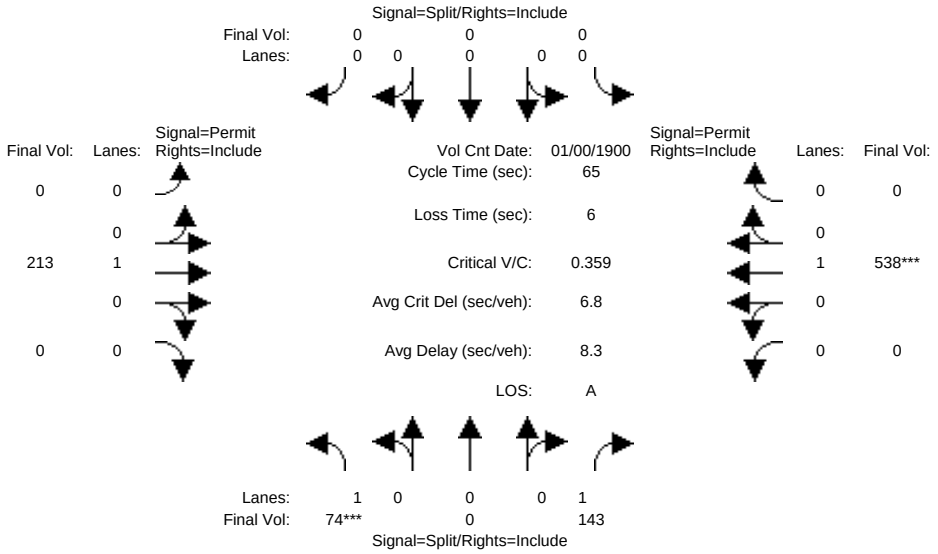
Background

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	74	0	136	0	0	0	0	213	0	0	503	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:	74	0	136	0	0	0	0	213	0	0	503	0
Added Vol:	0	0	7	0	0	0	0	0	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	143	0	0	0	0	213	0	0	538	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:	74	0	143	0	0	0	0	213	0	0	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	143	0	0	0	0	213	0	0	538	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:	74	0	143	0	0	0	0	213	0	0	538	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.28	0.00
Crit Moves:	****										****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.68	0.00
Volume/Cap:	0.19	0.00	0.36	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.42	0.00
Delay/Veh:	20.5	0.0	21.7	0.0	0.0	0.0	0.0	3.8	0.0	0.0	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	21.7	0.0	0.0	0.0	0.0	3.8	0.0	0.0	4.9	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	2	0	0	5	0

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

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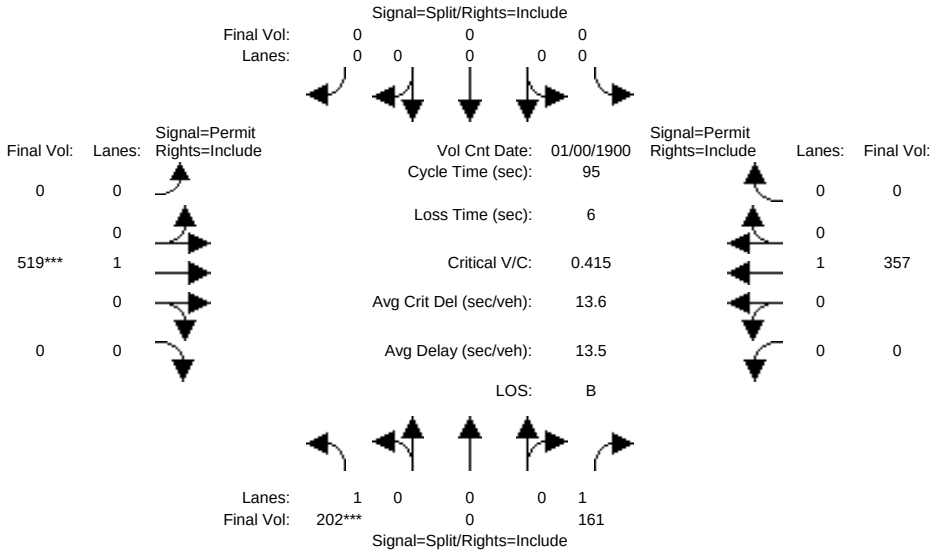
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	202	0	129	0	0	0	0	519	0	0	350	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:	202	0	129	0	0	0	0	519	0	0	350	0
Added Vol:	0	0	32	0	0	0	0	0	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	0	161	0	0	0	0	519	0	0	357	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:	202	0	161	0	0	0	0	519	0	0	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	0	161	0	0	0	0	519	0	0	357	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:	202	0	161	0	0	0	0	519	0	0	357	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.09	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.19	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.41	0.00	0.33	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.29	0.00
Delay/Veh:	28.5	0.0	27.6	0.0	0.0	0.0	0.0	7.8	0.0	0.0	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:	28.5	0.0	27.6	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	7	0	0	4	0

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

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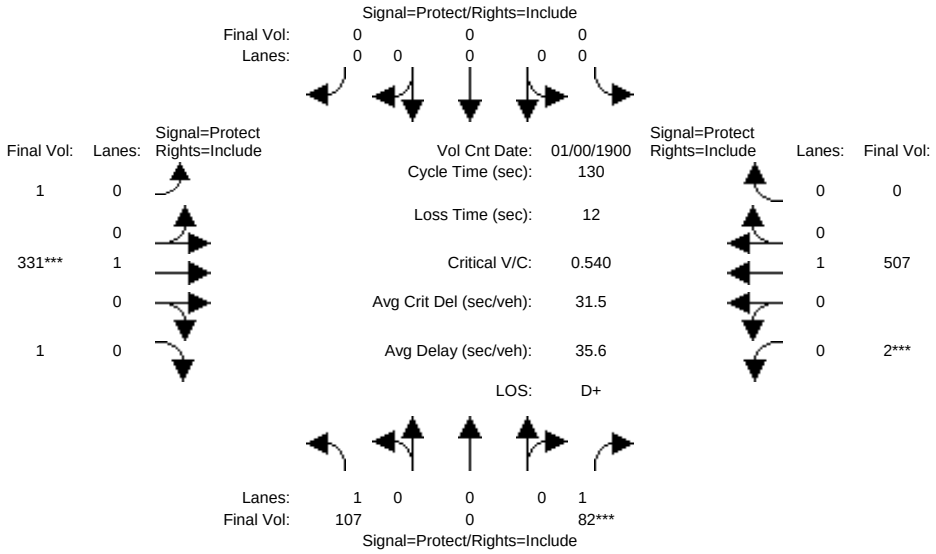
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	107	0	82	0	0	0	1	324	1	2	472	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:	107	0	82	0	0	0	1	324	1	2	472	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	82	0	0	0	1	331	1	2	507	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:	107	0	82	0	0	0	1	331	1	2	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	82	0	0	0	1	331	1	2	507	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:	107	0	82	0	0	0	1	331	1	2	507	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.99	0.01	0.01	0.99	0.00
Final Sat.:	1750	0	1750	0	0	0	6	1888	6	7	1892	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.18	0.18	0.18	0.27	0.27	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.32	0.32	0.32	0.50	0.50	0.00
Volume/Cap:	0.70	0.00	0.54	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.54	0.00
Delay/Veh:	71.7	0.0	60.8	0.0	0.0	0.0	36.9	36.9	36.9	23.2	23.2	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:	71.7	0.0	60.8	0.0	0.0	0.0	36.9	36.9	36.9	23.2	23.2	0.0
LOS by Move:	E	A	E	A	A	A	D+	D+	D+	C	C	A
HCM2kAvgQ:	6	0	4	0	0	0	11	11	11	14	14	0

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

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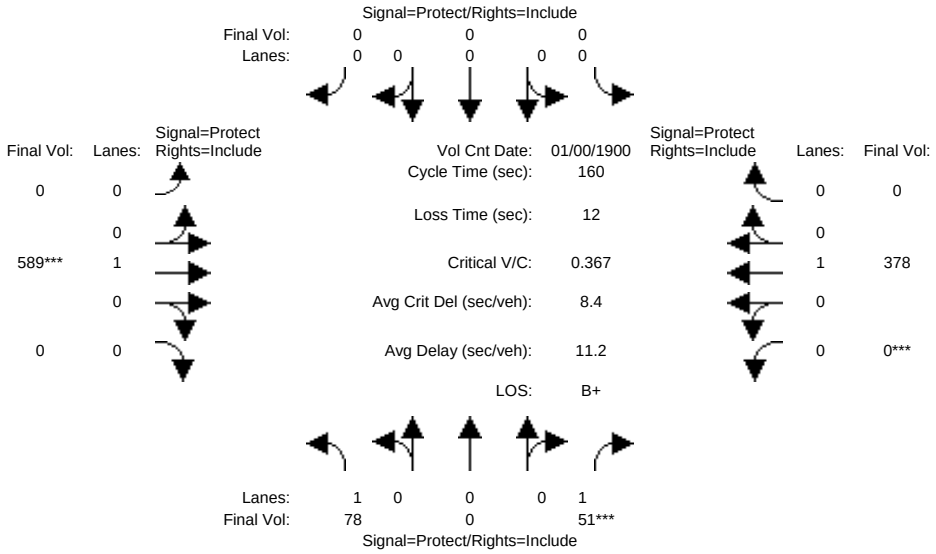
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	78	0	51	0	0	0	0	557	0	0	371	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:	78	0	51	0	0	0	0	557	0	0	371	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	51	0	0	0	0	589	0	0	378	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:	78	0	51	0	0	0	0	589	0	0	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	51	0	0	0	0	589	0	0	378	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:	78	0	51	0	0	0	0	589	0	0	378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.20	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.00
Volume/Cap:	0.56	0.00	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.24	0.00
Delay/Veh:	76.1	0.0	71.5	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.5	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:	76.1	0.0	71.5	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.5	0.0
LOS by Move:	E-	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	7	0	0	4	0

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

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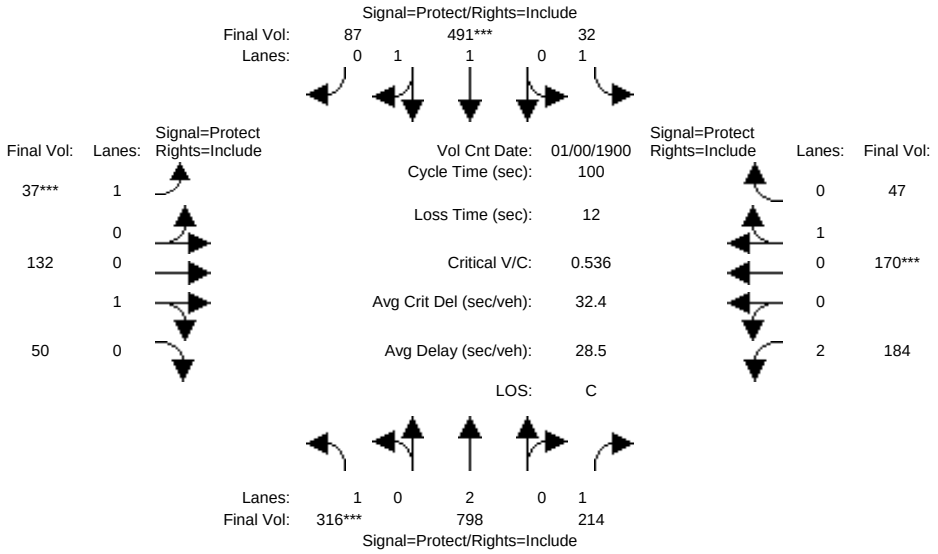
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	316	716	214	32	470	87	37	132	50	184	170	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:	316	716	214	32	470	87	37	132	50	184	170	47
Added Vol:	0	82	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	798	214	32	491	87	37	132	50	184	170	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:	316	798	214	32	491	87	37	132	50	184	170	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	798	214	32	491	87	37	132	50	184	170	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
FinalVolume:	316	798	214	32	491	87	37	132	50	184	170	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	0.71	0.29	2.00	0.77	0.23
Final Sat.:	1750	3800	1750	1750	3187	565	1750	1346	510	3150	1461	404
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.12	0.02	0.15	0.15	0.02	0.10	0.10	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.45	0.45	0.15	0.28	0.28	0.07	0.16	0.16	0.11	0.21	0.21
Volume/Cap:	0.56	0.47	0.27	0.12	0.56	0.56	0.30	0.60	0.60	0.51	0.56	0.56
Delay/Veh:	29.1	19.3	17.4	37.0	31.6	31.6	45.6	42.0	42.0	42.8	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	19.3	17.4	37.0	31.6	31.6	45.6	42.0	42.0	42.8	37.2	37.2
LOS by Move:	C	B-	B	D+	C	C	D	D	D	D	D+	D+
HCM2kAvgQ:	9	9	4	1	7	7	1	6	6	4	7	7

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

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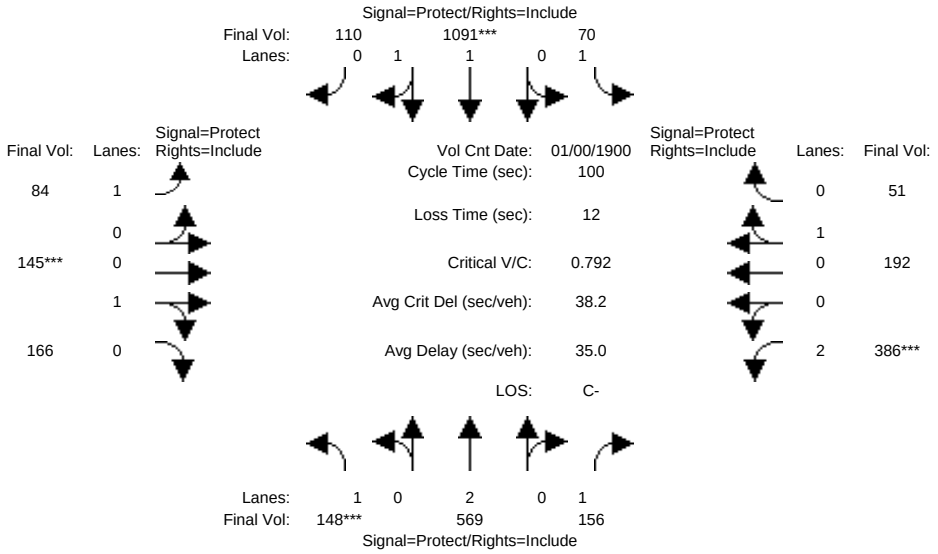
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	148	537	156	70	1013	110	84	145	166	386	192	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:	148	537	156	70	1013	110	84	145	166	386	192	51
Added Vol:	0	32	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	569	156	70	1091	110	84	145	166	386	192	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:	148	569	156	70	1091	110	84	145	166	386	192	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	569	156	70	1091	110	84	145	166	386	192	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
FinalVolume:	148	569	156	70	1091	110	84	145	166	386	192	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	0.45	0.55	2.00	0.78	0.22
Final Sat.:	1750	3800	1750	1750	3425	345	1750	847	970	3150	1475	392
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.09	0.04	0.32	0.32	0.05	0.17	0.17	0.12	0.13	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.35	0.35	0.16	0.40	0.40	0.13	0.22	0.22	0.15	0.24	0.24
Volume/Cap:	0.79	0.43	0.26	0.25	0.79	0.79	0.37	0.79	0.79	0.79	0.54	0.54
Delay/Veh:	63.7	25.3	23.6	37.0	29.1	29.1	40.8	47.5	47.5	49.3	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	25.3	23.6	37.0	29.1	29.1	40.8	47.5	47.5	49.3	34.4	34.4
LOS by Move:	E	C	C	D+	C	C	D	D	D	D	C-	C-
HCM2kAvgQ:	7	7	4	2	16	16	3	12	12	9	7	7

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

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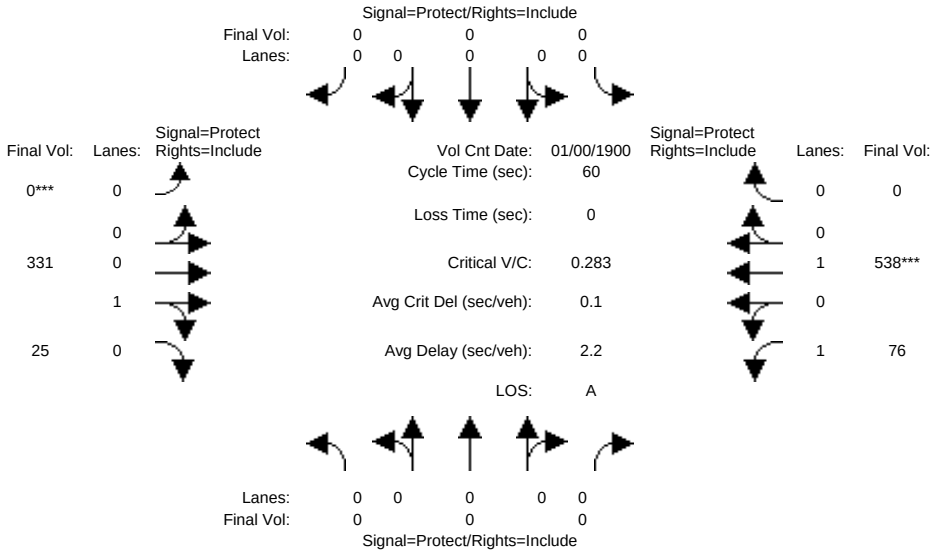
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	324	25	76	503	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	0	0	0	0	324	25	76	503	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	331	25	76	538	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	0	0	0	0	331	25	76	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	331	25	76	538	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	0	0	0	0	331	25	76	538	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.91	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.08	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1740	131	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.05	0.28	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.81	0.19	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.24	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	20.8	0.1	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	0.0	0.0	0.0	0.0	1.5	1.5	20.8	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	2	1	0	0

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

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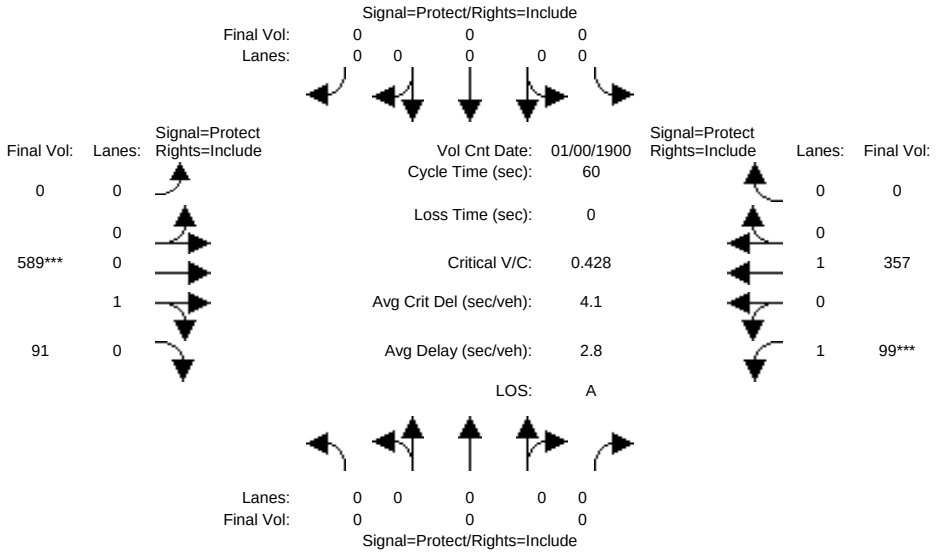
East Whisman Precise Plan
SJ17-1724
Background

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	557	91	99	350	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	0	0	0	0	557	91	99	350	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	589	91	99	357	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	0	0	0	0	589	91	99	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	589	91	99	357	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	0	0	0	0	589	91	99	357	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1598	247	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.06	0.19	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.14	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.43	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	24.9	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	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	24.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	2	0	0

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

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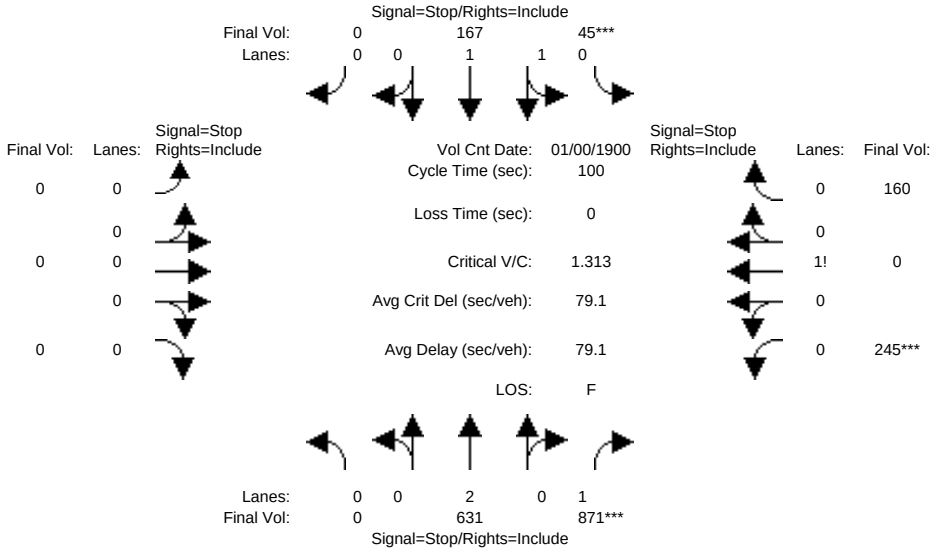
East Whisman Precise Plan
SJ17-1724
Background Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PP AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	631	871	45	167	0	0	0	0	245	0	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:	0	631	871	45	167	0	0	0	0	245	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	631	871	45	167	0	0	0	0	245	0	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:	0	631	871	45	167	0	0	0	0	245	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	871	45	167	0	0	0	0	245	0	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
FinalVolume:	0	631	871	45	167	0	0	0	0	245	0	160
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.42	1.58	0.00	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	0	1172	663	197	746	0	0	0	0	361	0	236
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.54	1.31	0.23	0.22	xxxx	xxxx	xxxx	xxxx	0.68	xxxx	0.68
Crit Moves:			****	****						****		
Delay/Veh:	0.0	15.7	168.5	12.3	12.1	0.0	0.0	0.0	0.0	20.5	0.0	20.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	168.5	12.3	12.1	0.0	0.0	0.0	0.0	20.5	0.0	20.5
LOS by Move:	*	C	F	B	B	*	*	*	*	C	*	C
ApproachDel:		104.3			12.1			xxxxxx			20.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		104.3			12.1			xxxxxx			20.5	
LOS by Appr:		F			B			*			C	
AllWayAvgQ:	0.0	1.1	29.5	0.3	0.3	0.0	0.0	0.0	0.0	1.9	1.9	1.9

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

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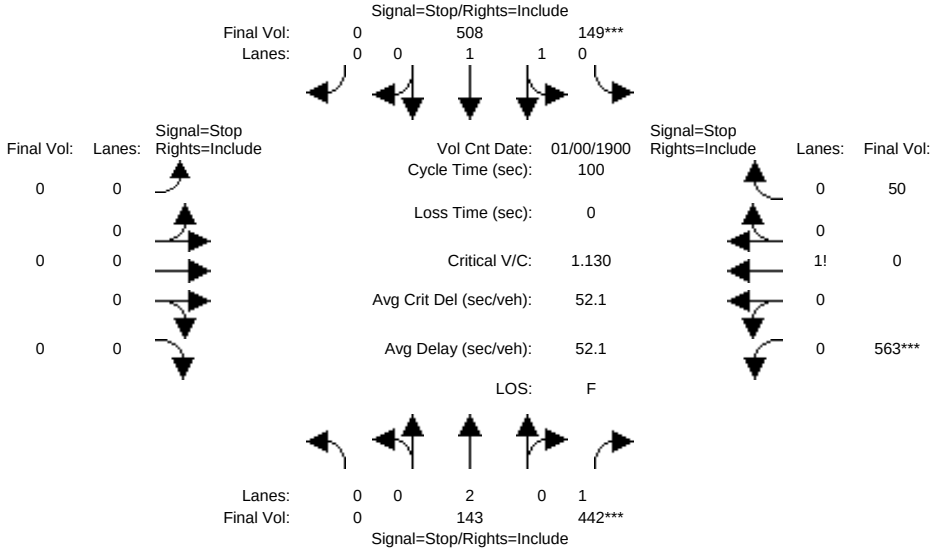
East Whisman Precise Plan
SJ17-1724
Background Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PP PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	143	442	149	508	0	0	0	0	563	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	143	442	149	508	0	0	0	0	563	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	143	442	149	508	0	0	0	0	563	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	143	442	149	508	0	0	0	0	563	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	143	442	149	508	0	0	0	0	563	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	143	442	149	508	0	0	0	0	563	0	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.45	1.55	0.00	0.00	0.00	0.00	0.92	0.00	0.08
Final Sat.:	0	964	533	214	746	0	0	0	0	498	0	44
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.83	0.69	0.68	xxxx	xxxx	xxxx	xxxx	1.13	xxxx	1.13
Crit Moves:			****	****						****		
Delay/Veh:	0.0	11.4	33.8	25.7	24.6	0.0	0.0	0.0	0.0	104.1	0.0	104.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	33.8	25.7	24.6	0.0	0.0	0.0	0.0	104.1	0.0	104.1
LOS by Move:	*	B	D	D	C	*	*	*	*	F	*	F
ApproachDel:		28.3			24.8			xxxxxx			104.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		28.3			24.8			xxxxxx			104.1	
LOS by Appr:		D			C			*			F	
AllWayAvgQ:	0.0	0.2	3.6	2.0	1.9	0.0	0.0	0.0	0.0	14.2	14.2	14.2

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

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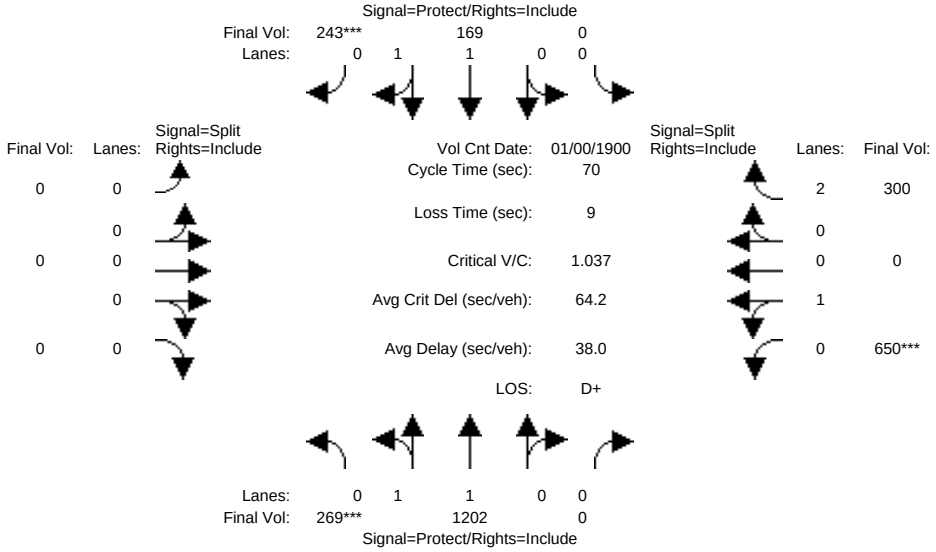
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	269	1202	0	0	169	243	0	0	0	650	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	1202	0	0	169	243	0	0	0	650	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1202	0	0	169	243	0	0	0	650	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1202	0	0	169	243	0	0	0	650	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1202	0	0	169	243	0	0	0	650	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1202	0	0	169	243	0	0	0	650	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.39	1.61	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	684	3057	0	0	1900	1750	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.00	0.00	0.09	0.14	0.00	0.00	0.00	0.37	0.00	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.37	0.52	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	1.05	0.76	0.00	0.00	0.62	0.97	0.00	0.00	0.00	1.05	0.00	0.27
Delay/Veh:	60.0	15.2	0.0	0.0	30.1	66.2	0.0	0.0	0.0	72.4	0.0	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:	60.0	15.2	0.0	0.0	30.1	66.2	0.0	0.0	0.0	72.4	0.0	16.3
LOS by Move:	E	B	A	A	C	E	A	A	A	E	A	B
HCM2kAvgQ:	22	12	0	0	5	10	0	0	0	25	0	3

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

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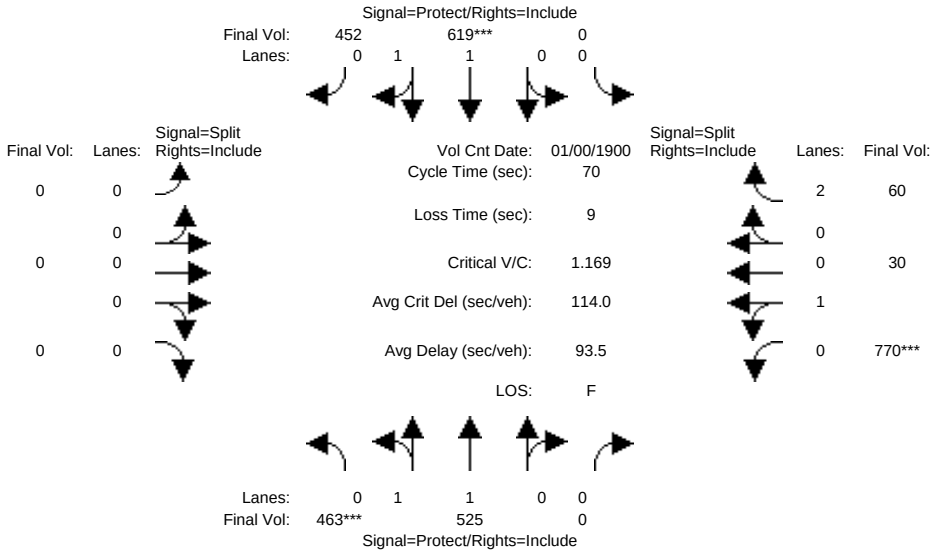
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	463	525	0	0	619	452	0	0	0	770	30	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	525	0	0	619	452	0	0	0	770	30	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	525	0	0	619	452	0	0	0	770	30	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	525	0	0	619	452	0	0	0	770	30	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	525	0	0	619	452	0	0	0	770	30	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	525	0	0	619	452	0	0	0	770	30	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.98	1.02	0.00	0.00	1.12	0.88	0.00	0.00	0.00	0.97	0.03	2.00
Final Sat.:	1712	1941	0	0	2120	1548	0	0	0	1689	66	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.46	0.46	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.48	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	1.17	0.56	0.00	0.00	1.17	1.17	0.00	0.00	0.00	1.17	1.17	0.05
Delay/Veh:	115.4	13.3	0.0	0.0	114	113.9	0.0	0.0	0.0	112.4	112	13.3
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:	115.4	13.3	0.0	0.0	114	113.9	0.0	0.0	0.0	112.4	112	13.3
LOS by Move:	F	B	A	A	F	F	A	A	A	F	F	B
HCM2kAvgQ:	21	8	0	0	26	26	0	0	0	38	38	0

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

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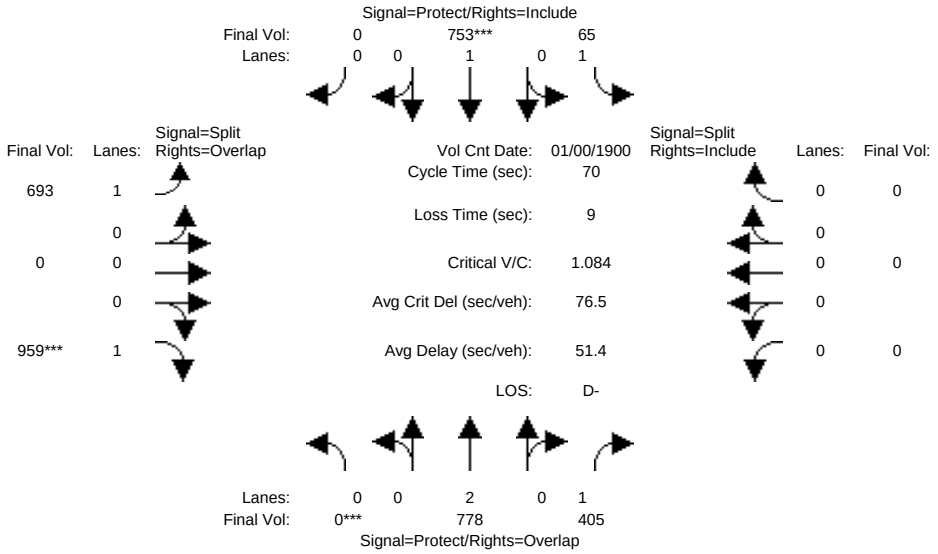
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	778	405	65	753	0	693	0	959	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	778	405	65	753	0	693	0	959	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	778	405	65	753	0	693	0	959	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	778	405	65	753	0	693	0	959	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	778	405	65	753	0	693	0	959	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	778	405	65	753	0	693	0	959	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.23	0.04	0.40	0.00	0.40	0.00	0.55	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.26	0.26	0.11	0.37	0.00	0.51	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.91	0.34	1.08	0.00	0.78	0.00	1.08	0.00	0.00	0.00
Delay/Veh:	0.0	29.3	47.1	29.8	81.2	0.0	18.8	0.0	72.8	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	29.3	47.1	29.8	81.2	0.0	18.8	0.0	72.8	0.0	0.0	0.0
LOS by Move:	A	C	D	C	F	A	B-	A	E	A	A	A
HCM2kAvgQ:	0	8	10	1	25	0	15	0	38	0	0	0

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

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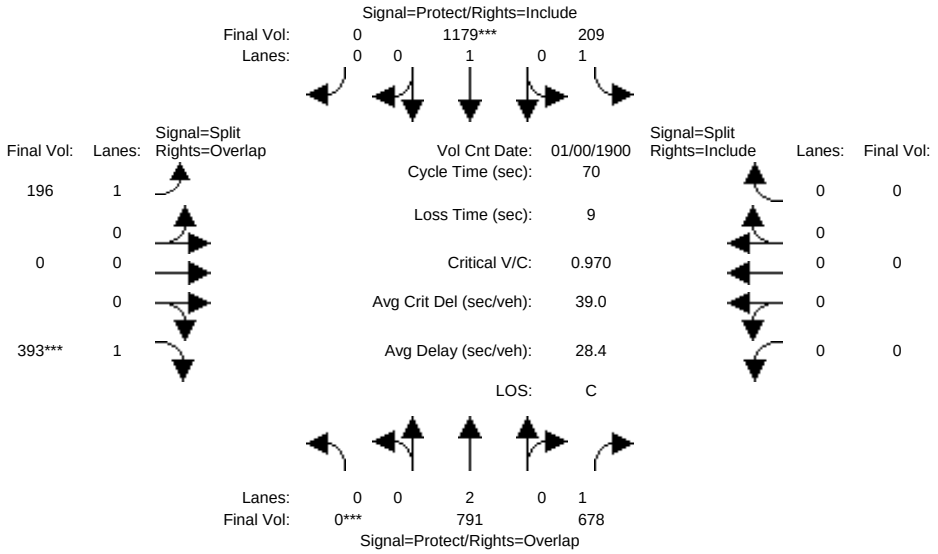
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	791	678	209	1179	0	196	0	393	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	791	678	209	1179	0	196	0	393	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	791	678	209	1179	0	196	0	393	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	791	678	209	1179	0	196	0	393	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	678	209	1179	0	196	0	393	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	791	678	209	1179	0	196	0	393	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.39	0.12	0.62	0.00	0.11	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.49	0.49	0.15	0.64	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.79	0.79	0.97	0.00	0.48	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	11.7	20.0	43.7	30.9	0.0	24.2	0.0	63.3	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	11.7	20.0	43.7	30.9	0.0	24.2	0.0	63.3	0.0	0.0	0.0
LOS by Move:	A	B+	B-	D	C	A	C	A	E	A	A	A
HCM2kAvgQ:	0	5	14	4	23	0	4	0	15	0	0	0

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

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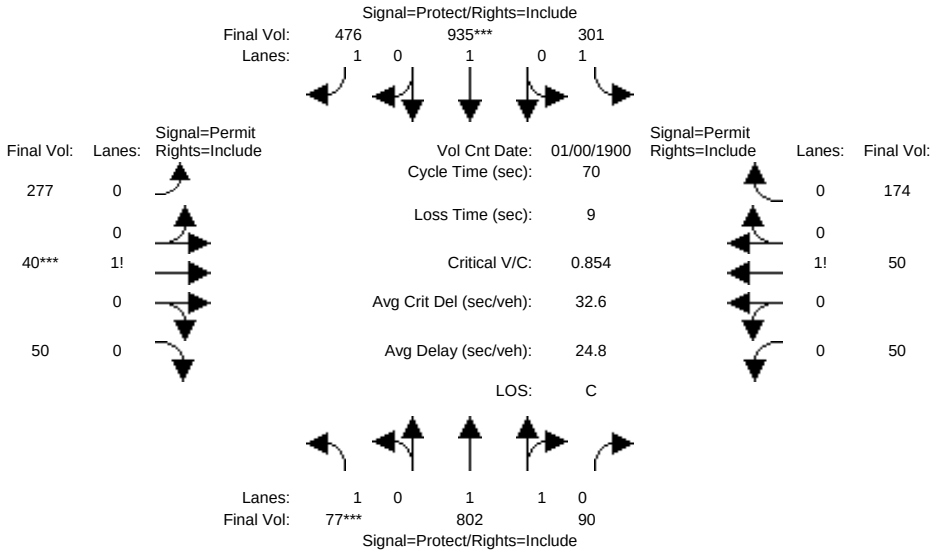
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	77	802	90	301	935	476	277	40	50	50	50	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:	77	802	90	301	935	476	277	40	50	50	50	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	802	90	301	935	476	277	40	50	50	50	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:	77	802	90	301	935	476	277	40	50	50	50	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	802	90	301	935	476	277	40	50	50	50	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:	77	802	90	301	935	476	277	40	50	50	50	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	1.78	0.22	1.00	1.00	1.00	0.76	0.10	0.14	0.19	0.17	0.64
Final Sat.:	1750	3387	380	1750	1900	1750	1332	192	240	324	324	1128
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.17	0.49	0.27	0.21	0.21	0.21	0.15	0.15	0.15
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.37	0.37	0.27	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.44	0.64	0.64	0.64	0.91	0.50	0.91	0.91	0.91	0.67	0.67	0.67
Delay/Veh:	31.4	19.1	19.1	25.4	25.9	10.5	49.9	49.9	49.9	29.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	19.1	19.1	25.4	25.9	10.5	49.9	49.9	49.9	29.0	29.0	29.0
LOS by Move:	C	B-	B-	C	C	B+	D	D	D	C	C	C
HCM2kAvgQ:	2	9	9	6	17	6	12	12	12	7	7	7

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

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2000 HCM Operations (Future Volume Alternative)
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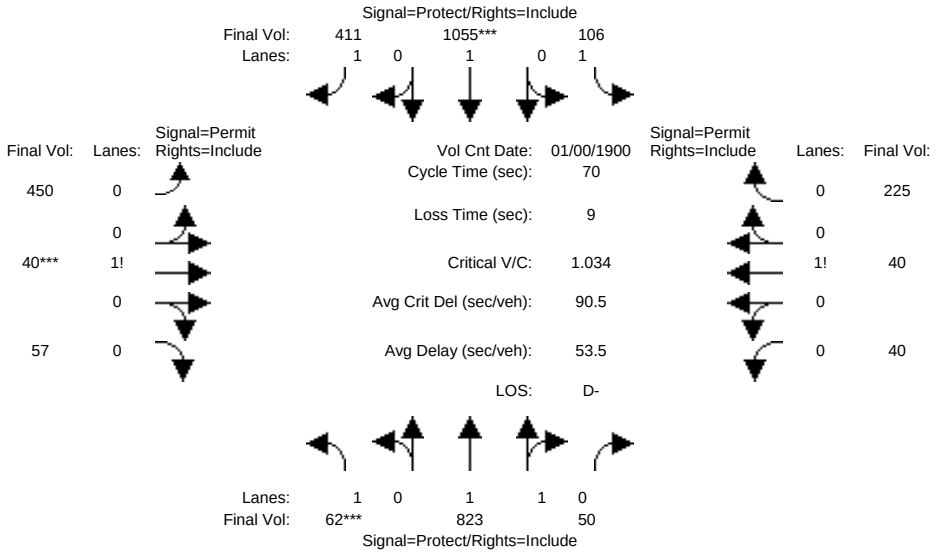
Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	62	823	50	106	1055	411	450	40	57	40	40	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:	62	823	50	106	1055	411	450	40	57	40	40	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	823	50	106	1055	411	450	40	57	40	40	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:	62	823	50	106	1055	411	450	40	57	40	40	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	823	50	106	1055	411	450	40	57	40	40	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	823	50	106	1055	411	450	40	57	40	40	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.00	1.00	0.83	0.07	0.10	0.13	0.12	0.75
Final Sat.:	1750	3565	217	1750	1900	1750	1448	129	183	232	232	1304
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.06	0.56	0.23	0.31	0.31	0.31	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.41	0.41	0.18	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.35	0.56	0.56	0.34	1.12	0.47	1.12	1.12	1.12	0.62	0.62	0.62
Delay/Veh:	30.6	16.0	16.0	25.7	86.9	12.1	104.2	104	104.2	24.6	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:	30.6	16.0	16.0	25.7	86.9	12.1	104.2	104	104.2	24.6	24.6	24.6
LOS by Move:	C	B	B	C	F	B	F	F	F	C	C	C
HCM2kAvgQ:	2	8	8	2	36	6	25	25	25	7	7	7

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

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2000 HCM Operations (Future Volume Alternative)
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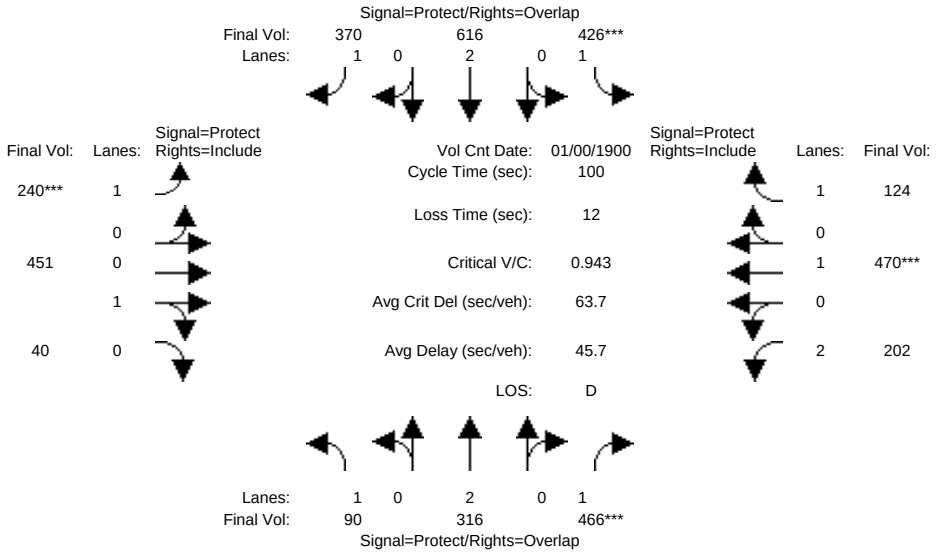
Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	316	466	426	616	370	240	451	40	202	470	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:	90	316	466	426	616	370	240	451	40	202	470	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	316	466	426	616	370	240	451	40	202	470	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:	90	316	466	426	616	370	240	451	40	202	470	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	316	466	426	616	370	240	451	40	202	470	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	316	466	426	616	370	240	451	40	202	470	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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.91	0.09	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1733	154	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.27	0.24	0.16	0.21	0.14	0.26	0.26	0.06	0.25	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.21	0.29	0.26	0.33	0.47	0.15	0.32	0.32	0.09	0.26	0.26
Volume/Cap:	0.37	0.40	0.90	0.94	0.50	0.45	0.94	0.81	0.81	0.74	0.94	0.27
Delay/Veh:	39.9	34.5	53.2	64.9	27.5	18.1	83.4	39.2	39.2	55.1	62.9	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	34.5	53.2	64.9	27.5	18.1	83.4	39.2	39.2	55.1	62.9	29.6
LOS by Move:	D	C-	D-	E	C	B-	F	D	D	E+	E	C
HCM2kAvgQ:	3	4	19	19	8	8	12	16	16	4	17	3

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

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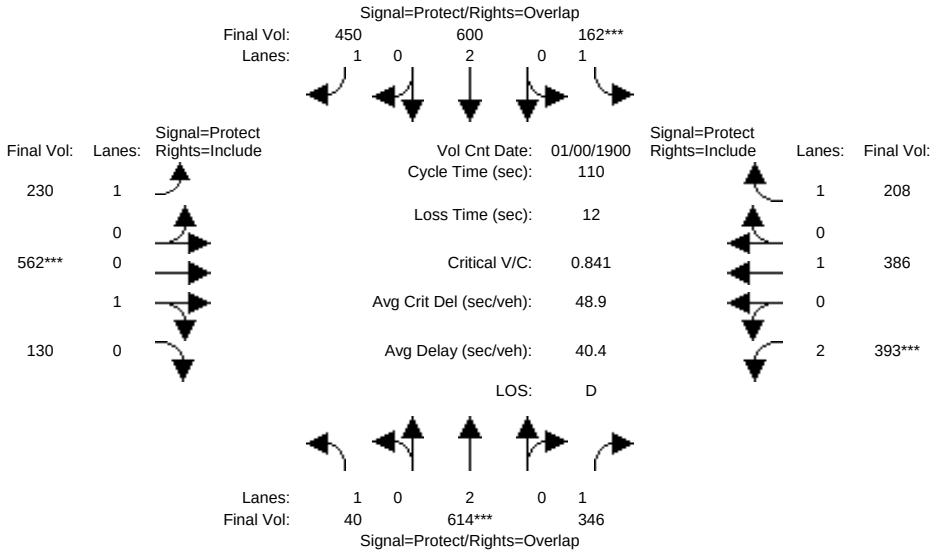
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	614	346	162	600	450	230	562	130	393	386	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:	40	614	346	162	600	450	230	562	130	393	386	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	614	346	162	600	450	230	562	130	393	386	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	614	346	162	600	450	230	562	130	393	386	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	614	346	162	600	450	230	562	130	393	386	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
FinalVolume:	40	614	346	162	600	450	230	562	130	393	386	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1519	351	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.20	0.09	0.16	0.26	0.13	0.37	0.37	0.12	0.20	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.19	0.34	0.11	0.22	0.45	0.23	0.44	0.44	0.15	0.36	0.36
Volume/Cap:	0.26	0.84	0.58	0.84	0.73	0.58	0.57	0.84	0.84	0.84	0.57	0.33
Delay/Veh:	47.9	51.5	31.3	74.7	43.6	23.7	39.3	35.1	35.1	58.4	29.6	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:	47.9	51.5	31.3	74.7	43.6	23.7	39.3	35.1	35.1	58.4	29.6	26.1
LOS by Move:	D	D-	C	E	D	C	D	D+	D+	E+	C	C
HCM2kAvgQ:	2	13	11	8	11	12	8	23	23	8	10	5

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

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East Whisman Precise Plan
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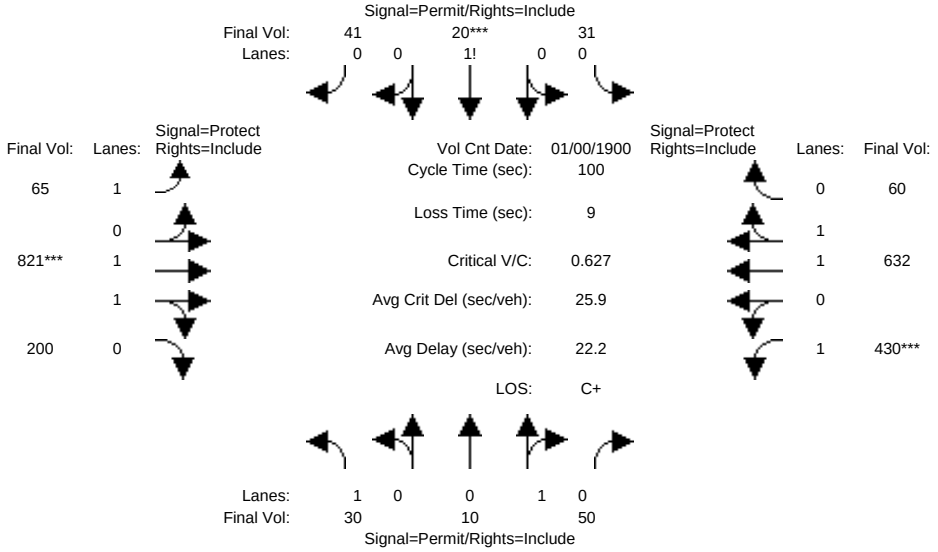
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	10	50	31	20	41	65	821	200	430	632	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	50	31	20	41	65	821	200	430	632	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	50	31	20	41	65	821	200	430	632	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	10	50	31	20	41	65	821	200	430	632	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	50	31	20	41	65	821	200	430	632	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	10	50	31	20	41	65	821	200	430	632	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.16	0.84	0.34	0.20	0.46	1.00	1.58	0.42	1.00	1.81	0.19
Final Sat.:	1750	296	1478	600	387	794	1750	3005	732	1750	3445	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.05	0.05	0.04	0.27	0.27	0.25	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.22	0.43	0.43	0.38	0.59	0.59
Volume/Cap:	0.17	0.34	0.34	0.52	0.52	0.52	0.17	0.64	0.64	0.64	0.31	0.31
Delay/Veh:	41.7	43.1	43.1	45.3	45.3	45.3	31.5	23.5	23.5	27.3	10.6	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:	41.7	43.1	43.1	45.3	45.3	45.3	31.5	23.5	23.5	27.3	10.6	10.6
LOS by Move:	D	D	D	D	D	D	C	C	C	C	B+	B+
HCM2kAvgQ:	1	2	2	4	4	4	2	12	12	11	5	5

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

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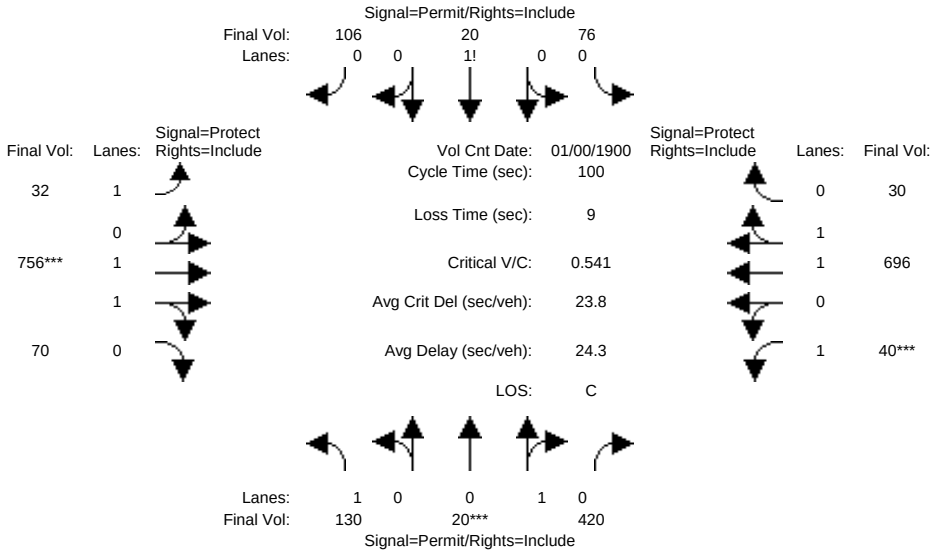
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	20	420	76	20	106	32	756	70	40	696	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:	130	20	420	76	20	106	32	756	70	40	696	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	20	420	76	20	106	32	756	70	40	696	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	20	420	76	20	106	32	756	70	40	696	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	20	420	76	20	106	32	756	70	40	696	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	20	420	76	20	106	32	756	70	40	696	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	0.38	0.09	0.53	1.00	1.82	0.18	1.00	1.91	0.09
Final Sat.:	1750	80	1676	664	175	926	1750	3453	320	1750	3630	156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.11	0.11	0.11	0.02	0.22	0.22	0.02	0.19	0.19
Crit Moves:		****						****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.12	0.39	0.39	0.07	0.34	0.34
Volume/Cap:	0.17	0.56	0.56	0.26	0.26	0.26	0.15	0.56	0.56	0.33	0.57	0.57
Delay/Veh:	16.5	21.2	21.2	17.4	17.4	17.4	39.4	24.2	24.2	45.8	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:	16.5	21.2	21.2	17.4	17.4	17.4	39.4	24.2	24.2	45.8	27.7	27.7
LOS by Move:	B	C+	C+	B	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	4	4	4	1	9	9	1	9	9

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

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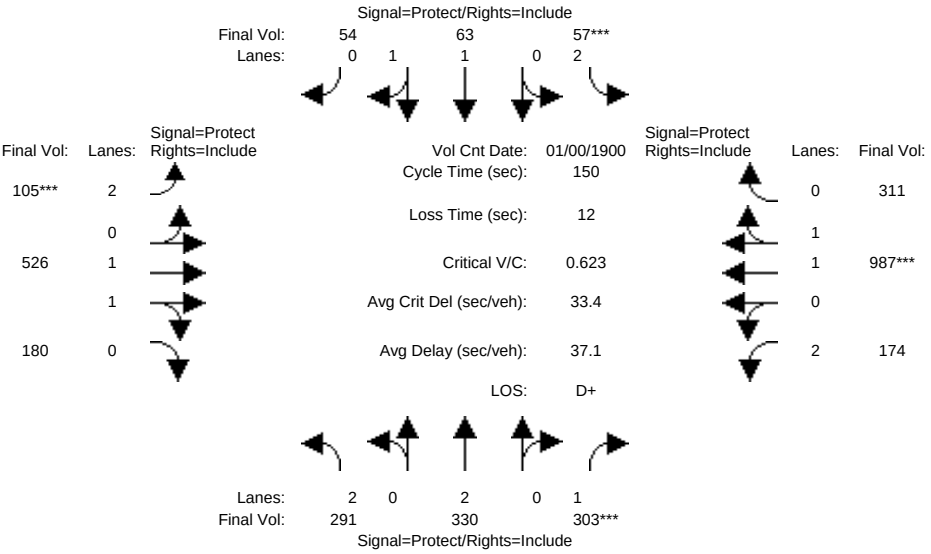
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	291	330	303	57	63	54	105	526	180	174	987	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:	291	330	303	57	63	54	105	526	180	174	987	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	330	303	57	63	54	105	526	180	174	987	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:	291	330	303	57	63	54	105	526	180	174	987	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	330	303	57	63	54	105	526	180	174	987	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
FinalVolume:	291	330	303	57	63	54	105	526	180	174	987	311
Saturation 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	1.04	0.96	2.00	1.46	0.54	2.00	1.49	0.51
Final Sat.:	3150	3800	1750	3150	1968	1687	3150	2771	948	3150	2831	892
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.17	0.02	0.03	0.03	0.03	0.19	0.19	0.06	0.35	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.19	0.27	0.27	0.05	0.13	0.13	0.05	0.47	0.47	0.14	0.55	0.55
Volume/Cap:	0.50	0.32	0.64	0.39	0.24	0.24	0.64	0.41	0.41	0.41	0.64	0.64
Delay/Veh:	55.5	43.7	50.8	71.1	58.4	58.4	77.6	26.6	26.6	60.0	24.1	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:	55.5	43.7	50.8	71.1	58.4	58.4	77.6	26.6	26.6	60.0	24.1	24.1
LOS by Move:	E+	D	D	E	E+	E+	E-	C	C	E+	C	C
HCM2kAvgQ:	7	6	13	2	3	3	3	10	10	4	20	20

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

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East Whisman Precise Plan
SJ17-1724
Background Plus Project

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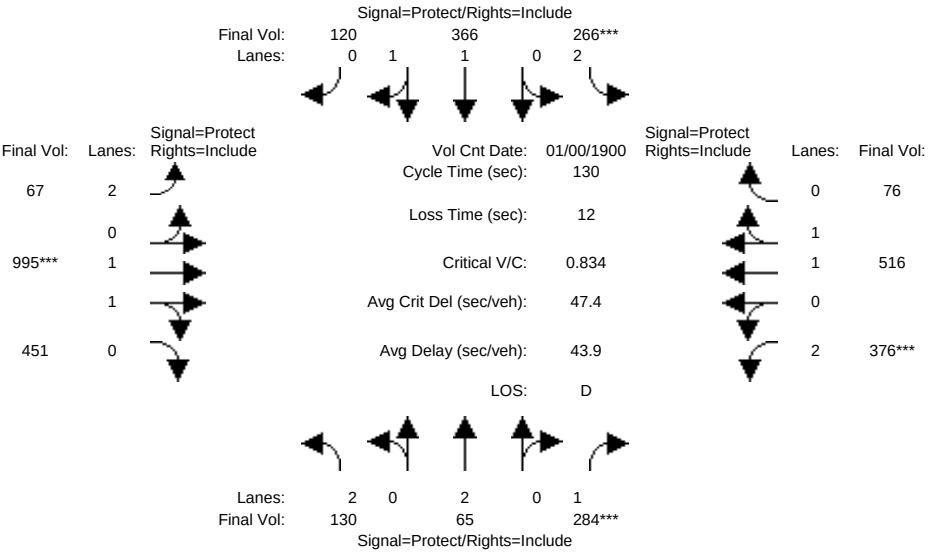
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	65	284	266	366	120	67	995	451	376	516	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:	130	65	284	266	366	120	67	995	451	376	516	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	65	284	266	366	120	67	995	451	376	516	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:	130	65	284	266	366	120	67	995	451	376	516	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	65	284	266	366	120	67	995	451	376	516	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
FinalVolume:	130	65	284	266	366	120	67	995	451	376	516	76
Saturation 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	1.47	0.53	2.00	1.34	0.66	2.00	1.72	0.28
Final Sat.:	3150	3800	1750	3150	2802	919	3150	2547	1154	3150	3276	483
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.16	0.08	0.13	0.13	0.02	0.39	0.39	0.12	0.16	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.19	0.19	0.10	0.21	0.21	0.16	0.47	0.47	0.14	0.46	0.46
Volume/Cap:	0.48	0.09	0.83	0.83	0.62	0.62	0.14	0.83	0.83	0.83	0.35	0.35
Delay/Veh:	57.9	42.9	66.3	74.3	48.3	48.3	47.5	33.8	33.8	66.8	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:	57.9	42.9	66.3	74.3	48.3	48.3	47.5	33.8	33.8	66.8	23.0	23.0
LOS by Move:	E+	D	E	E	D	D	D	C-	C-	E	C+	C+
HCM2kAvgQ:	3	1	13	9	10	10	1	26	26	9	7	7

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

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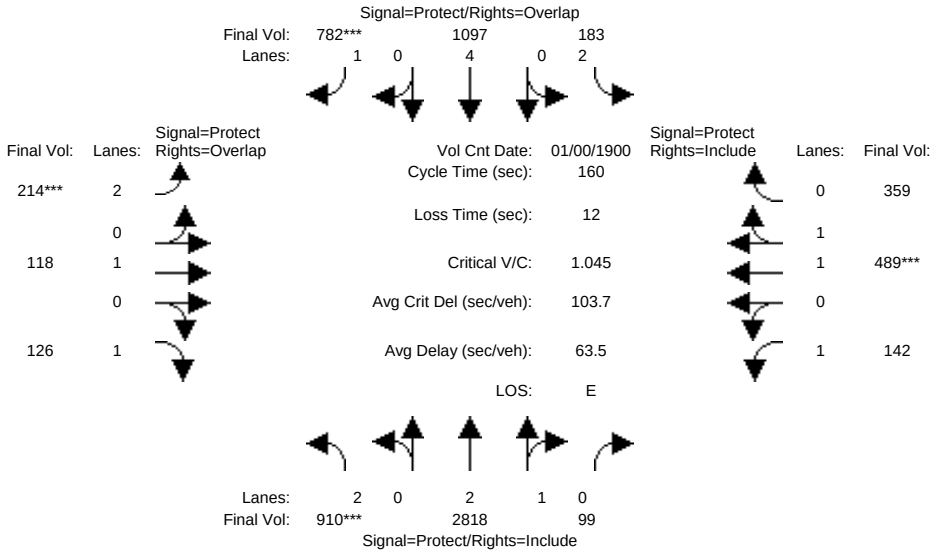
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	910	2818	99	183	1097	782	214	118	126	142	489	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	2818	99	183	1097	782	214	118	126	142	489	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	910	2818	99	183	1097	782	214	118	126	142	489	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:	910	2818	99	183	1097	782	214	118	126	142	489	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	2818	99	183	1097	782	214	118	126	142	489	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:	910	2818	99	183	1097	782	214	118	126	142	489	359
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.11	0.89
Final Sat.:	3150	5491	193	3150	7600	1750	3150	1900	1750	1750	2115	1552
Capacity Analysis Module:												
Vol/Sat:	0.29	0.51	0.51	0.06	0.14	0.45	0.07	0.06	0.07	0.08	0.23	0.23
Crit Moves:	****					****	****				****	
Green/Cycle:	0.28	0.57	0.57	0.06	0.36	0.43	0.06	0.12	0.40	0.16	0.22	0.22
Volume/Cap:	1.05	0.89	0.89	0.89	0.40	1.05	1.05	0.50	0.18	0.50	1.05	1.05
Delay/Veh:	100.9	33.5	33.5	109.7	38.1	91.2	150.1	67.0	31.1	62.6	106	106.4
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:	100.9	33.5	33.5	109.7	38.1	91.2	150.1	67.0	31.1	62.6	106	106.4
LOS by Move:	F	C-	C-	F	D+	F	F	E	C	E	F	F
HCM2kAvgQ:	28	39	39	8	10	51	8	5	4	7	28	28

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

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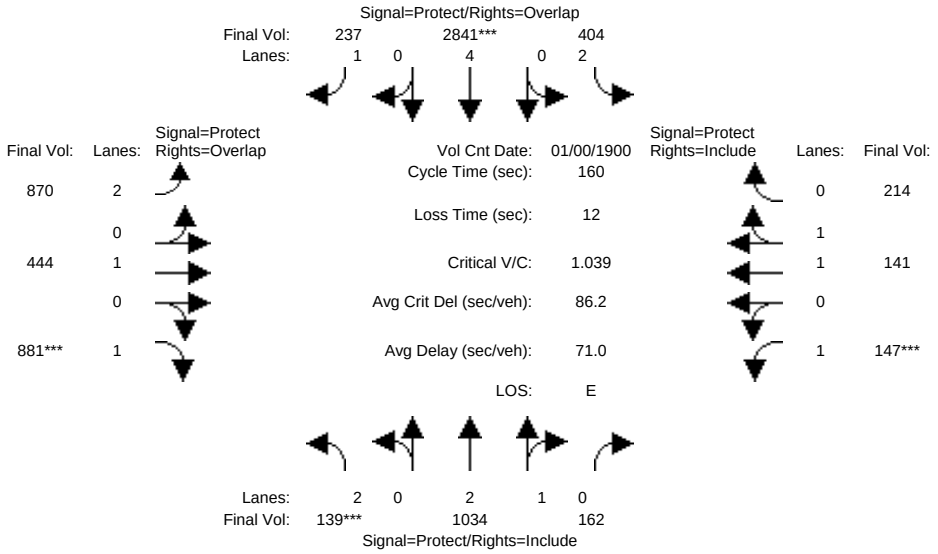
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	139	1034	162	404	2841	237	870	444	881	147	141	214
Growth Adj:	1.00	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	1034	162	404	2841	237	870	444	881	147	141	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1034	162	404	2841	237	870	444	881	147	141	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1034	162	404	2841	237	870	444	881	147	141	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1034	162	404	2841	237	870	444	881	147	141	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1034	162	404	2841	237	870	444	881	147	141	214
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.56	0.44	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4871	763	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.13	0.37	0.14	0.28	0.23	0.50	0.08	0.07	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.04	0.25	0.25	0.15	0.36	0.72	0.36	0.44	0.49	0.08	0.16	0.16
Volume/Cap:	1.01	0.85	0.85	0.85	1.04	0.19	0.76	0.53	1.04	1.04	0.46	0.76
Delay/Veh:	155.5	61.8	61.8	79.0	80.2	7.3	48.1	33.2	82.3	160.5	61.4	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.5	61.8	61.8	79.0	80.2	7.3	48.1	33.2	82.3	160.5	61.4	71.6
LOS by Move:	F	E	E	E-	F	A	D	C-	F	F	E	E
HCM2kAvgQ:	5	20	20	14	43	4	22	15	52	12	7	12

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

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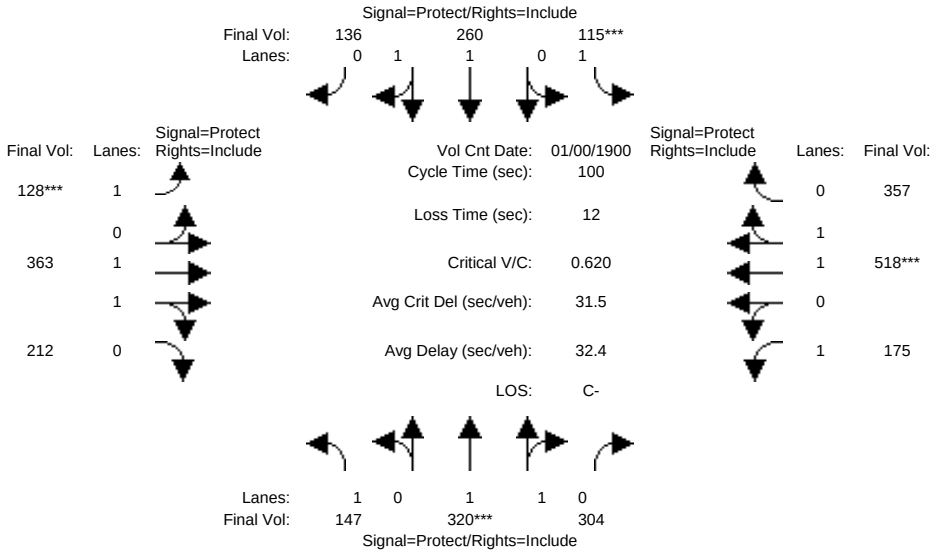
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	147	320	304	115	260	136	128	363	212	175	518	357
Growth Adj:	1.00	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	320	304	115	260	136	128	363	212	175	518	357
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	320	304	115	260	136	128	363	212	175	518	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	320	304	115	260	136	128	363	212	175	518	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	320	304	115	260	136	128	363	212	175	518	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	320	304	115	260	136	128	363	212	175	518	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.28	0.72	1.00	1.22	0.78	1.00	1.14	0.86
Final Sat.:	1750	1900	1750	1750	2424	1268	1750	2325	1358	1750	2174	1498
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.07	0.11	0.11	0.07	0.16	0.16	0.10	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.27	0.27	0.11	0.20	0.20	0.12	0.31	0.31	0.20	0.38	0.38
Volume/Cap:	0.46	0.62	0.64	0.62	0.55	0.55	0.62	0.51	0.51	0.51	0.62	0.62
Delay/Veh:	37.6	33.1	33.5	49.1	37.2	37.2	47.6	28.9	28.9	37.2	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	33.1	33.5	49.1	37.2	37.2	47.6	28.9	28.9	37.2	25.7	25.7
LOS by Move:	D+	C-	C-	D	D+	D+	D	C	C	D+	C	C
HCM2kAvgQ:	5	9	10	5	6	6	4	7	7	5	10	10

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

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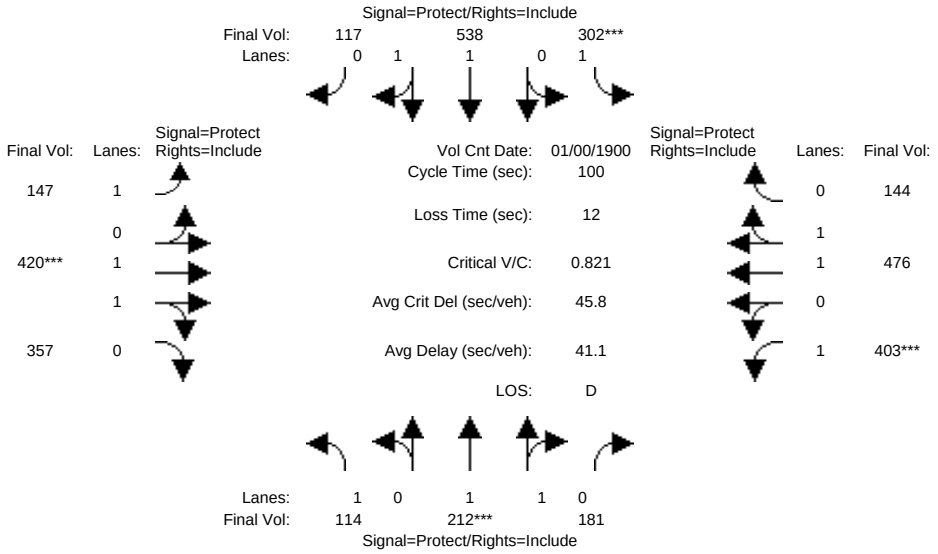
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	114	212	181	302	538	117	147	420	357	403	476	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:	114	212	181	302	538	117	147	420	357	403	476	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	212	181	302	538	117	147	420	357	403	476	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:	114	212	181	302	538	117	147	420	357	403	476	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	212	181	302	538	117	147	420	357	403	476	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	212	181	302	538	117	147	420	357	403	476	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.04	0.96	1.00	1.62	0.38	1.00	1.04	0.96	1.00	1.51	0.49
Final Sat.:	1750	1972	1684	1750	3074	669	1750	1976	1680	1750	2860	865
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.17	0.18	0.18	0.08	0.21	0.21	0.23	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.13	0.13	0.21	0.22	0.22	0.18	0.26	0.26	0.28	0.36	0.36
Volume/Cap:	0.53	0.82	0.82	0.82	0.81	0.81	0.46	0.82	0.82	0.82	0.46	0.46
Delay/Veh:	43.4	53.2	53.2	51.4	43.1	43.1	37.7	40.7	40.7	44.3	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:	43.4	53.2	53.2	51.4	43.1	43.1	37.7	40.7	40.7	44.3	25.0	25.0
LOS by Move:	D	D-	D-	D-	D	D	D+	D	D	D	C	C
HCM2kAvgQ:	4	9	9	12	12	12	4	12	12	12	7	7

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

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East Whisman Precise Plan
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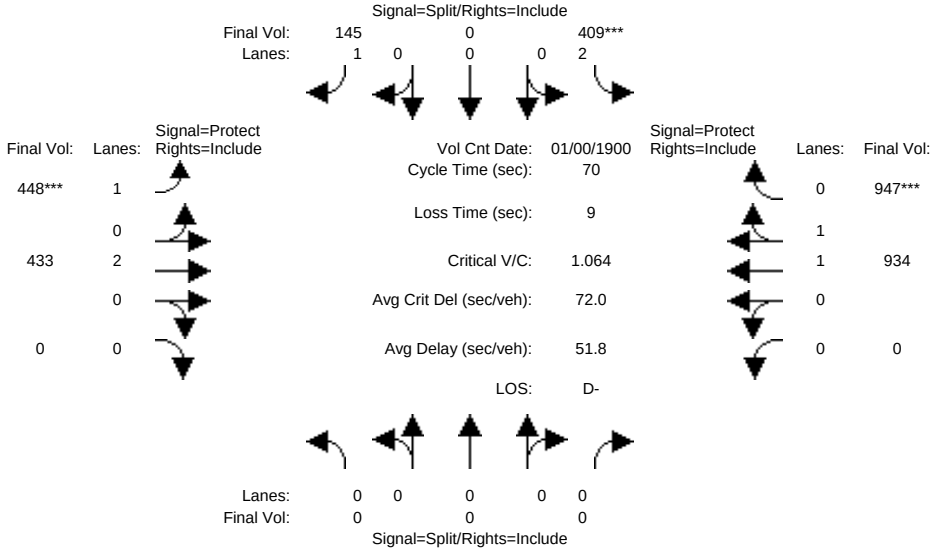
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	409	0	145	448	433	0	0	934	947
Growth Adj:	1.00	1.00	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	409	0	145	448	433	0	0	934	947
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	409	0	145	448	433	0	0	934	947
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	409	0	145	448	433	0	0	934	947
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	409	0	145	448	433	0	0	934	947
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	409	0	145	448	433	0	0	934	947
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.08	0.26	0.11	0.00	0.00	0.49	0.54
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.23	0.73	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.58	1.09	0.16	0.00	0.00	0.99	1.09
Delay/Veh:	0.0	0.0	0.0	51.7	0.0	31.4	99.1	2.9	0.0	0.0	36.8	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.7	0.0	31.4	99.1	2.9	0.0	0.0	36.8	69.9
LOS by Move:	A	A	A	D-	A	C	F	A	A	A	D+	E
HCM2kAvgQ:	0	0	0	9	0	4	17	1	0	0	23	33

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

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East Whisman Precise Plan
SJ17-1724
Background Plus Project

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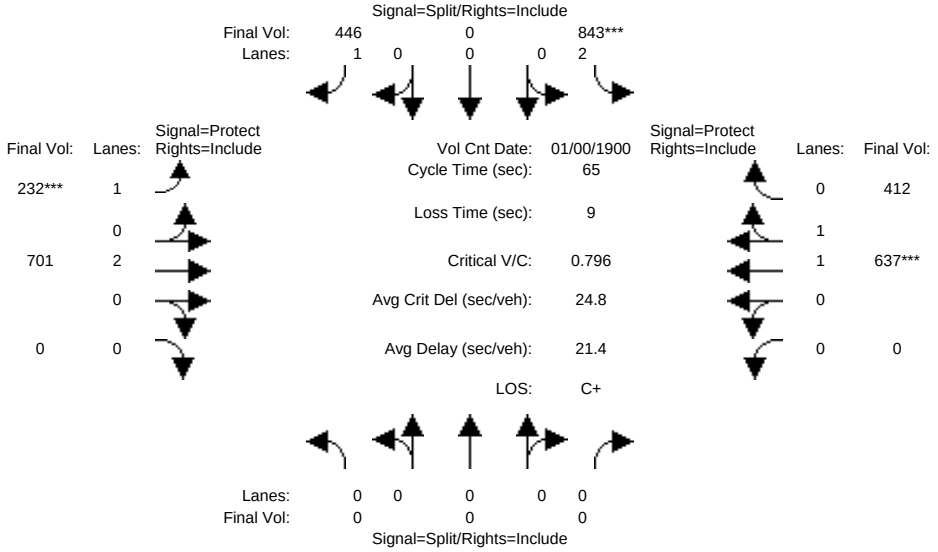
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	843	0	446	232	701	0	0	637	412
Growth Adj:	1.00	1.00	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	843	0	446	232	701	0	0	637	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	843	0	446	232	701	0	0	637	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	843	0	446	232	701	0	0	637	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	843	0	446	232	701	0	0	637	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	843	0	446	232	701	0	0	637	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.17	0.83
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2232	1444
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.25	0.13	0.18	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.17	0.53	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.76	0.80	0.35	0.00	0.00	0.80	0.80
Delay/Veh:	0.0	0.0	0.0	23.8	0.0	24.9	40.1	9.1	0.0	0.0	22.2	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	0.0	0.0	23.8	0.0	24.9	40.1	9.1	0.0	0.0	22.2	22.2
LOS by Move:	A	A	A	C	A	C	D	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	12	0	11	5	4	0	0	10	10

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

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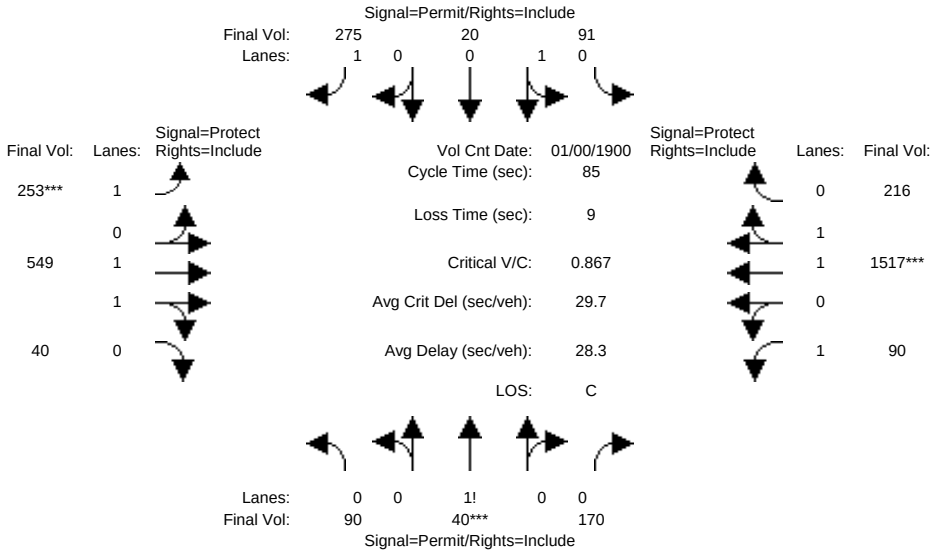
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	40	170	91	20	275	253	549	40	90	1517	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	40	170	91	20	275	253	549	40	90	1517	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	40	170	91	20	275	253	549	40	90	1517	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	40	170	91	20	275	253	549	40	90	1517	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	40	170	91	20	275	253	549	40	90	1517	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	40	170	91	20	275	253	549	40	90	1517	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	0.12	0.58	0.83	0.17	1.00	1.00	1.85	0.15	1.00	1.73	0.27
Final Sat.:	531	236	1002	1455	320	1750	1750	3521	257	1750	3291	469
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.06	0.06	0.16	0.14	0.16	0.16	0.05	0.46	0.46
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.46	0.46	0.24	0.53	0.53
Volume/Cap:	0.87	0.87	0.87	0.32	0.32	0.80	0.87	0.34	0.34	0.21	0.87	0.87
Delay/Veh:	53.1	53.1	53.1	29.9	29.9	45.5	57.4	15.0	15.0	26.0	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:	53.1	53.1	53.1	29.9	29.9	45.5	57.4	15.0	15.0	26.0	21.6	21.6
LOS by Move:	D-	D-	D-	C	C	D	E+	B	B	C	C+	C+
HCM2kAvgQ:	11	11	11	3	3	10	8	5	5	2	21	21

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

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East Whisman Precise Plan
SJ17-1724
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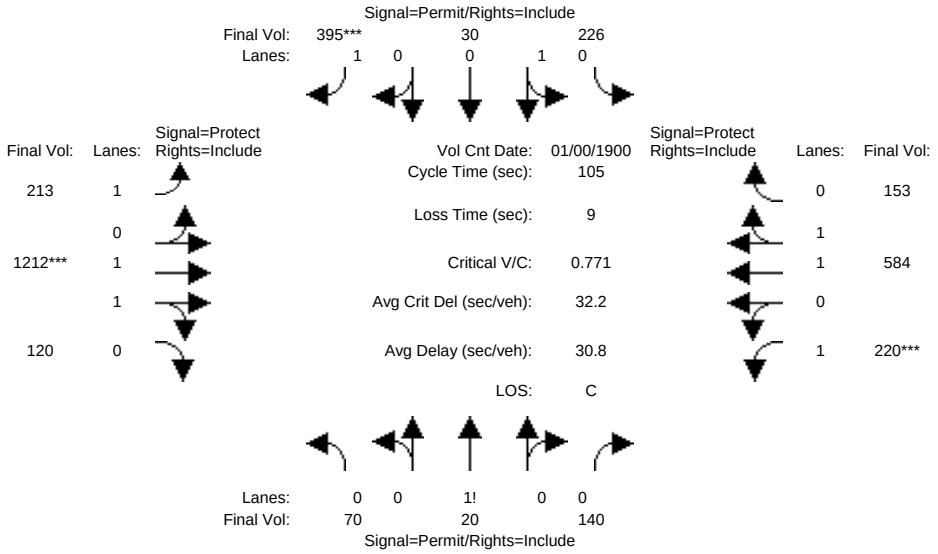
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	20	140	226	30	395	213	1212	120	220	584	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:	70	20	140	226	30	395	213	1212	120	220	584	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	140	226	30	395	213	1212	120	220	584	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:	70	20	140	226	30	395	213	1212	120	220	584	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	140	226	30	395	213	1212	120	220	584	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:	70	20	140	226	30	395	213	1212	120	220	584	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.08	0.61	0.89	0.11	1.00	1.00	1.81	0.19	1.00	1.56	0.44
Final Sat.:	536	153	1073	1559	207	1750	1750	3431	340	1750	2958	775
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.14	0.23	0.12	0.35	0.35	0.13	0.20	0.20
Crit Moves:						****		****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.24	0.46	0.46	0.16	0.38	0.38
Volume/Cap:	0.45	0.45	0.45	0.49	0.49	0.77	0.51	0.77	0.77	0.77	0.51	0.51
Delay/Veh:	30.8	30.8	30.8	31.4	31.4	41.0	35.9	26.0	26.0	54.2	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:	30.8	30.8	30.8	31.4	31.4	41.0	35.9	26.0	26.0	54.2	25.1	25.1
LOS by Move:	C	C	C	C	C	D	D+	C	C	D-	C	C
HCM2kAvgQ:	7	7	7	8	8	14	6	18	18	8	9	9

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

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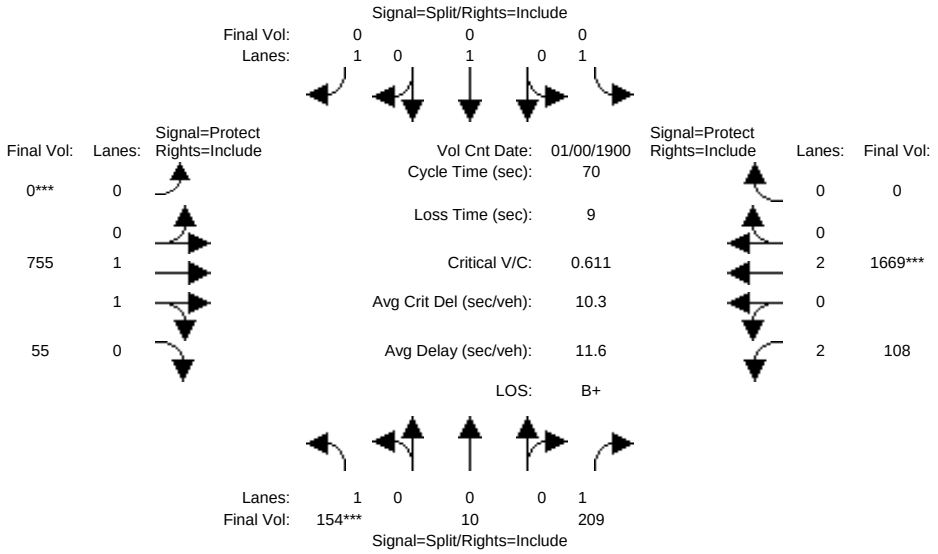
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	154	10	209	0	0	0	0	755	55	108	1669	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:	154	10	209	0	0	0	0	755	55	108	1669	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	10	209	0	0	0	0	755	55	108	1669	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:	154	10	209	0	0	0	0	755	55	108	1669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	10	209	0	0	0	0	755	55	108	1669	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:	154	10	209	0	0	0	0	755	55	108	1669	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	0.83	1.00	0.92
Lanes:	0.94	0.06	1.00	1.00	1.00	1.00	0.00	1.85	0.15	2.00	2.00	0.00
Final Sat.:	1651	107	1750	1750	1900	1750	0	3521	257	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.12	0.00	0.00	0.00	0.00	0.21	0.21	0.03	0.44	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.00	0.47	0.47	0.22	0.69	0.00
Volume/Cap:	0.50	0.50	0.64	0.00	0.00	0.00	0.00	0.46	0.46	0.16	0.64	0.00
Delay/Veh:	26.1	26.1	28.7	0.0	0.0	0.0	0.0	12.8	12.8	22.3	6.7	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:	26.1	26.1	28.7	0.0	0.0	0.0	0.0	12.8	12.8	22.3	6.7	0.0
LOS by Move:	C	C	C	A	A	A	A	B	B	C+	A	A
HCM2kAvgQ:	4	4	6	0	0	0	0	6	6	1	10	0

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

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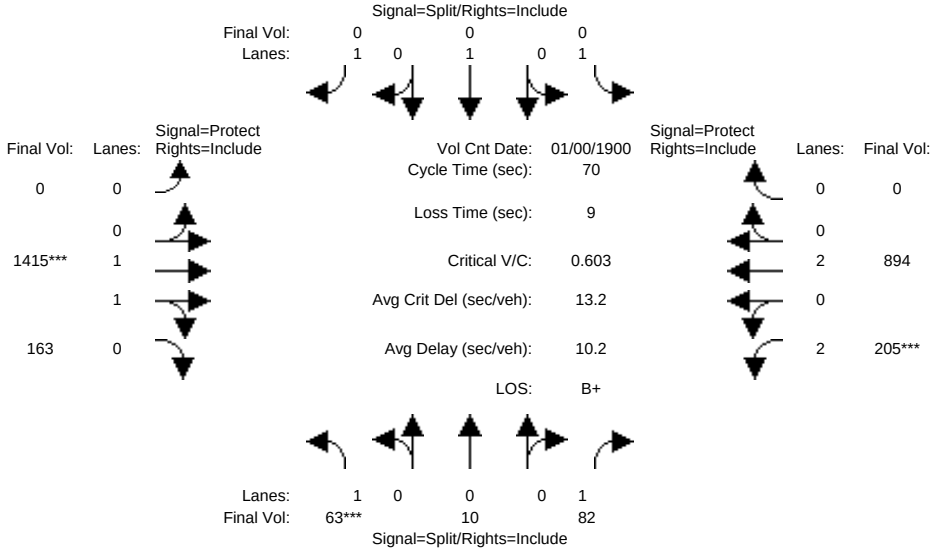
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	63	10	82	0	0	0	0	1415	163	205	894	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:	63	10	82	0	0	0	0	1415	163	205	894	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	10	82	0	0	0	0	1415	163	205	894	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:	63	10	82	0	0	0	0	1415	163	205	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	10	82	0	0	0	0	1415	163	205	894	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:	63	10	82	0	0	0	0	1415	163	205	894	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	0.83	1.00	0.92
Lanes:	0.87	0.13	1.00	1.00	1.00	1.00	0.00	1.78	0.22	2.00	2.00	0.00
Final Sat.:	1527	242	1750	1750	1900	1750	0	3378	389	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.00	0.00	0.00	0.00	0.42	0.42	0.07	0.24	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.10	0.73	0.00
Volume/Cap:	0.29	0.29	0.33	0.00	0.00	0.00	0.00	0.67	0.67	0.65	0.32	0.00
Delay/Veh:	27.1	27.1	27.4	0.0	0.0	0.0	0.0	9.0	9.0	35.1	3.4	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:	27.1	27.1	27.4	0.0	0.0	0.0	0.0	9.0	9.0	35.1	3.4	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	2	2	2	0	0	0	0	11	11	3	3	0

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

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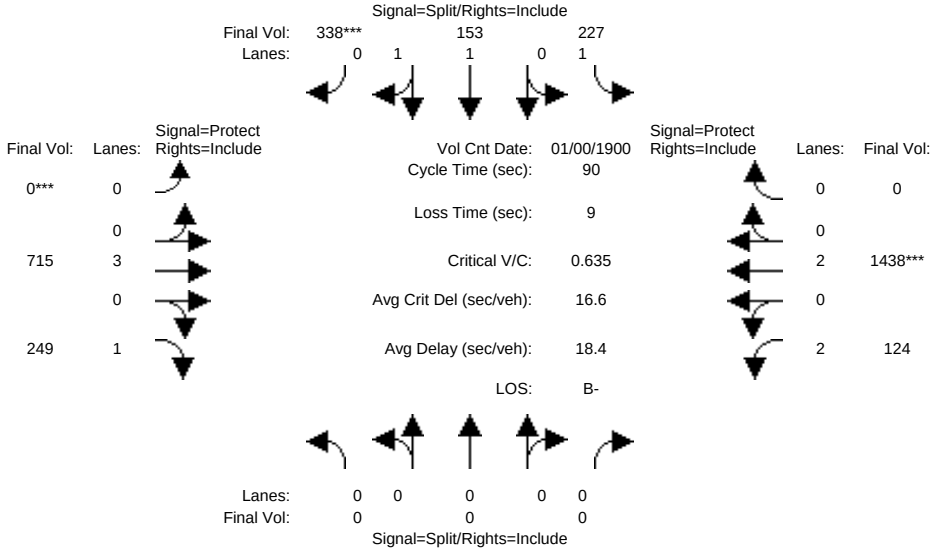
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	227	153	338	0	715	249	124	1438	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	227	153	338	0	715	249	124	1438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	153	338	0	715	249	124	1438	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	227	153	338	0	715	249	124	1438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	153	338	0	715	249	124	1438	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	227	153	338	0	715	249	124	1438	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.08	0.19	0.00	0.13	0.14	0.04	0.38	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.39	0.39	0.21	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.26	0.64	0.00	0.33	0.37	0.19	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	25.6	23.8	28.8	0.0	19.5	20.2	29.3	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.6	23.8	28.8	0.0	19.5	20.2	29.3	12.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	C+	C	B	A
HCM2kAvgQ:	0	0	0	5	3	9	0	4	5	2	13	0

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

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East Whisman Precise Plan
SJ17-1724
Background Plus Project

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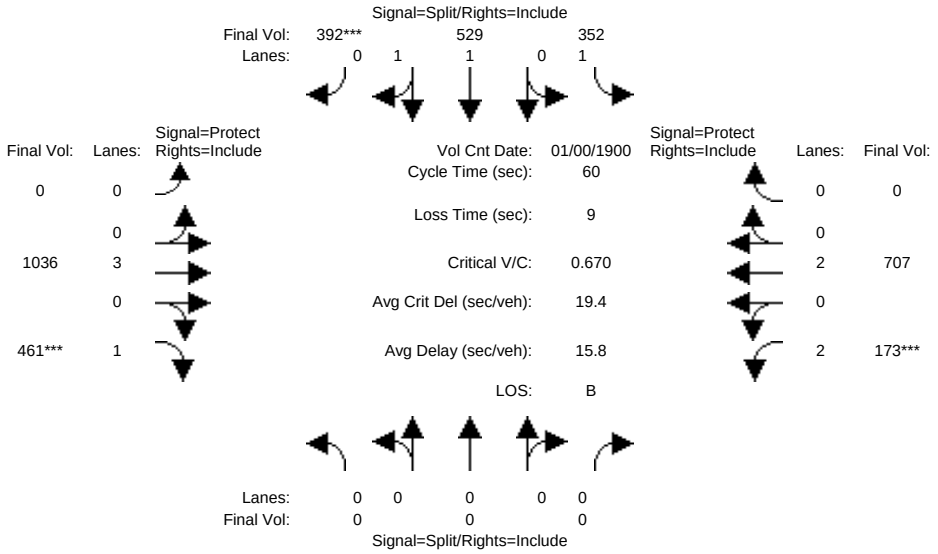
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	352	529	392	0	1036	461	173	707	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	352	529	392	0	1036	461	173	707	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	352	529	392	0	1036	461	173	707	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	352	529	392	0	1036	461	173	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	352	529	392	0	1036	461	173	707	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	352	529	392	0	1036	461	173	707	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	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.11	0.89	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1750	2106	1560	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.25	0.25	0.00	0.18	0.26	0.05	0.19	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.38	0.38	0.12	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.70	0.70	0.00	0.48	0.70	0.47	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	18.2	18.2	0.0	14.5	19.3	25.7	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	16.6	18.2	18.2	0.0	14.5	19.3	25.7	9.6	0.0
LOS by Move:	A	A	A	B	B-	B-	A	B	B-	C	A	A
HCM2kAvgQ:	0	0	0	5	7	7	0	5	8	2	4	0

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

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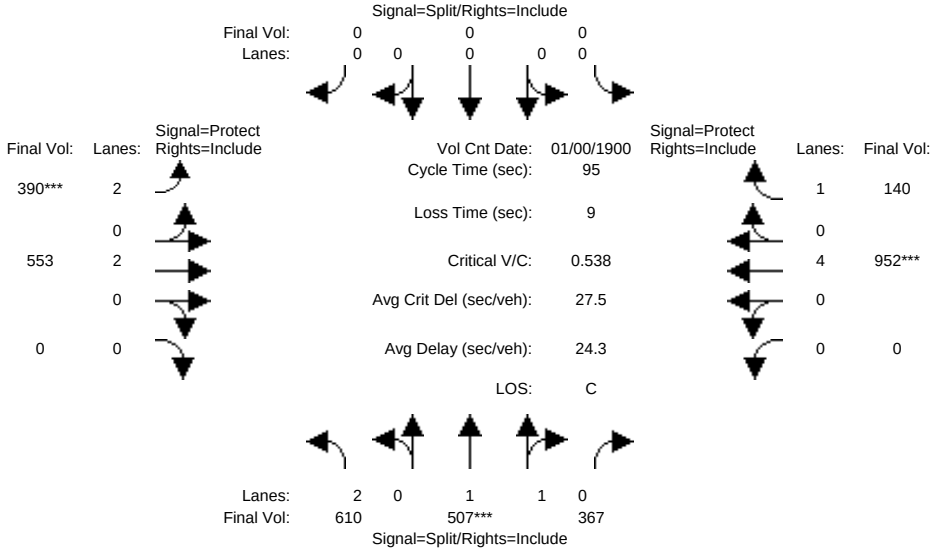
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp

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Street Name:237 Eastbound Off-Ramp and Connec       East Middlefield Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10     0    0    0     7   10    0      0   10   10
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0   4.0  4.0  4.0    4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM
Base Vol:      610  507  367     0    0    0   390  553    0      0  952  140
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   610  507  367     0    0    0   390  553    0      0  952  140
Added Vol:       0    0    0     0    0    0     0    0    0      0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:   610  507  367     0    0    0   390  553    0      0  952  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:    610  507  367     0    0    0   390  553    0      0  952  140
Reduct Vol:      0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:   610  507  367     0    0    0   390  553    0      0  952  140
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   610  507  367     0    0    0   390  553    0      0  952  140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:   0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.92   0.92 1.00 0.92
Lanes:        2.00 1.12 0.88  0.00 0.00 0.00  2.00 2.00 0.00   0.00 4.00 1.00
Final Sat.:   3150 2128 1540     0    0    0  3150 3800    0      0 7600 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.19 0.24 0.24  0.00 0.00 0.00  0.12 0.15 0.00   0.00 0.13 0.08
Crit Moves:        ****                       ****                 ****
Green/Cycle: 0.44 0.44 0.44  0.00 0.00 0.00  0.23 0.46 0.00   0.00 0.23 0.23
Volume/Cap:  0.44 0.54 0.54  0.00 0.00 0.00  0.54 0.31 0.00   0.00 0.54 0.34
Delay/Veh:   18.5 19.7 19.7   0.0  0.0  0.0  33.0 16.2  0.0    0.0 32.3 30.9
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:  18.5 19.7 19.7   0.0  0.0  0.0  33.0 16.2  0.0    0.0 32.3 30.9
LOS by Move:   B-   B-   B-     A    A    A    C-    B    A      A   C-    C
HCM2kAvgQ:      7   10   10     0    0    0     6    5    0      0    6    4
Note: Queue reported is the number of cars per lane.
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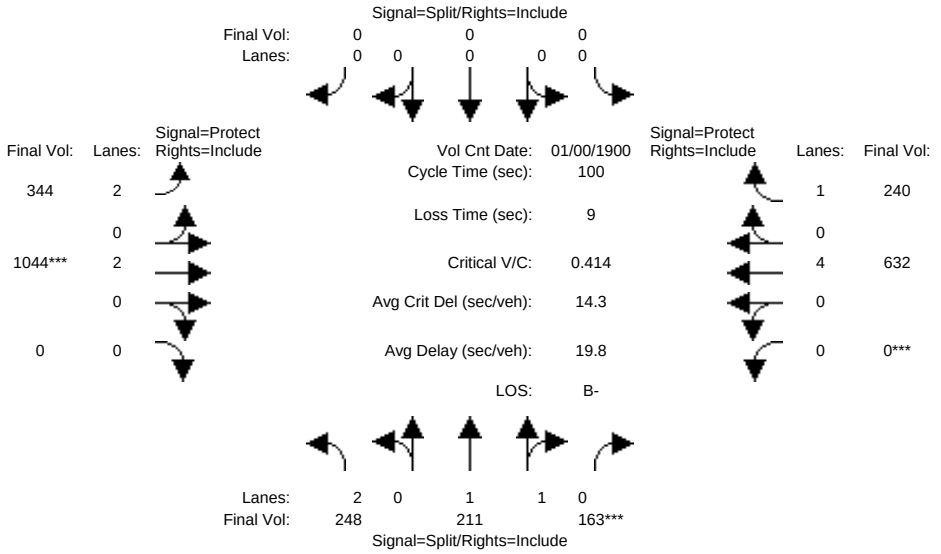
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	248	211	163	0	0	0	344	1044	0	0	632	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	211	163	0	0	0	344	1044	0	0	632	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	211	163	0	0	0	344	1044	0	0	632	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:	248	211	163	0	0	0	344	1044	0	0	632	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	211	163	0	0	0	344	1044	0	0	632	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
FinalVolume:	248	211	163	0	0	0	344	1044	0	0	632	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.09	0.91	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2067	1597	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.00	0.00	0.00	0.11	0.27	0.00	0.00	0.08	0.14
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.00	0.00	0.00	0.29	0.66	0.00	0.00	0.37	0.37
Volume/Cap:	0.32	0.41	0.41	0.00	0.00	0.00	0.37	0.41	0.00	0.00	0.23	0.37
Delay/Veh:	31.0	31.9	31.9	0.0	0.0	0.0	28.2	7.9	0.0	0.0	21.7	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:	31.0	31.9	31.9	0.0	0.0	0.0	28.2	7.9	0.0	0.0	21.7	23.4
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C
HCM2kAvgQ:	4	5	5	0	0	0	5	7	0	0	3	6

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

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East Whisman Precise Plan
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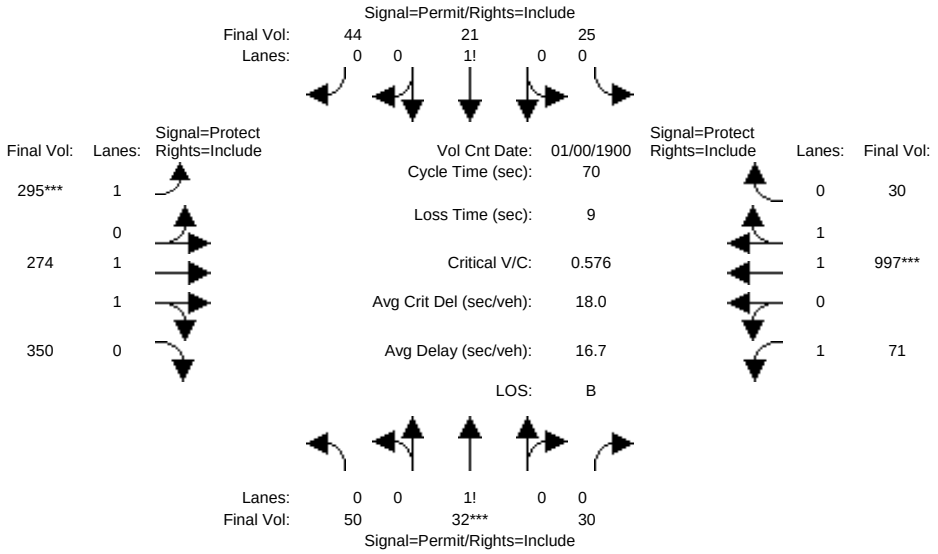
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	32	30	25	21	44	295	274	350	71	997	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:	50	32	30	25	21	44	295	274	350	71	997	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	32	30	25	21	44	295	274	350	71	997	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	32	30	25	21	44	295	274	350	71	997	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	32	30	25	21	44	295	274	350	71	997	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	32	30	25	21	44	295	274	350	71	997	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.46	0.27	0.27	0.28	0.22	0.50	1.00	1.00	1.00	1.00	1.94	0.06
Final Sat.:	799	512	480	495	416	872	1750	1900	1750	1750	3680	111
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.17	0.14	0.20	0.04	0.27	0.27
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.28	0.49	0.49	0.24	0.45	0.45
Volume/Cap:	0.44	0.44	0.44	0.35	0.35	0.35	0.60	0.30	0.41	0.17	0.60	0.60
Delay/Veh:	28.6	28.6	28.6	27.9	27.9	27.9	24.0	10.9	11.8	21.1	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	28.6	27.9	27.9	27.9	24.0	10.9	11.8	21.1	15.2	15.2
LOS by Move:	C	C	C	C	C	C	C	B+	B+	C+	B	B
HCM2kAvgQ:	3	3	3	2	2	2	6	3	5	1	9	9

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

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SJ17-1724
Background Plus Project

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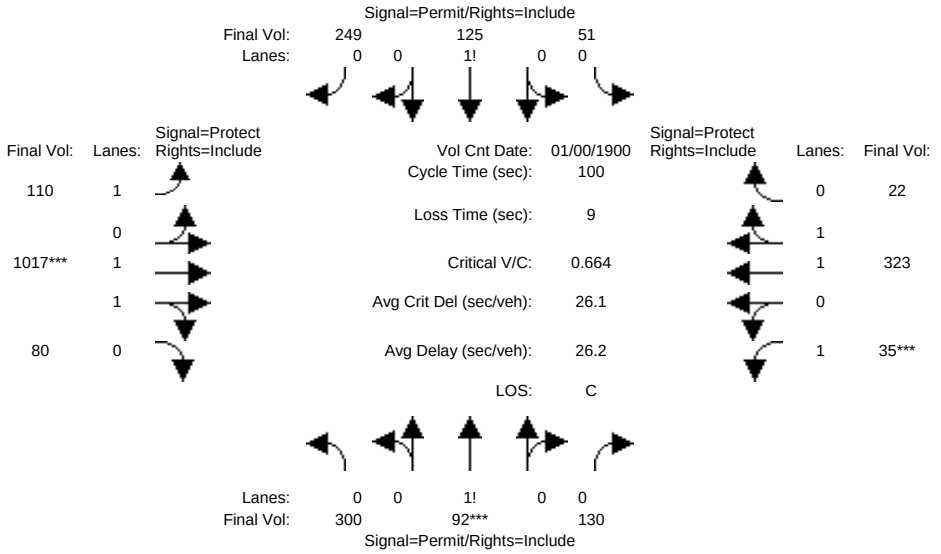
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	92	130	51	125	249	110	1017	80	35	323	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:	300	92	130	51	125	249	110	1017	80	35	323	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	92	130	51	125	249	110	1017	80	35	323	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:	300	92	130	51	125	249	110	1017	80	35	323	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	92	130	51	125	249	110	1017	80	35	323	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
FinalVolume:	300	92	130	51	125	249	110	1017	80	35	323	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.59	0.16	0.25	0.12	0.28	0.60	1.00	1.84	0.16	1.00	1.86	0.14
Final Sat.:	1020	313	442	215	527	1050	1750	3501	275	1750	3538	241
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.24	0.24	0.24	0.06	0.29	0.29	0.02	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.20	0.42	0.42	0.07	0.29	0.29
Volume/Cap:	0.70	0.70	0.70	0.56	0.56	0.56	0.31	0.70	0.70	0.29	0.32	0.32
Delay/Veh:	26.5	26.5	26.5	22.8	22.8	22.8	34.6	25.3	25.3	45.4	28.2	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:	26.5	26.5	26.5	22.8	22.8	22.8	34.6	25.3	25.3	45.4	28.2	28.2
LOS by Move:	C	C	C	C+	C+	C+	C-	C	C	D	C	C
HCM2kAvgQ:	15	15	15	11	11	11	3	14	14	1	4	4

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

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East Whisman Precise Plan
SJ17-1724
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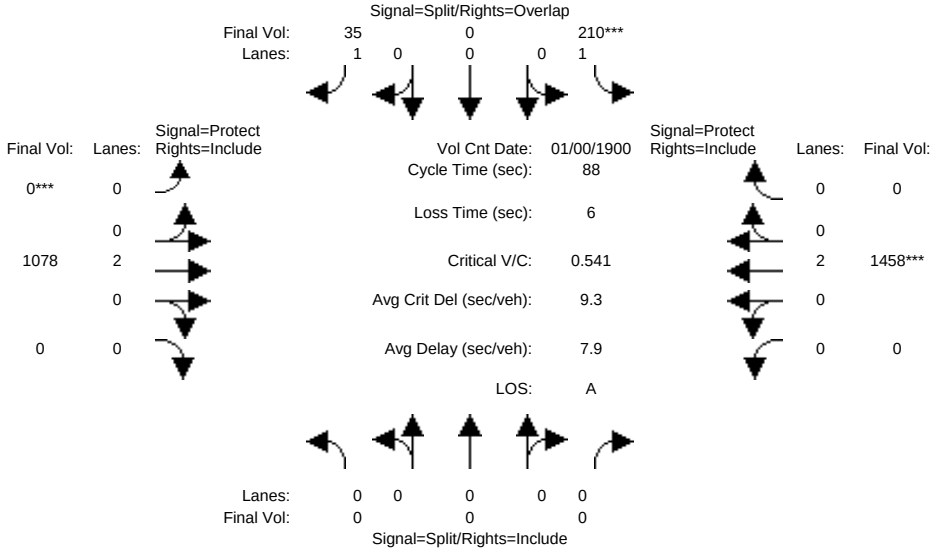
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	210	0	35	0	1078	0	0	1458	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	210	0	35	0	1078	0	0	1458	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	35	0	1078	0	0	1458	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	210	0	35	0	1078	0	0	1458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	35	0	1078	0	0	1458	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	210	0	35	0	1078	0	0	1458	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.00	0.28	0.00	0.00	0.38	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.09	0.00	0.40	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	27.7	0.0	5.1	0.0	0.0	6.0	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	32.6	0.0	27.7	0.0	5.1	0.0	0.0	6.0	0.0
LOS by Move:	A	A	A	C-	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	1	0	6	0	0	9	0

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

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East Whisman Precise Plan
SJ17-1724
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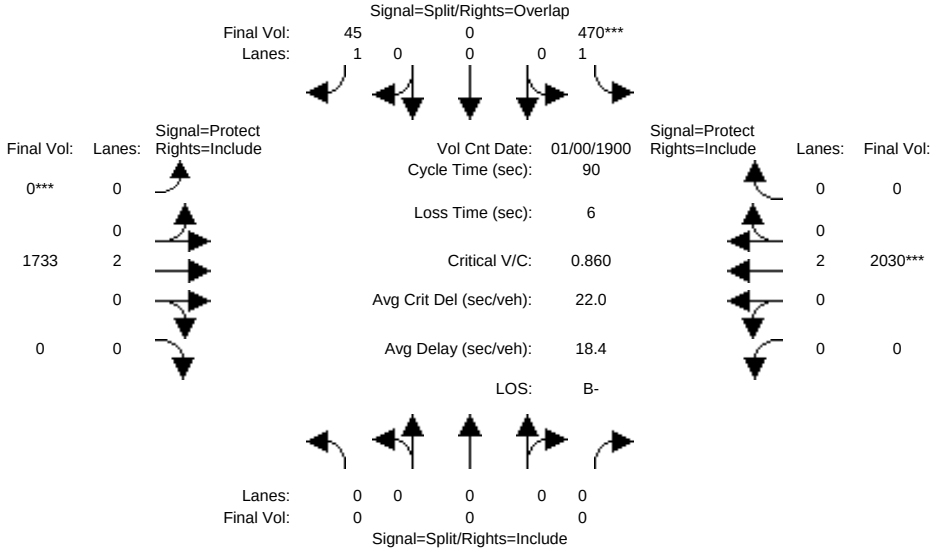
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	470	0	45	0	1733	0	0	2030	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	470	0	45	0	1733	0	0	2030	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	45	0	1733	0	0	2030	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	470	0	45	0	1733	0	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	45	0	1733	0	0	2030	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	470	0	45	0	1733	0	0	2030	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.03	0.00	0.46	0.00	0.00	0.53	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.08	0.00	0.73	0.00	0.00	0.86	0.00
Delay/Veh:	0.0	0.0	0.0	42.1	0.0	21.9	0.0	13.1	0.0	0.0	17.3	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	42.1	0.0	21.9	0.0	13.1	0.0	0.0	17.3	0.0
LOS by Move:	A	A	A	D	A	C+	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	16	0	1	0	16	0	0	24	0

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

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East Whisman Precise Plan
SJ17-1724
Background Plus Project

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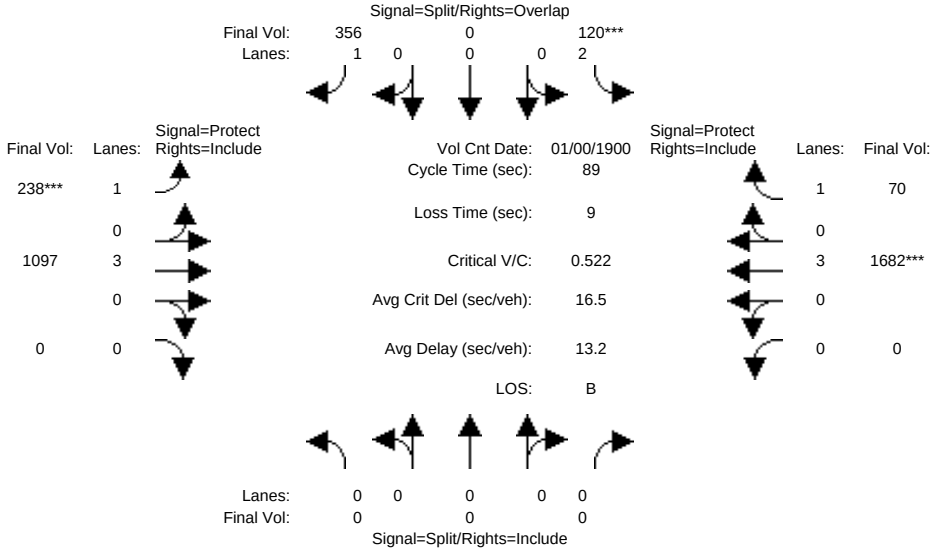
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	120	0	356	238	1097	0	0	1682	70
Growth Adj:	1.00	1.00	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	0	356	238	1097	0	0	1682	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	356	238	1097	0	0	1682	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	356	238	1097	0	0	1682	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	356	238	1097	0	0	1682	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	356	238	1097	0	0	1682	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.20	0.14	0.19	0.00	0.00	0.30	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.34	0.21	0.77	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.60	0.65	0.25	0.00	0.00	0.53	0.07
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	26.3	36.6	3.0	0.0	0.0	12.3	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	0.0	35.5	0.0	26.3	36.6	3.0	0.0	0.0	12.3	8.9
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	9	7	3	0	0	9	1

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

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East Whisman Precise Plan
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2000 HCM Operations (Future Volume Alternative)
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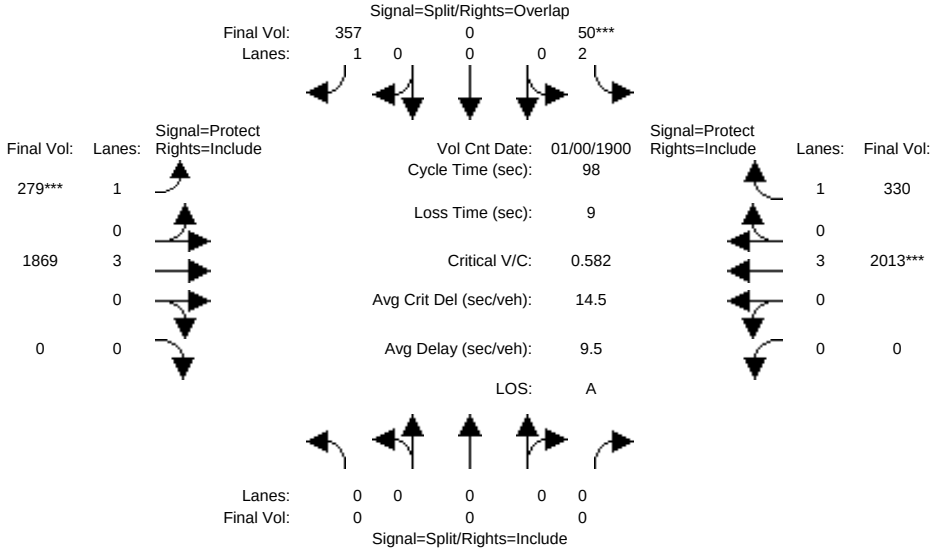
Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	50	0	357	279	1869	0	0	2013	330
Growth Adj:	1.00	1.00	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	50	0	357	279	1869	0	0	2013	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	357	279	1869	0	0	2013	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	357	279	1869	0	0	2013	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	357	279	1869	0	0	2013	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	50	0	357	279	1869	0	0	2013	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.20	0.16	0.33	0.00	0.00	0.35	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.57	0.65	0.41	0.00	0.00	0.64	0.34
Delay/Veh:	0.0	0.0	0.0	39.4	0.0	26.7	36.8	0.1	0.0	0.0	10.8	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.4	0.0	26.7	36.8	0.1	0.0	0.0	10.8	8.5
LOS by Move:	A	A	A	D	A	C	D+	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	10	8	0	0	0	10	4

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

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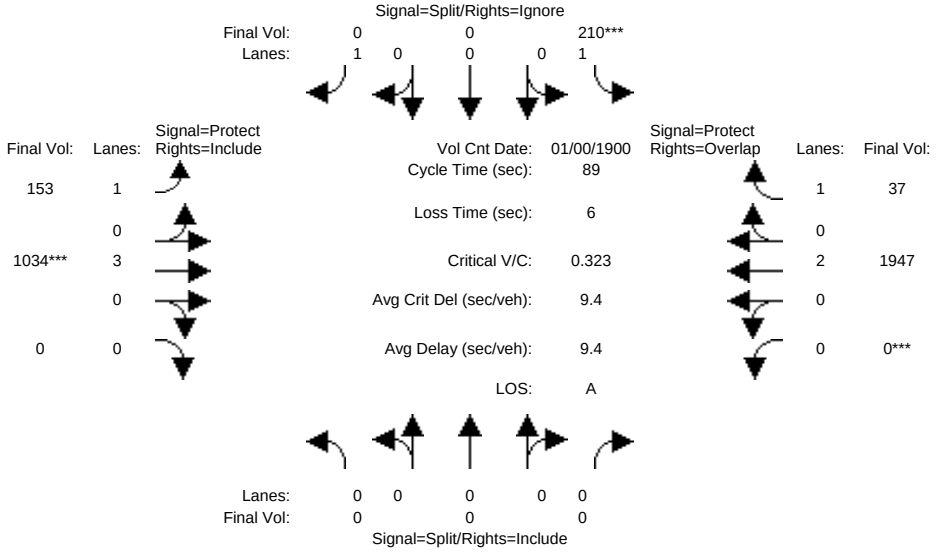
Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	210	0	16	153	1034	0	0	1947	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:	0	0	0	210	0	16	153	1034	0	0	1947	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	16	153	1034	0	0	1947	37
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	0	0	210	0	0	153	1034	0	0	1947	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	0	153	1034	0	0	1947	37
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	0	0	210	0	0	153	1034	0	0	1947	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.18	0.00	0.00	0.51	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.00	0.10	0.79	0.00	0.00	0.69	0.84
Volume/Cap:	0.00	0.00	0.00	0.82	0.00	0.00	0.90	0.23	0.00	0.00	0.74	0.03
Delay/Veh:	0.0	0.0	0.0	55.6	0.0	0.0	82.2	0.0	0.0	0.0	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.6	0.0	0.0	82.2	0.0	0.0	0.0	3.8	0.0
LOS by Move:	A	A	A	E+	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	9	0	0	5	0	0	0	7	0

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

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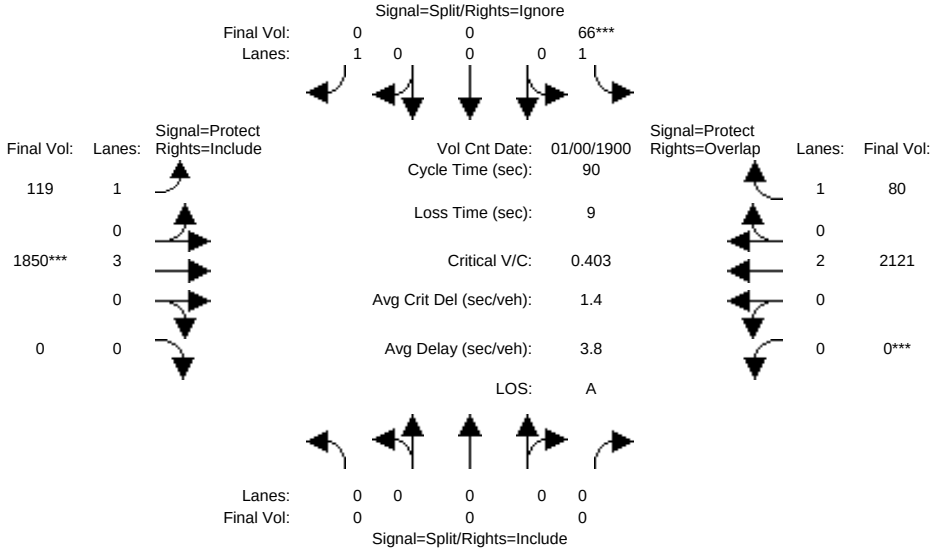
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	66	0	68	119	1850	0	0	2121	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:	0	0	0	66	0	68	119	1850	0	0	2121	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	68	119	1850	0	0	2121	80
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	0	0	66	0	0	119	1850	0	0	2121	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	0	119	1850	0	0	2121	80
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	0	0	66	0	0	119	1850	0	0	2121	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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.32	0.00	0.00	0.56	0.05
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.10	0.81	0.00	0.00	0.71	0.80
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.00	0.71	0.40	0.00	0.00	0.79	0.06
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	0.0	52.3	0.1	0.0	0.0	3.4	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	40.0	0.0	0.0	52.3	0.1	0.0	0.0	3.4	0.0
LOS by Move:	A	A	A	D	A	A	D-	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	4	1	0	0	8	0

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

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East Whisman Precise Plan
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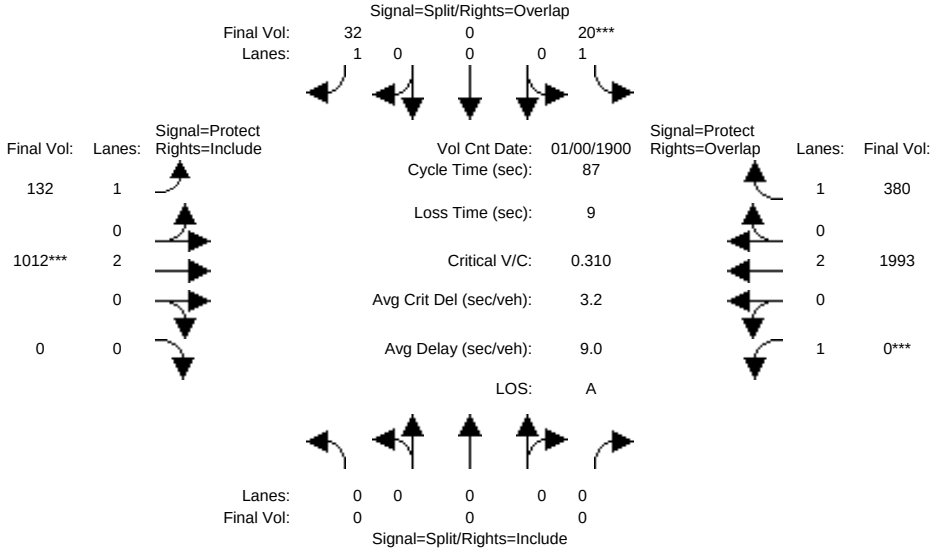
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	20	0	32	132	1012	0	0	1993	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:	0	0	0	20	0	32	132	1012	0	0	1993	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	32	132	1012	0	0	1993	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:	0	0	0	20	0	32	132	1012	0	0	1993	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	32	132	1012	0	0	1993	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:	0	0	0	20	0	32	132	1012	0	0	1993	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.08	0.27	0.00	0.00	0.52	0.22
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.09	0.74	0.34	0.00	0.00	0.76	0.27
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	28.1	52.7	2.6	0.0	0.0	10.1	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	28.1	52.7	2.6	0.0	0.0	10.1	2.5
LOS by Move:	A	A	A	D+	A	C	D-	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	1	0	1	4	4	0	0	19	3

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

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2000 HCM Operations (Future Volume Alternative)
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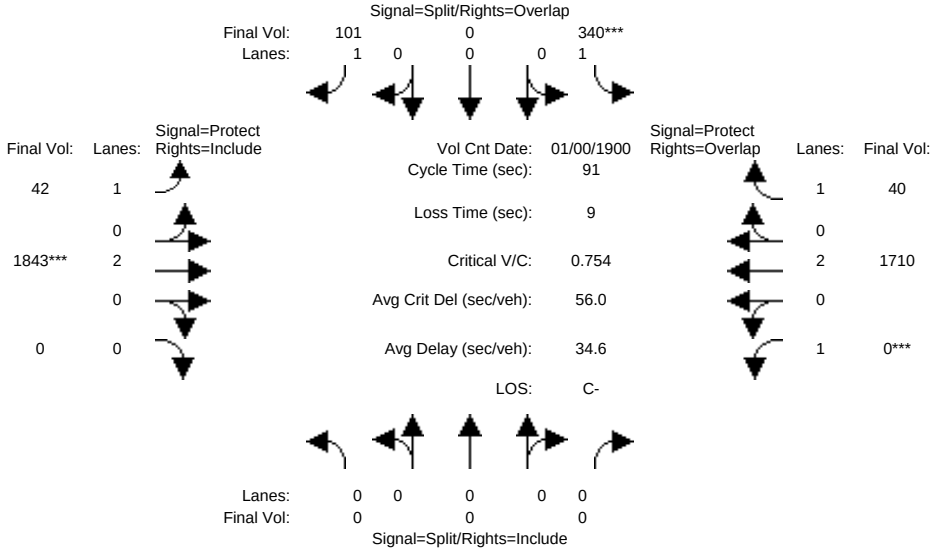
Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	340	0	101	42	1843	0	0	1710	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	340	0	101	42	1843	0	0	1710	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	340	0	101	42	1843	0	0	1710	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	340	0	101	42	1843	0	0	1710	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	0	101	42	1843	0	0	1710	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	340	0	101	42	1843	0	0	1710	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.02	0.49	0.00	0.00	0.45	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.20	0.08	0.78	0.00	0.00	0.70	0.82
Volume/Cap:	0.00	0.00	0.00	1.61	0.00	0.28	0.29	0.62	0.00	0.00	0.65	0.03
Delay/Veh:	0.0	0.0	0.0	334.2	0.0	31.1	40.3	4.7	0.0	0.0	8.1	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	334.2	0.0	31.1	40.3	4.7	0.0	0.0	8.1	1.5
LOS by Move:	A	A	A	F	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	29	0	3	1	11	0	0	14	0

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

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East Whisman Precise Plan
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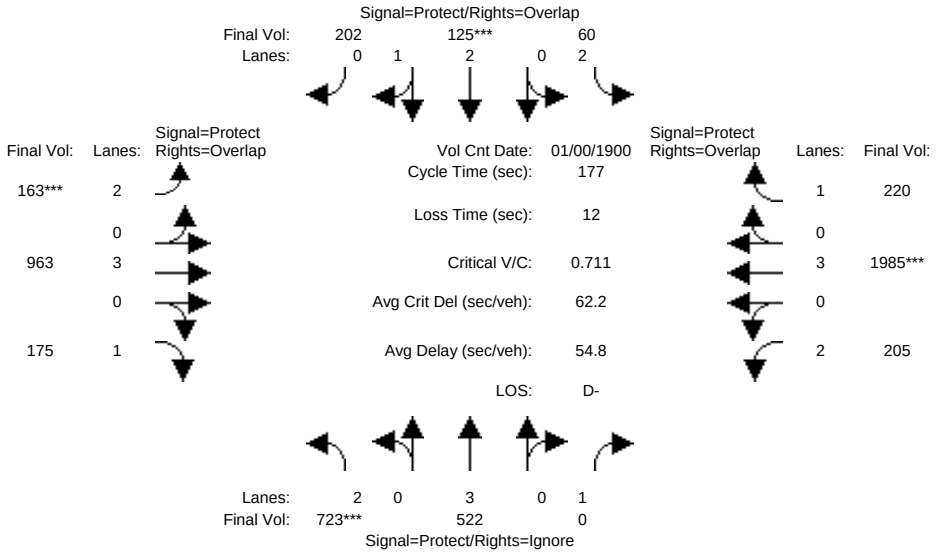
Background Plus Project

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	723	522	23	60	125	202	163	963	175	205	1985	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	723	522	23	60	125	202	163	963	175	205	1985	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	723	522	23	60	125	202	163	963	175	205	1985	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	723	522	0	60	125	202	163	963	175	205	1985	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	522	0	60	125	202	163	963	175	205	1985	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	723	522	0	60	125	202	163	963	175	205	1985	220
Saturation 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:	0.23	0.09	0.00	0.02	0.03	0.12	0.05	0.17	0.10	0.07	0.35	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.38	0.00	0.06	0.18	0.25	0.08	0.39	0.65	0.10	0.41	0.47
Volume/Cap:	0.85	0.24	0.00	0.32	0.19	0.45	0.65	0.44	0.15	0.64	0.85	0.27
Delay/Veh:	69.6	36.9	0.0	80.8	62.3	56.1	85.3	45.3	17.8	80.5	57.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	36.9	0.0	80.8	62.3	56.1	85.3	45.3	17.8	80.5	57.6	34.6
LOS by Move:	E	D+	A	F	E	E+	F	D	B	F	E+	C-
HCM2kAvgQ:	23	6	0	2	3	10	6	14	6	7	35	9

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

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East Whisman Precise Plan
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Background Plus Project

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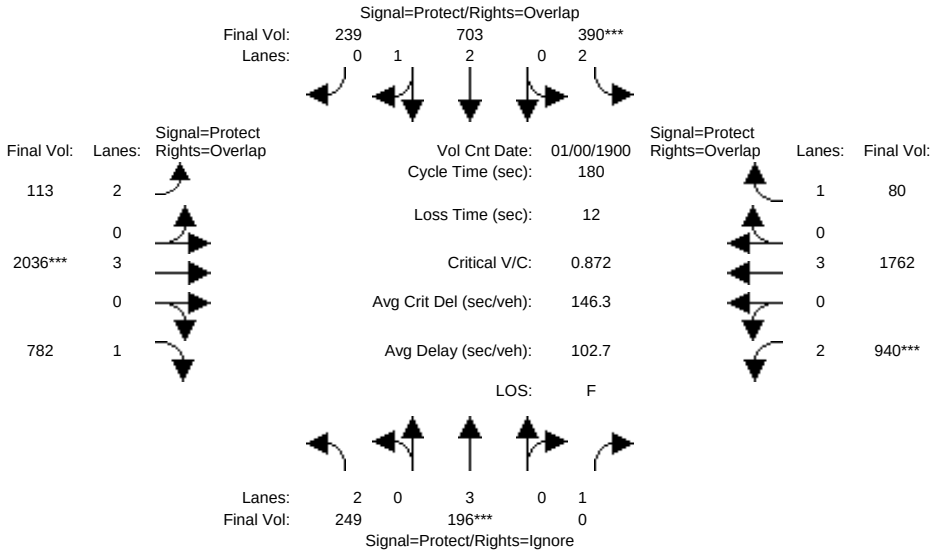
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	249	196	24	390	703	239	113	2036	782	940	1762	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:	249	196	24	390	703	239	113	2036	782	940	1762	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	196	24	390	703	239	113	2036	782	940	1762	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	196	0	390	703	239	113	2036	782	940	1762	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	196	0	390	703	239	113	2036	782	940	1762	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	196	0	390	703	239	113	2036	782	940	1762	80
Saturation 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	2.19	0.81	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4163	1415	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.12	0.17	0.17	0.04	0.36	0.45	0.30	0.31	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.31	0.42	0.26	0.50	0.60
Volume/Cap:	0.72	0.13	0.00	1.16	0.65	0.52	0.53	1.16	1.07	1.16	0.62	0.08
Delay/Veh:	85.0	50.9	0.0	180.1	60.6	49.4	83.7	145	114.3	154.7	41.1	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	50.9	0.0	180.1	60.6	49.4	83.7	145	114.3	154.7	41.1	20.7
LOS by Move:	F	D	A	F	E	D	F	F	F	F	D	C+
HCM2kAvgQ:	8	3	0	17	15	14	4	51	57	43	26	3

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

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East Whisman Precise Plan
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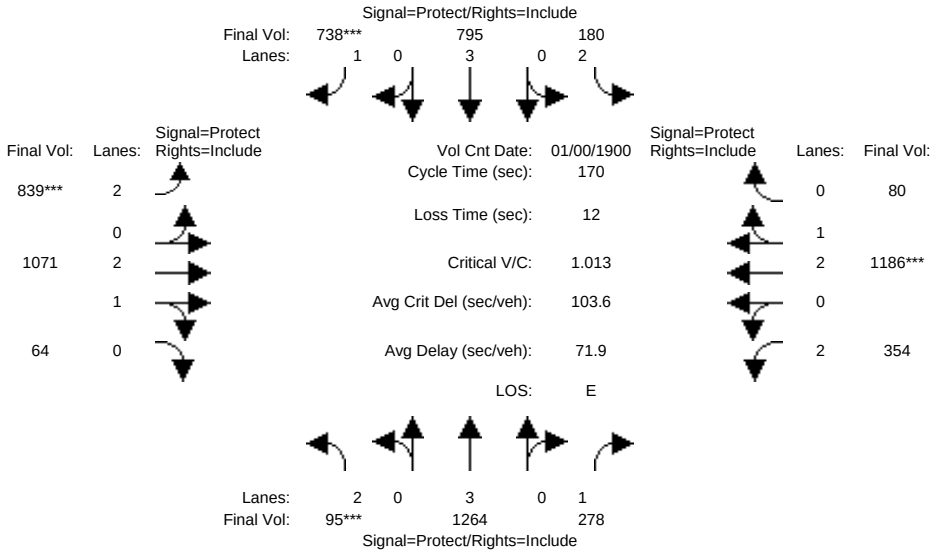
Background Plus Project

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	95	1264	278	180	795	738	839	1071	64	354	1186	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:	95	1264	278	180	795	738	839	1071	64	354	1186	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1264	278	180	795	738	839	1071	64	354	1186	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:	95	1264	278	180	795	738	839	1071	64	354	1186	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1264	278	180	795	738	839	1071	64	354	1186	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
FinalVolume:	95	1264	278	180	795	738	839	1071	64	354	1186	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.82	0.18	2.00	2.80	0.20
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5353	320	3150	5311	358
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.16	0.06	0.14	0.42	0.27	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.36	0.36	0.10	0.40	0.40	0.25	0.30	0.30	0.17	0.21	0.21
Volume/Cap:	0.51	0.61	0.44	0.59	0.35	1.05	1.05	0.67	0.67	0.67	1.05	1.05
Delay/Veh:	80.1	44.6	41.2	76.6	35.3	97.5	108.1	53.2	53.2	69.5	106	105.9
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:	80.1	44.6	41.2	76.6	35.3	97.5	108.1	53.2	53.2	69.5	106	105.9
LOS by Move:	F	D	D	E-	D+	F	F	D-	D-	E	F	F
HCM2kAvgQ:	4	18	12	6	9	50	33	18	18	10	27	27

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

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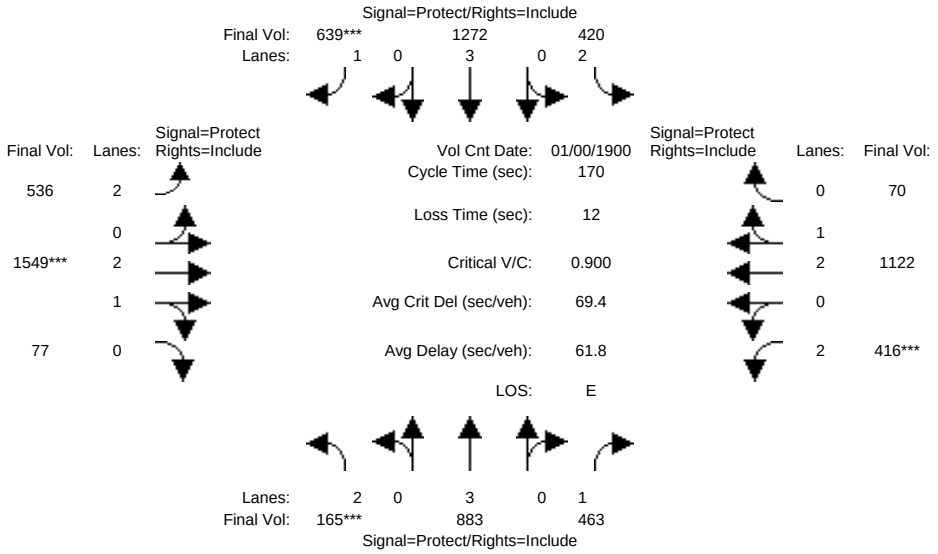
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	165	883	463	420	1272	639	536	1549	77	416	1122	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	883	463	420	1272	639	536	1549	77	416	1122	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	883	463	420	1272	639	536	1549	77	416	1122	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	883	463	420	1272	639	536	1549	77	416	1122	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	883	463	420	1272	639	536	1549	77	416	1122	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	883	463	420	1272	639	536	1549	77	416	1122	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15	2.00	2.81	0.19
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5408	269	3150	5338	333
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.26	0.13	0.22	0.37	0.17	0.29	0.29	0.13	0.21	0.21
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.31	0.31	0.16	0.41	0.41	0.21	0.32	0.32	0.15	0.26	0.26
Volume/Cap:	0.89	0.50	0.86	0.86	0.55	0.90	0.82	0.90	0.90	0.90	0.82	0.82
Delay/Veh:	116.6	48.3	68.0	83.8	38.9	61.8	72.2	62.0	62.0	91.6	63.2	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:	116.6	48.3	68.0	83.8	38.9	61.8	72.2	62.0	62.0	91.6	63.2	63.2
LOS by Move:	F	D	E	F	D+	E	E	E	E	F	E	E
HCM2kAvgQ:	8	12	27	15	17	36	18	30	30	14	20	20

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

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East Whisman Precise Plan
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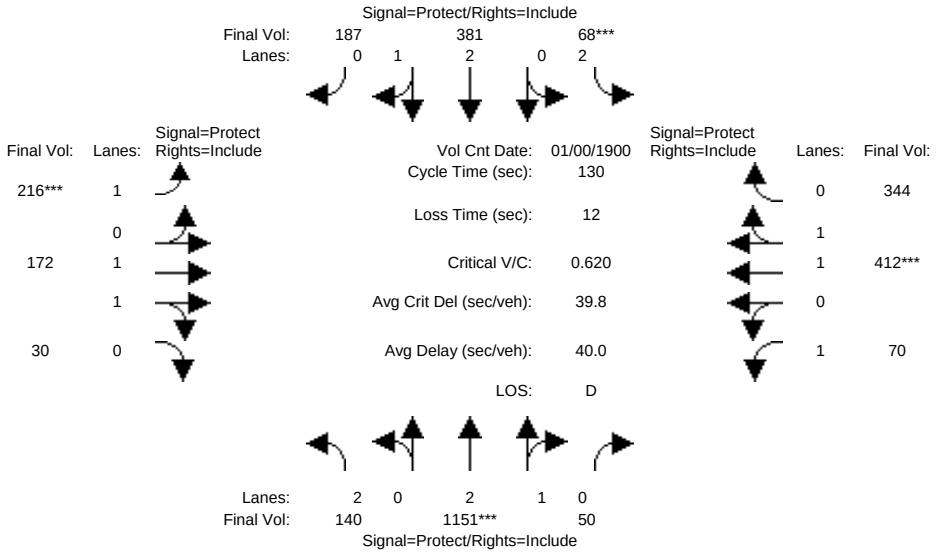
Background Plus Project

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	1151	50	68	381	187	216	172	30	70	412	344
Growth Adj:	1.00	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	1151	50	68	381	187	216	172	30	70	412	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1151	50	68	381	187	216	172	30	70	412	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1151	50	68	381	187	216	172	30	70	412	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1151	50	68	381	187	216	172	30	70	412	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1151	50	68	381	187	216	172	30	70	412	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.86	0.14	2.00	2.00	1.00	1.00	1.68	0.32	1.00	1.05	0.95
Final Sat.:	3150	5443	236	3150	3800	1750	1750	3195	557	1750	1993	1664
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.02	0.10	0.11	0.12	0.05	0.05	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.33	0.33	0.05	0.26	0.26	0.19	0.31	0.31	0.21	0.33	0.33
Volume/Cap:	0.34	0.63	0.63	0.40	0.39	0.42	0.63	0.18	0.18	0.19	0.63	0.63
Delay/Veh:	52.0	37.3	37.3	61.0	40.0	40.3	52.0	33.1	33.1	42.0	38.4	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:	52.0	37.3	37.3	61.0	40.0	40.3	52.0	33.1	33.1	42.0	38.4	38.4
LOS by Move:	D-	D+	D+	E	D	D	D-	C-	C-	D	D+	D+
HCM2kAvgQ:	3	14	14	2	6	6	9	3	3	2	14	14

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

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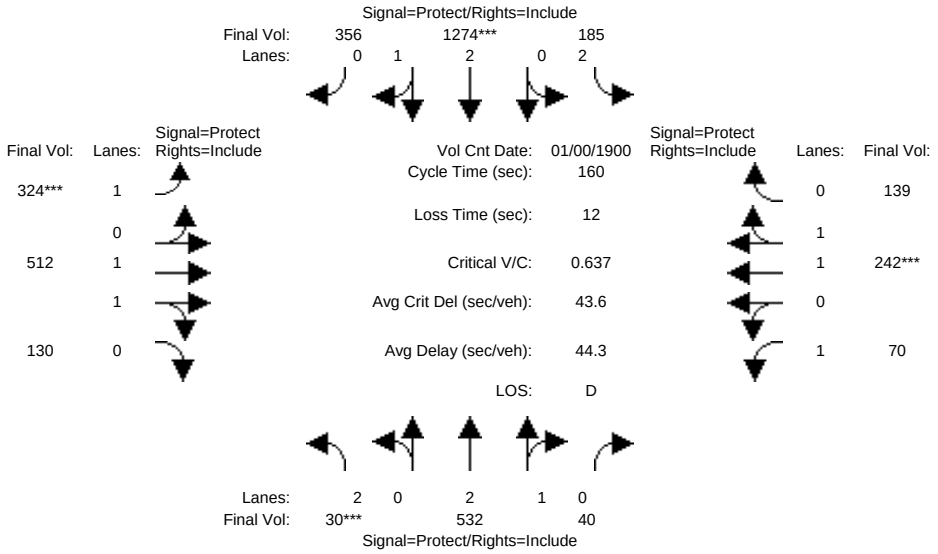
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	532	40	185	1274	356	324	512	130	70	242	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	532	40	185	1274	356	324	512	130	70	242	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	532	40	185	1274	356	324	512	130	70	242	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	532	40	185	1274	356	324	512	130	70	242	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	532	40	185	1274	356	324	512	130	70	242	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	532	40	185	1274	356	324	512	130	70	242	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	2.30	0.70	1.00	1.57	0.43	1.00	1.23	0.77
Final Sat.:	3150	5270	396	3150	4373	1222	1750	2979	756	1750	2340	1344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.06	0.29	0.29	0.19	0.17	0.17	0.04	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.31	0.31	0.18	0.44	0.44	0.28	0.35	0.35	0.09	0.16	0.16
Volume/Cap:	0.22	0.33	0.33	0.33	0.66	0.66	0.66	0.49	0.49	0.45	0.66	0.66
Delay/Veh:	74.7	42.8	42.8	57.6	35.7	35.7	54.0	41.2	41.2	71.2	66.2	66.2
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:	74.7	42.8	42.8	57.6	35.7	35.7	54.0	41.2	41.2	71.2	66.2	66.2
LOS by Move:	E	D	D	E+	D+	D+	D-	D	D	E	E	E
HCM2kAvgQ:	1	7	7	5	21	21	14	12	12	4	10	10

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

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East Whisman Precise Plan
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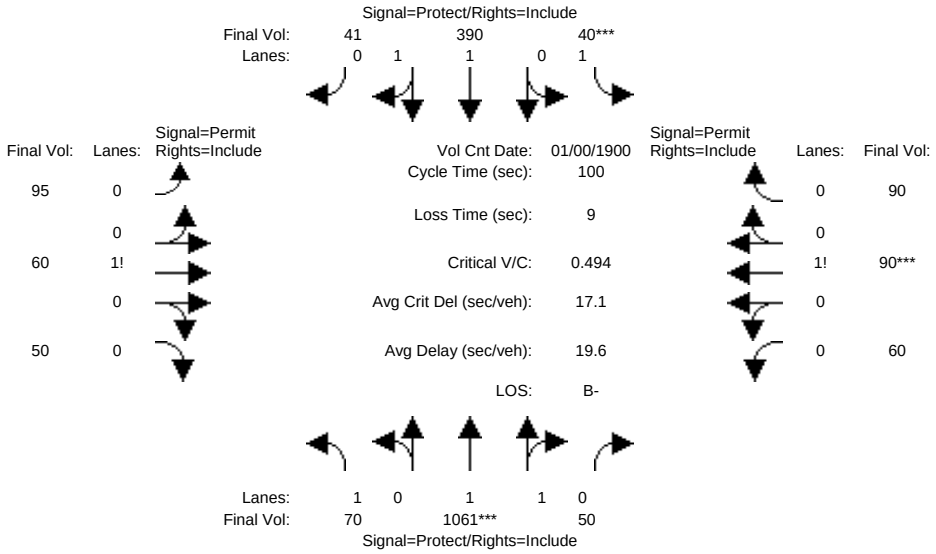
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	1061	50	40	390	41	95	60	50	60	90	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1061	50	40	390	41	95	60	50	60	90	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1061	50	40	390	41	95	60	50	60	90	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1061	50	40	390	41	95	60	50	60	90	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1061	50	40	390	41	95	60	50	60	90	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1061	50	40	390	41	95	60	50	60	90	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.90	0.10	1.00	1.80	0.20	0.47	0.28	0.25	0.26	0.35	0.39
Final Sat.:	1750	3615	170	1750	3411	359	830	524	437	451	676	676
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.02	0.11	0.11	0.11	0.11	0.11	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green/Cycle:	0.25	0.58	0.58	0.07	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.16	0.51	0.51	0.33	0.28	0.28	0.44	0.44	0.44	0.51	0.51	0.51
Delay/Veh:	29.8	12.8	12.8	45.8	20.3	20.3	31.4	31.4	31.4	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:	29.8	12.8	12.8	45.8	20.3	20.3	31.4	31.4	31.4	32.3	32.3	32.3
LOS by Move:	C	B	B	D	C+	C+	C	C	C	C-	C-	C-
HCM2kAvgQ:	2	10	10	2	4	4	6	6	6	7	7	7

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

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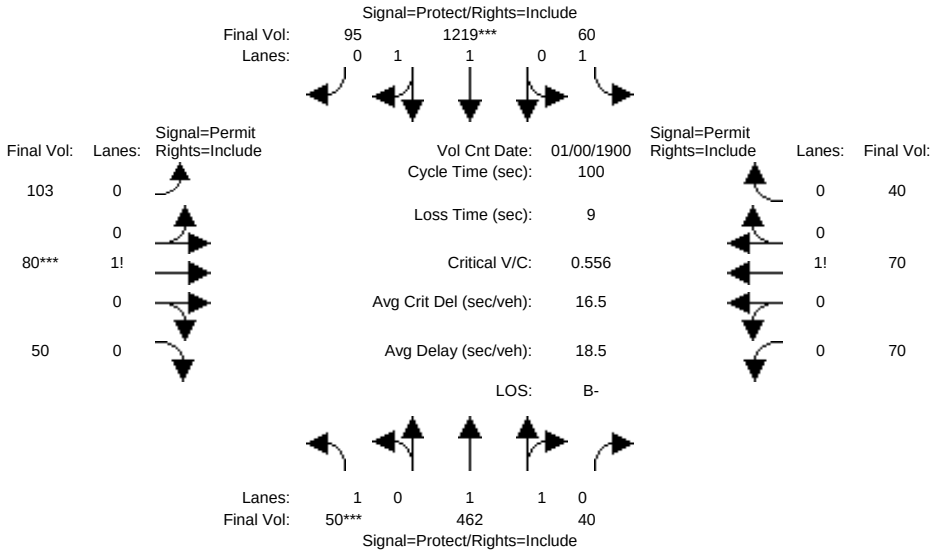
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	462	40	60	1219	95	103	80	50	70	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	462	40	60	1219	95	103	80	50	70	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	462	40	60	1219	95	103	80	50	70	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	462	40	60	1219	95	103	80	50	70	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	462	40	60	1219	95	103	80	50	70	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	462	40	60	1219	95	103	80	50	70	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.84	0.16	0.45	0.33	0.22	0.40	0.37	0.23
Final Sat.:	1750	3473	301	1750	3504	273	795	618	386	702	702	401
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.35	0.35	0.13	0.13	0.13	0.10	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.45	0.45	0.24	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.41	0.30	0.30	0.15	0.57	0.57	0.57	0.57	0.57	0.44	0.44	0.44
Delay/Veh:	46.7	17.7	17.7	30.4	11.9	11.9	36.1	36.1	36.1	33.9	33.9	33.9
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:	46.7	17.7	17.7	30.4	11.9	11.9	36.1	36.1	36.1	33.9	33.9	33.9
LOS by Move:	D	B	B	C	B+	B+	D+	D+	D+	C-	C-	C-
HCM2kAvgQ:	2	5	5	2	12	12	7	7	7	5	5	5

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

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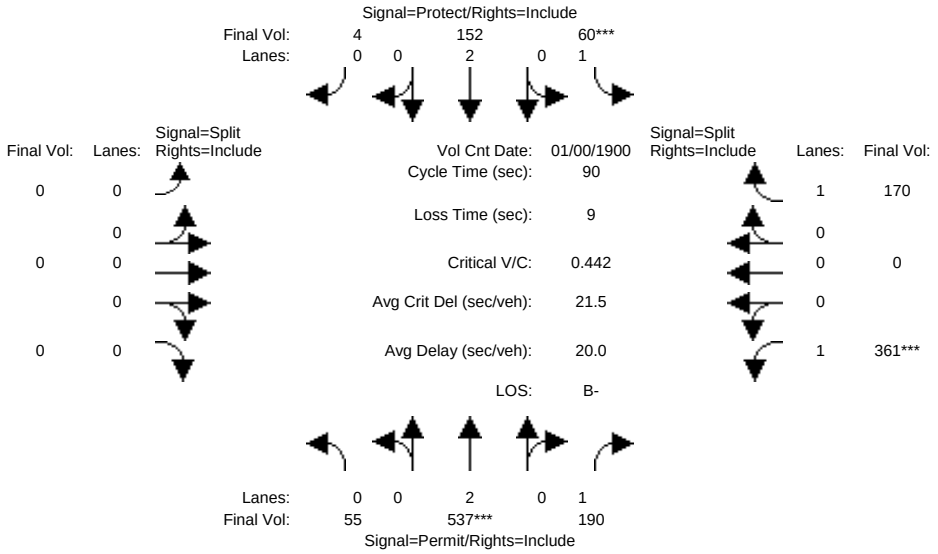
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	55	537	190	60	152	4	0	0	0	361	0	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:	55	537	190	60	152	4	0	0	0	361	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	537	190	60	152	4	0	0	0	361	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	537	190	60	152	4	0	0	0	361	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	537	190	60	152	4	0	0	0	361	0	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
FinalVolume:	55	537	190	60	152	4	0	0	0	361	0	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.20	1.80	1.00	1.00	1.94	0.06	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	350	3420	1750	1750	3694	97	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.11	0.03	0.04	0.04	0.00	0.00	0.00	0.21	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.36	0.36	0.36	0.08	0.43	0.43	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.44	0.44	0.31	0.44	0.09	0.09	0.00	0.00	0.00	0.44	0.00	0.21
Delay/Veh:	22.4	22.4	21.3	41.9	15.1	15.1	0.0	0.0	0.0	16.5	0.0	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.3	41.9	15.1	15.1	0.0	0.0	0.0	16.5	0.0	14.3
LOS by Move:	C+	C+	C+	D	B	B	A	A	A	B	A	B
HCM2kAvgQ:	6	6	4	2	1	1	0	0	0	7	0	3

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

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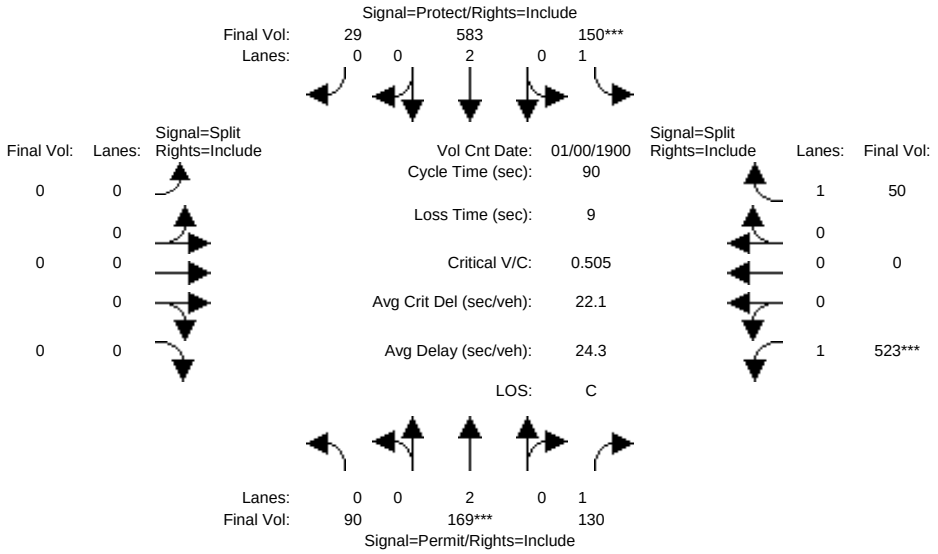
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	169	130	150	583	29	0	0	0	523	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	169	130	150	583	29	0	0	0	523	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	169	130	150	583	29	0	0	0	523	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	169	130	150	583	29	0	0	0	523	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	169	130	150	583	29	0	0	0	523	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	169	130	150	583	29	0	0	0	523	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.73	1.27	1.00	1.00	1.90	0.10	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1282	2408	1750	1750	3605	179	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.09	0.16	0.16	0.00	0.00	0.00	0.30	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.14	0.14	0.17	0.31	0.31	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.51	0.51	0.53	0.51	0.52	0.52	0.00	0.00	0.00	0.51	0.00	0.05
Delay/Veh:	36.7	36.7	38.4	35.3	26.1	26.1	0.0	0.0	0.0	11.1	0.0	7.8
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:	36.7	36.7	38.4	35.3	26.1	26.1	0.0	0.0	0.0	11.1	0.0	7.8
LOS by Move:	D+	D+	D+	D+	C	C	A	A	A	B+	A	A
HCM2kAvgQ:	3	3	4	5	7	7	0	0	0	9	0	1

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

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East Whisman Precise Plan
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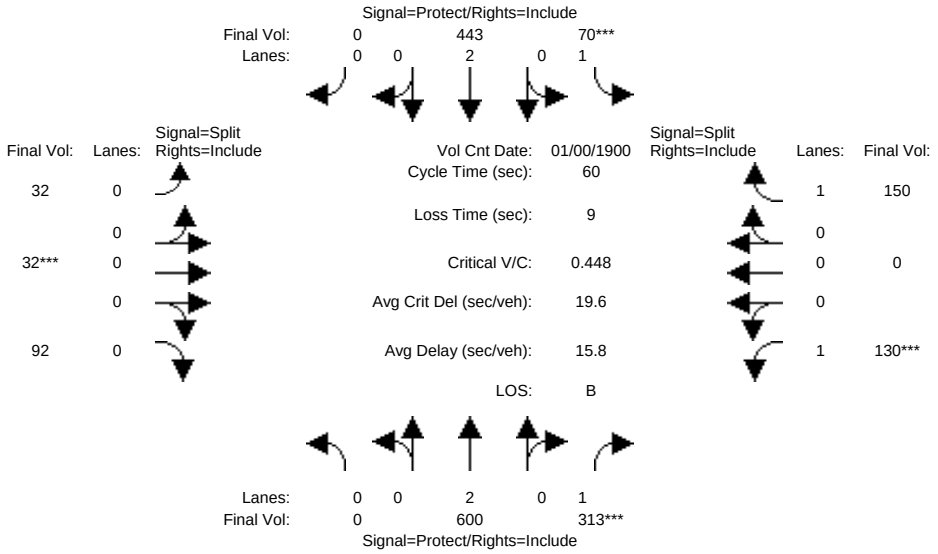
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	600	313	70	443	0	32	32	92	130	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:	0	600	313	70	443	0	32	32	92	130	0	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	313	70	443	0	32	32	92	130	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:	0	600	313	70	443	0	32	32	92	130	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	313	70	443	0	32	32	92	130	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
FinalVolume:	0	600	313	70	443	0	32	32	92	130	0	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	0.92	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	0.21	0.19	0.60	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	365	365	1049	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.04	0.12	0.00	0.09	0.09	0.09	0.07	0.00	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.36	0.36	0.12	0.48	0.00	0.18	0.18	0.18	0.19	0.00	0.19
Volume/Cap:	0.00	0.43	0.49	0.34	0.24	0.00	0.49	0.49	0.49	0.39	0.00	0.45
Delay/Veh:	0.0	14.6	15.4	25.4	9.2	0.0	23.4	23.4	23.4	21.9	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	14.6	15.4	25.4	9.2	0.0	23.4	23.4	23.4	21.9	0.0	22.4
LOS by Move:	A	B	B	C	A	A	C	C	C	C+	A	C+
HCM2kAvgQ:	0	4	5	1	2	0	3	3	3	3	0	3

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

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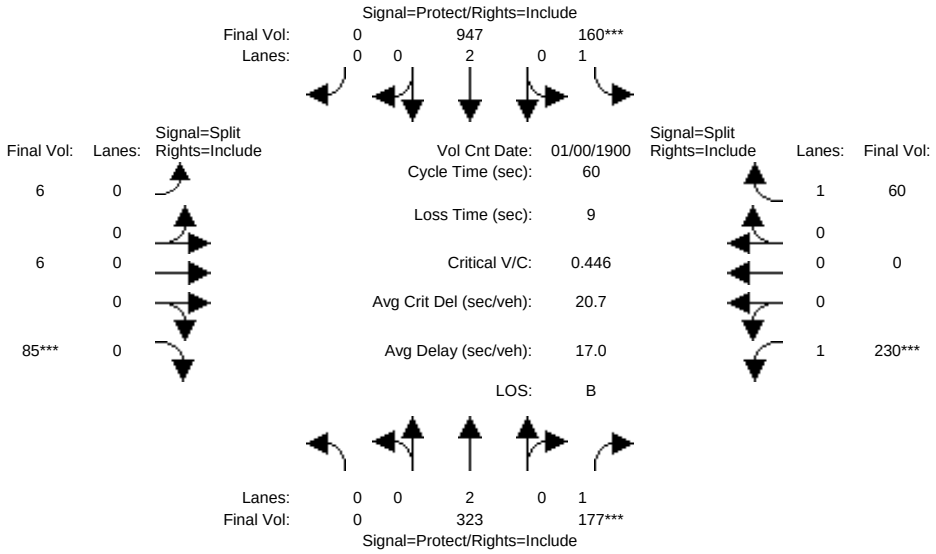
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	323	177	160	947	0	6	6	85	230	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	323	177	160	947	0	6	6	85	230	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	177	160	947	0	6	6	85	230	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	177	160	947	0	6	6	85	230	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	177	160	947	0	6	6	85	230	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	177	160	947	0	6	6	85	230	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.06	0.06	0.88	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	109	109	1541	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.10	0.09	0.25	0.00	0.06	0.06	0.06	0.13	0.00	0.03
Crit Moves:			****	****					****	****		
Green/Cycle:	0.00	0.23	0.23	0.20	0.43	0.00	0.12	0.12	0.12	0.29	0.00	0.29
Volume/Cap:	0.00	0.37	0.45	0.45	0.58	0.00	0.45	0.45	0.45	0.45	0.00	0.12
Delay/Veh:	0.0	19.9	20.8	21.8	13.4	0.0	25.8	25.8	25.8	17.8	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	20.8	21.8	13.4	0.0	25.8	25.8	25.8	17.8	0.0	15.6
LOS by Move:	A	B-	C+	C+	B	A	C	C	C	B	A	B
HCM2kAvgQ:	0	2	3	3	7	0	2	2	2	4	0	1

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

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East Whisman Precise Plan
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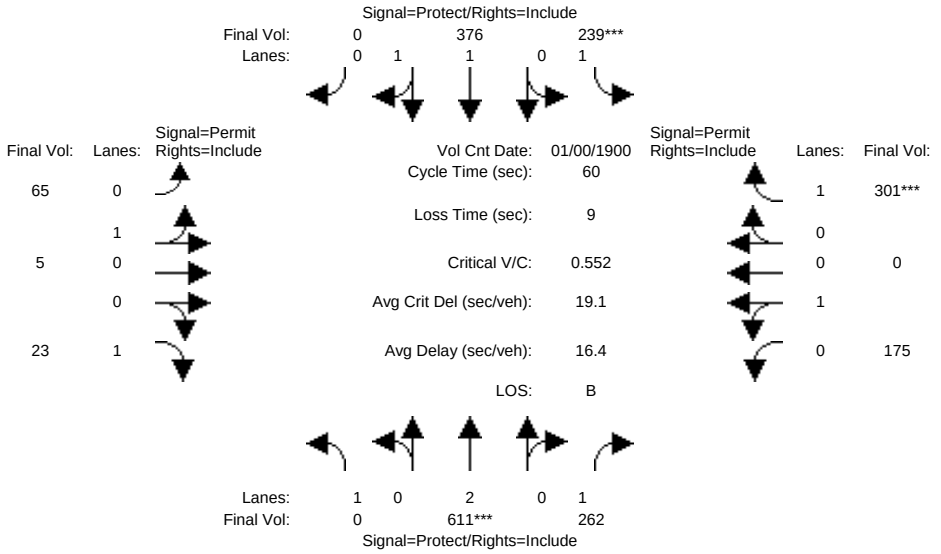
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	611	262	239	376	0	65	5	23	175	0	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	611	262	239	376	0	65	5	23	175	0	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	611	262	239	376	0	65	5	23	175	0	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	611	262	239	376	0	65	5	23	175	0	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	611	262	239	376	0	65	5	23	175	0	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	611	262	239	376	0	65	5	23	175	0	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1634	126	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.15	0.14	0.10	0.00	0.04	0.04	0.01	0.10	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.29	0.29	0.25	0.54	0.00	0.31	0.31	0.31	0.31	0.00	0.31
Volume/Cap:	0.00	0.55	0.51	0.55	0.18	0.00	0.13	0.13	0.04	0.32	0.00	0.55
Delay/Veh:	0.0	18.6	18.6	21.2	7.1	0.0	14.9	14.9	14.4	16.1	0.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	18.6	21.2	7.1	0.0	14.9	14.9	14.4	16.1	0.0	18.4
LOS by Move:	A	B-	B-	C+	A	A	B	B	B	B	A	B-
HCM2kAvgQ:	0	5	4	4	2	0	1	1	0	3	0	6

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

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East Whisman Precise Plan
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2000 HCM Operations (Future Volume Alternative)
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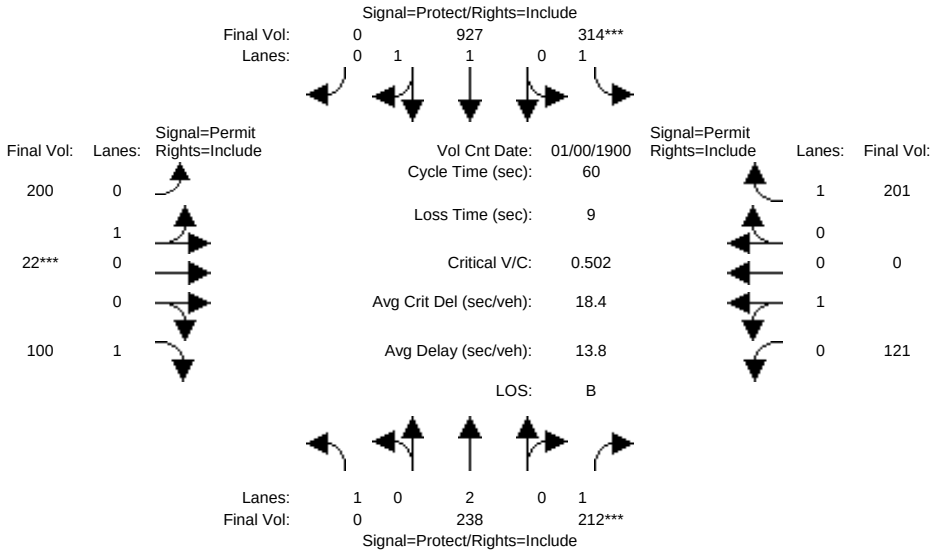
Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	238	212	314	927	0	200	22	100	121	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	212	314	927	0	200	22	100	121	0	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	238	212	314	927	0	200	22	100	121	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	238	212	314	927	0	200	22	100	121	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	238	212	314	927	0	200	22	100	121	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	238	212	314	927	0	200	22	100	121	0	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1589	175	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.12	0.18	0.24	0.00	0.13	0.13	0.06	0.07	0.00	0.11
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.24	0.24	0.36	0.60	0.00	0.25	0.25	0.25	0.25	0.00	0.25
Volume/Cap:	0.00	0.26	0.50	0.50	0.41	0.00	0.50	0.50	0.23	0.28	0.00	0.46
Delay/Veh:	0.0	18.6	20.6	15.7	6.5	0.0	20.2	20.2	18.1	18.4	0.0	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:	0.0	18.6	20.6	15.7	6.5	0.0	20.2	20.2	18.1	18.4	0.0	19.8
LOS by Move:	A	B-	C+	B	A	A	C+	C+	B-	B-	A	B-
HCM2kAvgQ:	0	2	4	5	4	0	4	4	2	2	0	4

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

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East Whisman Precise Plan
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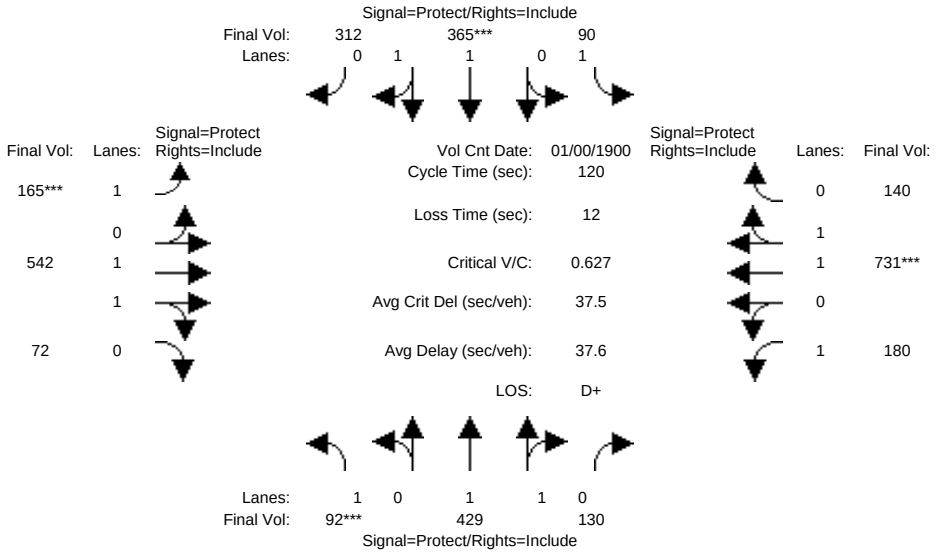
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	92	429	130	90	365	312	165	542	72	180	731	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	429	130	90	365	312	165	542	72	180	731	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	429	130	90	365	312	165	542	72	180	731	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:	92	429	130	90	365	312	165	542	72	180	731	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	429	130	90	365	312	165	542	72	180	731	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	429	130	90	365	312	165	542	72	180	731	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.04	0.96	1.00	1.75	0.25	1.00	1.66	0.34
Final Sat.:	1750	2859	866	1750	1971	1685	1750	3321	441	1750	3146	602
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.05	0.19	0.19	0.09	0.16	0.16	0.10	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.11	0.30	0.30	0.15	0.32	0.32	0.20	0.37	0.37
Volume/Cap:	0.63	0.55	0.55	0.48	0.63	0.63	0.63	0.51	0.51	0.51	0.63	0.63
Delay/Veh:	61.5	38.0	38.0	52.5	37.7	37.7	52.6	33.6	33.6	43.9	31.9	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:	61.5	38.0	38.0	52.5	37.7	37.7	52.6	33.6	33.6	43.9	31.9	31.9
LOS by Move:	E	D+	D+	D-	D+	D+	D-	C-	C-	D	C	C
HCM2kAvgQ:	4	9	9	3	11	11	7	9	9	6	13	13

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

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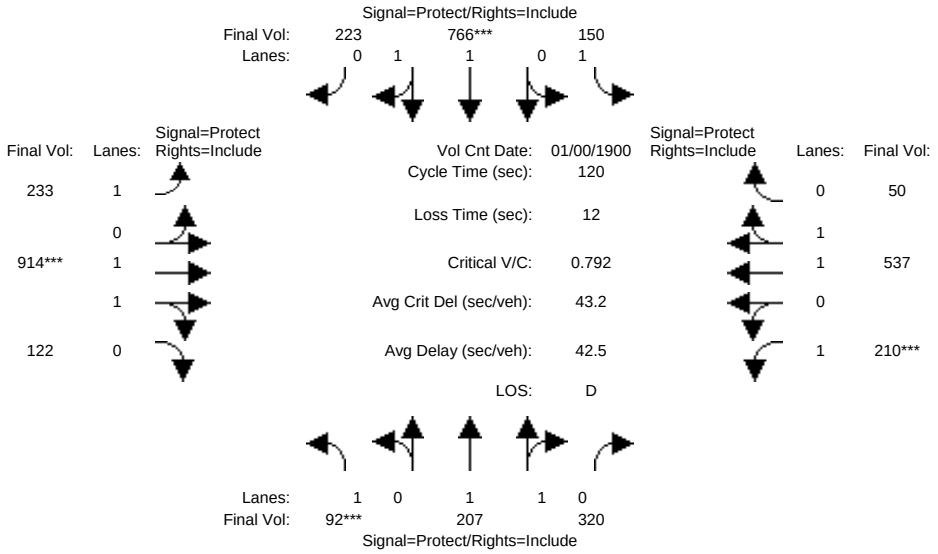
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	92	207	320	150	766	223	233	914	122	210	537	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	207	320	150	766	223	233	914	122	210	537	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	207	320	150	766	223	233	914	122	210	537	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	207	320	150	766	223	233	914	122	210	537	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	207	320	150	766	223	233	914	122	210	537	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	207	320	150	766	223	233	914	122	210	537	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.75	0.25	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	2887	841	1750	3319	443	1750	3451	321
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.18	0.09	0.27	0.27	0.13	0.28	0.28	0.12	0.16	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.27	0.27	0.13	0.33	0.33	0.23	0.35	0.35	0.15	0.27	0.27
Volume/Cap:	0.79	0.40	0.67	0.67	0.79	0.79	0.58	0.79	0.79	0.79	0.58	0.58
Delay/Veh:	85.2	35.8	41.0	57.5	39.7	39.7	43.1	38.7	38.7	64.1	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	35.8	41.0	57.5	39.7	39.7	43.1	38.7	38.7	64.1	38.8	38.8
LOS by Move:	F	D+	D	E+	D	D	D	D+	D+	E	D+	D+
HCM2kAvgQ:	4	6	11	6	17	17	9	19	19	9	9	9

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

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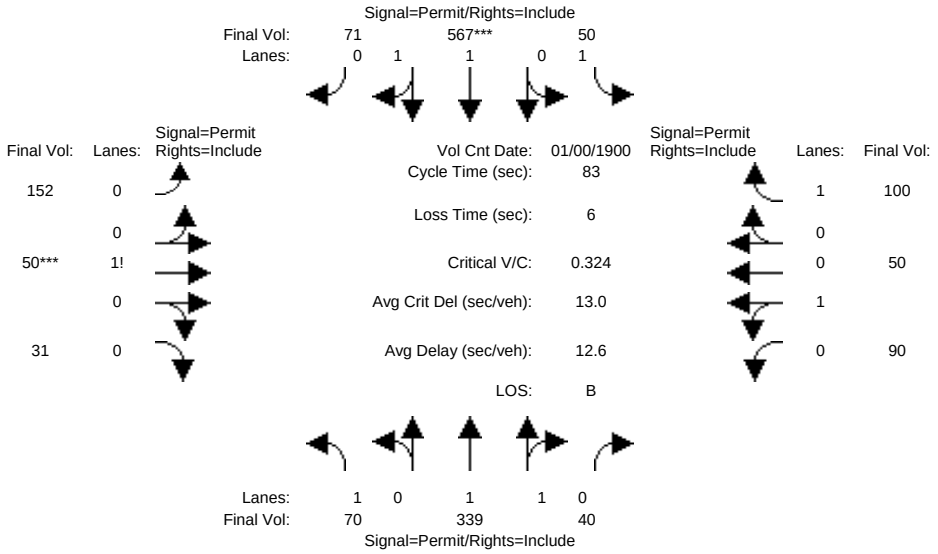
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	339	40	50	567	71	152	50	31	90	50	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:	70	339	40	50	567	71	152	50	31	90	50	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	339	40	50	567	71	152	50	31	90	50	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:	70	339	40	50	567	71	152	50	31	90	50	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	339	40	50	567	71	152	50	31	90	50	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
FinalVolume:	70	339	40	50	567	71	152	50	31	90	50	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.77	0.23	1.00	1.76	0.24	0.66	0.20	0.14	0.66	0.34	1.00
Final Sat.:	1750	3368	397	1750	3345	419	1161	382	237	1158	643	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.17	0.17	0.13	0.13	0.13	0.08	0.08	0.06
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.08	0.19	0.19	0.05	0.32	0.32	0.32	0.32	0.32	0.19	0.19	0.14
Delay/Veh:	9.9	10.5	10.5	9.7	11.4	11.4	17.2	17.2	17.2	16.1	16.1	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	10.5	10.5	9.7	11.4	11.4	17.2	17.2	17.2	16.1	16.1	15.7
LOS by Move:	A	B+	B+	A	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	1	4	4	4	4	4	2	2	2

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

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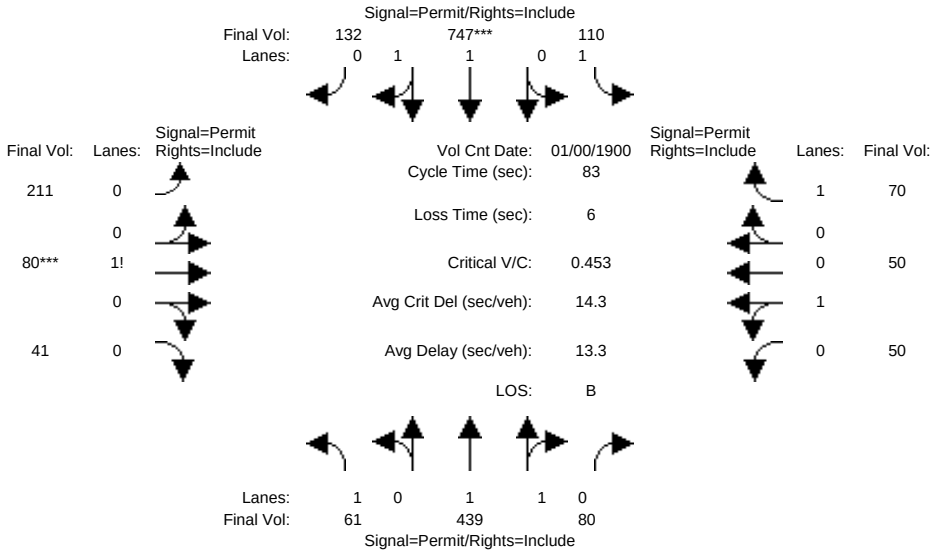
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	61	439	80	110	747	132	211	80	41	50	50	70
Growth Adj:	1.00	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	439	80	110	747	132	211	80	41	50	50	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	439	80	110	747	132	211	80	41	50	50	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	439	80	110	747	132	211	80	41	50	50	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	439	80	110	747	132	211	80	41	50	50	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	439	80	110	747	132	211	80	41	50	50	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.67	0.33	1.00	1.68	0.32	0.65	0.23	0.12	0.52	0.48	1.00
Final Sat.:	1750	3172	578	1750	3188	563	1134	430	220	911	911	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.06	0.23	0.23	0.19	0.19	0.19	0.05	0.05	0.04
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.07	0.27	0.27	0.12	0.45	0.45	0.45	0.45	0.45	0.13	0.13	0.10
Delay/Veh:	10.1	11.3	11.3	10.4	12.8	12.8	18.2	18.2	18.2	15.3	15.3	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:	10.1	11.3	11.3	10.4	12.8	12.8	18.2	18.2	18.2	15.3	15.3	15.1
LOS by Move:	B+	B+	B+	B+	B	B	B-	B-	B-	B	B	B
HCM2kAvgQ:	1	4	4	1	7	7	7	7	7	2	2	1

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

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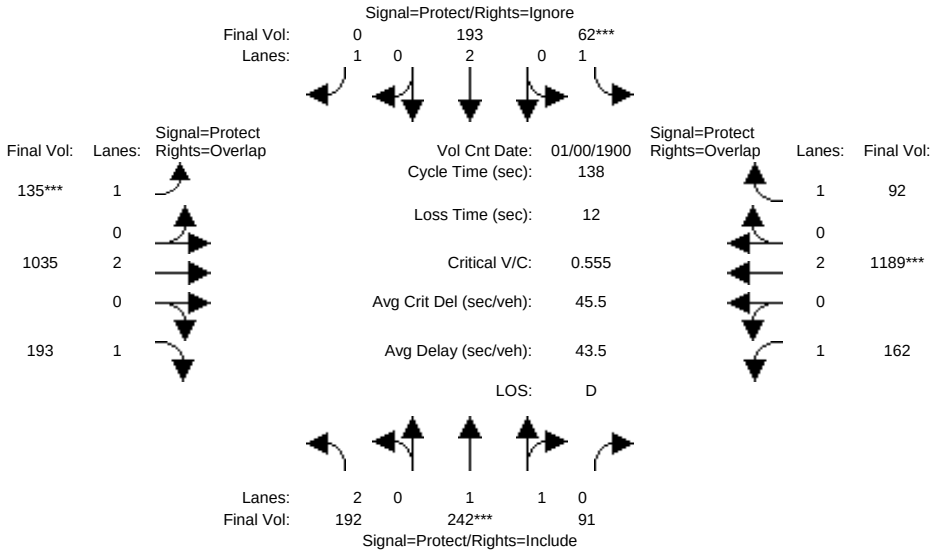
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	192	242	91	62	193	162	135	1035	193	162	1189	92
Growth Adj:	1.00	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	242	91	62	193	162	135	1035	193	162	1189	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	242	91	62	193	162	135	1035	193	162	1189	92
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:	192	242	91	62	193	0	135	1035	193	162	1189	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	242	91	62	193	0	135	1035	193	162	1189	92
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:	192	242	91	62	193	0	135	1035	193	162	1189	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	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2698	1015	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.04	0.05	0.00	0.08	0.27	0.11	0.09	0.31	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.00	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.25	0.37	0.37	0.31	0.45	0.00	0.61	0.62	0.16	0.70	0.71	0.09
Delay/Veh:	50.8	52.5	52.5	68.9	69.8	0.0	74.2	37.2	9.6	78.2	39.1	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:	50.8	52.5	52.5	68.9	69.8	0.0	74.2	37.2	9.6	78.2	39.1	17.3
LOS by Move:	D	D-	D-	E	E	A	E	D+	A	E-	D	B
HCM2kAvgQ:	5	7	7	3	4	0	8	20	4	9	24	2

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

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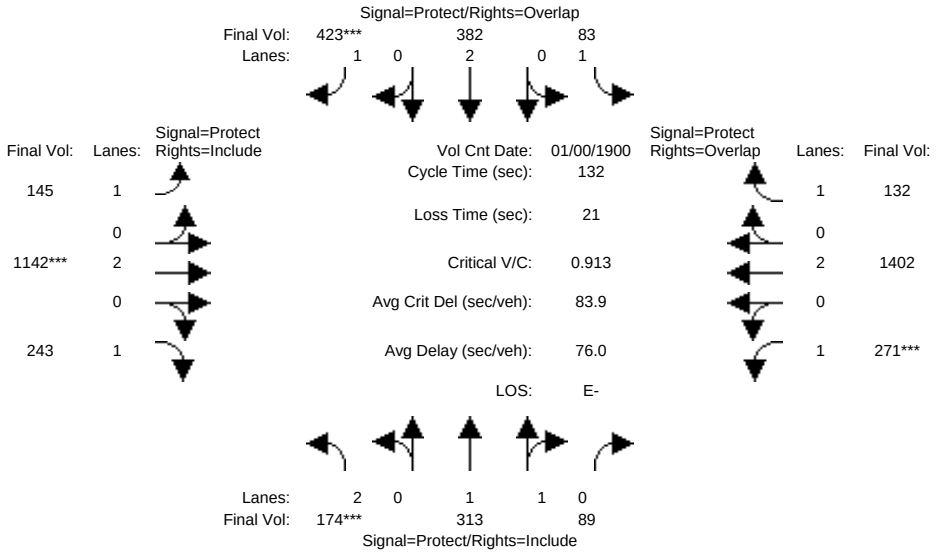
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	174	313	89	83	382	423	145	1142	243	271	1402	132
Growth Adj:	1.00	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	313	89	83	382	423	145	1142	243	271	1402	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	313	89	83	382	423	145	1142	243	271	1402	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	313	89	83	382	423	145	1142	243	271	1402	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	313	89	83	382	423	145	1142	243	271	1402	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	313	89	83	382	423	145	1142	243	271	1402	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2468	702	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.06	0.12	0.28	0.10	0.35	0.16	0.18	0.43	0.09
Crit Moves:	****					****		****		****		
Green/Cycle:	0.20	0.27	0.27	0.06	0.17	0.29	0.12	0.39	0.39	0.15	0.41	0.47
Volume/Cap:	0.33	0.47	0.47	0.95	0.70	0.99	0.83	0.92	0.42	1.24	1.05	0.19
Delay/Veh:	53.3	46.9	46.9	149.7	63.7	94.7	92.8	55.4	35.0	206.5	82.5	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:	53.3	46.9	46.9	149.7	63.7	94.7	92.8	55.4	35.0	206.5	82.5	23.4
LOS by Move:	D-	D	D	F	E	F	F	E+	D+	F	F	C
HCM2kAvgQ:	5	9	9	5	9	25	9	30	11	20	37	5

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

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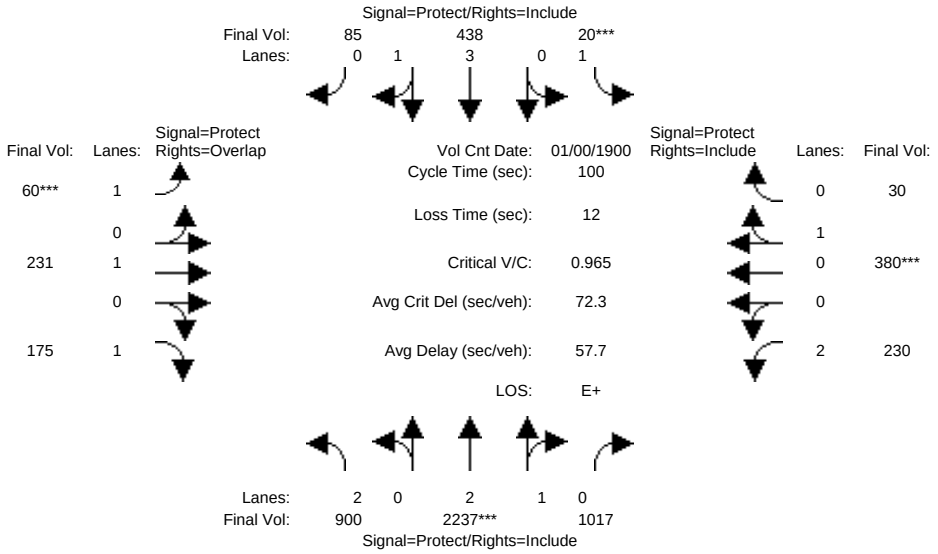
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	900	2237	1017	20	438	85	60	231	175	230	380	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:	900	2237	1017	20	438	85	60	231	175	230	380	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	2237	1017	20	438	85	60	231	175	230	380	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	900	2237	1017	20	438	85	60	231	175	230	380	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	2237	1017	20	438	85	60	231	175	230	380	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	900	2237	1017	20	438	85	60	231	175	230	380	30
Saturation 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	1.00	0.92
Lanes:	2.00	2.01	0.99	1.00	3.30	0.70	1.00	1.00	1.00	2.00	0.92	0.08
Final Sat.:	3150	3816	1735	1750	6277	1218	1750	1900	1750	3150	1750	138
Capacity Analysis Module:												
Vol/Sat:	0.29	0.59	0.59	0.01	0.07	0.07	0.03	0.12	0.10	0.07	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.45	0.54	0.54	0.07	0.16	0.16	0.07	0.17	0.62	0.10	0.20	0.20
Volume/Cap:	0.63	1.09	1.09	0.16	0.44	0.44	0.49	0.72	0.16	0.72	1.09	1.09
Delay/Veh:	22.0	68.0	68.0	44.4	38.4	38.4	47.8	47.1	8.1	51.4	111	111.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	68.0	68.0	44.4	38.4	38.4	47.8	47.1	8.1	51.4	111	111.2
LOS by Move:	C+	E	E	D	D+	D+	D	D	A	D-	F	F
HCM2kAvgQ:	12	44	44	1	4	4	3	8	2	6	21	21

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

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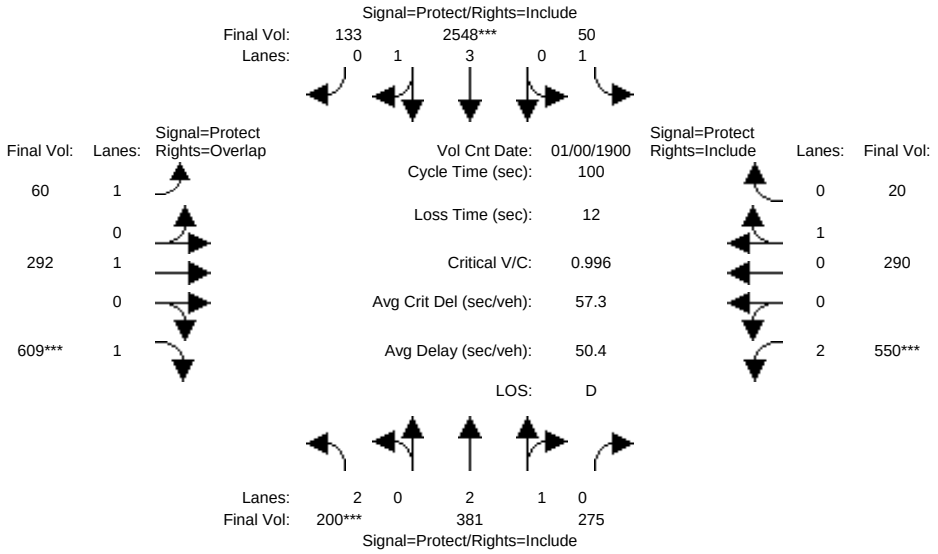
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	381	275	50	2548	133	60	292	609	550	290	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:	200	381	275	50	2548	133	60	292	609	550	290	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	381	275	50	2548	133	60	292	609	550	290	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	381	275	50	2548	133	60	292	609	550	290	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	381	275	50	2548	133	60	292	609	550	290	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
FinalVolume:	200	381	275	50	2548	133	60	292	609	550	290	20
Saturation 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	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.79	0.21	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	3150	3800	1750	1750	7192	375	1750	1900	1750	3150	1768	122
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.16	0.03	0.35	0.35	0.03	0.15	0.35	0.17	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.29	0.29	0.13	0.36	0.36	0.14	0.28	0.35	0.18	0.32	0.32
Volume/Cap:	0.91	0.34	0.53	0.22	1.00	1.00	0.25	0.55	1.00	1.00	0.52	0.52
Delay/Veh:	82.5	27.8	30.0	39.3	48.6	48.6	39.2	32.0	68.1	78.5	28.6	28.6
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:	82.5	27.8	30.0	39.3	48.6	48.6	39.2	32.0	68.1	78.5	28.6	28.6
LOS by Move:	F	C	C	D	D	D	D	C	E	E-	C	C
HCM2kAvgQ:	5	4	8	2	28	28	2	8	27	16	8	8

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

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East Whisman Precise Plan
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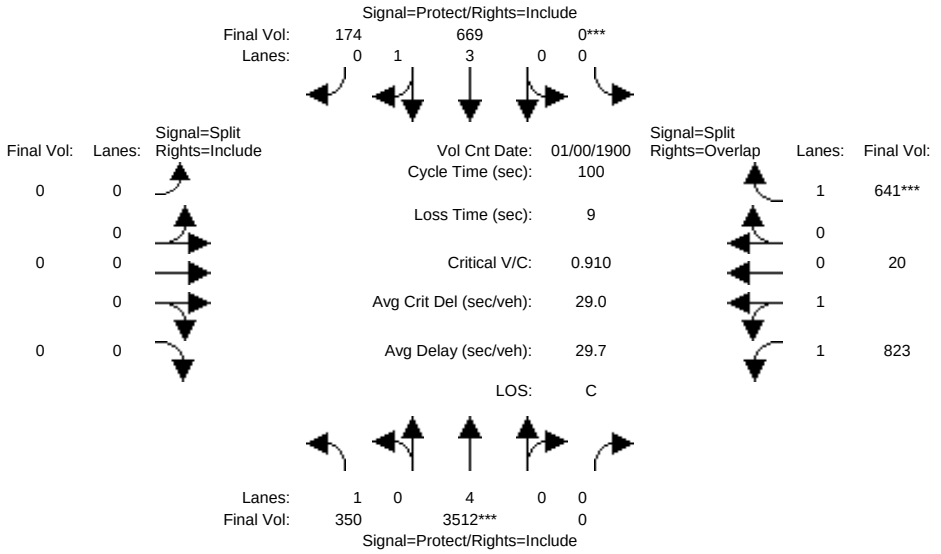
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	350	3512	0	0	669	174	0	0	0	823	20	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	3512	0	0	669	174	0	0	0	823	20	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	3512	0	0	669	174	0	0	0	823	20	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	3512	0	0	669	174	0	0	0	823	20	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	3512	0	0	669	174	0	0	0	823	20	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	3512	0	0	669	174	0	0	0	823	20	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	4.00	0.00	0.00	3.12	0.88	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	1750	7600	0	0	5926	1541	0	0	0	3423	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.46	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.24	0.24	0.37
Crit Moves:		****		****								****
Green/Cycle:	0.32	0.51	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.62	0.91	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.60	0.60	0.91
Delay/Veh:	30.6	26.2	0.0	0.0	38.5	38.5	0.0	0.0	0.0	24.2	24.2	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	26.2	0.0	0.0	38.5	38.5	0.0	0.0	0.0	24.2	24.2	44.1
LOS by Move:	C	C	A	A	D+	D+	A	A	A	C	C	D
HCM2kAvgQ:	10	26	0	0	6	6	0	0	0	11	11	24

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

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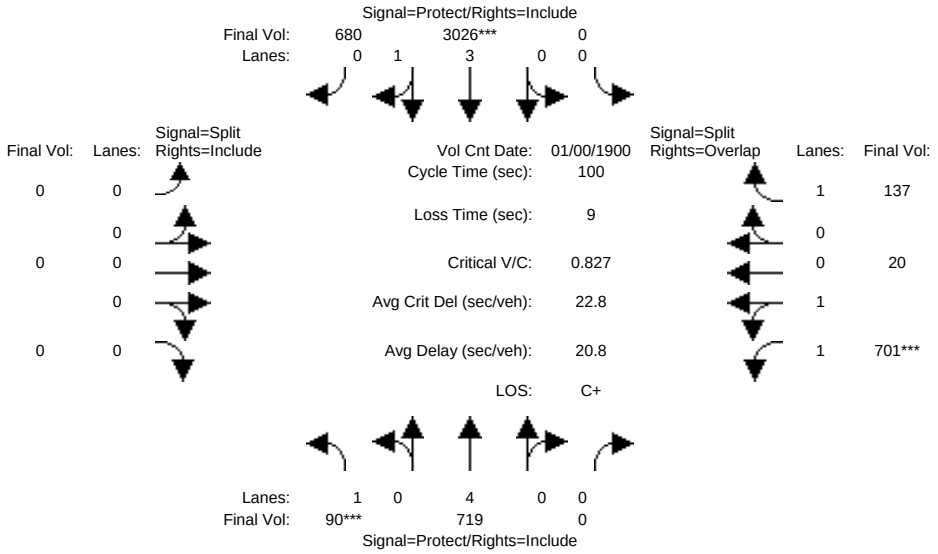
Background Plus Project

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

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	719	0	0	3026	680	0	0	0	701	20	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	719	0	0	3026	680	0	0	0	701	20	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	719	0	0	3026	680	0	0	0	701	20	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	719	0	0	3026	680	0	0	0	701	20	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	719	0	0	3026	680	0	0	0	701	20	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	719	0	0	3026	680	0	0	0	701	20	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.00	0.00	0.00	3.22	0.78	0.00	0.00	0.00	1.95	0.05	1.00
Final Sat.:	1750	7600	0	0	6109	1373	0	0	0	3410	97	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.21	0.21	0.08
Crit Moves:	****				****					****		
Green/Cycle:	0.07	0.66	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.73	0.14	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.83	0.83	0.32
Delay/Veh:	66.0	6.3	0.0	0.0	17.8	17.8	0.0	0.0	0.0	42.8	42.8	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	6.3	0.0	0.0	17.8	17.8	0.0	0.0	0.0	42.8	42.8	31.2
LOS by Move:	E	A	A	A	B	B	A	A	A	D	D	C
HCM2kAvgQ:	3	2	0	0	21	21	0	0	0	14	14	4

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

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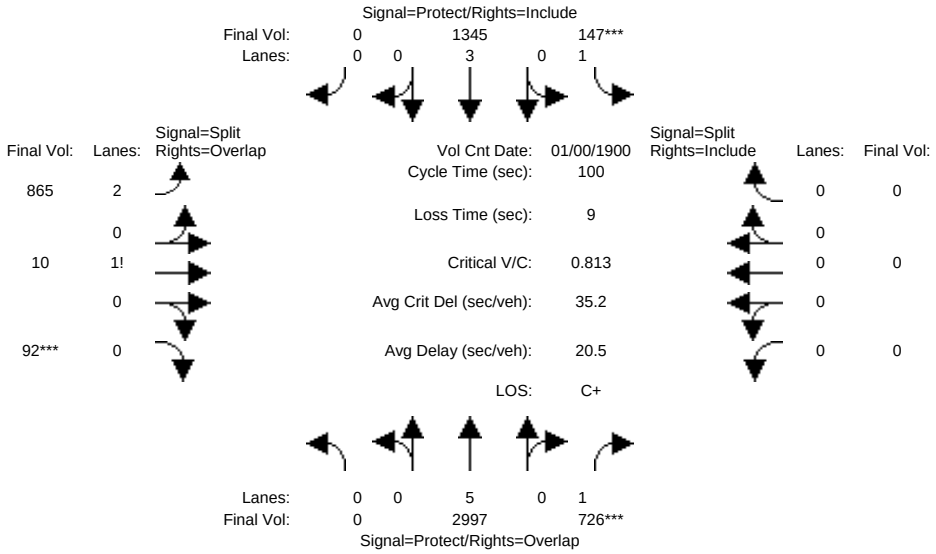
SJ17-1724
Background Plus Project

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2997	726	147	1345	0	865	10	92	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	2997	726	147	1345	0	865	10	92	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2997	726	147	1345	0	865	10	92	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	2997	726	147	1345	0	865	10	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2997	726	147	1345	0	865	10	92	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	2997	726	147	1345	0	865	10	92	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.76	0.02	0.22	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4347	42	382	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.41	0.08	0.24	0.00	0.20	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.51	0.51	0.10	0.61	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.81	0.81	0.38	0.00	0.67	0.81	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	17.8	26.2	67.5	9.8	0.0	32.2	37.0	37.0	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	17.8	26.2	67.5	9.8	0.0	32.2	37.0	37.0	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	C-	D+	D+	A	A	A
HCM2kAvgQ:	0	13	20	5	7	0	11	15	15	0	0	0

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

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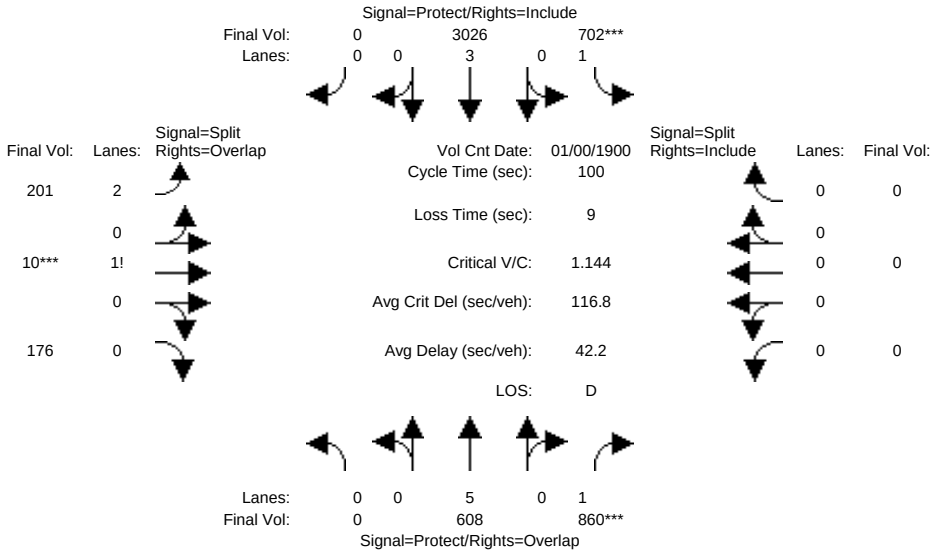
Background Plus Project

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

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	608	860	702	3026	0	201	10	176	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	608	860	702	3026	0	201	10	176	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	608	860	702	3026	0	201	10	176	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	608	860	702	3026	0	201	10	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	608	860	702	3026	0	201	10	176	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	608	860	702	3026	0	201	10	176	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.29	0.03	0.68	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	3602	67	1186	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.49	0.40	0.53	0.00	0.06	0.15	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.43	0.43	0.35	0.78	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.15	1.14	1.14	0.68	0.00	0.43	1.14	1.14	0.00	0.00	0.00
Delay/Veh:	0.0	17.4	108.7	115.4	5.6	0.0	40.4	137	137.4	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	17.4	108.7	115.4	5.6	0.0	40.4	137	137.4	0.0	0.0	0.0
LOS by Move:	A	B	F	F	A	A	D	F	F	A	A	A
HCM2kAvgQ:	0	2	45	35	14	0	3	16	16	0	0	0

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

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East Whisman Precise Plan
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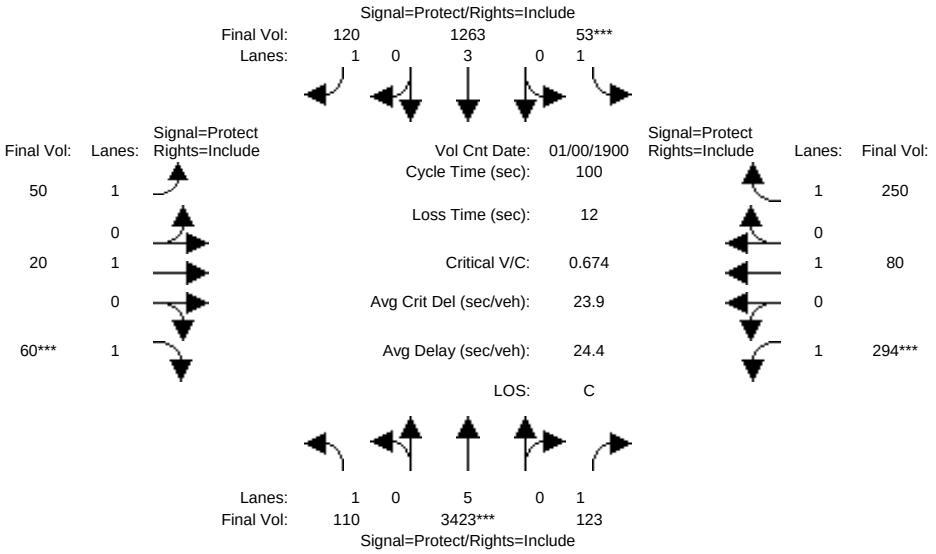
Background Plus Project

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	3423	123	53	1263	120	50	20	60	294	80	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:	110	3423	123	53	1263	120	50	20	60	294	80	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3423	123	53	1263	120	50	20	60	294	80	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:	110	3423	123	53	1263	120	50	20	60	294	80	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	3423	123	53	1263	120	50	20	60	294	80	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
FinalVolume:	110	3423	123	53	1263	120	50	20	60	294	80	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.07	0.03	0.22	0.07	0.03	0.01	0.03	0.17	0.04	0.14
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.48	0.48	0.07	0.42	0.42	0.11	0.10	0.10	0.23	0.22	0.22
Volume/Cap:	0.47	0.74	0.15	0.43	0.53	0.16	0.27	0.11	0.34	0.74	0.19	0.65
Delay/Veh:	41.6	21.5	14.4	47.0	21.7	18.1	41.8	41.2	43.1	43.5	32.1	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:	41.6	21.5	14.4	47.0	21.7	18.1	41.8	41.2	43.1	43.5	32.1	39.6
LOS by Move:	D	C+	B	D	C+	B-	D	D	D	D	C-	D
HCM2kAvgQ:	3	16	2	2	9	2	2	1	2	11	2	9

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

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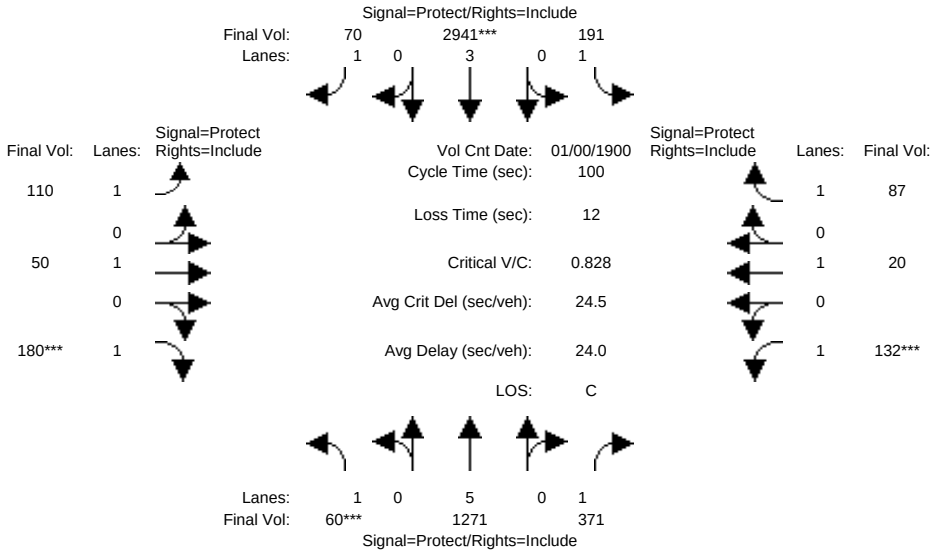
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	1271	371	191	2941	70	110	50	180	132	20	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:	60	1271	371	191	2941	70	110	50	180	132	20	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1271	371	191	2941	70	110	50	180	132	20	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:	60	1271	371	191	2941	70	110	50	180	132	20	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1271	371	191	2941	70	110	50	180	132	20	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
FinalVolume:	60	1271	371	191	2941	70	110	50	180	132	20	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.21	0.11	0.52	0.04	0.06	0.03	0.10	0.08	0.01	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.44	0.44	0.23	0.60	0.60	0.09	0.12	0.12	0.09	0.12	0.12
Volume/Cap:	0.49	0.30	0.48	0.48	0.86	0.07	0.73	0.22	0.86	0.86	0.09	0.41
Delay/Veh:	47.8	17.9	20.1	34.3	18.7	8.3	61.6	40.3	70.9	80.0	39.1	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:	47.8	17.9	20.1	34.3	18.7	8.3	61.6	40.3	70.9	80.0	39.1	41.8
LOS by Move:	D	B	C+	C-	B-	A	E	D	E	E-	D	D
HCM2kAvgQ:	2	5	8	5	25	1	5	2	9	7	1	3

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

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East Whisman Precise Plan
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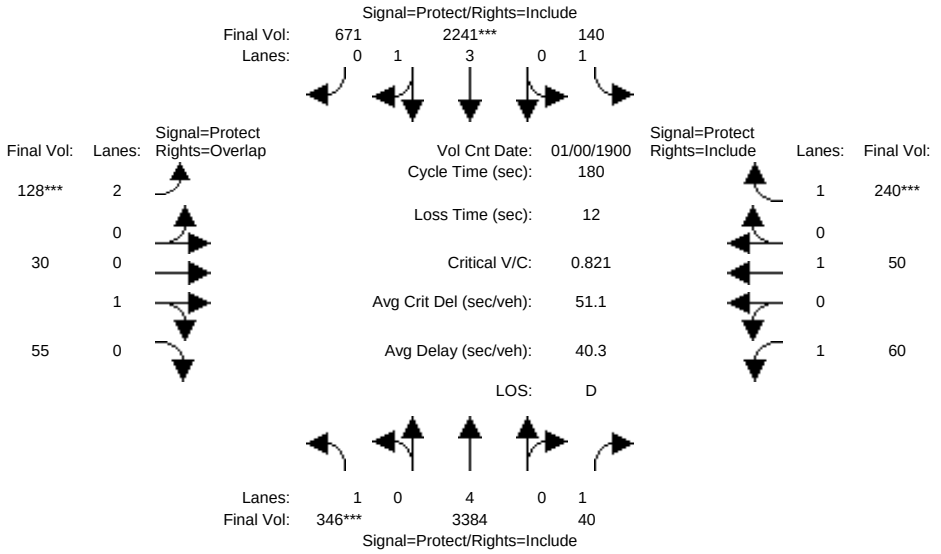
Background Plus Project

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

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	346	3384	40	140	2241	671	128	30	55	60	50	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	3384	40	140	2241	671	128	30	55	60	50	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	3384	40	140	2241	671	128	30	55	60	50	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:	346	3384	40	140	2241	671	128	30	55	60	50	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	3384	40	140	2241	671	128	30	55	60	50	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
FinalVolume:	346	3384	40	140	2241	671	128	30	55	60	50	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.00	1.00	1.00	3.02	0.98	2.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	5735	1717	3150	635	1165	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.02	0.08	0.39	0.39	0.04	0.05	0.05	0.03	0.03	0.14
Crit Moves:	****				****		****					****
Green/Cycle:	0.24	0.61	0.61	0.11	0.48	0.48	0.05	0.13	0.37	0.09	0.17	0.17
Volume/Cap:	0.82	0.73	0.04	0.73	0.82	0.82	0.82	0.37	0.13	0.38	0.16	0.82
Delay/Veh:	76.8	25.6	14.2	91.2	42.2	42.2	112.8	72.9	37.8	78.9	64.4	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	25.6	14.2	91.2	42.2	42.2	112.8	72.9	37.8	78.9	64.4	89.1
LOS by Move:	E-	C	B	F	D	D	F	E	D+	E-	E	F
HCM2kAvgQ:	19	31	1	7	32	32	6	5	3	4	2	16

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

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East Whisman Precise Plan
SJ17-1724
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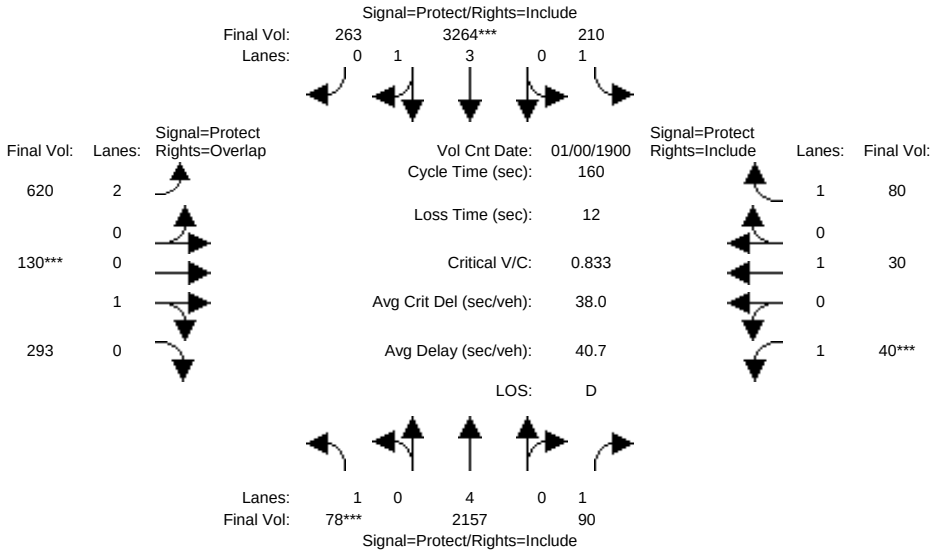
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	78	2157	90	210	3264	263	620	130	293	40	30	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:	78	2157	90	210	3264	263	620	130	293	40	30	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	2157	90	210	3264	263	620	130	293	40	30	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:	78	2157	90	210	3264	263	620	130	293	40	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2157	90	210	3264	263	620	130	293	40	30	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
FinalVolume:	78	2157	90	210	3264	263	620	130	293	40	30	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.68	0.32	2.00	0.29	0.71	1.00	1.00	1.00
Final Sat.:	1750	7600	1750	1750	6989	563	3150	551	1242	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.05	0.12	0.47	0.47	0.20	0.24	0.24	0.02	0.02	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.42	0.42	0.18	0.55	0.55	0.24	0.28	0.33	0.04	0.08	0.08
Volume/Cap:	0.85	0.67	0.12	0.67	0.85	0.85	0.81	0.85	0.71	0.52	0.20	0.59
Delay/Veh:	123.6	37.6	28.1	66.7	32.1	32.1	63.1	67.4	51.0	81.3	69.8	78.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.6	37.6	28.1	66.7	32.1	32.1	63.1	67.4	51.0	81.3	69.8	78.0
LOS by Move:	F	D+	C	E	C-	C-	E	E	D-	F	E	E-
HCM2kAvgQ:	5	21	3	10	34	34	19	23	20	3	2	5

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

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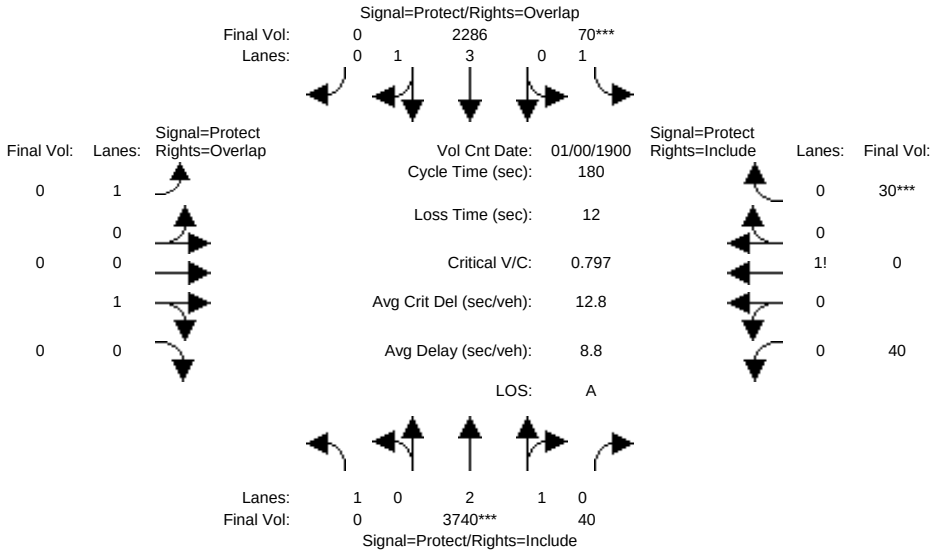
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	3740	40	70	2286	0	0	0	0	40	0	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:	0	3740	40	70	2286	0	0	0	0	40	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3740	40	70	2286	0	0	0	0	40	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3740	40	70	2286	0	0	0	0	40	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3740	40	70	2286	0	0	0	0	40	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3740	40	70	2286	0	0	0	0	40	0	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	4.00	0.00	1.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	1750	5635	60	1750	7600	0	1750	1900	0	1000	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.04	0.30	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.83	0.83	0.05	0.88	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.80	0.80	0.80	0.34	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	9.0	9.0	124.1	2.0	0.0	0.0	0.0	0.0	106.5	0.0	106.5
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	9.0	9.0	124.1	2.0	0.0	0.0	0.0	0.0	106.5	0.0	106.5
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	36	36	4	5	0	0	0	0	5	0	5

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

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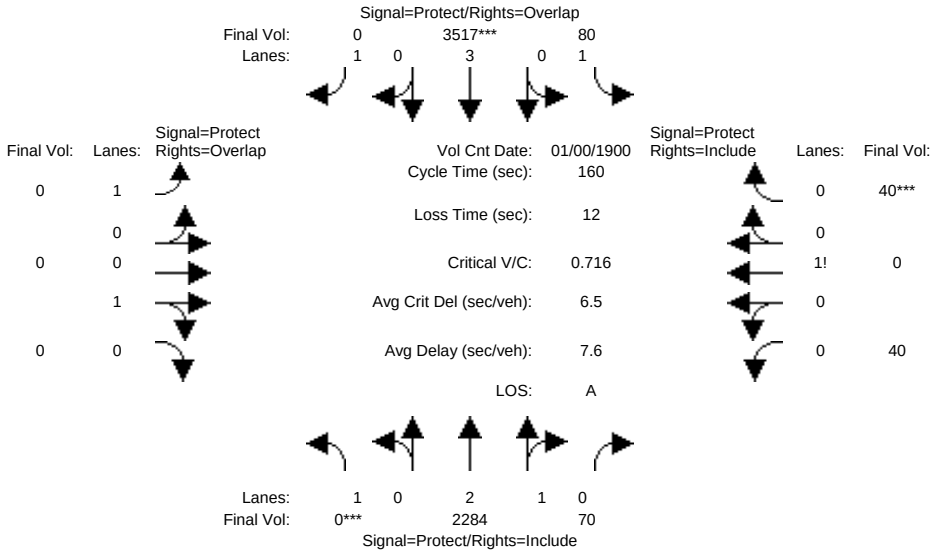
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2284	70	80	3517	0	0	0	0	40	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2284	70	80	3517	0	0	0	0	40	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2284	70	80	3517	0	0	0	0	40	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2284	70	80	3517	0	0	0	0	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2284	70	80	3517	0	0	0	0	40	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2284	70	80	3517	0	0	0	0	40	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	1.00	1.00	0.00	0.50	0.00	0.50
Final Sat.:	1750	5516	169	1750	5700	1750	1750	1900	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.05	0.62	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.78	0.78	0.09	0.86	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.53	0.53	0.53	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	7.0	7.0	73.8	4.5	0.0	0.0	0.0	0.0	93.3	0.0	93.3
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	73.8	4.5	0.0	0.0	0.0	0.0	93.3	0.0	93.3
LOS by Move:	A	A	A	E	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	15	15	4	20	0	0	0	0	6	0	6

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

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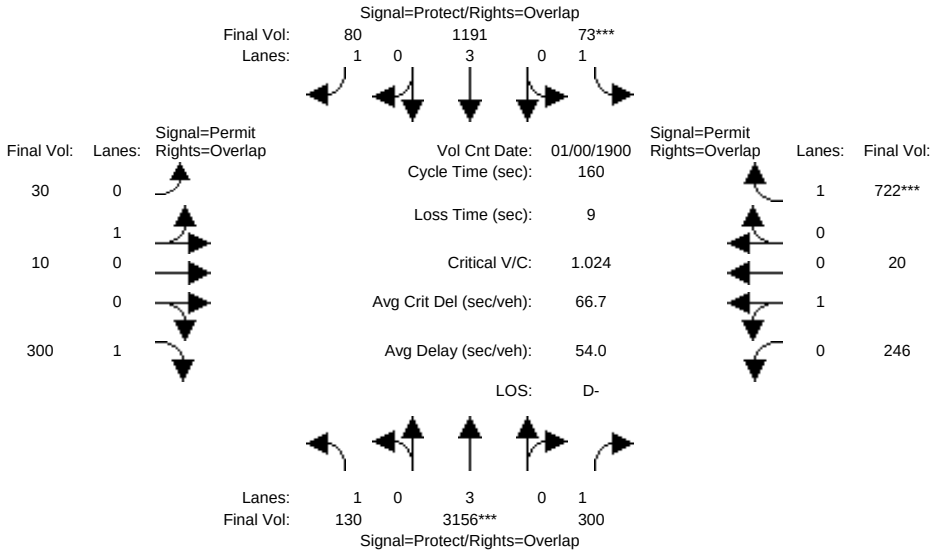
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	3156	300	73	1191	80	30	10	300	246	20	722
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	3156	300	73	1191	80	30	10	300	246	20	722
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	3156	300	73	1191	80	30	10	300	246	20	722
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	3156	300	73	1191	80	30	10	300	246	20	722
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	3156	300	73	1191	80	30	10	300	246	20	722
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	3156	300	73	1191	80	30	10	300	246	20	722
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.77	0.23	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1339	446	1750	1628	132	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.17	0.04	0.21	0.05	0.02	0.02	0.17	0.15	0.15	0.41
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.54	0.54	0.04	0.43	0.43	0.36	0.36	0.51	0.36	0.36	0.40
Volume/Cap:	0.49	1.03	0.32	0.95	0.49	0.11	0.06	0.06	0.33	0.42	0.42	1.02
Delay/Veh:	63.4	59.8	20.6	163.1	32.9	27.2	33.6	33.6	23.1	39.1	39.1	87.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	59.8	20.6	163.1	32.9	27.2	33.6	33.6	23.1	39.1	39.1	87.3
LOS by Move:	E	E+	C+	F	C-	C	C-	C-	C	D	D	F
HCM2kAvgQ:	7	60	8	5	13	2	1	1	9	10	10	46

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

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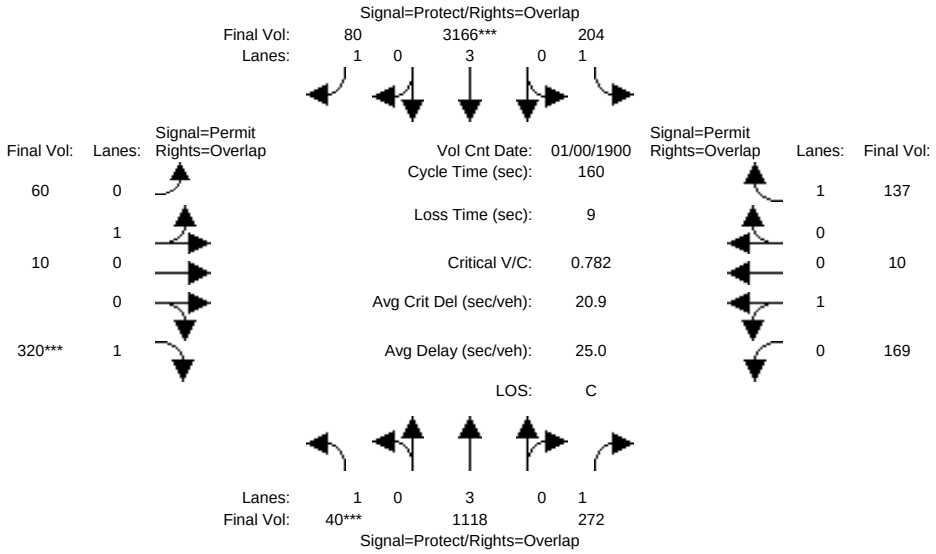
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	1118	272	204	3166	80	60	10	320	169	10	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1118	272	204	3166	80	60	10	320	169	10	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1118	272	204	3166	80	60	10	320	169	10	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1118	272	204	3166	80	60	10	320	169	10	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1118	272	204	3166	80	60	10	320	169	10	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1118	272	204	3166	80	60	10	320	169	10	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1517	253	1750	1660	98	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.16	0.12	0.56	0.05	0.04	0.04	0.18	0.10	0.10	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.48	0.48	0.28	0.72	0.72	0.18	0.18	0.22	0.18	0.18	0.46
Volume/Cap:	0.52	0.41	0.32	0.41	0.77	0.06	0.22	0.22	0.82	0.56	0.56	0.17
Delay/Veh:	81.3	27.1	26.0	46.9	15.1	6.6	56.3	56.3	71.5	62.2	62.2	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:	81.3	27.1	26.0	46.9	15.1	6.6	56.3	56.3	71.5	62.2	62.2	25.0
LOS by Move:	F	C	C	D	B	A	E+	E+	E	E	E	C
HCM2kAvgQ:	3	11	9	8	30	1	3	3	18	9	9	4

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

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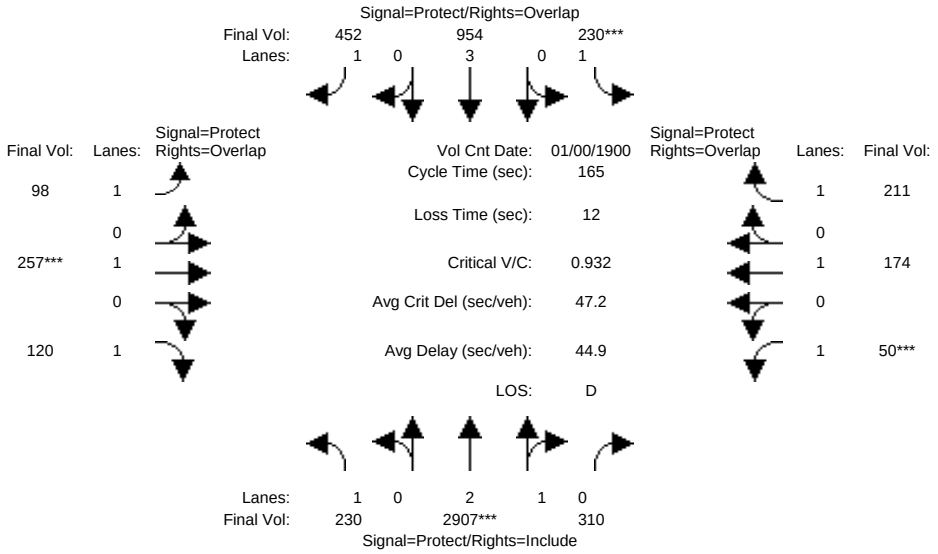
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	2907	310	230	954	452	98	257	120	50	174	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	2907	310	230	954	452	98	257	120	50	174	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2907	310	230	954	452	98	257	120	50	174	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2907	310	230	954	452	98	257	120	50	174	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2907	310	230	954	452	98	257	120	50	174	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	2907	310	230	954	452	98	257	120	50	174	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.69	0.31	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5109	545	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.13	0.17	0.26	0.06	0.14	0.07	0.03	0.09	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.60	0.60	0.14	0.45	0.52	0.07	0.14	0.44	0.04	0.12	0.25
Volume/Cap:	0.45	0.94	0.94	0.94	0.37	0.50	0.79	0.94	0.16	0.67	0.79	0.47
Delay/Veh:	48.2	36.8	36.8	112.8	30.1	26.1	104.5	110	28.3	99.6	89.1	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:	48.2	36.8	36.8	112.8	30.1	26.1	104.5	110	28.3	99.6	89.1	53.0
LOS by Move:	D	D+	D+	F	C	C	F	F	C	F	F	D-
HCM2kAvgQ:	10	54	54	16	10	16	7	16	4	4	10	10

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

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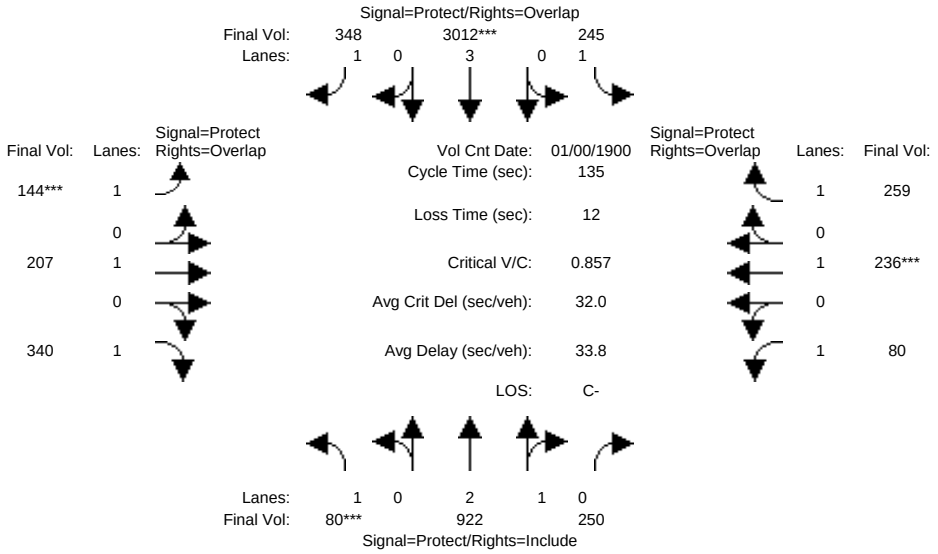
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	922	250	245	3012	348	144	207	340	80	236	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:	80	922	250	245	3012	348	144	207	340	80	236	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	922	250	245	3012	348	144	207	340	80	236	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	922	250	245	3012	348	144	207	340	80	236	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	922	250	245	3012	348	144	207	340	80	236	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
FinalVolume:	80	922	250	245	3012	348	144	207	340	80	236	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.32	0.68	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4404	1194	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.14	0.53	0.20	0.08	0.11	0.19	0.05	0.12	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.40	0.40	0.27	0.62	0.71	0.10	0.18	0.23	0.06	0.14	0.41
Volume/Cap:	0.86	0.52	0.52	0.52	0.86	0.28	0.86	0.61	0.84	0.73	0.86	0.36
Delay/Veh:	113.4	30.8	30.8	43.1	23.3	7.1	92.9	54.3	63.6	84.6	78.7	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:	113.4	30.8	30.8	43.1	23.3	7.1	92.9	54.3	63.6	84.6	78.7	27.6
LOS by Move:	F	C	C	D	C	A	F	D-	E	F	E-	C
HCM2kAvgQ:	6	12	12	10	35	5	9	9	17	5	12	8

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

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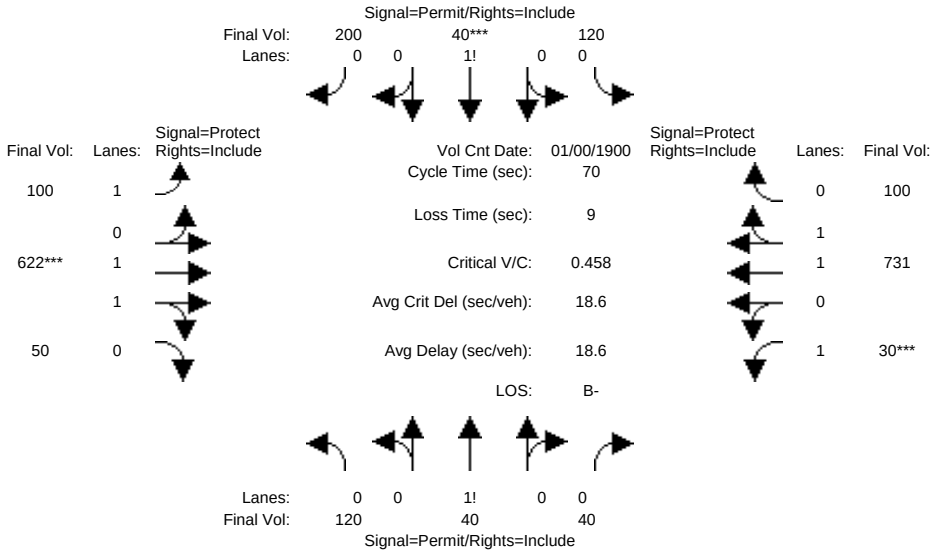
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	40	40	120	40	200	100	622	50	30	731	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:	120	40	40	120	40	200	100	622	50	30	731	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	40	40	120	40	200	100	622	50	30	731	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:	120	40	40	120	40	200	100	622	50	30	731	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	40	40	120	40	200	100	622	50	30	731	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
FinalVolume:	120	40	40	120	40	200	100	622	50	30	731	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.61	0.19	0.20	0.34	0.10	0.56	1.00	1.84	0.16	1.00	1.74	0.26
Final Sat.:	1067	356	356	588	196	981	1750	3495	281	1750	3309	453
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.18	0.18	0.02	0.22	0.22
Crit Moves:					****			****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.10	0.34	0.34	0.14	0.38	0.38
Volume/Cap:	0.29	0.29	0.29	0.52	0.52	0.52	0.58	0.52	0.52	0.12	0.58	0.58
Delay/Veh:	15.0	15.0	15.0	17.2	17.2	17.2	34.8	19.0	19.0	26.4	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	17.2	17.2	17.2	34.8	19.0	19.0	26.4	17.7	17.7
LOS by Move:	B	B	B	B	B	B	C-	B-	B-	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	2	6	6	1	7	7

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

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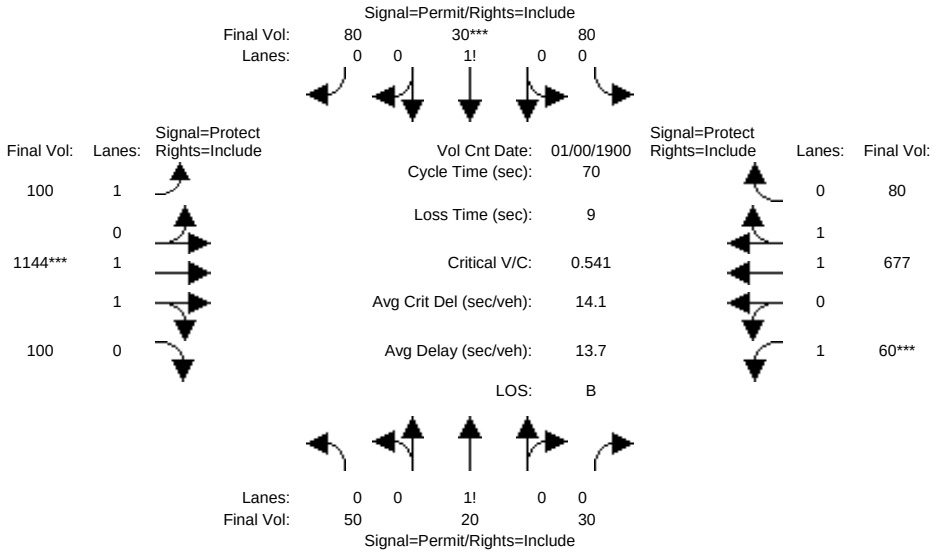
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	20	30	80	30	80	100	1144	100	60	677	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:	50	20	30	80	30	80	100	1144	100	60	677	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	30	80	30	80	100	1144	100	60	677	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:	50	20	30	80	30	80	100	1144	100	60	677	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	30	80	30	80	100	1144	100	60	677	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
FinalVolume:	50	20	30	80	30	80	100	1144	100	60	677	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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.51	0.19	0.30	0.42	0.15	0.43	1.00	1.83	0.17	1.00	1.77	0.23
Final Sat.:	889	356	533	746	280	746	1750	3471	303	1750	3368	398
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.06	0.33	0.33	0.03	0.20	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.15	0.55	0.55	0.14	0.54	0.54
Volume/Cap:	0.31	0.31	0.31	0.60	0.60	0.60	0.37	0.60	0.60	0.24	0.37	0.37
Delay/Veh:	25.6	25.6	25.6	29.6	29.6	29.6	27.5	11.1	11.1	27.1	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	25.6	29.6	29.6	29.6	27.5	11.1	11.1	27.1	9.4	9.4
LOS by Move:	C	C	C	C	C	C	C	B+	B+	C	A	A
HCM2kAvgQ:	2	2	2	5	5	5	2	9	9	1	5	5

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

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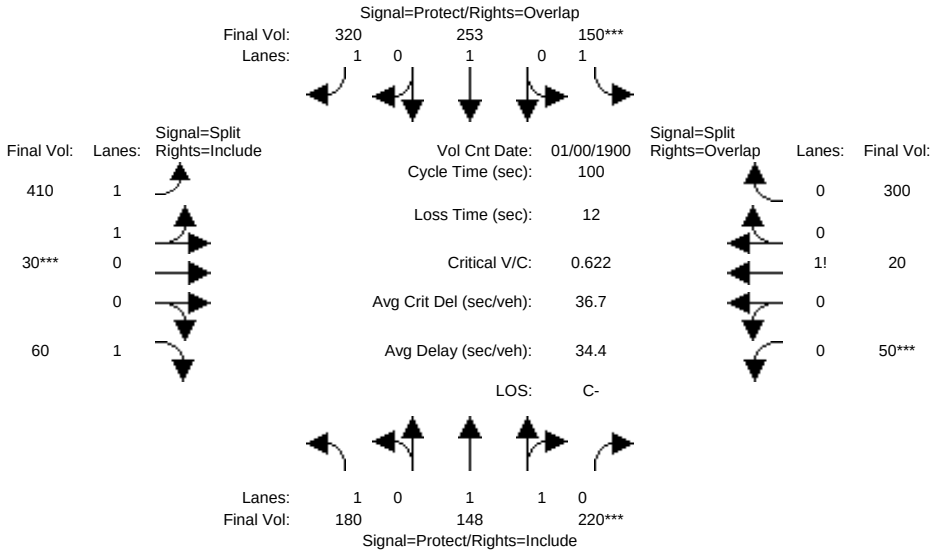
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	148	220	150	253	320	410	30	60	50	20	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	148	220	150	253	320	410	30	60	50	20	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	148	220	150	253	320	410	30	60	50	20	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	148	220	150	253	320	410	30	60	50	20	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	148	220	150	253	320	410	30	60	50	20	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	148	220	150	253	320	410	30	60	50	20	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.87	0.13	1.00	0.14	0.05	0.81
Final Sat.:	1750	1900	1750	1750	1900	1750	3279	240	1750	238	95	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.13	0.09	0.13	0.18	0.13	0.13	0.03	0.21	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.20	0.20	0.14	0.19	0.39	0.20	0.20	0.20	0.34	0.34	0.48
Volume/Cap:	0.69	0.39	0.62	0.62	0.69	0.47	0.62	0.62	0.17	0.62	0.62	0.44
Delay/Veh:	48.3	34.8	38.4	45.6	43.4	23.0	38.2	38.2	33.3	29.7	29.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	34.8	38.4	45.6	43.4	23.0	38.2	38.2	33.3	29.7	29.7	17.7
LOS by Move:	D	C-	D+	D	D	C	D+	D+	C-	C	C	B
HCM2kAvgQ:	7	4	8	6	9	8	8	8	2	11	11	8

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

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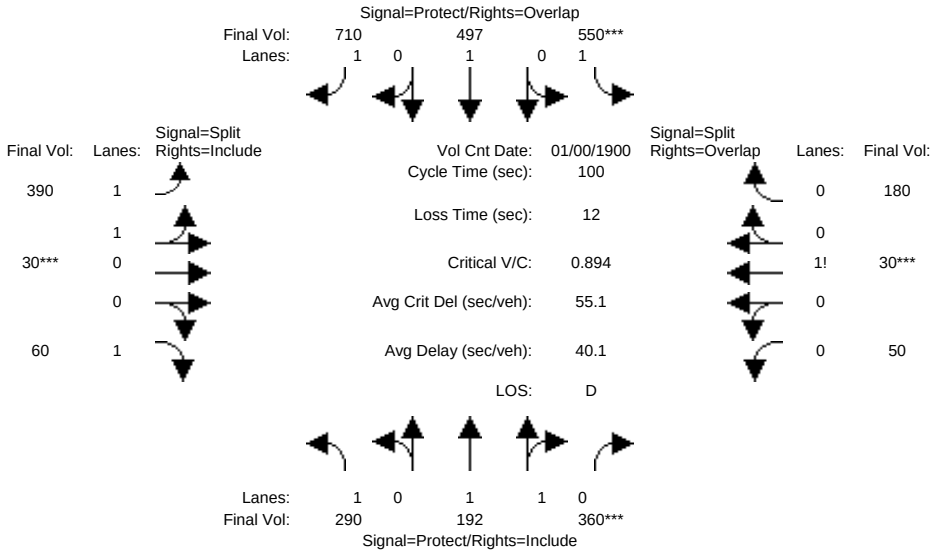
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	192	360	550	497	710	390	30	60	50	30	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:	290	192	360	550	497	710	390	30	60	50	30	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	192	360	550	497	710	390	30	60	50	30	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:	290	192	360	550	497	710	390	30	60	50	30	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	192	360	550	497	710	390	30	60	50	30	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
FinalVolume:	290	192	360	550	497	710	390	30	60	50	30	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	0.19	0.11	0.70
Final Sat.:	1750	1900	1750	1750	1900	1750	3268	251	1750	340	204	1223
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.21	0.31	0.26	0.41	0.12	0.12	0.03	0.15	0.15	0.15
Crit Moves:			****	****				****			****	
Green/Cycle:	0.21	0.23	0.23	0.35	0.37	0.50	0.13	0.13	0.13	0.16	0.16	0.52
Volume/Cap:	0.78	0.44	0.89	0.89	0.71	0.81	0.89	0.89	0.26	0.89	0.89	0.29
Delay/Veh:	47.0	33.2	52.7	46.1	30.4	26.5	61.7	61.7	39.5	68.4	68.4	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	33.2	52.7	46.1	30.4	26.5	61.7	61.7	39.5	68.4	68.4	10.3
LOS by Move:	D	C-	D-	D	C	C	E	E	D	E	E	B+
HCM2kAvgQ:	11	5	15	21	14	22	10	10	2	12	12	3

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

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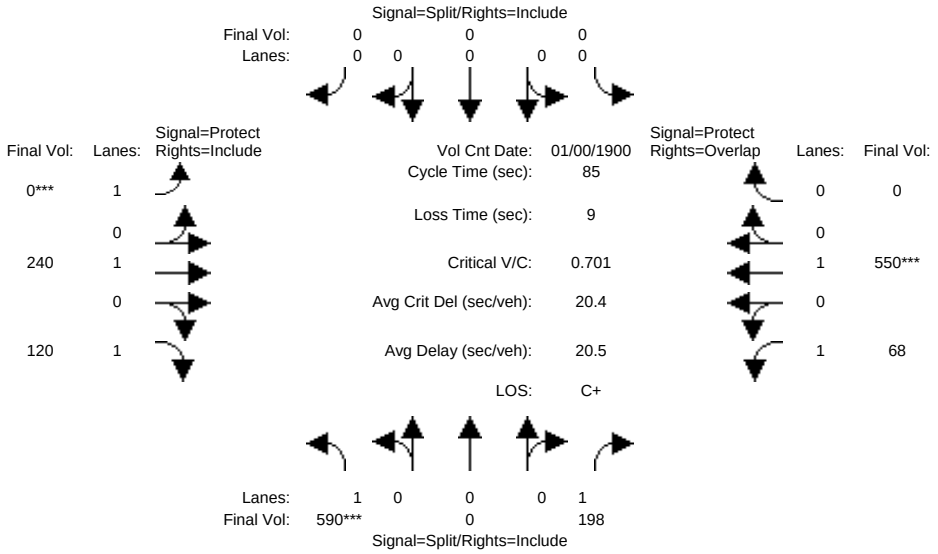
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	590	0	198	0	0	0	0	240	120	68	550	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:	590	0	198	0	0	0	0	240	120	68	550	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	0	198	0	0	0	0	240	120	68	550	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:	590	0	198	0	0	0	0	240	120	68	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	198	0	0	0	0	240	120	68	550	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:	590	0	198	0	0	0	0	240	120	68	550	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.11	0.00	0.00	0.00	0.00	0.13	0.07	0.04	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.32	0.32	0.09	0.41	0.00
Volume/Cap:	0.70	0.00	0.24	0.00	0.00	0.00	0.00	0.39	0.21	0.44	0.70	0.00
Delay/Veh:	19.9	0.0	13.0	0.0	0.0	0.0	0.0	21.9	20.3	38.6	21.0	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:	19.9	0.0	13.0	0.0	0.0	0.0	0.0	21.9	20.3	38.6	21.0	0.0
LOS by Move:	B-	A	B	A	A	A	A	C+	C+	D+	C+	A
HCM2kAvgQ:	14	0	3	0	0	0	0	5	2	2	10	0

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

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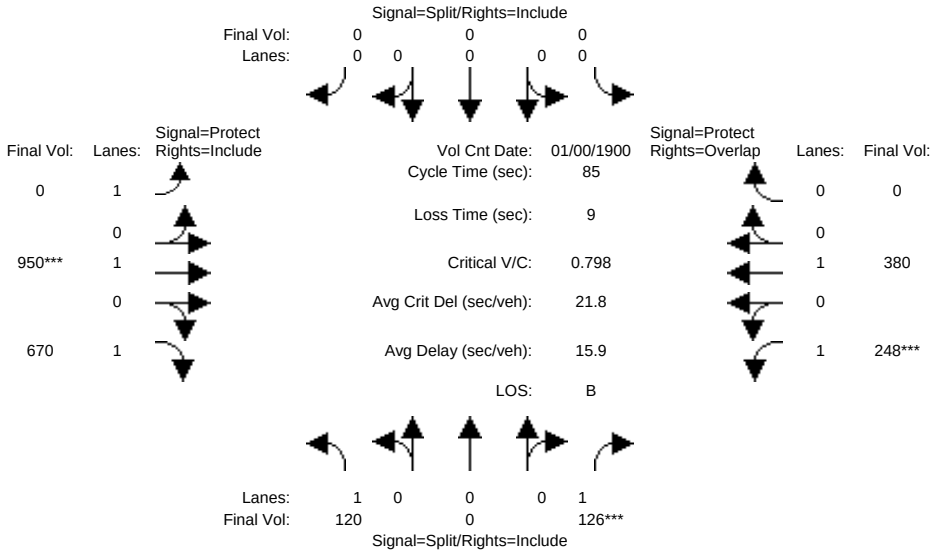
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	0	126	0	0	0	0	950	670	248	380	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:	120	0	126	0	0	0	0	950	670	248	380	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	126	0	0	0	0	950	670	248	380	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:	120	0	126	0	0	0	0	950	670	248	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	126	0	0	0	0	950	670	248	380	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:	120	0	126	0	0	0	0	950	670	248	380	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.50	0.38	0.14	0.20	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.63	0.63	0.18	0.80	0.00
Volume/Cap:	0.76	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.61	0.80	0.25	0.00
Delay/Veh:	56.9	0.0	62.1	0.0	0.0	0.0	0.0	9.9	5.9	47.0	0.1	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:	56.9	0.0	62.1	0.0	0.0	0.0	0.0	9.9	5.9	47.0	0.1	0.0
LOS by Move:	E+	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	5	0	6	0	0	0	0	15	7	7	0	0

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

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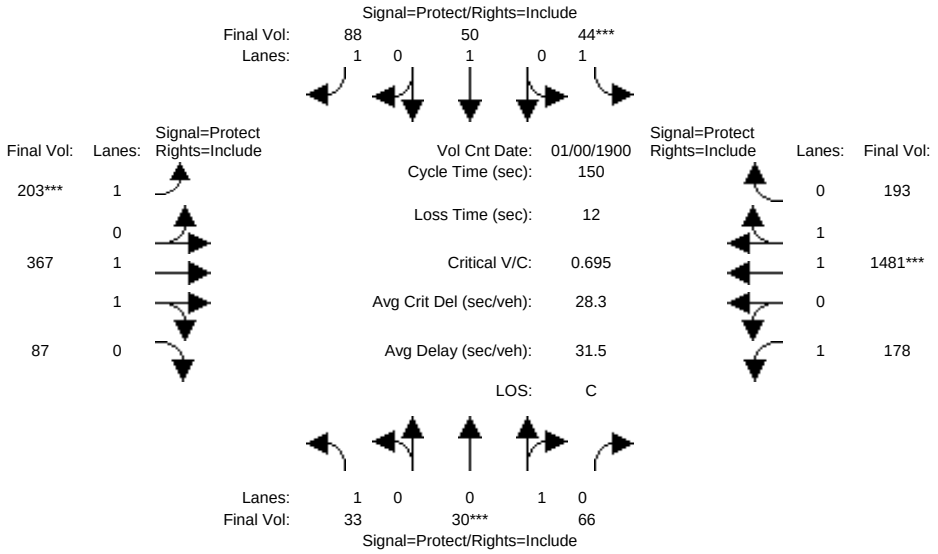
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	33	30	66	44	50	88	203	367	87	178	1481	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:	33	30	66	44	50	88	203	367	87	178	1481	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	30	66	44	50	88	203	367	87	178	1481	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:	33	30	66	44	50	88	203	367	87	178	1481	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	30	66	44	50	88	203	367	87	178	1481	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
FinalVolume:	33	30	66	44	50	88	203	367	87	178	1481	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	1.00	1.00	1.00	1.00	1.59	0.41	1.00	1.75	0.25
Final Sat.:	1750	561	1234	1750	1900	1750	1750	3022	716	1750	3329	434
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.03	0.05	0.12	0.12	0.12	0.10	0.44	0.44
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.08	0.08	0.05	0.07	0.07	0.16	0.43	0.43	0.36	0.63	0.63
Volume/Cap:	0.37	0.70	0.70	0.54	0.36	0.70	0.70	0.28	0.28	0.28	0.70	0.70
Delay/Veh:	71.6	82.9	82.9	76.9	68.0	83.7	66.8	27.5	27.5	34.1	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	82.9	82.9	76.9	68.0	83.7	66.8	27.5	27.5	34.1	19.2	19.2
LOS by Move:	E	F	F	E-	E	F	E	C	C	C-	B-	B-
HCM2kAvgQ:	2	6	6	3	3	6	10	6	6	6	24	24

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

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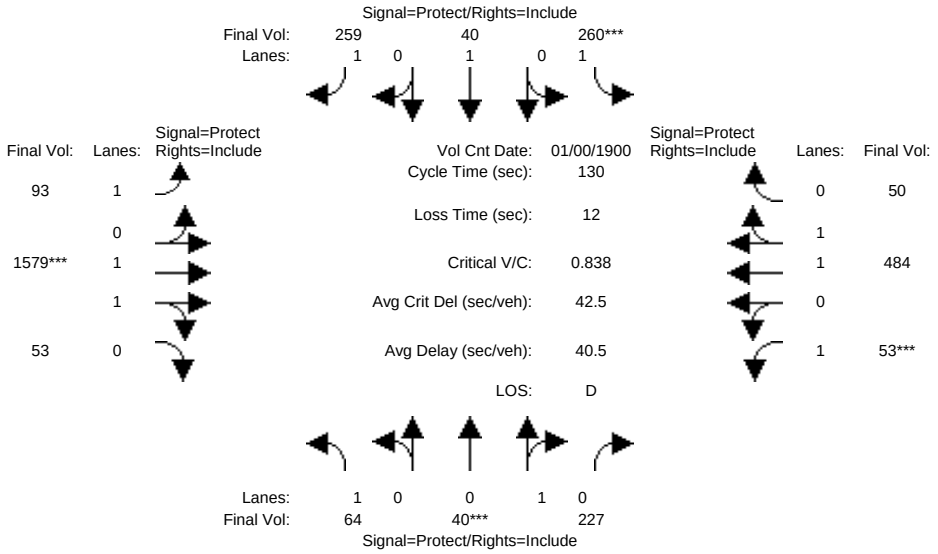
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	64	40	227	260	40	259	93	1579	53	53	484	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	40	227	260	40	259	93	1579	53	53	484	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	40	227	260	40	259	93	1579	53	53	484	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	40	227	260	40	259	93	1579	53	53	484	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	40	227	260	40	259	93	1579	53	53	484	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	40	227	260	40	259	93	1579	53	53	484	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.14	0.86	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.80	0.20
Final Sat.:	1750	265	1506	1750	1900	1750	1750	3666	123	1750	3417	353
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.15	0.02	0.15	0.05	0.43	0.43	0.03	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.18	0.18	0.17	0.26	0.26	0.15	0.50	0.50	0.05	0.40	0.40
Volume/Cap:	0.39	0.85	0.85	0.85	0.08	0.58	0.35	0.85	0.85	0.56	0.35	0.35
Delay/Veh:	57.0	71.9	71.9	72.5	36.8	44.0	50.0	32.1	32.1	67.6	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	71.9	71.9	72.5	36.8	44.0	50.0	32.1	32.1	67.6	27.0	27.0
LOS by Move:	E+	E	E	E	D+	D	D	C-	C-	E	C	C
HCM2kAvgQ:	3	14	14	14	1	10	3	28	28	2	7	7

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

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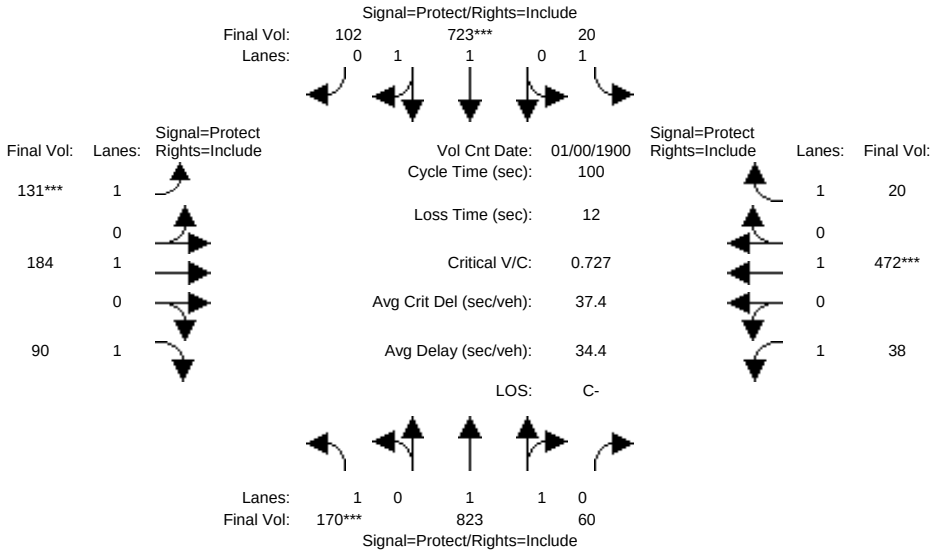
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	823	60	20	723	102	131	184	90	38	472	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:	170	823	60	20	723	102	131	184	90	38	472	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	823	60	20	723	102	131	184	90	38	472	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	823	60	20	723	102	131	184	90	38	472	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	823	60	20	723	102	131	184	90	38	472	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
FinalVolume:	170	823	60	20	723	102	131	184	90	38	472	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3521	257	1750	3295	465	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.01	0.22	0.22	0.07	0.10	0.05	0.02	0.25	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.30	0.30	0.10	0.26	0.26	0.18	0.34	0.34
Volume/Cap:	0.73	0.70	0.70	0.11	0.73	0.73	0.73	0.37	0.20	0.12	0.73	0.03
Delay/Veh:	52.5	30.6	30.6	41.2	33.6	33.6	57.3	30.7	29.0	34.3	33.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	30.6	30.6	41.2	33.6	33.6	57.3	30.7	29.0	34.3	33.0	21.9
LOS by Move:	D-	C	C	D	C-	C-	E+	C	C	C-	C-	C+
HCM2kAvgQ:	6	12	12	1	13	13	6	5	2	1	14	0

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

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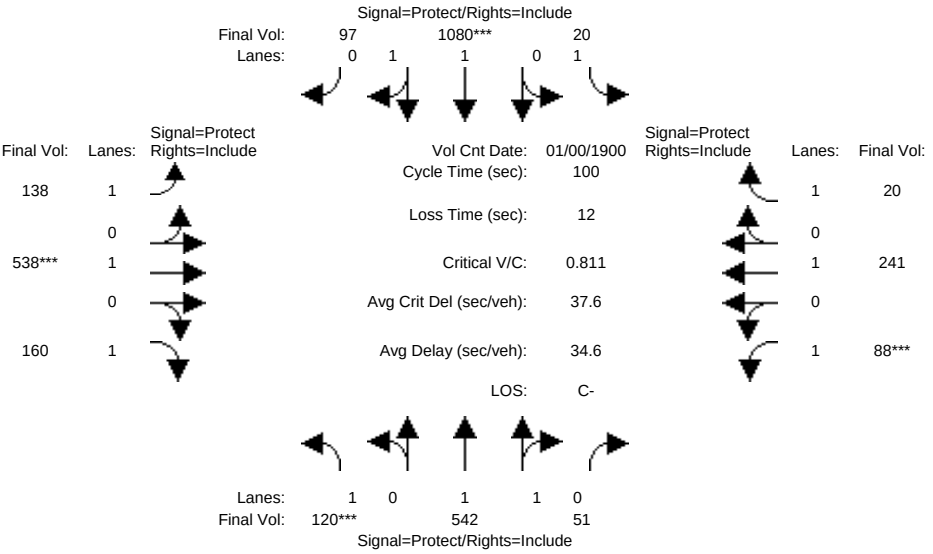
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	542	51	20	1080	97	138	538	160	88	241	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:	120	542	51	20	1080	97	138	538	160	88	241	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	542	51	20	1080	97	138	538	160	88	241	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	542	51	20	1080	97	138	538	160	88	241	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	542	51	20	1080	97	138	538	160	88	241	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
FinalVolume:	120	542	51	20	1080	97	138	538	160	88	241	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.81	0.19	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3448	324	1750	3462	311	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.01	0.31	0.31	0.08	0.28	0.09	0.05	0.13	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.32	0.32	0.14	0.38	0.38	0.16	0.35	0.35	0.07	0.26	0.26
Volume/Cap:	0.82	0.49	0.49	0.08	0.82	0.82	0.49	0.82	0.26	0.72	0.49	0.04
Delay/Veh:	74.2	27.6	27.6	37.3	31.7	31.7	39.7	37.9	23.8	64.0	32.5	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:	74.2	27.6	27.6	37.3	31.7	31.7	39.7	37.9	23.8	64.0	32.5	28.0
LOS by Move:	E	C	C	D+	C	C	D	D+	C	E	C-	C
HCM2kAvgQ:	4	7	7	1	19	19	5	17	4	4	7	1

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

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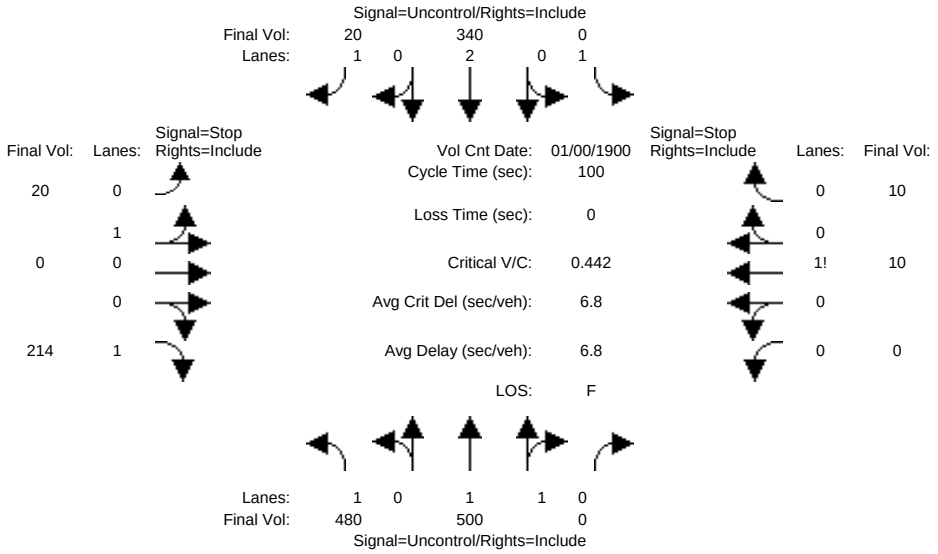
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	480	500	0	0	340	20	20	0	214	0	10	10
Growth Adj:	1.00	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	500	0	0	340	20	20	0	214	0	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	500	0	0	340	20	20	0	214	0	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	500	0	0	340	20	20	0	214	0	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	480	500	0	0	340	20	20	0	214	0	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	1555	1800	170	xxxx	1820	250
Potent Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	81	851	xxxx	78	756
Move Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	49	851	xxxx	47	756
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	0.00	0.25	xxxx	0.21	0.01
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	xxxx	xxxxx	xxxx	xxxx	89
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	0.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	136.9	xxxx	xxxxx	xxxxx	xxxx	56.8
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			21.4			56.8		
ApproachLOS:	*			*			C			F		

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

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East Whisman Precise Plan
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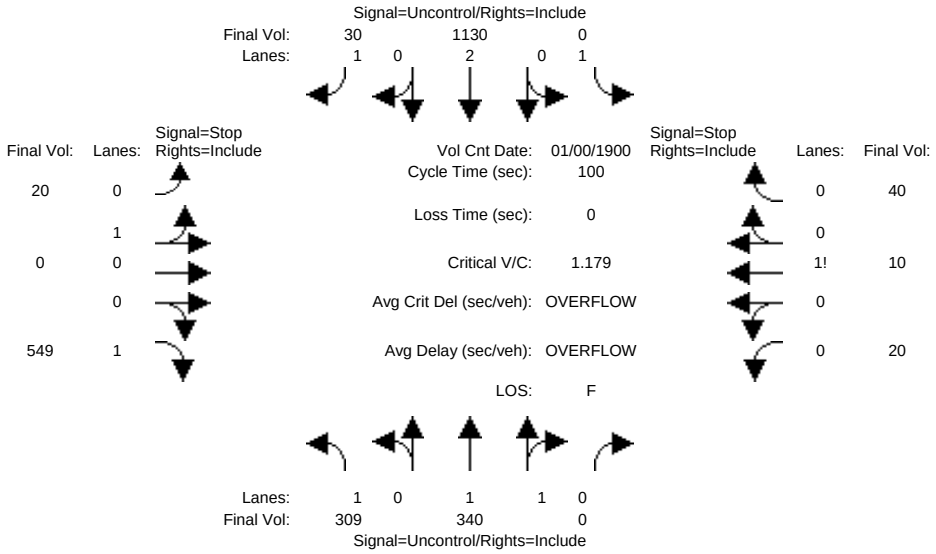
Background Plus Project

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

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	309	340	0	0	1130	30	20	0	549	20	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	340	0	0	1130	30	20	0	549	20	10	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	340	0	0	1130	30	20	0	549	20	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	340	0	0	1130	30	20	0	549	20	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	309	340	0	0	1130	30	20	0	549	20	10	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx	1923	2088	565	1523	2118	170
Potent Cap.:	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	53	473	83	51	851
Move Cap.:	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	26	473	0	25	851
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	1.18	0.00	1.16	xxxx	0.40	0.05
Level Of Service Module:												
2Way95thQ:	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	19.8	xxxx	xxxx	xxxxx
Control Del:	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	121.2	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	595.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			137.8			xxxxxx		
ApproachLOS:	*			*			F			F		

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

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East Whisman Precise Plan
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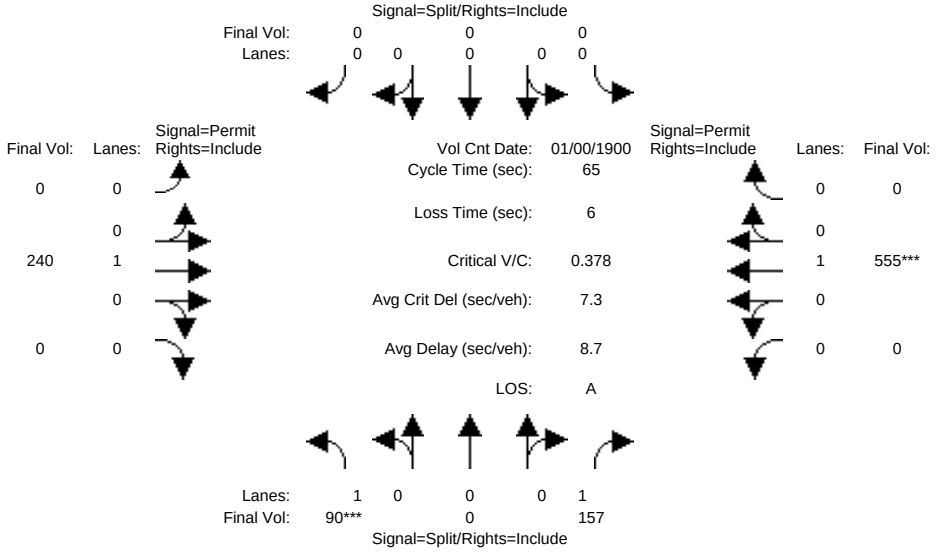
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	0	157	0	0	0	0	240	0	0	555	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:	90	0	157	0	0	0	0	240	0	0	555	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	157	0	0	0	0	240	0	0	555	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:	90	0	157	0	0	0	0	240	0	0	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	157	0	0	0	0	240	0	0	555	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:	90	0	157	0	0	0	0	240	0	0	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.29	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.22	0.00	0.38	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.44	0.00
Delay/Veh:	20.2	0.0	21.4	0.0	0.0	0.0	0.0	4.1	0.0	0.0	5.2	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:	20.2	0.0	21.4	0.0	0.0	0.0	0.0	4.1	0.0	0.0	5.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	2	0	0	5	0

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

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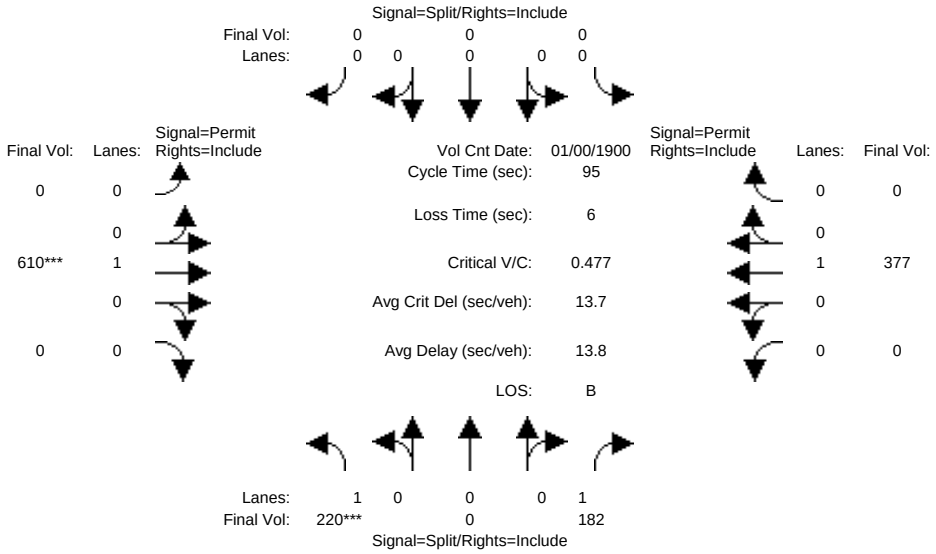
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	0	182	0	0	0	0	610	0	0	377	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:	220	0	182	0	0	0	0	610	0	0	377	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	182	0	0	0	0	610	0	0	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:	220	0	182	0	0	0	0	610	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	182	0	0	0	0	610	0	0	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
FinalVolume:	220	0	182	0	0	0	0	610	0	0	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.20	0.00
Crit Moves:	****							****				
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.48	0.00	0.39	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.29	0.00
Delay/Veh:	30.2	0.0	29.3	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	0.0	29.3	0.0	0.0	0.0	0.0	7.8	0.0	0.0	6.5	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	9	0	0	4	0

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

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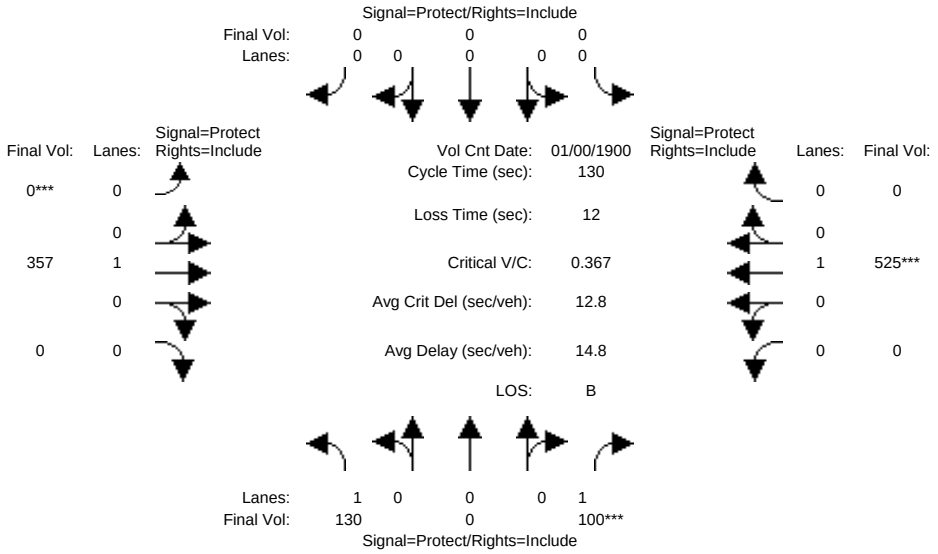
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	100	0	0	0	0	357	0	0	525	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:	130	0	100	0	0	0	0	357	0	0	525	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	100	0	0	0	0	357	0	0	525	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:	130	0	100	0	0	0	0	357	0	0	525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	100	0	0	0	0	357	0	0	525	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:	130	0	100	0	0	0	0	357	0	0	525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.28	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.48	0.00	0.37	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.37	0.00
Delay/Veh:	51.4	0.0	50.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.7	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:	51.4	0.0	50.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.7	0.0
LOS by Move:	D-	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	4	0	0	7	0

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

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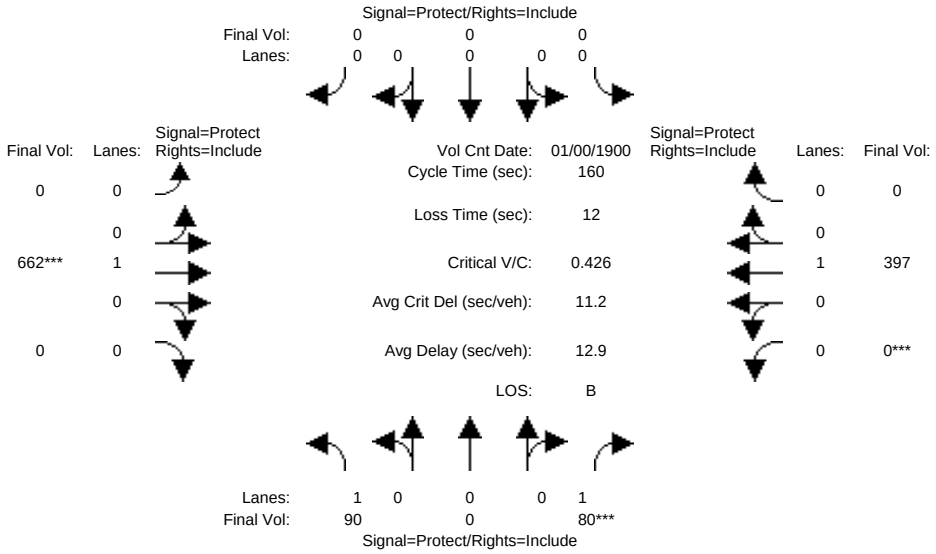
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	0	80	0	0	0	0	662	0	0	397	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:	90	0	80	0	0	0	0	662	0	0	397	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	80	0	0	0	0	662	0	0	397	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:	90	0	80	0	0	0	0	662	0	0	397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	80	0	0	0	0	662	0	0	397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	80	0	0	0	0	662	0	0	397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.82	0.00
Volume/Cap:	0.48	0.00	0.43	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.26	0.00
Delay/Veh:	69.1	0.0	68.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.4	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:	69.1	0.0	68.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.4	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	9	0	0	4	0

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

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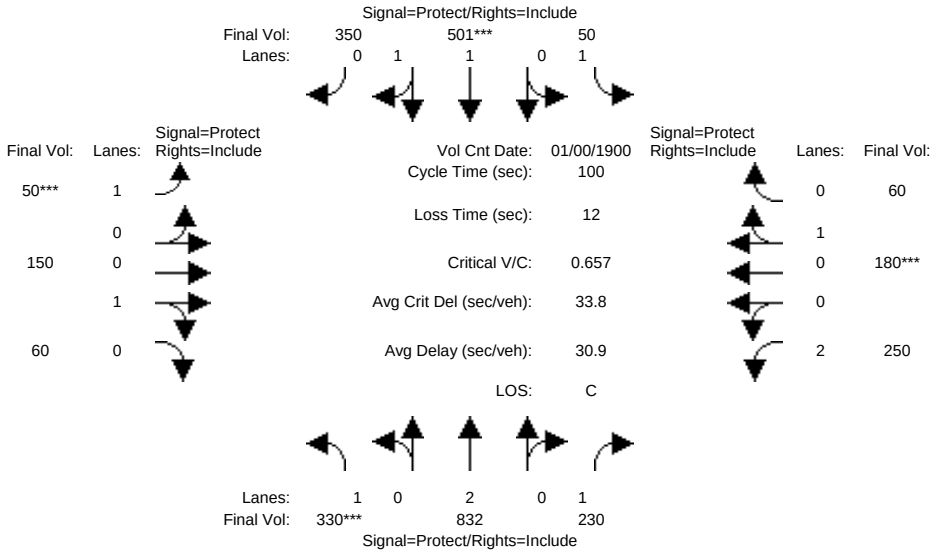
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	330	832	230	50	501	350	50	150	60	250	180	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	832	230	50	501	350	50	150	60	250	180	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	832	230	50	501	350	50	150	60	250	180	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	832	230	50	501	350	50	150	60	250	180	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	832	230	50	501	350	50	150	60	250	180	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	832	230	50	501	350	50	150	60	250	180	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	0.70	0.30	2.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	2161	1510	1750	1325	530	3150	1395	465
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.13	0.03	0.23	0.23	0.03	0.11	0.11	0.08	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.47	0.47	0.15	0.34	0.34	0.07	0.15	0.15	0.11	0.19	0.19
Volume/Cap:	0.68	0.47	0.28	0.19	0.68	0.68	0.41	0.74	0.74	0.74	0.68	0.68
Delay/Veh:	36.0	18.2	16.4	37.5	29.7	29.7	46.7	50.4	50.4	51.7	42.9	42.9
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:	36.0	18.2	16.4	37.5	29.7	29.7	46.7	50.4	50.4	51.7	42.9	42.9
LOS by Move:	D+	B-	B	D+	C	C	D	D	D	D-	D	D
HCM2kAvgQ:	11	9	5	1	11	11	2	8	8	6	8	8

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

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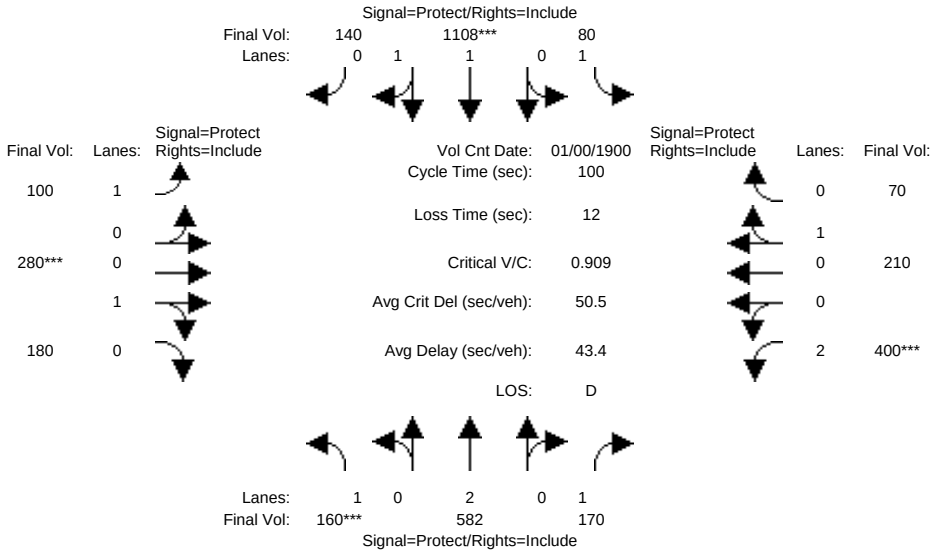
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	582	170	80	1108	140	100	280	180	400	210	70
Growth Adj:	1.00	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	582	170	80	1108	140	100	280	180	400	210	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	582	170	80	1108	140	100	280	180	400	210	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	582	170	80	1108	140	100	280	180	400	210	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	582	170	80	1108	140	100	280	180	400	210	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	582	170	80	1108	140	100	280	180	400	210	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	0.59	0.41	2.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3342	422	1750	1119	719	3150	1395	465
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.10	0.05	0.33	0.33	0.06	0.25	0.25	0.13	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.32	0.32	0.15	0.36	0.36	0.13	0.28	0.28	0.14	0.28	0.28
Volume/Cap:	0.91	0.48	0.30	0.31	0.91	0.91	0.43	0.91	0.91	0.91	0.53	0.53
Delay/Veh:	87.3	27.7	26.0	38.9	39.4	39.4	41.3	55.4	55.4	65.0	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	27.7	26.0	38.9	39.4	39.4	41.3	55.4	55.4	65.0	31.3	31.3
LOS by Move:	F	C	C	D+	D	D	D	E+	E+	E	C	C
HCM2kAvgQ:	8	7	4	2	19	19	4	18	18	11	8	8

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

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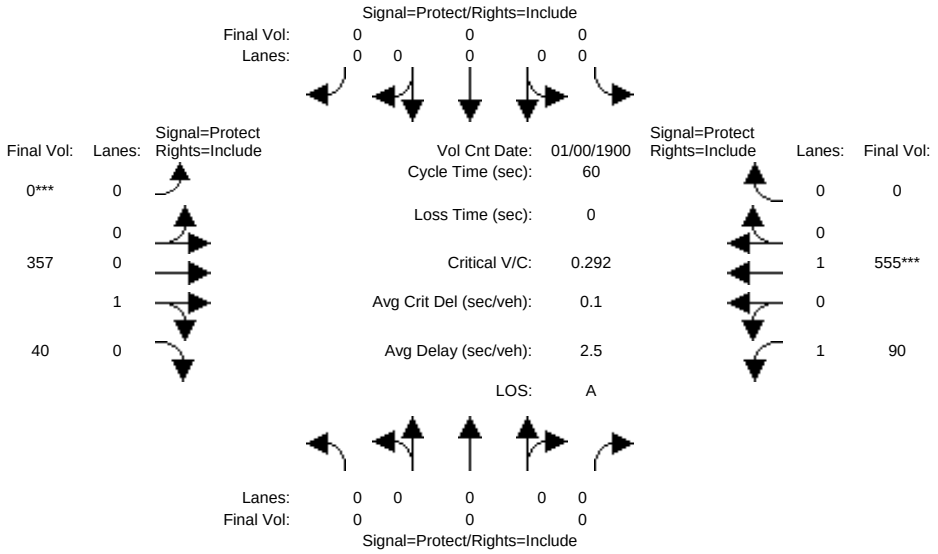
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	357	40	90	555	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	0	0	0	0	357	40	90	555	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	357	40	90	555	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	0	0	0	0	357	40	90	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	357	40	90	555	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	0	0	0	0	357	40	90	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.91	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.11	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1670	187	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.05	0.29	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.80	0.20	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.27	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	20.6	0.1	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	0.0	0.0	0.0	0.0	1.7	1.7	20.6	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	2	1	0	0

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

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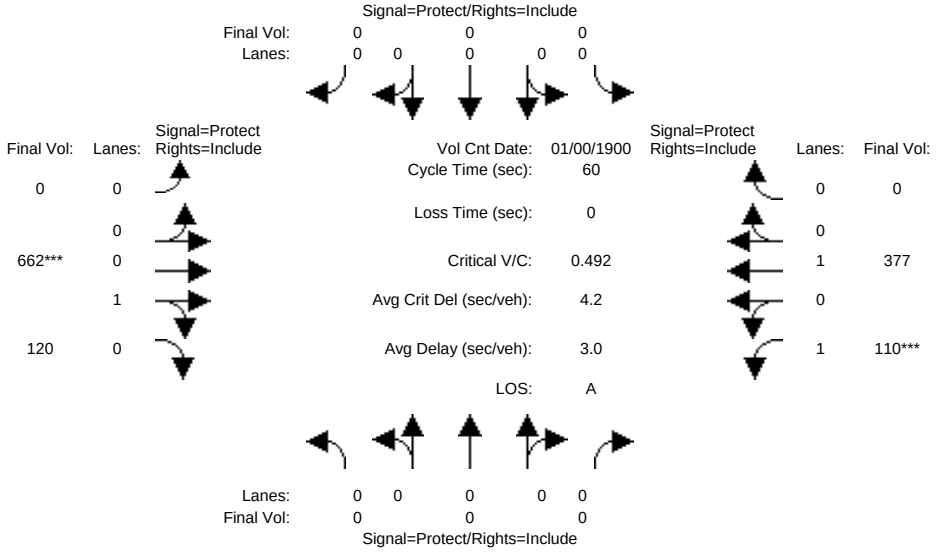
East Whisman Precise Plan
SJ17-1724
Background Plus Project

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

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	662	120	110	377	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	0	0	0	0	662	120	110	377	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	662	120	110	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	0	0	0	0	662	120	110	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	662	120	110	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
FinalVolume:	0	0	0	0	0	0	0	662	120	110	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	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1554	282	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.07	0.20	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.87	0.13	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	25.8	0.1	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	0.0	0.0	0.0	0.0	1.2	1.2	25.8	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	2	0	0

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

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East Whisman Precise Plan
SJ17-1724
Cumulative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing AM				Cumulative PP AM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	B	16.3	0.582	20.4	C	31.6	0.977	+ 0.395	46.8	+ 26.4	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	B-	18.3	0.641	17.1	D+	36.3	0.951	+ 0.309	49.4	+ 32.3	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	B	16.3	0.492	15.9	D	50.6	1.004	+ 0.512	65.8	+ 49.9	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	C	28.8	0.588	30.0	E	72.2	1.095	+ 0.507	106.4	+ 76.4	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	13.2	0.290	12.0	C	24.4	0.761	+ 0.471	29.3	+ 17.3	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	D+	36.5	0.364	30.7	D	48.7	0.832	+ 0.468	50.4	+ 19.6	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	39.4	0.680	35.3	E	71.7	1.066	+ 0.386	110.2	+ 74.9	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	29.8	0.380	28.6	D+	37.5	0.778	+ 0.398	41.1	+ 12.5	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	15.9	0.599	17.7	E+	57.5	1.062	+ 0.462	71.2	+ 53.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	B	13.1	0.488	12.0	C	28.6	0.852	+ 0.363	31.1	+ 19.1	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	A	8.0	0.433	5.3	D	43.4	0.864	+ 0.431	43.5	+ 38.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	B-	18.0	0.489	16.1	A	0.5	0.485	- 0.004	0.6	- 15.4	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	22.4	0.343	24.9	C	26.1	0.617	+ 0.275	29.9	+ 5.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B+	10.1	0.287	7.8	B	13.3	0.532	+ 0.245	13.0	+ 5.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	A	7.6	0.510	9.0	D	47.7	0.923	+ 0.414	71.3	+ 62.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B+	11.7	0.434	13.6	D	46.7	0.729	+ 0.295	87.8	+ 74.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	A	2.3	0.176	1.2	D	41.2	0.965	+ 0.789	66.0	+ 64.8	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	8.1	0.241	2.7	A	7.4	0.502	+ 0.260	4.4	+ 1.7	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	D	49.9	0.601	55.2	E+	59.5	0.780	+ 0.179	67.6	+ 12.4	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	E	62.1	0.924	80.5	F	92.6	1.082	+ 0.158	115.1	+ 34.5	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D+	37.9	0.523	37.3	F	107.7	1.129	+ 0.606	131.6	+ 94.3	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	B-	18.0	0.392	15.0	C	30.1	0.769	+ 0.377	30.6	+ 15.5	?	xx.x	x.xxx	xx.x
#1024	?	xx.x	x.xxx	xx.x	B	16.4	0.269	17.6	C	24.5	0.757	+ 0.487	28.2	+ 10.6	?	xx.x	x.xxx	xx.x
#1025	?	xx.x	x.xxx	xx.x	B+	11.5	0.260	12.6	B	14.9	0.700	+ 0.441	17.9	+ 5.3	?	xx.x	x.xxx	xx.x
#1026	?	xx.x	x.xxx	xx.x	B	12.8	0.343	14.1	B	15.3	0.740	+ 0.396	19.6	+ 5.5	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan
SJ17-1724
Cumulative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing AM				Cumulative PP AM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	?	xx.x	x.xxx	xx.x	D+	36.0	0.519	35.0	F	94.6	1.135	+ 0.616	123.7	+ 88.7	?	xx.x	x.xxx	xx.x
#1028	?	xx.x	x.xxx	xx.x	B	13.0	0.215	13.3	C+	22.4	0.772	+ 0.557	22.5	+ 9.2	?	xx.x	x.xxx	xx.x
#1029	?	xx.x	x.xxx	xx.x	D	40.6	0.467	42.5	F	96.2	1.016	+ 0.550	119.7	+ 77.1	?	xx.x	x.xxx	xx.x
#1030	?	xx.x	x.xxx	xx.x	C	27.5	0.749	29.9	E	61.6	1.013	+ 0.264	79.4	+ 49.5	?	xx.x	x.xxx	xx.x
#1031	?	xx.x	x.xxx	xx.x	B	13.8	0.502	11.4	A	0.6	0.421	- 0.081	0.7	- 10.7	?	xx.x	x.xxx	xx.x
#1032	?	xx.x	x.xxx	xx.x	B	17.5	0.663	27.3	C	28.9	0.658	- 0.005	34.2	+ 7.0	?	xx.x	x.xxx	xx.x
#1033	?	xx.x	x.xxx	xx.x	C	24.4	0.452	22.2	C-	32.6	0.650	+ 0.198	31.2	+ 9.0	?	xx.x	x.xxx	xx.x
#1034	?	xx.x	x.xxx	xx.x	C-	32.2	0.579	35.0	E	65.8	1.072	+ 0.494	94.3	+ 59.3	?	xx.x	x.xxx	xx.x
#1035	?	xx.x	x.xxx	xx.x	B+	10.9	0.550	11.0	A	9.0	0.768	+ 0.219	13.9	+ 2.9	?	xx.x	x.xxx	xx.x
#1036	?	xx.x	x.xxx	xx.x	C	29.5	0.752	29.8	F	96.0	1.186	+ 0.433	130.4	+ 100.6	?	xx.x	x.xxx	xx.x
#1037	?	xx.x	x.xxx	xx.x	C	25.1	0.669	20.0	D	43.9	0.974	+ 0.304	43.8	+ 23.9	?	xx.x	x.xxx	xx.x
#1038	?	xx.x	x.xxx	xx.x	B-	18.4	0.357	17.8	C+	20.1	0.549	+ 0.192	20.1	+ 2.4	?	xx.x	x.xxx	xx.x
#1039	?	xx.x	x.xxx	xx.x	C-	32.3	0.516	33.9	D	48.7	0.963	+ 0.448	67.2	+ 33.3	?	xx.x	x.xxx	xx.x
#1040	?	xx.x	x.xxx	xx.x	C+	20.6	0.689	21.4	E	63.1	1.126	+ 0.437	98.2	+ 76.8	?	xx.x	x.xxx	xx.x
#1041	?	xx.x	x.xxx	xx.x	C	25.3	0.387	22.1	D+	35.2	0.756	+ 0.368	39.2	+ 17.1	?	xx.x	x.xxx	xx.x
#1042	?	xx.x	x.xxx	xx.x	C	25.4	0.396	22.2	D	42.6	0.888	+ 0.492	50.3	+ 28.1	?	xx.x	x.xxx	xx.x
#1043	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	?	xx.x	x.xxx	xx.x	A	8.3	0.338	6.8	A	9.7	0.421	+ 0.083	9.7	+ 3.0	?	xx.x	x.xxx	xx.x
#1045	?	xx.x	x.xxx	xx.x	D+	36.5	0.547	32.1	B-	18.9	0.397	- 0.150	18.9	- 13.2	?	xx.x	x.xxx	xx.x
#1046	?	xx.x	x.xxx	xx.x	C	29.1	0.537	32.6	F	201.9	1.547	+ 1.010	294.0	+ 261.4	?	xx.x	x.xxx	xx.x
#1047	?	xx.x	x.xxx	xx.x	A	2.3	0.265	0.1	A	2.6	0.381	+ 0.117	4.5	+ 4.4	?	xx.x	x.xxx	xx.x
#1048	?	xx.x	x.xxx	xx.x	-	-	-	-	D-	53.7	1.029	-	-	-	?	xx.x	x.xxx	xx.x
#1049	?	xx.x	x.xxx	xx.x	-	-	-	-	C	28.1	0.805	-	-	-	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan
SJ17-1724
Cumulative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing PM				Cumulative PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	B-	19.9	0.621	23.2	F	147.4	1.357	+ 0.737	193.4	+ 170.2	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	B	12.1	0.507	8.9	D	40.6	1.056	+ 0.549	60.1	+ 51.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	B	16.9	0.500	17.1	E	72.7	1.164	+ 0.663	131.5	+ 114.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D+	36.5	0.659	36.3	D	43.5	0.891	+ 0.232	54.2	+ 17.9	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B	17.3	0.307	14.4	C	27.8	0.705	+ 0.399	28.6	+ 14.2	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	D+	37.2	0.577	37.2	E	73.1	1.055	+ 0.478	89.3	+ 52.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	48.2	0.793	48.7	F	116.1	1.222	+ 0.429	159.3	+ 110.5	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	31.5	0.584	33.9	F	89.2	1.128	+ 0.544	114.0	+ 80.1	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B-	19.0	0.532	20.5	C+	21.5	0.806	+ 0.275	27.7	+ 7.2	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	B	16.7	0.379	12.6	C	31.7	0.772	+ 0.393	33.5	+ 20.9	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	A	9.0	0.421	10.0	C	31.5	0.751	+ 0.330	34.6	+ 24.6	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	B	15.0	0.448	15.6	A	0.4	0.304	- 0.143	0.5	- 15.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B-	18.6	0.320	14.2	C+	21.9	0.379	+ 0.059	27.6	+ 13.4	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	17.1	0.415	16.3	C	28.0	0.674	+ 0.259	28.5	+ 12.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B	16.0	0.740	18.1	F	84.6	1.213	+ 0.472	122.3	+ 104.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	A	7.8	0.464	13.2	D	46.3	0.937	+ 0.473	67.1	+ 53.9	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	A	1.9	0.370	0.8	B	17.1	0.957	+ 0.587	29.6	+ 28.8	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	9.1	0.595	10.2	E	64.3	0.805	+ 0.210	117.2	+ 107.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	E-	76.9	0.754	100.8	F	182.2	1.165	+ 0.410	301.5	+ 200.7	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	E+	58.3	0.842	65.8	F	171.2	1.361	+ 0.519	239.6	+ 173.8	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	42.8	0.533	41.4	E	66.6	1.038	+ 0.505	94.9	+ 53.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	B	16.3	0.446	13.2	C	25.5	0.770	+ 0.325	25.2	+ 11.9	?	xx.x	x.xxx	xx.x
#1024	?	xx.x	x.xxx	xx.x	C	23.8	0.424	19.4	D	39.4	0.940	+ 0.516	51.9	+ 32.6	?	xx.x	x.xxx	xx.x
#1025	?	xx.x	x.xxx	xx.x	B	14.4	0.308	17.3	B	12.1	0.675	+ 0.367	9.6	- 7.7	?	xx.x	x.xxx	xx.x
#1026	?	xx.x	x.xxx	xx.x	B	12.1	0.342	9.0	B	14.3	0.623	+ 0.281	11.8	+ 2.8	?	xx.x	x.xxx	xx.x

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East Whisman Precise Plan
SJ17-1724
Cumulative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

	???				Existing PM				Cumulative PP PM						???			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1027	?	xx.x	x.xxx	xx.x	D+	38.9	0.714	39.2	F	94.5	1.135	+ 0.422	117.6	+ 78.4	?	xx.x	x.xxx	xx.x
#1028	?	xx.x	x.xxx	xx.x	B+	11.1	0.345	11.6	C+	22.9	0.852	+ 0.507	25.9	+ 14.2	?	xx.x	x.xxx	xx.x
#1029	?	xx.x	x.xxx	xx.x	E	62.1	0.687	69.4	F	216.8	1.361	+ 0.674	241.6	+ 172.2	?	xx.x	x.xxx	xx.x
#1030	?	xx.x	x.xxx	xx.x	C-	34.1	0.669	34.6	F	83.6	1.106	+ 0.436	111.6	+ 77.0	?	xx.x	x.xxx	xx.x
#1031	?	xx.x	x.xxx	xx.x	B-	18.1	0.518	19.8	A	1.5	0.782	+ 0.264	1.8	- 18.0	?	xx.x	x.xxx	xx.x
#1032	?	xx.x	x.xxx	xx.x	B	15.0	0.701	32.5	C	26.3	0.806	+ 0.105	49.9	+ 17.4	?	xx.x	x.xxx	xx.x
#1033	?	xx.x	x.xxx	xx.x	C+	20.6	0.593	18.7	C	30.4	0.823	+ 0.229	29.0	+ 10.3	?	xx.x	x.xxx	xx.x
#1034	?	xx.x	x.xxx	xx.x	C	31.8	0.529	26.5	D+	39.0	0.846	+ 0.317	39.7	+ 13.2	?	xx.x	x.xxx	xx.x
#1035	?	xx.x	x.xxx	xx.x	B+	11.3	0.513	9.8	B+	11.2	0.730	+ 0.217	10.6	+ 0.8	?	xx.x	x.xxx	xx.x
#1036	?	xx.x	x.xxx	xx.x	C+	20.8	0.635	19.6	C	28.4	0.830	+ 0.194	21.9	+ 2.3	?	xx.x	x.xxx	xx.x
#1037	?	xx.x	x.xxx	xx.x	C	25.8	0.695	23.4	E	70.9	1.092	+ 0.397	89.0	+ 65.5	?	xx.x	x.xxx	xx.x
#1038	?	xx.x	x.xxx	xx.x	B	12.2	0.440	12.3	B	15.5	0.665	+ 0.225	16.6	+ 4.3	?	xx.x	x.xxx	xx.x
#1039	?	xx.x	x.xxx	xx.x	C-	32.3	0.735	41.3	F	113.4	1.186	+ 0.450	138.8	+ 97.5	?	xx.x	x.xxx	xx.x
#1040	?	xx.x	x.xxx	xx.x	B	12.2	0.683	16.5	E+	59.4	1.097	+ 0.414	89.2	+ 72.7	?	xx.x	x.xxx	xx.x
#1041	?	xx.x	x.xxx	xx.x	C	30.8	0.497	28.4	C-	34.6	0.785	+ 0.288	31.9	+ 3.5	?	xx.x	x.xxx	xx.x
#1042	?	xx.x	x.xxx	xx.x	C	25.7	0.570	24.3	D+	37.5	0.880	+ 0.310	38.5	+ 14.2	?	xx.x	x.xxx	xx.x
#1043	?	xx.x	x.xxx	xx.x	-	-	-	-	-	-	-	-	-	-	?	xx.x	x.xxx	xx.x
#1044	?	xx.x	x.xxx	xx.x	B	13.1	0.415	13.6	B-	19.6	0.621	+ 0.206	20.4	+ 6.7	?	xx.x	x.xxx	xx.x
#1045	?	xx.x	x.xxx	xx.x	B+	11.3	0.348	8.7	B	13.8	0.524	+ 0.176	15.1	+ 6.5	?	xx.x	x.xxx	xx.x
#1046	?	xx.x	x.xxx	xx.x	C-	34.9	0.777	38.0	F	181.5	1.443	+ 0.667	246.2	+ 208.2	?	xx.x	x.xxx	xx.x
#1047	?	xx.x	x.xxx	xx.x	A	2.9	0.417	4.2	A	4.6	0.596	+ 0.179	6.7	+ 2.5	?	xx.x	x.xxx	xx.x
#1048	?	xx.x	x.xxx	xx.x	-	-	-	-	D-	51.4	1.014	-	-	-	?	xx.x	x.xxx	xx.x
#1049	?	xx.x	x.xxx	xx.x	-	-	-	-	F	89.1	1.168	-	-	-	?	xx.x	x.xxx	xx.x

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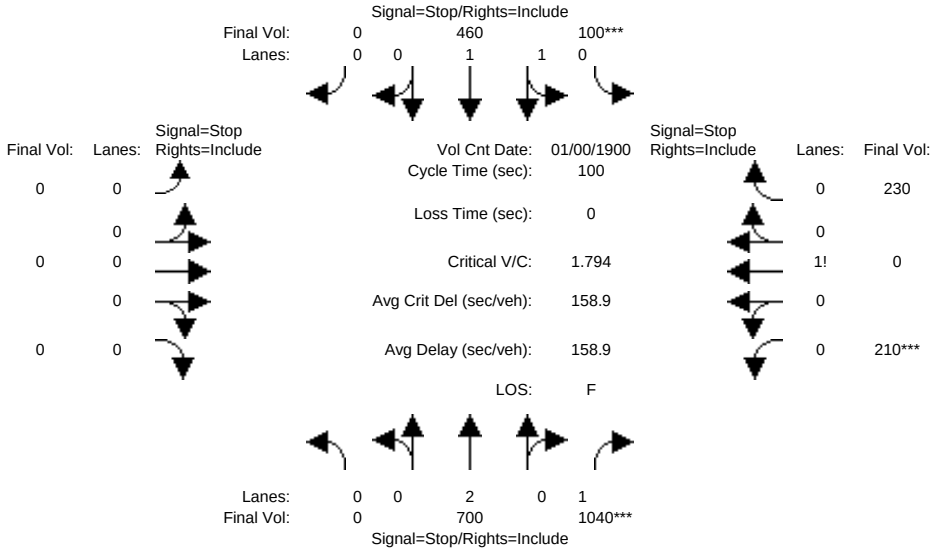
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	700	1040	100	460	0	0	0	0	210	0	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:	0	700	1040	100	460	0	0	0	0	210	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	1040	100	460	0	0	0	0	210	0	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:	0	700	1040	100	460	0	0	0	0	210	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	1040	100	460	0	0	0	0	210	0	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
FinalVolume:	0	700	1040	100	460	0	0	0	0	210	0	230
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.36	1.64	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	1037	580	162	753	0	0	0	0	268	0	294
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.68	1.79	0.62	0.61	xxxx	xxxx	xxxx	xxxx	0.78	xxxx	0.78
Crit Moves:			****	****						****		
Delay/Veh:	0.0	22.6	379.7	22.2	21.6	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	379.7	22.2	21.6	0.0	0.0	0.0	0.0	28.3	0.0	28.3
LOS by Move:	*	C	F	C	C	*	*	*	*	D	*	D
ApproachDel:		236.0			21.7			xxxxxx			28.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		236.0			21.7			xxxxxx			28.3	
LOS by Appr:		F			C			*			D	
AllWayAvgQ:	0.0	1.9	59.7	1.5	1.4	0.0	0.0	0.0	0.0	3.0	3.0	3.0

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

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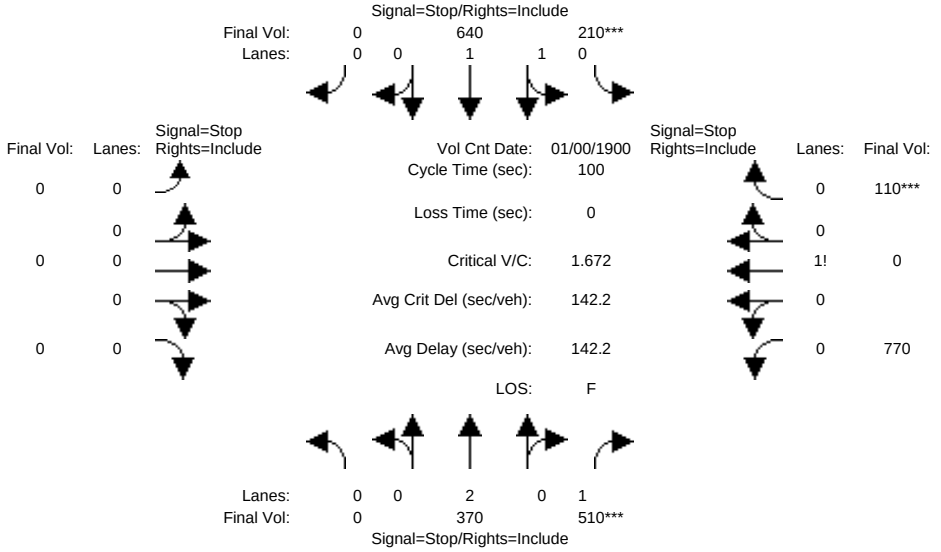
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	370	510	210	640	0	0	0	0	770	0	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:	0	370	510	210	640	0	0	0	0	770	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	510	210	640	0	0	0	0	770	0	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:	0	370	510	210	640	0	0	0	0	770	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	510	210	640	0	0	0	0	770	0	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
FinalVolume:	0	370	510	210	640	0	0	0	0	770	0	110
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.49	1.51	0.00	0.00	0.00	0.00	0.87	0.00	0.13
Final Sat.:	0	943	521	223	694	0	0	0	0	461	0	66
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.39	0.98	0.94	0.92	xxxx	xxxx	xxxx	xxxx	1.67	xxxx	1.67
Crit Moves:			****	****								****
Delay/Veh:	0.0	15.1	60.4	57.3	52.8	0.0	0.0	0.0	0.0	328.4	0.0	328.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	60.4	57.3	52.8	0.0	0.0	0.0	0.0	328.4	0.0	328.4
LOS by Move:	*	C	F	F	F	*	*	*	*	F	*	F
ApproachDel:		41.3			53.9			xxxxxx			328.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		41.3			53.9			xxxxxx			328.4	
LOS by Appr:		E			F			*			F	
AllWayAvgQ:	0.0	0.6	7.3	5.8	5.2	0.0	0.0	0.0	0.0	46.6	46.6	46.6

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

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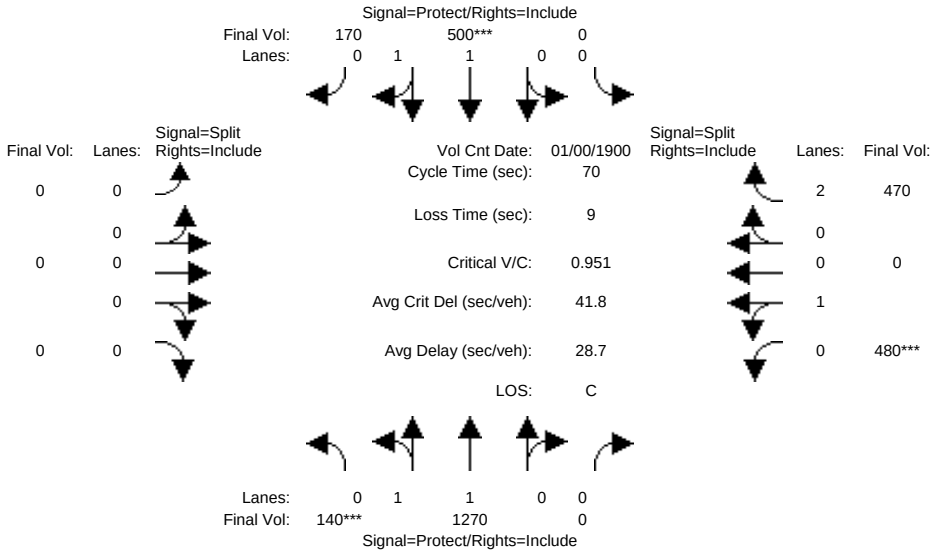
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	1270	0	0	500	170	0	0	0	480	0	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1270	0	0	500	170	0	0	0	480	0	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1270	0	0	500	170	0	0	0	480	0	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1270	0	0	500	170	0	0	0	480	0	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1270	0	0	500	170	0	0	0	480	0	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1270	0	0	500	170	0	0	0	480	0	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.21	1.79	0.00	0.00	1.46	0.54	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	374	3394	0	0	2775	944	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.58	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.95	0.64	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.95	0.00	0.52
Delay/Veh:	34.0	10.4	0.0	0.0	50.6	50.6	0.0	0.0	0.0	52.5	0.0	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:	34.0	10.4	0.0	0.0	50.6	50.6	0.0	0.0	0.0	52.5	0.0	21.4
LOS by Move:	C-	B+	A	A	D	D	A	A	A	D-	A	C+
HCM2kAvgQ:	15	9	0	0	12	12	0	0	0	16	0	6

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

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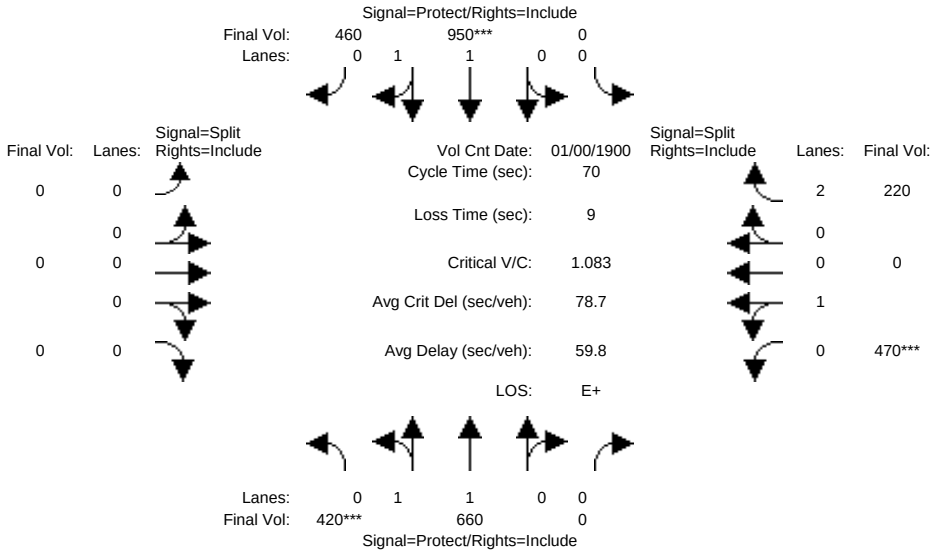
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	420	660	0	0	950	460	0	0	0	470	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	660	0	0	950	460	0	0	0	470	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	660	0	0	950	460	0	0	0	470	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	660	0	0	950	460	0	0	0	470	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	660	0	0	950	460	0	0	0	470	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	660	0	0	950	460	0	0	0	470	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.82	1.18	0.00	0.00	1.31	0.69	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1430	2247	0	0	2491	1206	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.27	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.62	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	1.08	0.47	0.00	0.00	1.08	1.08	0.00	0.00	0.00	1.08	0.00	0.28
Delay/Veh:	79.2	7.2	0.0	0.0	73.3	73.3	0.0	0.0	0.0	93.6	0.0	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:	79.2	7.2	0.0	0.0	73.3	73.3	0.0	0.0	0.0	93.6	0.0	21.5
LOS by Move:	E-	A	A	A	E	E	A	A	A	F	A	C+
HCM2kAvgQ:	19	6	0	0	28	28	0	0	0	21	0	2

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

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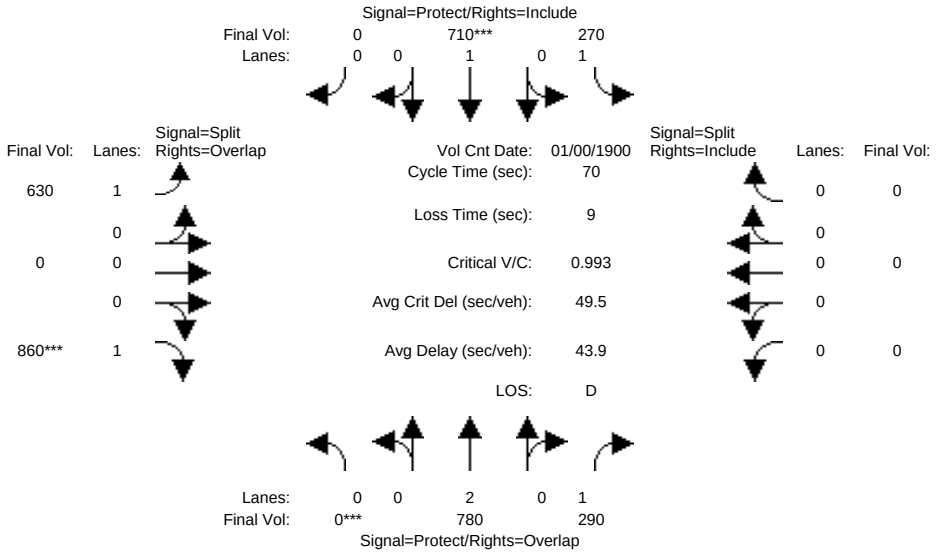
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	780	290	270	710	0	630	0	860	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	780	290	270	710	0	630	0	860	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	780	290	270	710	0	630	0	860	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	780	290	270	710	0	630	0	860	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	290	270	710	0	630	0	860	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	780	290	270	710	0	630	0	860	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.17	0.15	0.37	0.00	0.36	0.00	0.49	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.21	0.21	0.16	0.38	0.00	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.77	0.96	0.99	0.00	0.73	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	48.4	35.3	70.4	53.5	0.0	17.1	0.0	46.3	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	48.4	35.3	70.4	53.5	0.0	17.1	0.0	46.3	0.0	0.0	0.0
LOS by Move:	A	D	D+	E	D-	A	B	A	D	A	A	A
HCM2kAvgQ:	0	10	6	7	16	0	13	0	28	0	0	0

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

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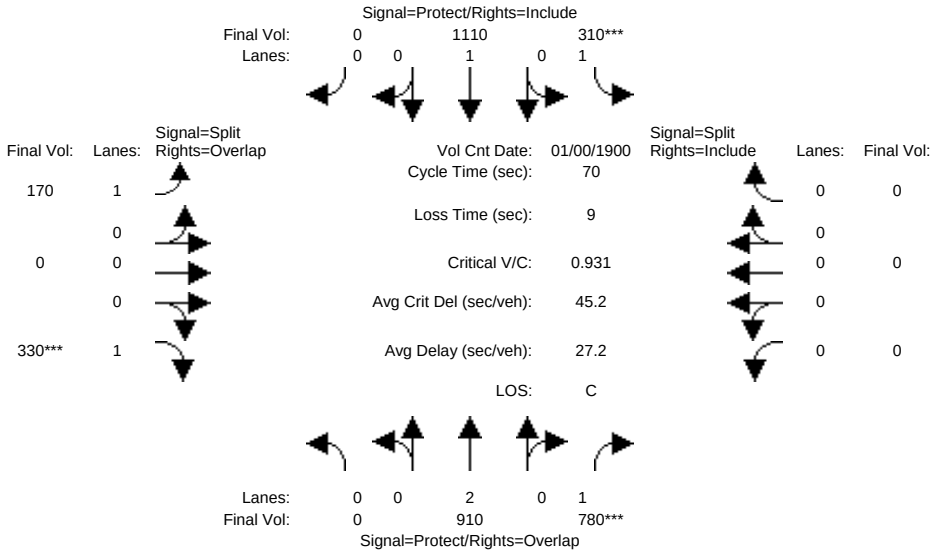
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	910	780	310	1110	0	170	0	330	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	910	780	310	1110	0	170	0	330	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	780	310	1110	0	170	0	330	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	910	780	310	1110	0	170	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	780	310	1110	0	170	0	330	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	910	780	310	1110	0	170	0	330	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.45	0.18	0.58	0.00	0.10	0.00	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.48	0.48	0.19	0.67	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.93	0.93	0.87	0.00	0.48	0.00	0.93	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	33.9	59.9	16.2	0.0	25.7	0.0	58.1	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	12.7	33.9	59.9	16.2	0.0	25.7	0.0	58.1	0.0	0.0	0.0
LOS by Move:	A	B	C-	E+	B	A	C	A	E+	A	A	A
HCM2kAvgQ:	0	6	19	7	18	0	4	0	12	0	0	0

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

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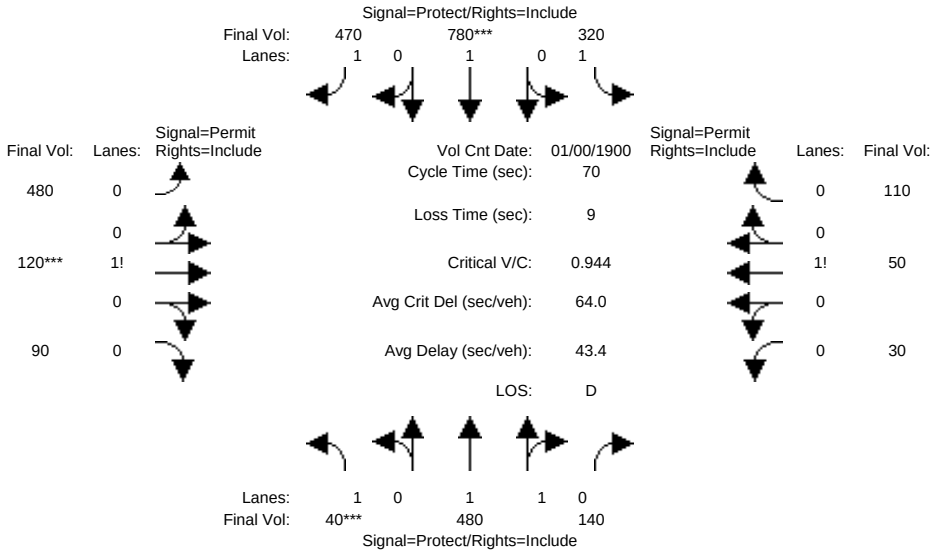
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	480	140	320	780	470	480	120	90	30	50	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:	40	480	140	320	780	470	480	120	90	30	50	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	480	140	320	780	470	480	120	90	30	50	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:	40	480	140	320	780	470	480	120	90	30	50	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	480	140	320	780	470	480	120	90	30	50	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
FinalVolume:	40	480	140	320	780	470	480	120	90	30	50	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	0.71	0.16	0.13	0.16	0.25	0.59
Final Sat.:	1750	2886	842	1750	1900	1750	1234	309	231	282	470	1035
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.18	0.41	0.27	0.39	0.39	0.39	0.11	0.11	0.11
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.24	0.24	0.26	0.40	0.40	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.23	0.70	0.70	0.70	1.04	0.68	1.04	1.04	1.04	0.28	0.28	0.28
Delay/Veh:	29.7	27.1	27.1	28.4	63.7	20.2	66.5	66.5	66.5	15.5	15.5	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:	29.7	27.1	27.1	28.4	63.7	20.2	66.5	66.5	66.5	15.5	15.5	15.5
LOS by Move:	C	C	C	C	E	C+	E	E	E	B	B	B
HCM2kAvgQ:	1	8	8	6	20	8	26	26	26	3	3	3

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

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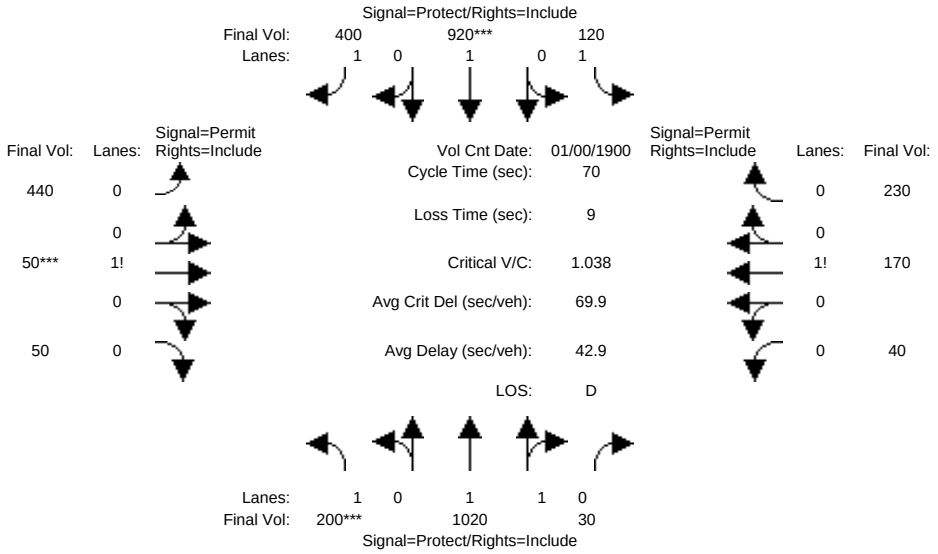
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	1020	30	120	920	400	440	50	50	40	170	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:	200	1020	30	120	920	400	440	50	50	40	170	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1020	30	120	920	400	440	50	50	40	170	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:	200	1020	30	120	920	400	440	50	50	40	170	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1020	30	120	920	400	440	50	50	40	170	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
FinalVolume:	200	1020	30	120	920	400	440	50	50	40	170	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.94	0.06	1.00	1.00	1.00	0.82	0.09	0.09	0.09	0.37	0.54
Final Sat.:	1750	3682	108	1750	1900	1750	1436	163	163	164	697	944
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.07	0.48	0.23	0.31	0.31	0.31	0.24	0.24	0.24
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.42	0.42	0.15	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	1.04	0.65	0.65	0.45	1.04	0.49	1.04	1.04	1.04	0.83	0.83	0.83
Delay/Veh:	106.4	17.1	17.1	28.2	59.3	13.4	74.4	74.4	74.4	33.3	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	17.1	17.1	28.2	59.3	13.4	74.4	74.4	74.4	33.3	33.3	33.3
LOS by Move:	F	B	B	C	E+	B	E	E	E	C-	C-	C-
HCM2kAvgQ:	10	10	10	2	25	6	21	21	21	12	12	12

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

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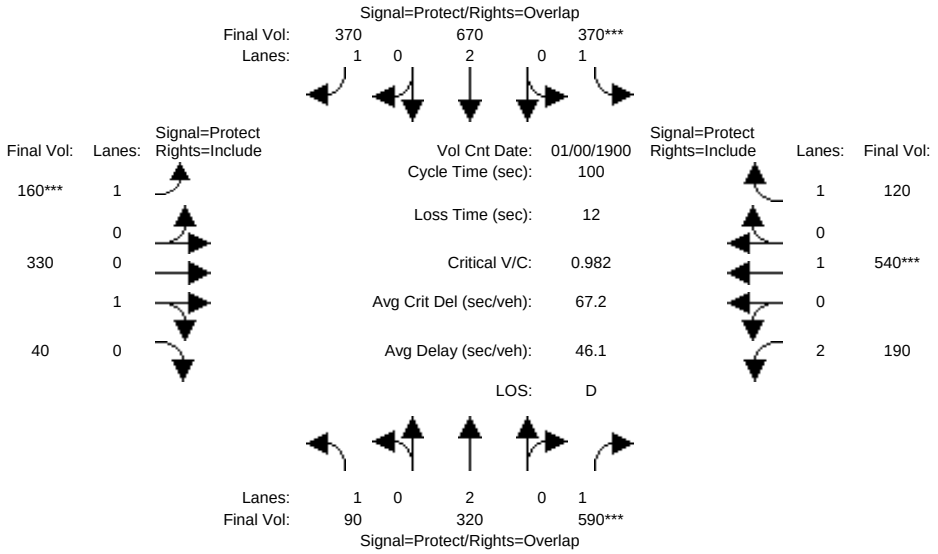
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	320	590	370	670	370	160	330	40	190	540	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:	90	320	590	370	670	370	160	330	40	190	540	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	320	590	370	670	370	160	330	40	190	540	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:	90	320	590	370	670	370	160	330	40	190	540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	320	590	370	670	370	160	330	40	190	540	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
FinalVolume:	90	320	590	370	670	370	160	330	40	190	540	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1679	204	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.34	0.21	0.18	0.21	0.09	0.20	0.20	0.06	0.28	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.27	0.37	0.22	0.35	0.44	0.09	0.28	0.28	0.10	0.29	0.29
Volume/Cap:	0.37	0.31	0.90	0.98	0.51	0.48	0.98	0.70	0.70	0.60	0.98	0.24
Delay/Veh:	40.1	29.1	45.8	80.4	26.0	20.2	110.1	36.1	36.1	46.2	68.8	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:	40.1	29.1	45.8	80.4	26.0	20.2	110.1	36.1	36.1	46.2	68.8	27.3
LOS by Move:	D	C	D	F	C	C+	F	D+	D+	D	E	C
HCM2kAvgQ:	3	4	23	18	8	9	9	11	11	3	20	3

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

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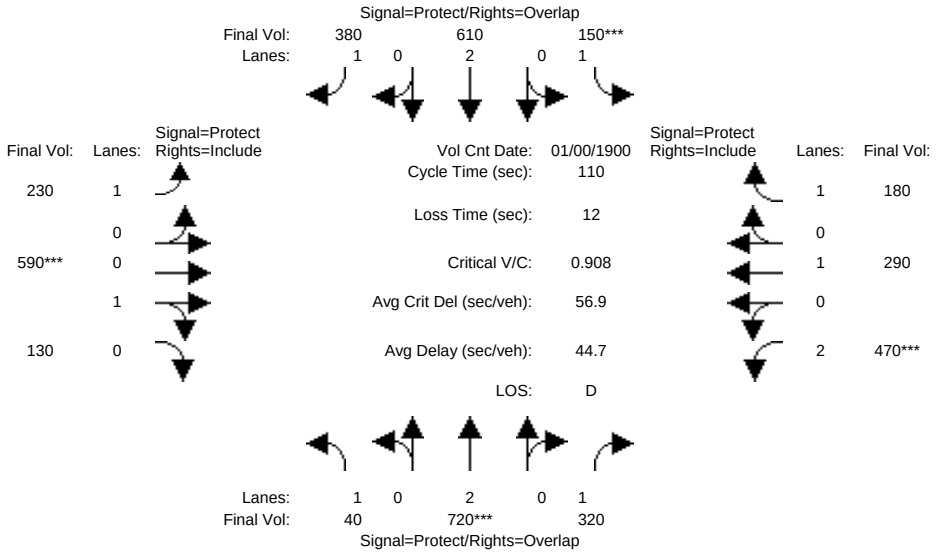
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	720	320	150	610	380	230	590	130	470	290	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:	40	720	320	150	610	380	230	590	130	470	290	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	720	320	150	610	380	230	590	130	470	290	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:	40	720	320	150	610	380	230	590	130	470	290	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	720	320	150	610	380	230	590	130	470	290	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
FinalVolume:	40	720	320	150	610	380	230	590	130	470	290	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1533	338	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.18	0.09	0.16	0.22	0.13	0.38	0.38	0.15	0.15	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.21	0.37	0.09	0.22	0.49	0.27	0.42	0.42	0.16	0.32	0.32
Volume/Cap:	0.27	0.91	0.49	0.91	0.74	0.44	0.48	0.91	0.91	0.91	0.48	0.33
Delay/Veh:	48.0	56.8	27.1	93.7	43.8	18.7	34.3	44.0	44.0	65.0	31.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	56.8	27.1	93.7	43.8	18.7	34.3	44.0	44.0	65.0	31.0	29.0
LOS by Move:	D	E+	C	F	D	B-	C-	D	D	E	C	C
HCM2kAvgQ:	2	16	9	9	11	9	7	27	27	11	8	5

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

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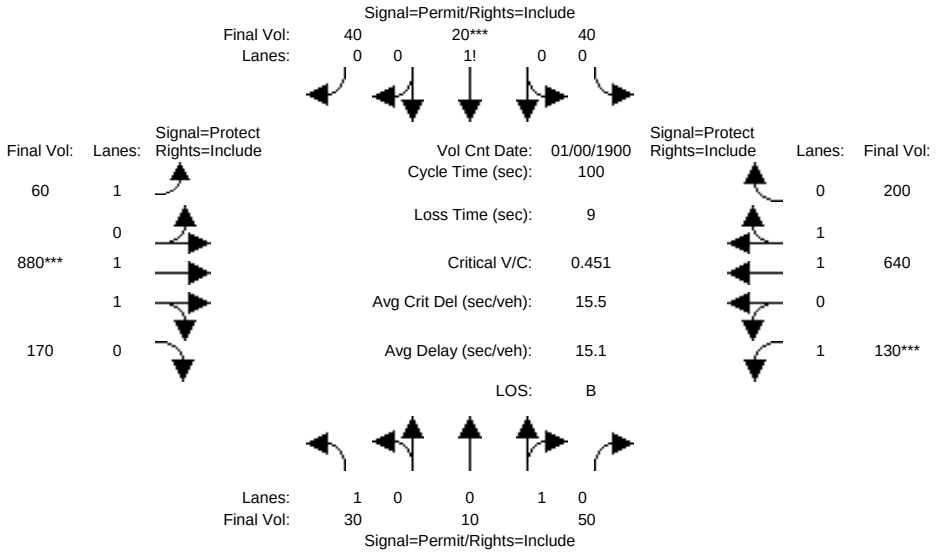
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	10	50	40	20	40	60	880	170	130	640	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:	30	10	50	40	20	40	60	880	170	130	640	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	50	40	20	40	60	880	170	130	640	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:	30	10	50	40	20	40	60	880	170	130	640	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	50	40	20	40	60	880	170	130	640	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
FinalVolume:	30	10	50	40	20	40	60	880	170	130	640	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.16	0.84	0.41	0.19	0.40	1.00	1.65	0.35	1.00	1.49	0.51
Final Sat.:	1750	296	1478	711	356	711	1750	3141	607	1750	2837	887
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.06	0.06	0.06	0.03	0.28	0.28	0.07	0.23	0.23
Crit Moves:					****			****		****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.19	0.62	0.62	0.16	0.60	0.60
Volume/Cap:	0.14	0.27	0.27	0.45	0.45	0.45	0.18	0.45	0.45	0.45	0.38	0.38
Delay/Veh:	39.3	40.3	40.3	42.1	42.1	42.1	34.6	10.1	10.1	38.8	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	40.3	40.3	42.1	42.1	42.1	34.6	10.1	10.1	38.8	10.5	10.5
LOS by Move:	D	D	D	D	D	D	C-	B+	B+	D+	B+	B+
HCM2kAvgQ:	1	2	2	4	4	4	2	8	8	4	6	6

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

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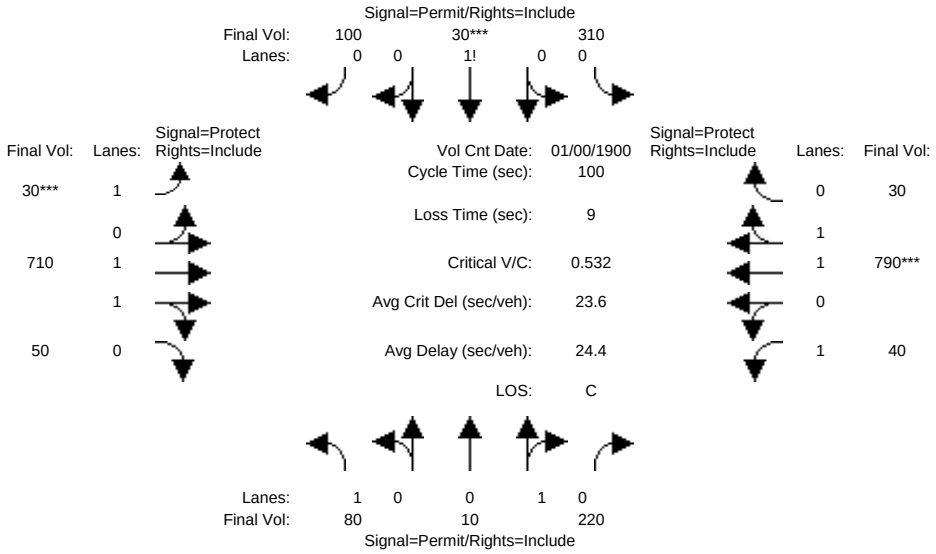
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	10	220	310	30	100	30	710	50	40	790	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:	80	10	220	310	30	100	30	710	50	40	790	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	10	220	310	30	100	30	710	50	40	790	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	10	220	310	30	100	30	710	50	40	790	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	10	220	310	30	100	30	710	50	40	790	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	10	220	310	30	100	30	710	50	40	790	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	0.71	0.06	0.23	1.00	1.86	0.14	1.00	1.92	0.08
Final Sat.:	1750	76	1680	1240	120	400	1750	3530	249	1750	3650	139
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.25	0.25	0.25	0.02	0.20	0.20	0.02	0.22	0.22
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.07	0.34	0.34	0.12	0.39	0.39
Volume/Cap:	0.10	0.29	0.29	0.56	0.56	0.56	0.24	0.59	0.59	0.19	0.56	0.56
Delay/Veh:	15.9	17.6	17.6	21.0	21.0	21.0	45.0	27.9	27.9	40.2	24.2	24.2
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:	15.9	17.6	17.6	21.0	21.0	21.0	45.0	27.9	27.9	40.2	24.2	24.2
LOS by Move:	B	B	B	C+	C+	C+	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	11	11	11	1	9	9	1	10	10

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

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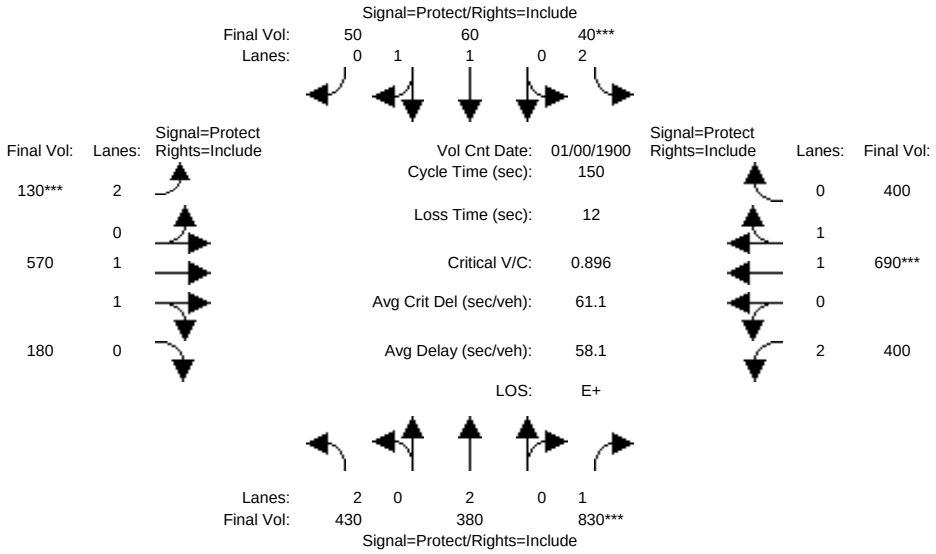
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	430	380	830	40	60	50	130	570	180	400	690	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	380	830	40	60	50	130	570	180	400	690	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	380	830	40	60	50	130	570	180	400	690	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	380	830	40	60	50	130	570	180	400	690	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	380	830	40	60	50	130	570	180	400	690	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	380	830	40	60	50	130	570	180	400	690	400
Saturation 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	1.05	0.95	2.00	1.49	0.51	2.00	1.23	0.77
Final Sat.:	3150	3800	1750	3150	1995	1663	3150	2830	894	3150	2332	1352
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.47	0.01	0.03	0.03	0.04	0.20	0.20	0.13	0.30	0.30
Crit Moves:			****	****			****				****	
Green/Cycle:	0.37	0.51	0.51	0.05	0.18	0.18	0.05	0.22	0.22	0.14	0.32	0.32
Volume/Cap:	0.37	0.20	0.93	0.27	0.16	0.16	0.88	0.90	0.90	0.90	0.93	0.93
Delay/Veh:	34.3	20.1	50.5	70.0	51.8	51.8	113.3	69.6	69.6	84.6	62.7	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:	34.3	20.1	50.5	70.0	51.8	51.8	113.3	69.6	69.6	84.6	62.7	62.7
LOS by Move:	C-	C+	D	E	D-	D-	F	E	E	F	E	E
HCM2kAvgQ:	8	5	42	1	2	2	4	18	18	12	26	26

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

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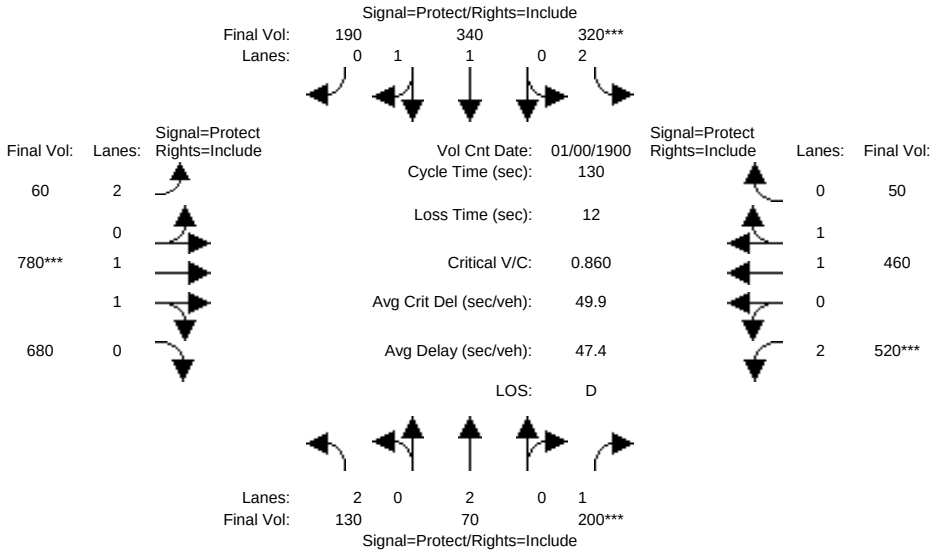
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	70	200	320	340	190	60	780	680	520	460	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	70	200	320	340	190	60	780	680	520	460	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	70	200	320	340	190	60	780	680	520	460	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	70	200	320	340	190	60	780	680	520	460	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	70	200	320	340	190	60	780	680	520	460	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	70	200	320	340	190	60	780	680	520	460	50
Saturation 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	1.24	0.76	2.00	1.03	0.97	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	2365	1322	3150	1952	1702	3150	3399	369
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.11	0.10	0.14	0.14	0.02	0.40	0.40	0.17	0.14	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.13	0.13	0.12	0.18	0.18	0.19	0.46	0.46	0.19	0.47	0.47
Volume/Cap:	0.60	0.14	0.86	0.86	0.79	0.79	0.10	0.86	0.86	0.86	0.29	0.29
Delay/Veh:	63.6	49.9	81.2	74.2	56.9	56.9	43.9	35.7	35.7	62.7	21.2	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:	63.6	49.9	81.2	74.2	56.9	56.9	43.9	35.7	35.7	62.7	21.2	21.2
LOS by Move:	E	D	F	E	E+	E+	D	D+	D+	E	C+	C+
HCM2kAvgQ:	3	1	9	10	12	12	1	28	28	13	6	6

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

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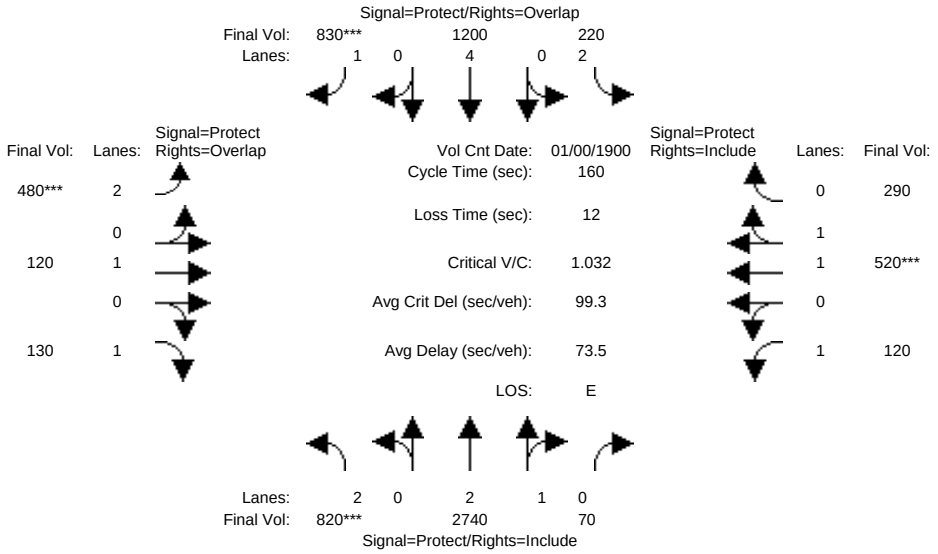
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	820	2740	70	220	1200	830	480	120	130	120	520	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	820	2740	70	220	1200	830	480	120	130	120	520	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	820	2740	70	220	1200	830	480	120	130	120	520	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	820	2740	70	220	1200	830	480	120	130	120	520	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	820	2740	70	220	1200	830	480	120	130	120	520	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	820	2740	70	220	1200	830	480	120	130	120	520	290
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.92	0.08	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.25	0.75
Final Sat.:	3150	5546	142	3150	7600	1750	3150	1900	1750	1750	2367	1320
Capacity Analysis Module:												
Vol/Sat:	0.26	0.49	0.49	0.07	0.16	0.47	0.15	0.06	0.07	0.07	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.49	0.49	0.07	0.31	0.46	0.15	0.17	0.43	0.19	0.21	0.21
Volume/Cap:	1.03	1.00	1.00	1.00	0.51	1.03	1.03	0.37	0.17	0.37	1.03	1.03
Delay/Veh:	100.1	57.2	57.2	134.8	45.1	83.4	118.3	59.1	28.7	57.4	103	103.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.1	57.2	57.2	134.8	45.1	83.4	118.3	59.1	28.7	57.4	103	103.5
LOS by Move:	F	E+	E+	F	D	F	F	E+	C	E+	F	F
HCM2kAvgQ:	25	45	45	10	12	53	17	5	4	6	27	27

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

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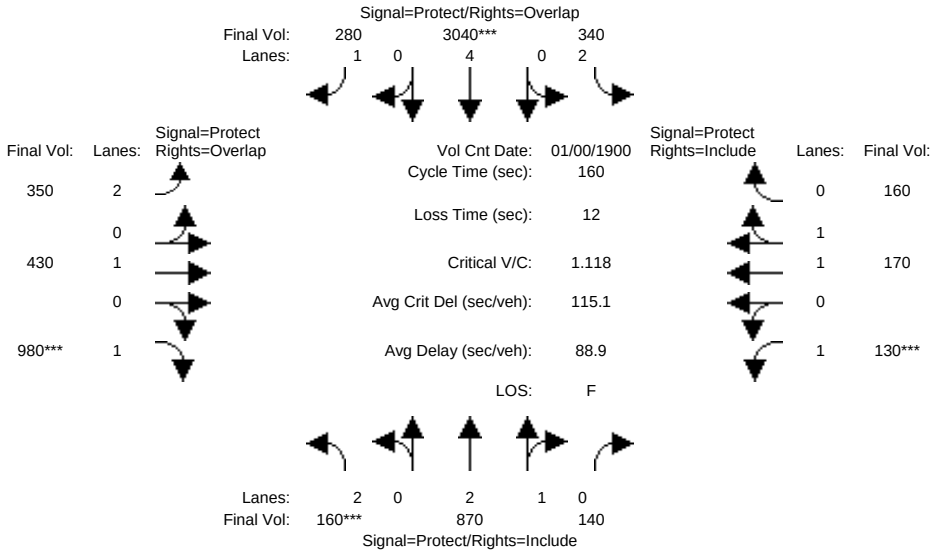
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	870	140	340	3040	280	350	430	980	130	170	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:	160	870	140	340	3040	280	350	430	980	130	170	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	870	140	340	3040	280	350	430	980	130	170	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:	160	870	140	340	3040	280	350	430	980	130	170	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	870	140	340	3040	280	350	430	980	130	170	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
FinalVolume:	160	870	140	340	3040	280	350	430	980	130	170	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	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.55	0.45	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4852	781	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.11	0.40	0.16	0.11	0.23	0.56	0.07	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.25	0.25	0.15	0.36	0.64	0.29	0.46	0.50	0.07	0.24	0.24
Volume/Cap:	1.12	0.71	0.71	0.71	1.12	0.25	0.39	0.50	1.12	1.12	0.38	0.39
Delay/Veh:	186.8	56.3	56.3	69.6	110	12.2	46.1	31.1	108.2	193.4	51.6	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:	186.8	56.3	56.3	69.6	110	12.2	46.1	31.1	108.2	193.4	51.6	51.7
LOS by Move:	F	E+	E+	E	F	B	D	C	F	F	D-	D-
HCM2kAvgQ:	7	15	15	11	50	6	8	14	65	12	7	7

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

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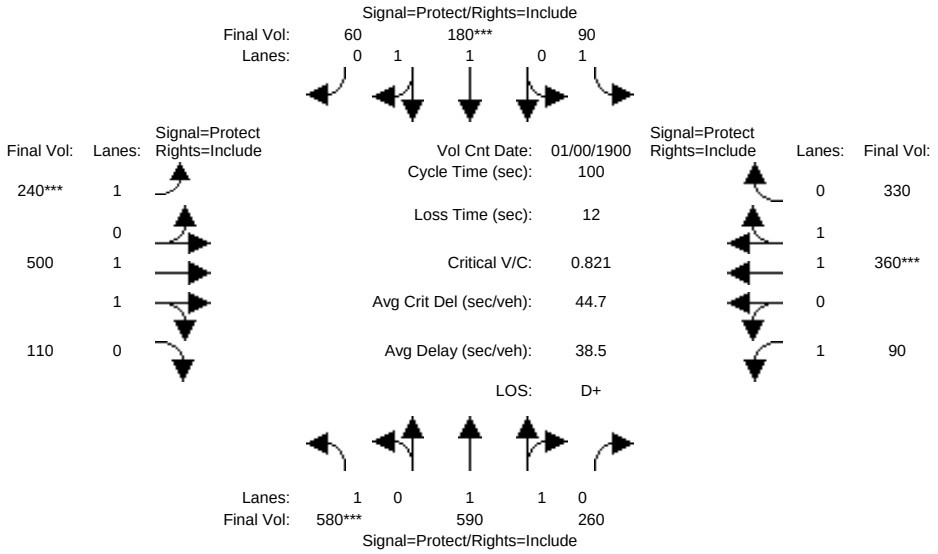
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	580	590	260	90	180	60	240	500	110	90	360	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	590	260	90	180	60	240	500	110	90	360	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	590	260	90	180	60	240	500	110	90	360	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	580	590	260	90	180	60	240	500	110	90	360	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	590	260	90	180	60	240	500	110	90	360	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	590	260	90	180	60	240	500	110	90	360	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.35	0.65	1.00	1.47	0.53	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1750	2570	1133	1750	2790	930	1750	3067	675	1750	1905	1746
Capacity Analysis Module:												
Vol/Sat:	0.33	0.23	0.23	0.05	0.06	0.06	0.14	0.16	0.16	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.39	0.34	0.34	0.15	0.10	0.10	0.16	0.27	0.27	0.12	0.22	0.22
Volume/Cap:	0.84	0.67	0.67	0.34	0.65	0.65	0.84	0.60	0.60	0.44	0.84	0.84
Delay/Veh:	36.8	29.4	29.4	38.9	47.2	47.2	60.5	32.8	32.8	42.7	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	29.4	29.4	38.9	47.2	47.2	60.5	32.8	32.8	42.7	45.1	45.1
LOS by Move:	D+	C	C	D+	D	D	E	C-	C-	D	D	D
HCM2kAvgQ:	20	12	12	3	5	5	8	8	8	3	10	10

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

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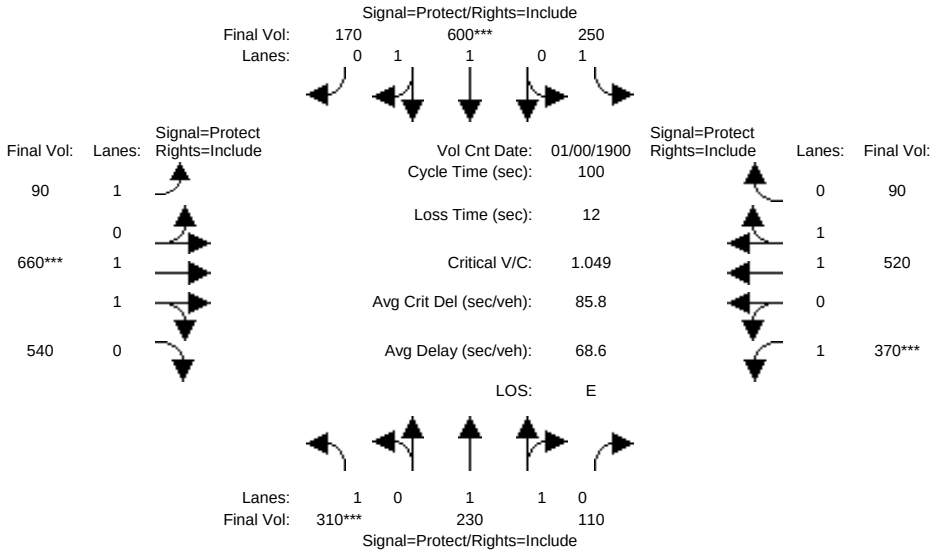
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	310	230	110	250	600	170	90	660	540	370	520	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	230	110	250	600	170	90	660	540	370	520	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	230	110	250	600	170	90	660	540	370	520	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	230	110	250	600	170	90	660	540	370	520	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	230	110	250	600	170	90	660	540	370	520	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	230	110	250	600	170	90	660	540	370	520	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.32	0.68	1.00	1.53	0.47	1.00	1.06	0.94	1.00	1.68	0.32
Final Sat.:	1750	2501	1196	1750	2906	823	1750	2012	1646	1750	3199	554
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.09	0.14	0.21	0.21	0.05	0.33	0.33	0.21	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.15	0.15	0.22	0.20	0.20	0.15	0.31	0.31	0.20	0.36	0.36
Volume/Cap:	1.05	0.61	0.61	0.66	1.05	1.05	0.33	1.05	1.05	1.05	0.45	0.45
Delay/Veh:	107.3	41.7	41.7	40.4	86.9	86.9	38.4	74.7	74.7	101.2	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:	107.3	41.7	41.7	40.4	86.9	86.9	38.4	74.7	74.7	101.2	24.7	24.7
LOS by Move:	F	D	D	D	F	F	D+	E	E	F	C	C
HCM2kAvgQ:	17	6	6	9	19	19	3	24	24	16	7	7

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

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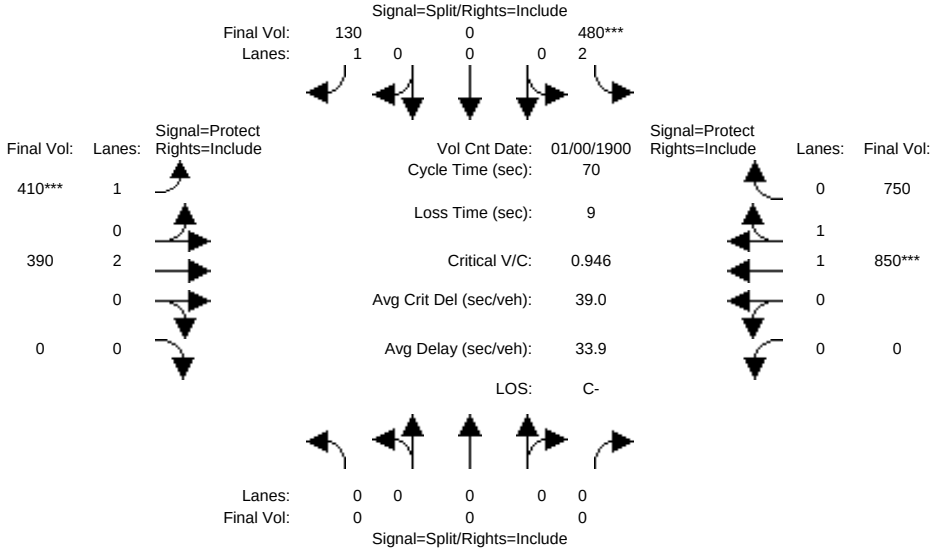
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	480	0	130	410	390	0	0	850	750
Growth Adj:	1.00	1.00	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	480	0	130	410	390	0	0	850	750
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	0	130	410	390	0	0	850	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	0	130	410	390	0	0	850	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	130	410	390	0	0	850	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	480	0	130	410	390	0	0	850	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.02	0.98
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1941	1712
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.23	0.10	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.25	0.71	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.46	0.95	0.14	0.00	0.00	0.95	0.95
Delay/Veh:	0.0	0.0	0.0	56.1	0.0	27.8	55.8	3.3	0.0	0.0	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.1	0.0	27.8	55.8	3.3	0.0	0.0	29.6	29.6
LOS by Move:	A	A	A	E+	A	C	E+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	11	0	3	11	1	0	0	18	18

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

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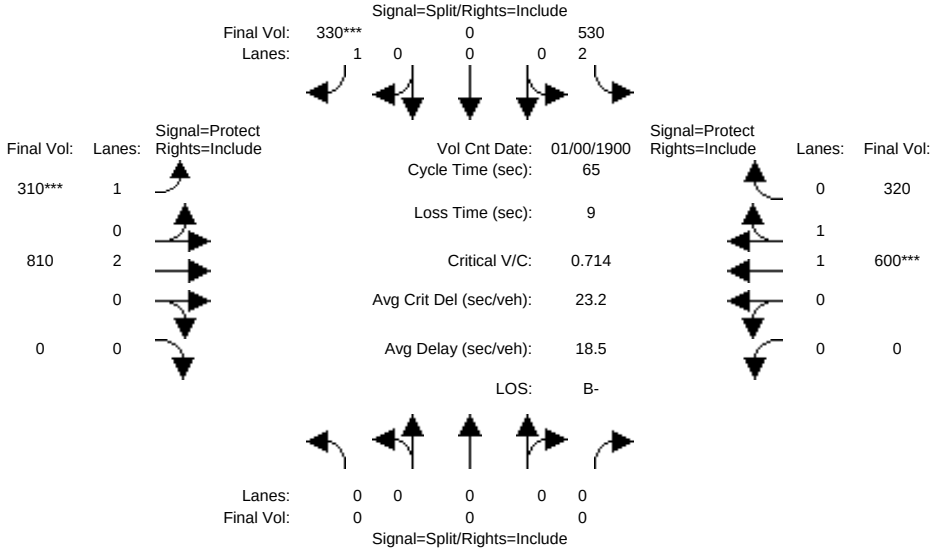
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	530	0	330	310	810	0	0	600	320
Growth Adj:	1.00	1.00	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	530	0	330	310	810	0	0	600	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	530	0	330	310	810	0	0	600	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	530	0	330	310	810	0	0	600	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	530	0	330	310	810	0	0	600	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	530	0	330	310	810	0	0	600	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.27	0.73
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2407	1283
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.19	0.18	0.21	0.00	0.00	0.25	0.25
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.25	0.60	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.71	0.71	0.36	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	26.9	27.9	6.8	0.0	0.0	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	26.9	27.9	6.8	0.0	0.0	20.3	20.3
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	7	0	8	6	4	0	0	8	8

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

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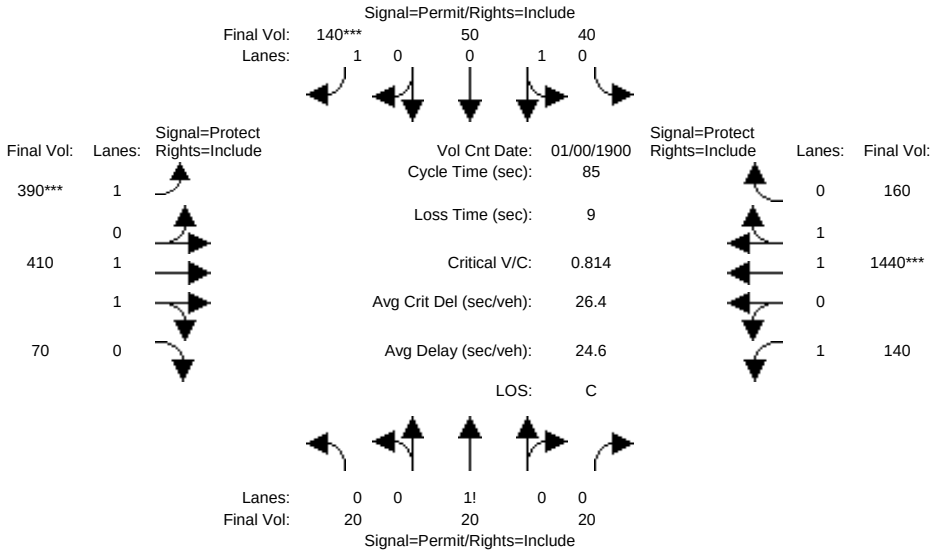
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	20	20	20	40	50	140	390	410	70	140	1440	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:	20	20	20	40	50	140	390	410	70	140	1440	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	20	40	50	140	390	410	70	140	1440	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:	20	20	20	40	50	140	390	410	70	140	1440	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	20	40	50	140	390	410	70	140	1440	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
FinalVolume:	20	20	20	40	50	140	390	410	70	140	1440	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.32	0.34	0.46	0.54	1.00	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	599	599	599	813	1017	1750	1750	3206	547	1750	3391	377
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.05	0.05	0.08	0.22	0.13	0.13	0.08	0.42	0.42
Crit Moves:						****	****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.27	0.47	0.47	0.30	0.51	0.51
Volume/Cap:	0.28	0.28	0.28	0.42	0.42	0.68	0.83	0.27	0.27	0.26	0.83	0.83
Delay/Veh:	35.0	35.0	35.0	36.1	36.1	44.9	41.6	13.7	13.7	22.6	21.1	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:	35.0	35.0	35.0	36.1	36.1	44.9	41.6	13.7	13.7	22.6	21.1	21.1
LOS by Move:	C-	C-	C-	D+	D+	D	D	B	B	C+	C+	C+
HCM2kAvgQ:	2	2	2	3	3	5	11	4	4	3	17	17

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

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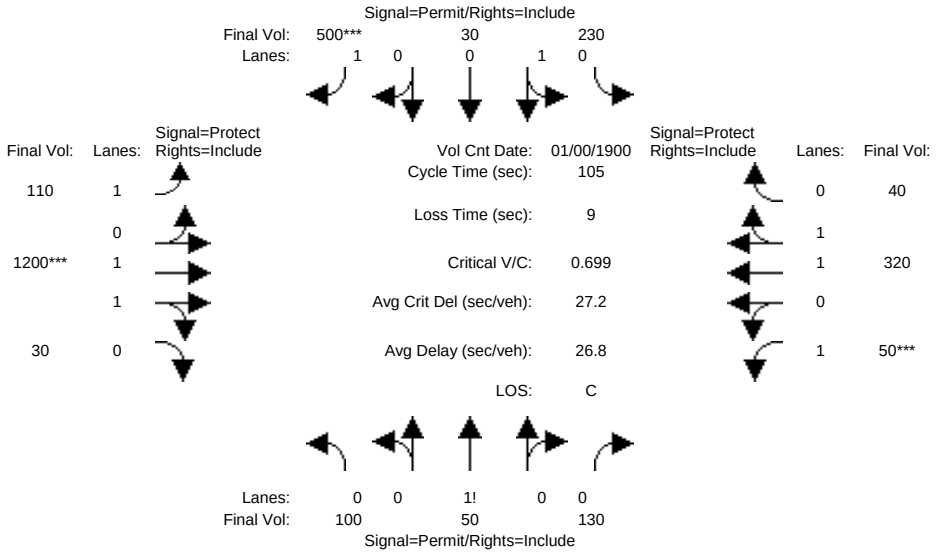
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	100	50	130	230	30	500	110	1200	30	50	320	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	50	130	230	30	500	110	1200	30	50	320	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	50	130	230	30	500	110	1200	30	50	320	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	50	130	230	30	500	110	1200	30	50	320	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	50	130	230	30	500	110	1200	30	50	320	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	50	130	230	30	500	110	1200	30	50	320	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.36	0.17	0.47	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.76	0.24
Final Sat.:	634	317	824	1562	204	1750	1750	3700	92	1750	3346	418
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.29	0.06	0.32	0.32	0.03	0.10	0.10
Crit Moves:						****		****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.21	0.45	0.45	0.07	0.30	0.30
Volume/Cap:	0.40	0.40	0.40	0.37	0.37	0.72	0.30	0.72	0.72	0.43	0.31	0.31
Delay/Veh:	23.0	23.0	23.0	22.7	22.7	30.4	35.2	25.0	25.0	49.6	28.2	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:	23.0	23.0	23.0	22.7	22.7	30.4	35.2	25.0	25.0	49.6	28.2	28.2
LOS by Move:	C	C	C	C+	C+	C	D+	C	C	D	C	C
HCM2kAvgQ:	7	7	7	6	6	16	3	16	16	2	4	4

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

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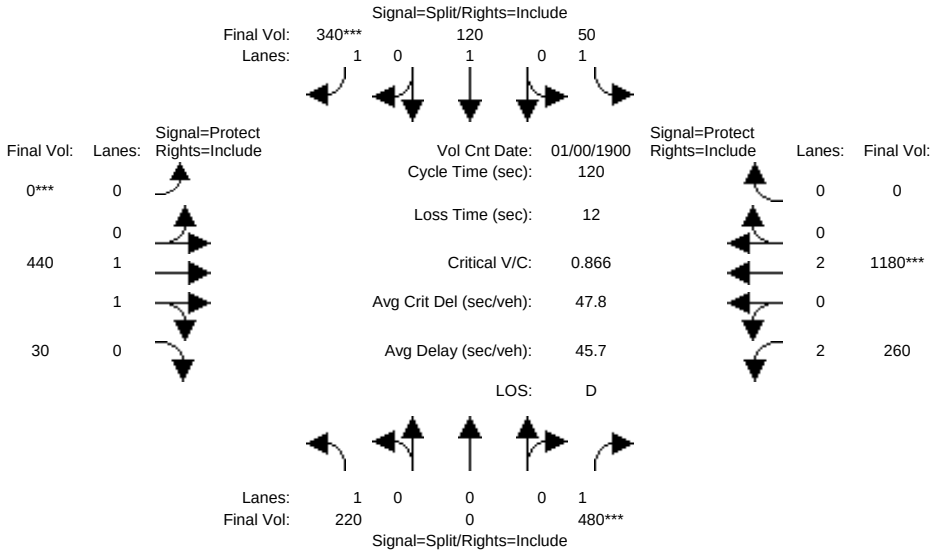
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	0	480	50	120	340	0	440	30	260	1180	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:	220	0	480	50	120	340	0	440	30	260	1180	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	480	50	120	340	0	440	30	260	1180	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:	220	0	480	50	120	340	0	440	30	260	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	480	50	120	340	0	440	30	260	1180	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:	220	0	480	50	120	340	0	440	30	260	1180	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.86	0.14	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3538	241	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.27	0.03	0.06	0.19	0.00	0.12	0.12	0.08	0.31	0.00
Crit Moves:			****			****	****				****	
Green/Cycle:	0.32	0.00	0.32	0.22	0.22	0.22	0.00	0.22	0.22	0.14	0.36	0.00
Volume/Cap:	0.40	0.00	0.87	0.13	0.28	0.87	0.00	0.58	0.58	0.58	0.87	0.00
Delay/Veh:	32.5	0.0	52.0	37.3	38.9	62.7	0.0	43.2	43.2	49.9	41.9	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:	32.5	0.0	52.0	37.3	38.9	62.7	0.0	43.2	43.2	49.9	41.9	0.0
LOS by Move:	C-	A	D-	D+	D+	E	A	D	D	D	D	A
HCM2kAvgQ:	7	0	21	2	4	16	0	8	8	5	21	0

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

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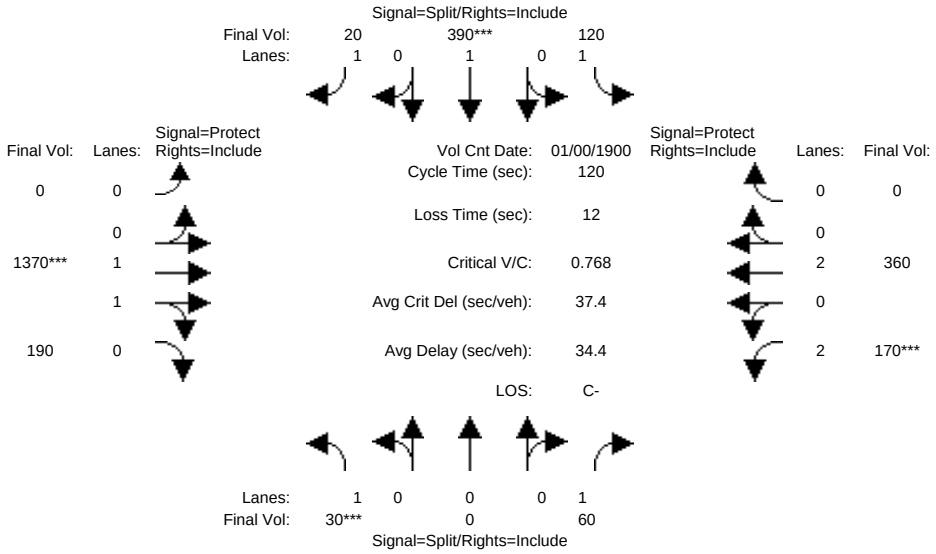
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	0	60	120	390	20	0	1370	190	170	360	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:	30	0	60	120	390	20	0	1370	190	170	360	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	60	120	390	20	0	1370	190	170	360	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:	30	0	60	120	390	20	0	1370	190	170	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	60	120	390	20	0	1370	190	170	360	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:	30	0	60	120	390	20	0	1370	190	170	360	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.74	0.26	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3303	458	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.07	0.21	0.01	0.00	0.41	0.41	0.05	0.09	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.00	0.08	0.25	0.25	0.25	0.00	0.50	0.50	0.07	0.57	0.00
Volume/Cap:	0.21	0.00	0.41	0.28	0.83	0.05	0.00	0.83	0.83	0.83	0.17	0.00
Delay/Veh:	52.0	0.0	54.1	36.7	54.0	34.3	0.0	28.5	28.5	78.4	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	0.0	54.1	36.7	54.0	34.3	0.0	28.5	28.5	78.4	12.4	0.0
LOS by Move:	D-	A	D-	D+	D-	C-	A	C	C	E-	B	A
HCM2kAvgQ:	1	0	3	4	16	1	0	24	24	4	3	0

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

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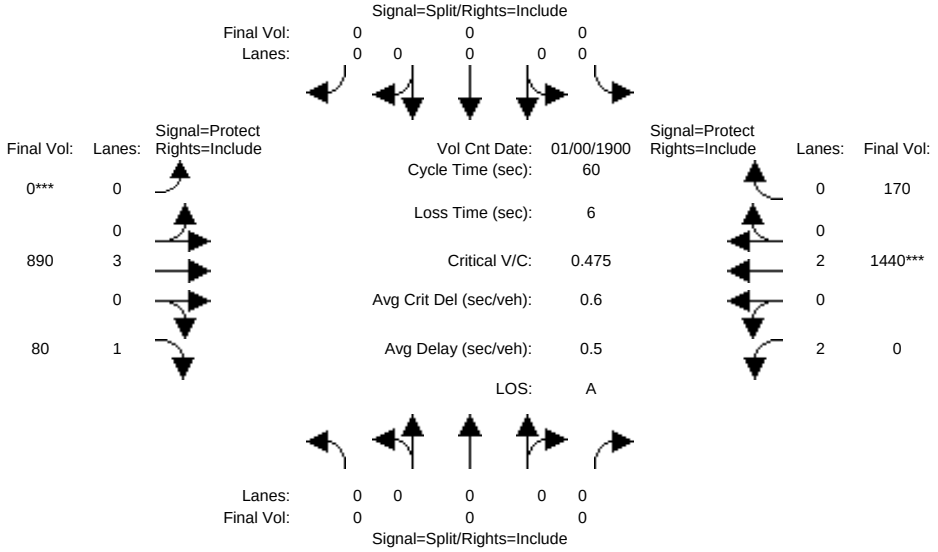
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	890	80	0	1440	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:	0	0	0	0	0	0	0	890	80	0	1440	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	890	80	0	1440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	890	80	0	1440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	890	80	0	1440	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
FinalVolume:	0	0	0	0	0	0	0	890	80	0	1440	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.77	0.23
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3368	398
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.05	0.00	0.43	0.43
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.05	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	3	3

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

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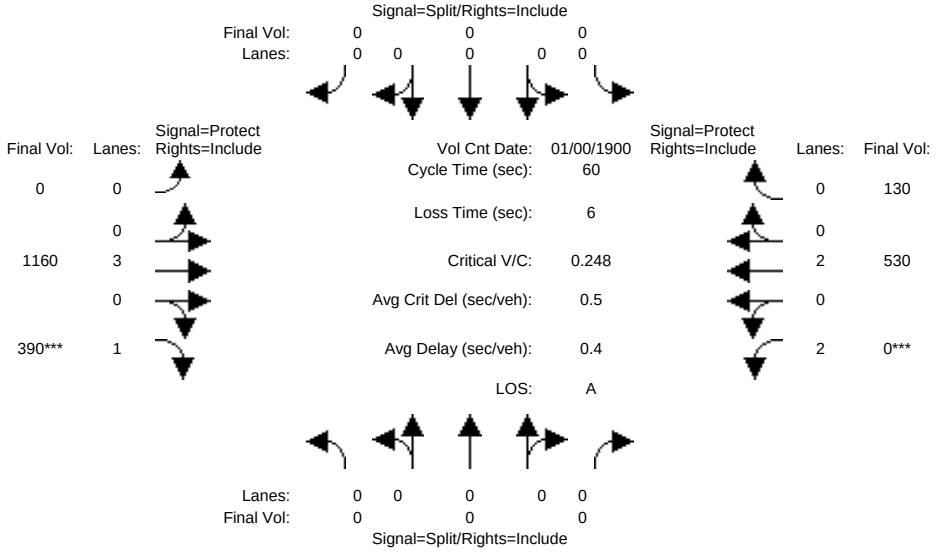
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1160	390	0	530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1160	390	0	530	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1160	390	0	530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1160	390	0	530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1160	390	0	530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1160	390	0	530	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.58	0.42
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3001	736
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.22	0.00	0.18	0.18
Crit Moves:									****	****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.25	0.00	0.20	0.20
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.4	0.4
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	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.4	0.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

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

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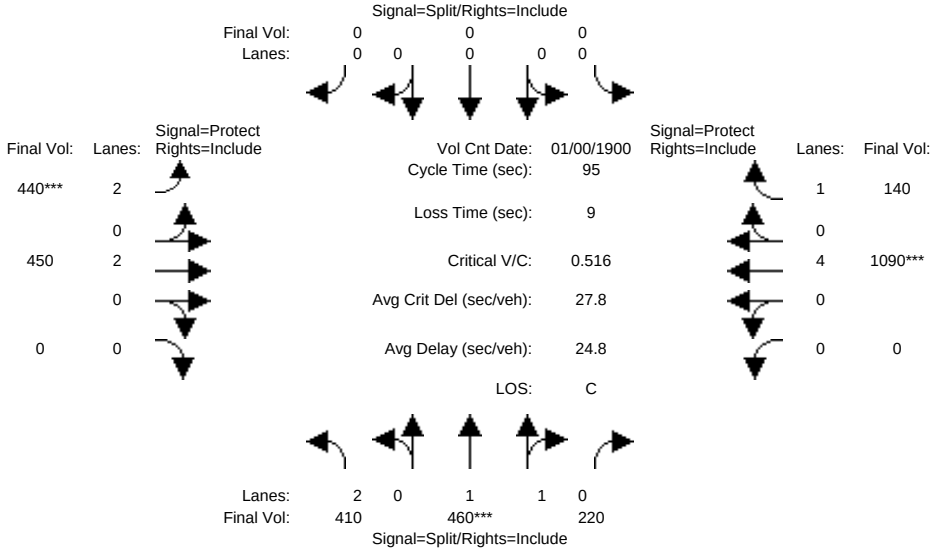
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:237 Eastbound Off-Ramp and Connec East Middlefield Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	460	220	0	0	0	440	450	0	0	1090	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	460	220	0	0	0	440	450	0	0	1090	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	460	220	0	0	0	440	450	0	0	1090	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:	410	460	220	0	0	0	440	450	0	0	1090	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	460	220	0	0	0	440	450	0	0	1090	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	460	220	0	0	0	440	450	0	0	1090	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.32	0.68	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2501	1196	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.00	0.00	0.00	0.14	0.12	0.00	0.00	0.14	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.27	0.55	0.00	0.00	0.28	0.28
Volume/Cap:	0.37	0.52	0.52	0.00	0.00	0.00	0.52	0.22	0.00	0.00	0.52	0.29
Delay/Veh:	22.8	24.5	24.5	0.0	0.0	0.0	29.9	11.0	0.0	0.0	29.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	24.5	24.5	0.0	0.0	0.0	29.9	11.0	0.0	0.0	29.1	27.2
LOS by Move:	C+	C	C	A	A	A	C	B+	A	A	C	C
HCM2kAvgQ:	5	8	8	0	0	0	6	3	0	0	7	3

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

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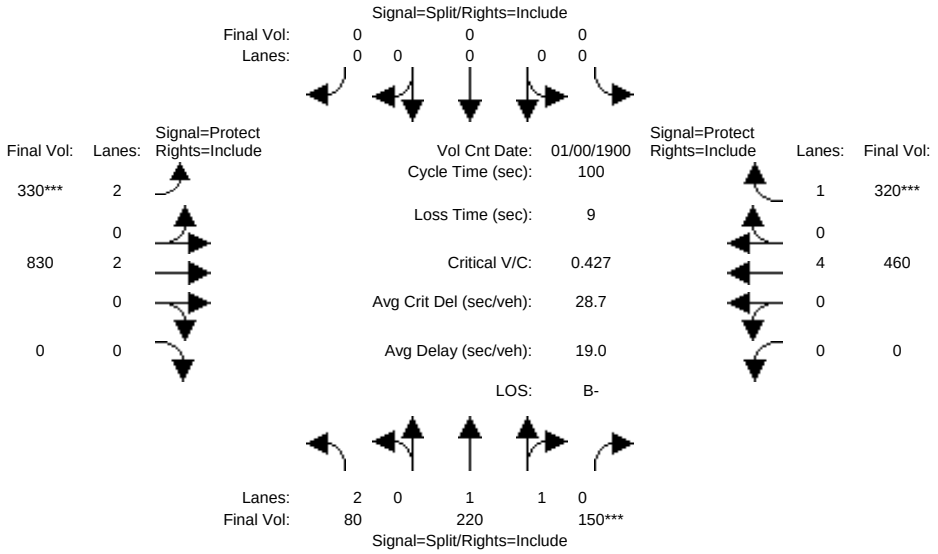
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	220	150	0	0	0	330	830	0	0	460	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	220	150	0	0	0	330	830	0	0	460	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	220	150	0	0	0	330	830	0	0	460	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	220	150	0	0	0	330	830	0	0	460	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	220	150	0	0	0	330	830	0	0	460	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	220	150	0	0	0	330	830	0	0	460	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.15	0.85	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2184	1489	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.00	0.00	0.00	0.10	0.22	0.00	0.00	0.06	0.18
Crit Moves:			****				****					****
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.25	0.67	0.00	0.00	0.43	0.43
Volume/Cap:	0.11	0.43	0.43	0.00	0.00	0.00	0.43	0.32	0.00	0.00	0.14	0.43
Delay/Veh:	30.0	32.8	32.8	0.0	0.0	0.0	32.2	6.9	0.0	0.0	17.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	32.8	32.8	0.0	0.0	0.0	32.2	6.9	0.0	0.0	17.4	20.4
LOS by Move:	C	C-	C-	A	A	A	C-	A	A	A	B	C+
HCM2kAvgQ:	1	5	5	0	0	0	5	5	0	0	2	7

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

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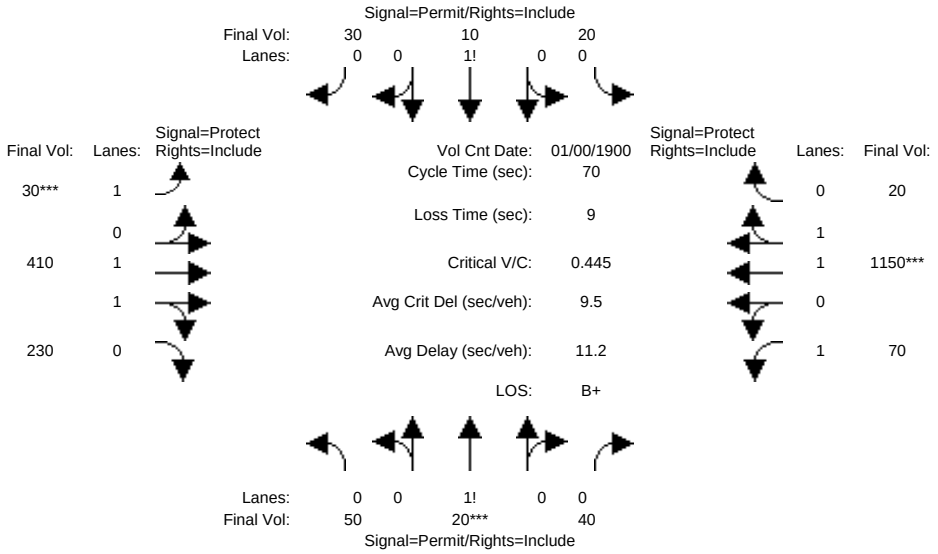
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	20	40	20	10	30	30	410	230	70	1150	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:	50	20	40	20	10	30	30	410	230	70	1150	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	40	20	10	30	30	410	230	70	1150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	40	20	10	30	30	410	230	70	1150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	40	20	10	30	30	410	230	70	1150	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
FinalVolume:	50	20	40	20	10	30	30	410	230	70	1150	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.46	0.17	0.37	0.34	0.15	0.51	1.00	1.24	0.76	1.00	1.96	0.04
Final Sat.:	807	323	646	591	296	887	1750	2362	1325	1750	3730	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.02	0.17	0.17	0.04	0.31	0.31
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.10	0.46	0.46	0.27	0.63	0.63
Volume/Cap:	0.43	0.43	0.43	0.24	0.24	0.24	0.17	0.38	0.38	0.15	0.49	0.49
Delay/Veh:	28.6	28.6	28.6	27.1	27.1	27.1	29.3	12.4	12.4	19.8	7.1	7.1
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:	28.6	28.6	28.6	27.1	27.1	27.1	29.3	12.4	12.4	19.8	7.1	7.1
LOS by Move:	C	C	C	C	C	C	C	B	B	B-	A	A
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	7	7

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

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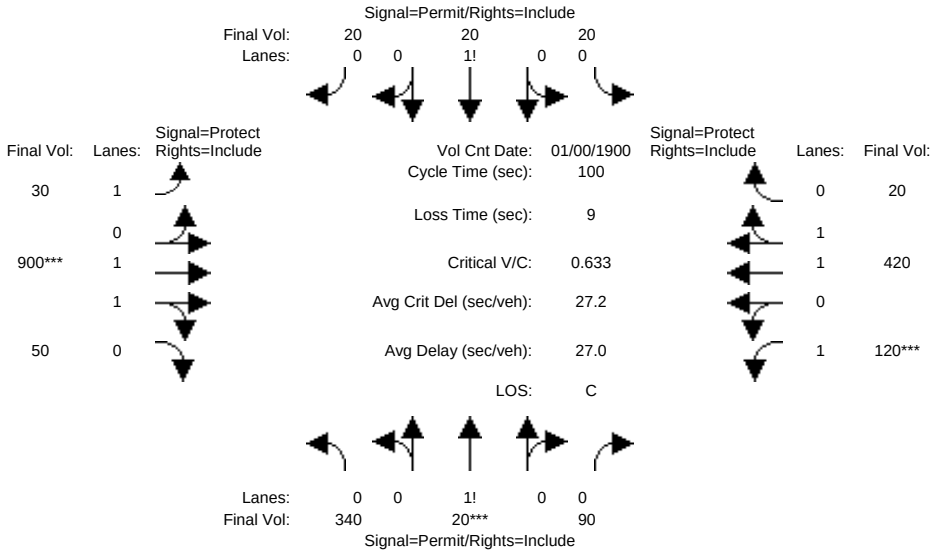
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	340	20	90	20	20	20	30	900	50	120	420	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:	340	20	90	20	20	20	30	900	50	120	420	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	20	90	20	20	20	30	900	50	120	420	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	20	90	20	20	20	30	900	50	120	420	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	20	90	20	20	20	30	900	50	120	420	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
FinalVolume:	340	20	90	20	20	20	30	900	50	120	420	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.04	0.20	0.34	0.32	0.34	1.00	1.89	0.11	1.00	1.90	0.10
Final Sat.:	1327	78	351	599	599	599	1750	3584	199	1750	3613	172
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.03	0.03	0.03	0.02	0.25	0.25	0.07	0.12	0.12
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.19	0.40	0.40	0.11	0.32	0.32
Volume/Cap:	0.63	0.63	0.63	0.08	0.08	0.08	0.09	0.63	0.63	0.63	0.37	0.37
Delay/Veh:	25.7	25.7	25.7	18.4	18.4	18.4	33.5	25.2	25.2	49.5	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:	25.7	25.7	25.7	18.4	18.4	18.4	33.5	25.2	25.2	49.5	26.7	26.7
LOS by Move:	C	C	C	B-	B-	B-	C-	C	C	D	C	C
HCM2kAvgQ:	12	12	12	1	1	1	1	12	12	5	5	5

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

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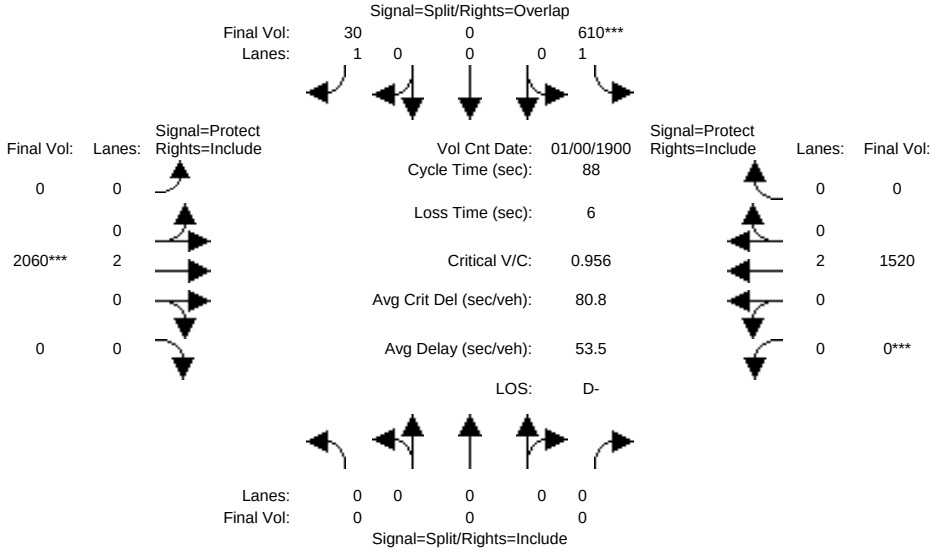
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	610	0	30	0	2060	0	0	1520	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	610	0	30	0	2060	0	0	1520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	0	30	0	2060	0	0	1520	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	610	0	30	0	2060	0	0	1520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	30	0	2060	0	0	1520	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	610	0	30	0	2060	0	0	1520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.02	0.00	0.54	0.00	0.00	0.40	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	1.61	0.00	0.08	0.00	0.76	0.00	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	323.0	0.0	27.6	0.0	9.0	0.0	0.0	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	323.0	0.0	27.6	0.0	9.0	0.0	0.0	6.2	0.0
LOS by Move:	A	A	A	F	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	50	0	1	0	16	0	0	10	0

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

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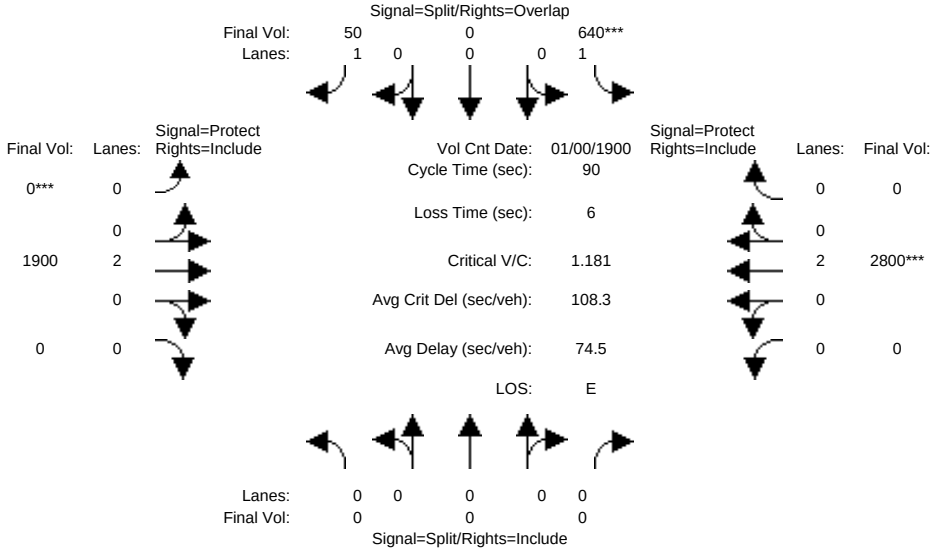
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	640	0	50	0	1900	0	0	2800	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	640	0	50	0	1900	0	0	2800	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	640	0	50	0	1900	0	0	2800	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	640	0	50	0	1900	0	0	2800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	640	0	50	0	1900	0	0	2800	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	640	0	50	0	1900	0	0	2800	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.03	0.00	0.50	0.00	0.00	0.74	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	1.18	0.00	0.09	0.00	0.80	0.00	0.00	1.18	0.00
Delay/Veh:	0.0	0.0	0.0	130.4	0.0	22.2	0.0	14.8	0.0	0.0	103	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	130.4	0.0	22.2	0.0	14.8	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	C+	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	35	0	1	0	19	0	0	64	0

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

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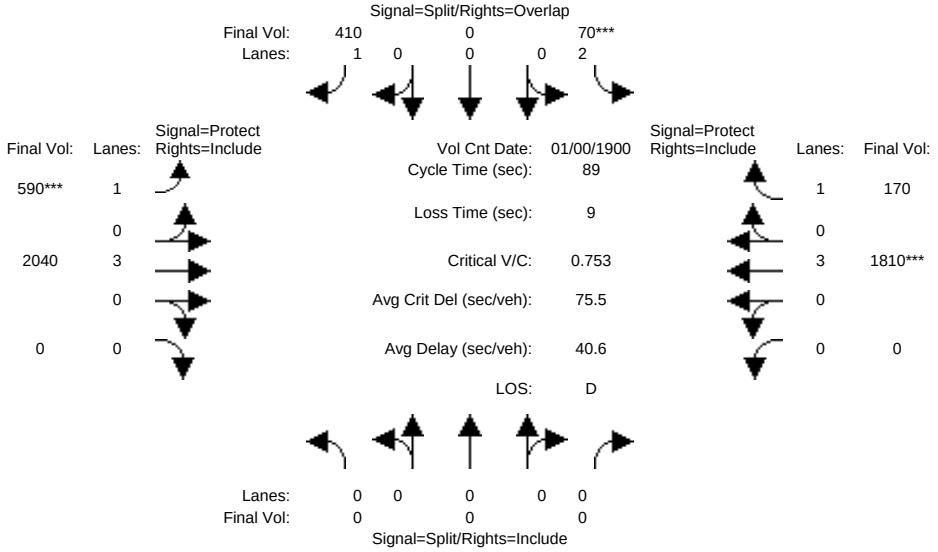
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	70	0	410	590	2040	0	0	1810	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:	0	0	0	70	0	410	590	2040	0	0	1810	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	410	590	2040	0	0	1810	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	0	410	590	2040	0	0	1810	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	410	590	2040	0	0	1810	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
FinalVolume:	0	0	0	70	0	410	590	2040	0	0	1810	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.23	0.34	0.36	0.00	0.00	0.32	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.34	0.22	0.79	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.70	1.50	0.46	0.00	0.00	0.57	0.17
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	29.1	272.6	3.2	0.0	0.0	12.8	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.1	0.0	29.1	272.6	3.2	0.0	0.0	12.8	9.5
LOS by Move:	A	A	A	D+	A	C	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	12	43	6	0	0	10	2

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

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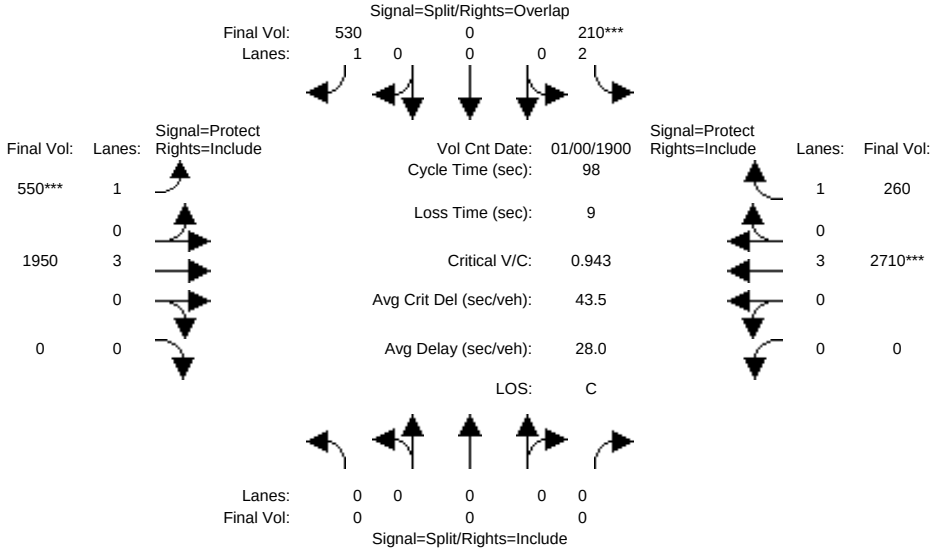
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	210	0	530	550	1950	0	0	2710	260
Growth Adj:	1.00	1.00	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	210	0	530	550	1950	0	0	2710	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	530	550	1950	0	0	2710	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	530	550	1950	0	0	2710	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	530	550	1950	0	0	2710	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	530	550	1950	0	0	2710	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.30	0.31	0.34	0.00	0.00	0.48	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.85	1.28	0.43	0.00	0.00	0.86	0.27
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	39.6	181.3	0.1	0.0	0.0	15.5	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.1	0.0	39.6	181.3	0.1	0.0	0.0	15.5	8.0
LOS by Move:	A	A	A	D	A	D	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	19	34	0	0	0	19	3

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

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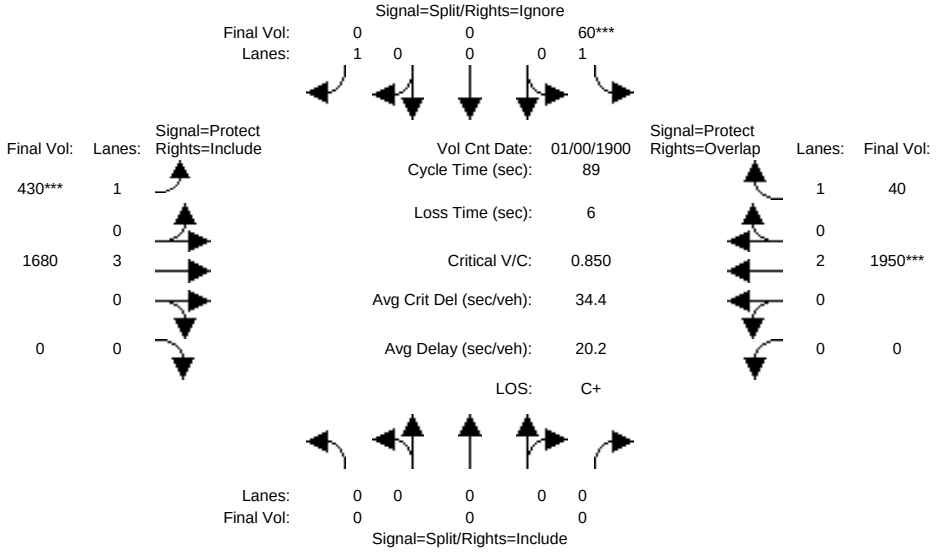
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	60	0	310	430	1680	0	0	1950	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	310	430	1680	0	0	1950	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	310	430	1680	0	0	1950	40
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	0	0	60	0	0	430	1680	0	0	1950	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	0	430	1680	0	0	1950	40
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	0	0	60	0	0	430	1680	0	0	1950	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.25	0.29	0.00	0.00	0.51	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.84	0.00	0.00	0.64	0.73
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.00	1.21	0.35	0.00	0.00	0.80	0.03
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	0.0	155.4	0.0	0.0	0.0	7.5	0.4
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	39.7	0.0	0.0	155.4	0.0	0.0	0.0	7.5	0.4
LOS by Move:	A	A	A	D	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	24	0	0	0	13	0

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

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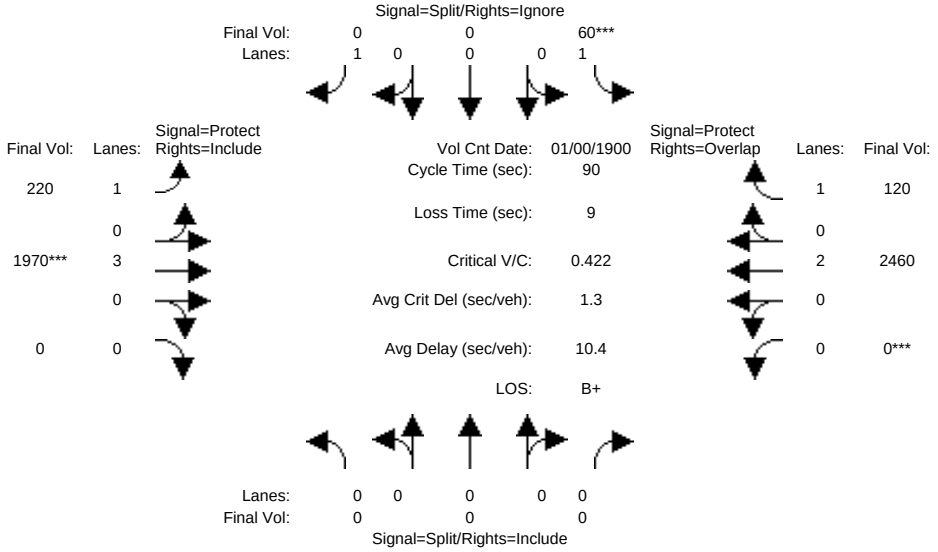
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	60	0	510	220	1970	0	0	2460	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:	0	0	0	60	0	510	220	1970	0	0	2460	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	510	220	1970	0	0	2460	120
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	0	0	60	0	0	220	1970	0	0	2460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	0	220	1970	0	0	2460	120
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	0	0	60	0	0	220	1970	0	0	2460	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.13	0.35	0.00	0.00	0.65	0.07
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.13	0.82	0.00	0.00	0.69	0.77
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.00	0.95	0.42	0.00	0.00	0.94	0.09
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	0.0	85.2	0.1	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	0.0	85.2	0.1	0.0	0.0	11.7	0.0
LOS by Move:	A	A	A	D	A	A	F	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	2	0	0	8	1	0	0	22	0

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

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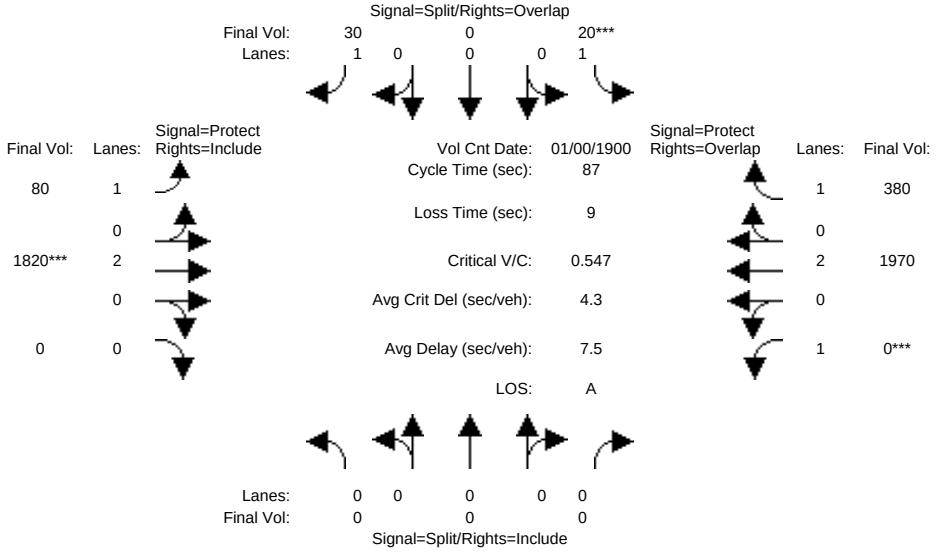
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	20	0	30	80	1820	0	0	1970	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:	0	0	0	20	0	30	80	1820	0	0	1970	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	30	80	1820	0	0	1970	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:	0	0	0	20	0	30	80	1820	0	0	1970	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	30	80	1820	0	0	1970	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:	0	0	0	20	0	30	80	1820	0	0	1970	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.05	0.48	0.00	0.00	0.52	0.22
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.08	0.45	0.60	0.00	0.00	0.75	0.27
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	28.0	38.5	3.9	0.0	0.0	9.9	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	28.0	38.5	3.9	0.0	0.0	9.9	2.5
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	2	10	0	0	18	3

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

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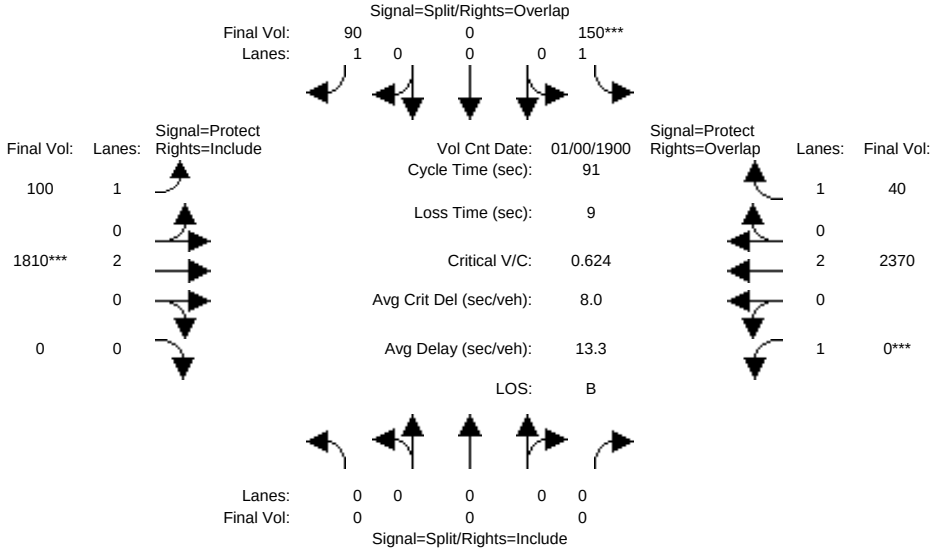
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	150	0	90	100	1810	0	0	2370	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	90	100	1810	0	0	2370	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	90	100	1810	0	0	2370	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	90	100	1810	0	0	2370	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	90	100	1810	0	0	2370	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	90	100	1810	0	0	2370	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.05	0.06	0.48	0.00	0.00	0.62	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.20	0.08	0.78	0.00	0.00	0.70	0.82
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.25	0.69	0.61	0.00	0.00	0.89	0.03
Delay/Veh:	0.0	0.0	0.0	49.1	0.0	30.8	53.9	4.6	0.0	0.0	15.4	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.1	0.0	30.8	53.9	4.6	0.0	0.0	15.4	1.5
LOS by Move:	A	A	A	D	A	C	D-	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	2	3	11	0	0	30	0

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

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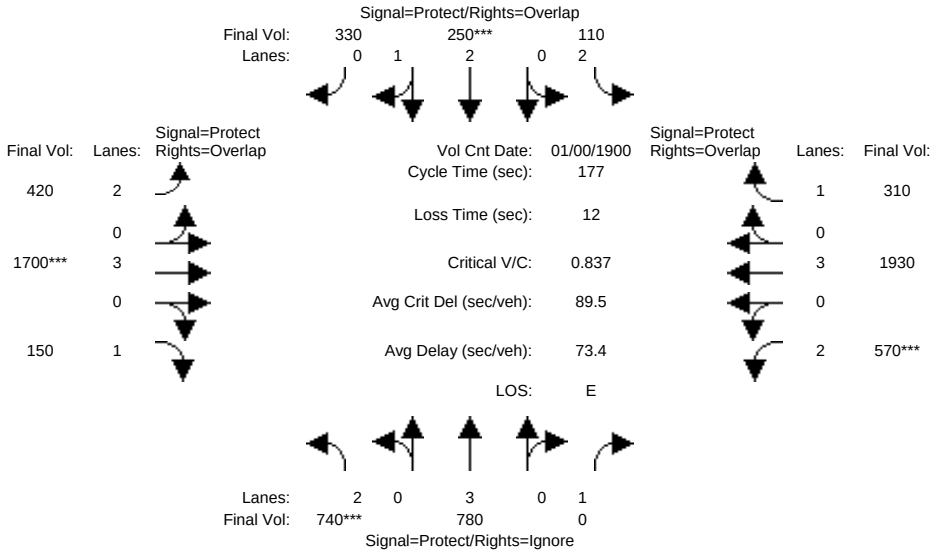
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	740	780	1150	110	250	330	420	1700	150	570	1930	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	780	1150	110	250	330	420	1700	150	570	1930	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	740	780	1150	110	250	330	420	1700	150	570	1930	310
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	780	0	110	250	330	420	1700	150	570	1930	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	780	0	110	250	330	420	1700	150	570	1930	310
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	740	780	0	110	250	330	420	1700	150	570	1930	310
Saturation 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:	0.23	0.14	0.00	0.03	0.07	0.19	0.13	0.30	0.09	0.18	0.34	0.18
Crit Moves:	****				****			****			****	
Green/Cycle:	0.21	0.33	0.00	0.05	0.18	0.31	0.13	0.38	0.59	0.16	0.41	0.46
Volume/Cap:	1.12	0.41	0.00	0.67	0.38	0.61	0.99	0.78	0.14	1.12	0.82	0.38
Delay/Veh:	140.9	45.6	0.0	93.0	64.6	53.1	116.9	55.5	22.1	149.5	55.6	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:	140.9	45.6	0.0	93.0	64.6	53.1	116.9	55.5	22.1	149.5	55.6	37.4
LOS by Move:	F	D	A	F	E	D-	F	E+	C+	F	E+	D+
HCM2kAvgQ:	28	10	0	4	6	16	18	29	5	26	33	14

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

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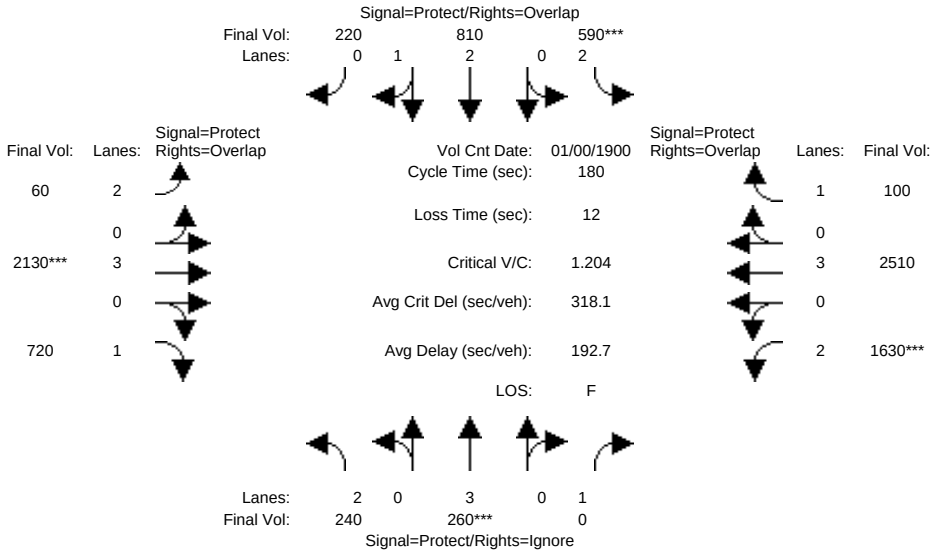
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	240	260	780	590	810	220	60	2130	720	1630	2510	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:	240	260	780	590	810	220	60	2130	720	1630	2510	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	260	780	590	810	220	60	2130	720	1630	2510	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	260	0	590	810	220	60	2130	720	1630	2510	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	260	0	590	810	220	60	2130	720	1630	2510	100
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	260	0	590	810	220	60	2130	720	1630	2510	100
Saturation 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	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4402	1196	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.00	0.19	0.18	0.18	0.02	0.37	0.41	0.52	0.44	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.26	0.37	0.30	0.50	0.60
Volume/Cap:	0.69	0.17	0.00	1.71	0.71	0.56	0.28	1.43	1.11	1.71	0.89	0.09
Delay/Veh:	83.1	51.5	0.0	413.7	61.9	50.2	80.5	267	132.0	392.8	54.4	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:	83.1	51.5	0.0	413.7	61.9	50.2	80.5	267	132.0	392.8	54.4	21.0
LOS by Move:	F	D-	A	F	E	D	F	F	F	F	D-	C+
HCM2kAvgQ:	8	3	0	37	17	15	2	65	55	103	45	3

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

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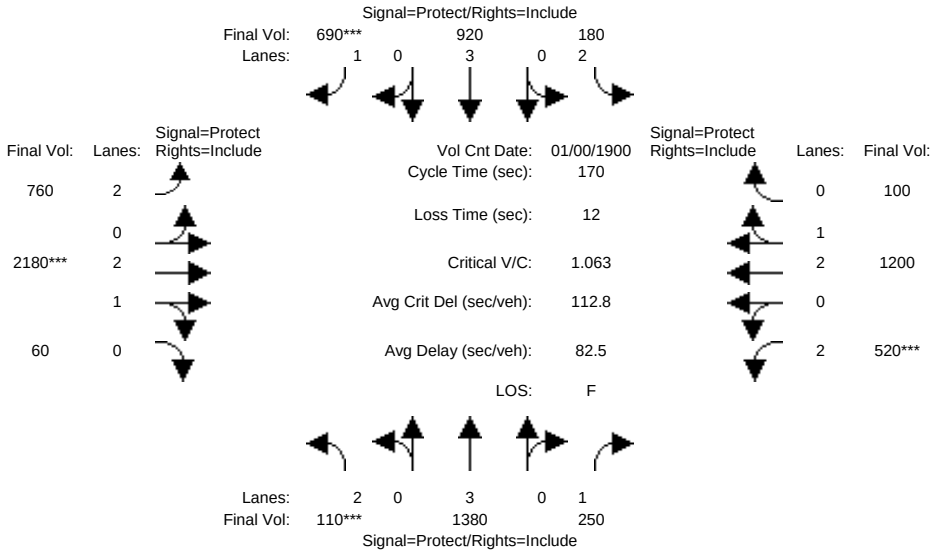
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	1380	250	180	920	690	760	2180	60	520	1200	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:	110	1380	250	180	920	690	760	2180	60	520	1200	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1380	250	180	920	690	760	2180	60	520	1200	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:	110	1380	250	180	920	690	760	2180	60	520	1200	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1380	250	180	920	690	760	2180	60	520	1200	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
FinalVolume:	110	1380	250	180	920	690	760	2180	60	520	1200	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.91	0.09	2.00	2.75	0.25
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5535	152	3150	5227	436
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.14	0.06	0.16	0.39	0.24	0.39	0.39	0.17	0.23	0.23
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.34	0.34	0.08	0.36	0.36	0.26	0.36	0.36	0.15	0.25	0.25
Volume/Cap:	0.59	0.72	0.42	0.70	0.45	1.09	0.92	1.09	1.09	1.09	0.92	0.92
Delay/Veh:	83.1	50.6	44.1	84.1	41.7	118.9	76.8	106	105.6	141.8	72.5	72.5
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:	83.1	50.6	44.1	84.1	41.7	118.9	76.8	106	105.6	141.8	72.5	72.5
LOS by Move:	F	D	D	F	D	F	E-	F	F	F	E	E
HCM2kAvgQ:	4	21	11	7	12	50	27	50	50	21	24	24

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

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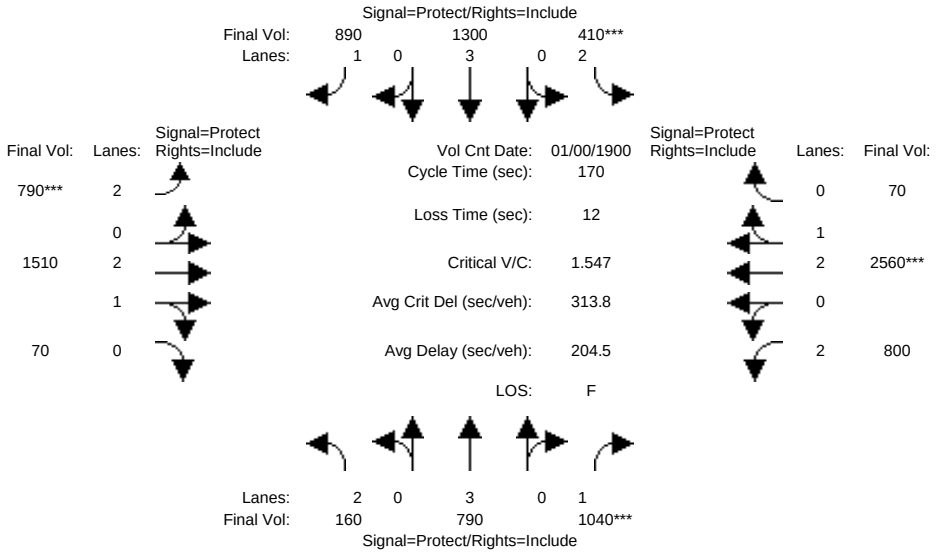
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	790	1040	410	1300	890	790	1510	70	800	2560	70
Growth Adj:	1.00	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	790	1040	410	1300	890	790	1510	70	800	2560	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	790	1040	410	1300	890	790	1510	70	800	2560	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	790	1040	410	1300	890	790	1510	70	800	2560	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	790	1040	410	1300	890	790	1510	70	800	2560	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	790	1040	410	1300	890	790	1510	70	800	2560	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.91	0.09
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5427	252	3150	5536	151
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.59	0.13	0.23	0.51	0.25	0.28	0.28	0.25	0.46	0.46
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.38	0.38	0.08	0.41	0.41	0.16	0.24	0.24	0.22	0.30	0.30
Volume/Cap:	0.86	0.36	1.55	1.55	0.56	1.24	1.55	1.15	1.15	1.15	1.55	1.55
Delay/Veh:	111.0	37.5	305.8	341.9	38.7	170.7	326.9	143	142.7	151.5	309	308.6
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:	111.0	37.5	305.8	341.9	38.7	170.7	326.9	143	142.7	151.5	309	308.6
LOS by Move:	F	D+	F	F	D+	F	F	F	F	F	F	F
HCM2kAvgQ:	7	9	106	25	17	73	46	39	39	34	82	82

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

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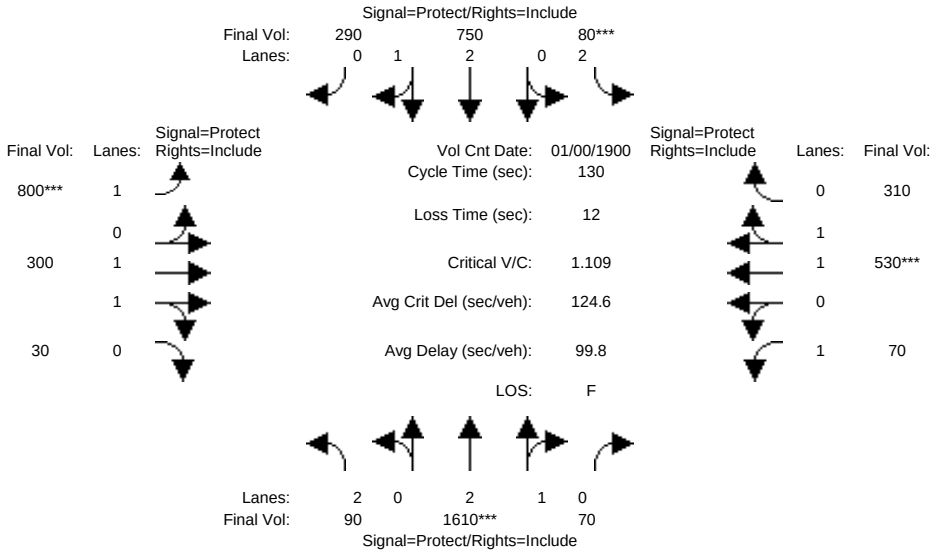
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	1610	70	80	750	290	800	300	30	70	530	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1610	70	80	750	290	800	300	30	70	530	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1610	70	80	750	290	800	300	30	70	530	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1610	70	80	750	290	800	300	30	70	530	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1610	70	80	750	290	800	300	30	70	530	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1610	70	80	750	290	800	300	30	70	530	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.86	0.14	2.00	2.11	0.89	1.00	1.80	0.20	1.00	1.22	0.78
Final Sat.:	3150	5443	237	3150	4015	1552	1750	3428	343	1750	2324	1359
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.19	0.19	0.46	0.09	0.09	0.04	0.23	0.23
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.26	0.26	0.05	0.24	0.24	0.40	0.37	0.37	0.23	0.20	0.20
Volume/Cap:	0.41	1.15	1.15	0.47	0.77	0.77	1.15	0.24	0.24	0.18	1.15	1.15
Delay/Veh:	59.2	124	123.7	61.8	48.8	48.8	122.2	28.4	28.4	40.7	135	134.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	124	123.7	61.8	48.8	48.8	122.2	28.4	28.4	40.7	135	134.5
LOS by Move:	E+	F	F	E	D	D	F	C	C	D	F	F
HCM2kAvgQ:	3	34	34	2	13	13	46	4	4	2	27	27

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

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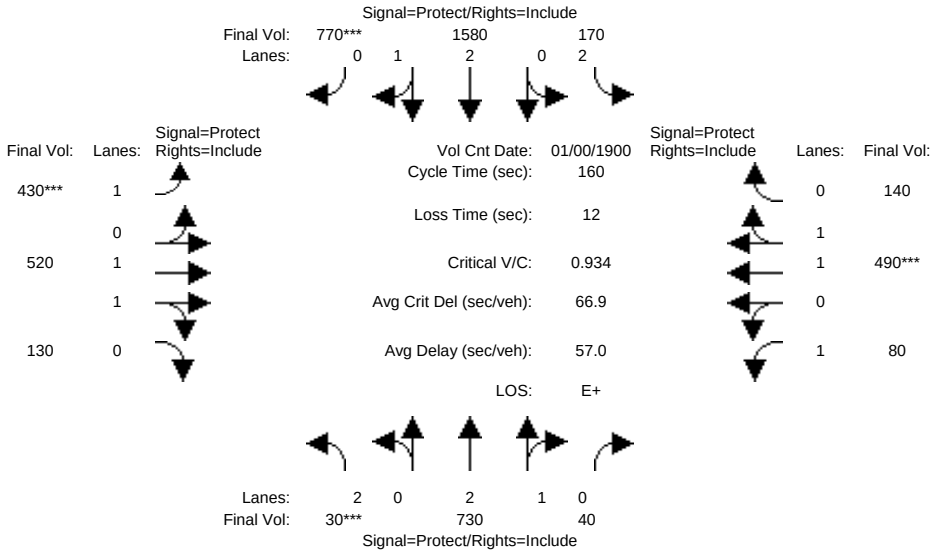
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	730	40	170	1580	770	430	520	130	80	490	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	730	40	170	1580	770	430	520	130	80	490	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	730	40	170	1580	770	430	520	130	80	490	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:	30	730	40	170	1580	770	430	520	130	80	490	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	730	40	170	1580	770	430	520	130	80	490	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	730	40	170	1580	770	430	520	130	80	490	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.83	0.17	2.00	2.00	1.00	1.00	1.57	0.43	1.00	1.53	0.47
Final Sat.:	3150	5380	295	3150	3800	1750	1750	2989	747	1750	2900	829
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.42	0.44	0.25	0.17	0.17	0.05	0.17	0.17
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.36	0.36	0.14	0.45	0.45	0.25	0.34	0.34	0.09	0.17	0.17
Volume/Cap:	0.22	0.38	0.38	0.38	0.92	0.97	0.97	0.51	0.51	0.51	0.97	0.97
Delay/Veh:	74.7	38.5	38.5	62.9	46.7	54.7	94.0	42.7	42.7	72.5	93.5	93.5
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:	74.7	38.5	38.5	62.9	46.7	54.7	94.0	42.7	42.7	72.5	93.5	93.5
LOS by Move:	E	D+	D+	E	D	D-	F	D	D	E	F	F
HCM2kAvgQ:	1	9	9	4	37	43	22	12	12	5	20	20

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

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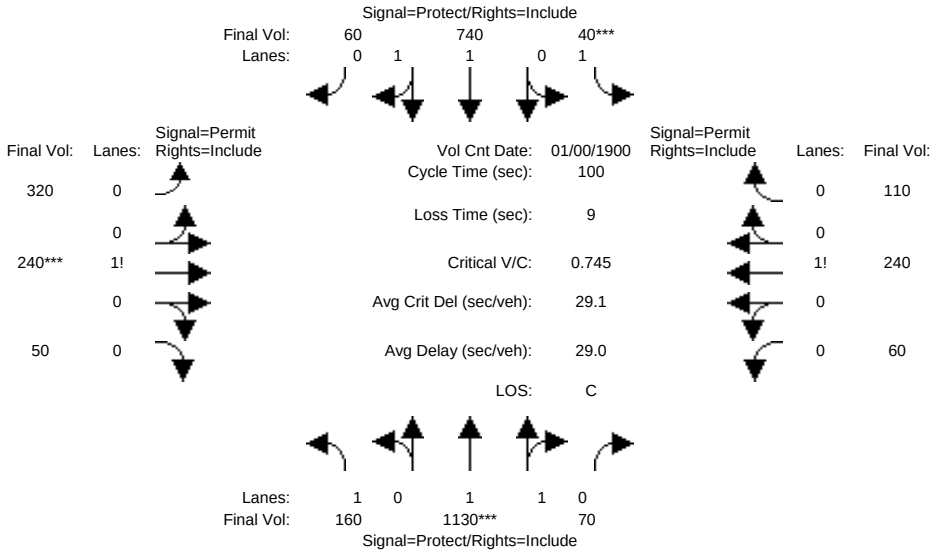
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	1130	70	40	740	60	320	240	50	60	240	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:	160	1130	70	40	740	60	320	240	50	60	240	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1130	70	40	740	60	320	240	50	60	240	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:	160	1130	70	40	740	60	320	240	50	60	240	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1130	70	40	740	60	320	240	50	60	240	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
FinalVolume:	160	1130	70	40	740	60	320	240	50	60	240	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.84	0.16	0.55	0.37	0.08	0.15	0.57	0.28
Final Sat.:	1750	3561	221	1750	3493	283	947	711	148	269	1074	492
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.02	0.21	0.21	0.34	0.34	0.34	0.22	0.22	0.22
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.41	0.41	0.07	0.33	0.33	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.64	0.78	0.78	0.33	0.64	0.64	0.78	0.78	0.78	0.52	0.52	0.52
Delay/Veh:	45.6	28.4	28.4	45.8	29.3	29.3	29.3	29.3	29.3	21.3	21.3	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:	45.6	28.4	28.4	45.8	29.3	29.3	29.3	29.3	29.3	21.3	21.3	21.3
LOS by Move:	D	C	C	D	C	C	C	C	C	C+	C+	C+
HCM2kAvgQ:	6	18	18	2	11	11	18	18	18	10	10	10

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

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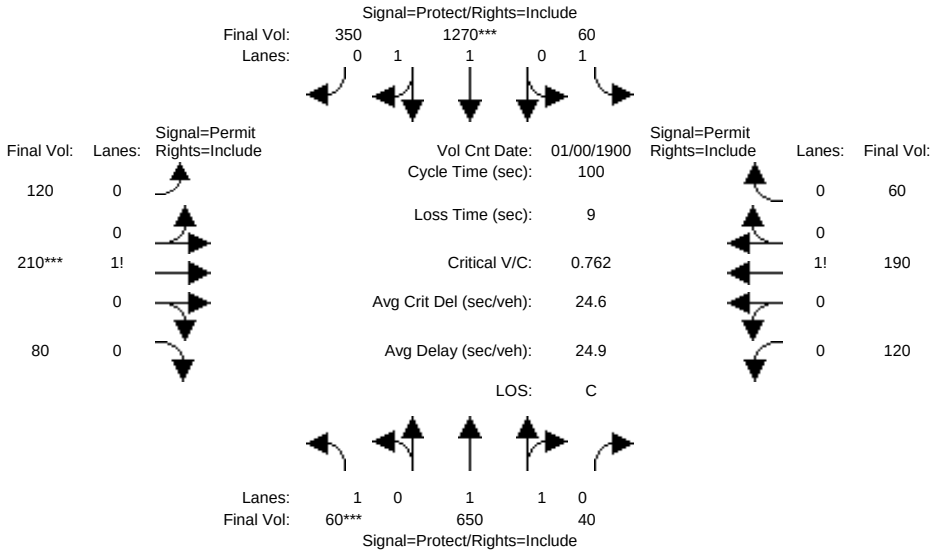
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	650	40	60	1270	350	120	210	80	120	190	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	650	40	60	1270	350	120	210	80	120	190	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	650	40	60	1270	350	120	210	80	120	190	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	650	40	60	1270	350	120	210	80	120	190	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	650	40	60	1270	350	120	210	80	120	190	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	650	40	60	1270	350	120	210	80	120	190	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.87	0.13	1.00	1.54	0.46	0.31	0.49	0.20	0.34	0.49	0.17
Final Sat.:	1750	3562	219	1750	2925	806	534	934	356	592	937	296
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.03	0.43	0.43	0.22	0.22	0.22	0.20	0.20	0.20
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.45	0.45	0.17	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.49	0.40	0.40	0.20	0.78	0.78	0.78	0.78	0.78	0.71	0.71	0.71
Delay/Veh:	47.8	18.6	18.6	35.7	19.7	19.7	40.5	40.5	40.5	36.4	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:	47.8	18.6	18.6	35.7	19.7	19.7	40.5	40.5	40.5	36.4	36.4	36.4
LOS by Move:	D	B-	B-	D+	B-	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	3	7	7	2	21	21	14	14	14	12	12	12

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

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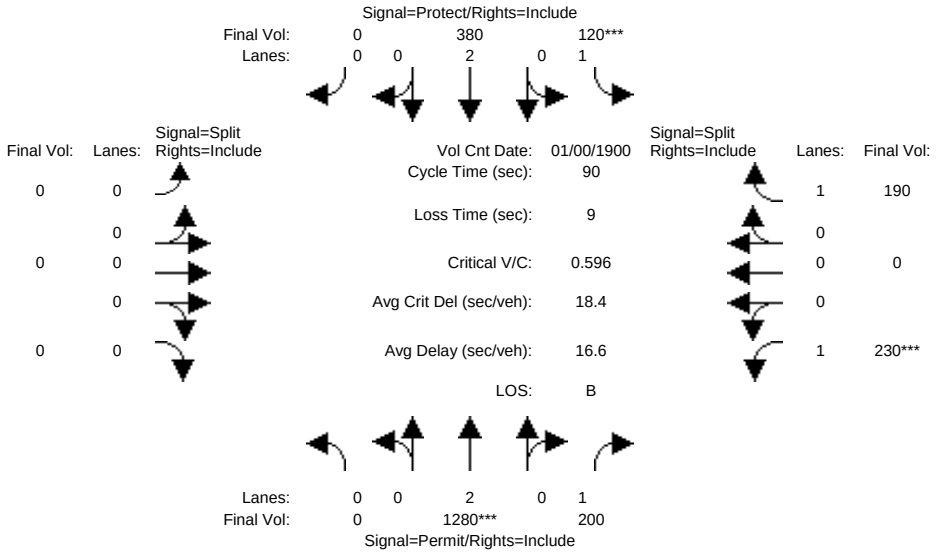
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1280	200	120	380	0	0	0	0	230	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	200	120	380	0	0	0	0	230	0	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1280	200	120	380	0	0	0	0	230	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1280	200	120	380	0	0	0	0	230	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1280	200	120	380	0	0	0	0	230	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1280	200	120	380	0	0	0	0	230	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.11	0.07	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.56	0.56	0.11	0.68	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.60	0.20	0.60	0.15	0.00	0.00	0.00	0.00	0.60	0.00	0.49
Delay/Veh:	0.0	13.3	9.7	42.7	5.2	0.0	0.0	0.0	0.0	34.0	0.0	31.7
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	13.3	9.7	42.7	5.2	0.0	0.0	0.0	0.0	34.0	0.0	31.7
LOS by Move:	A	B	A	D	A	A	A	A	A	C-	A	C
HCM2kAvgQ:	0	11	3	4	2	0	0	0	0	7	0	5

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

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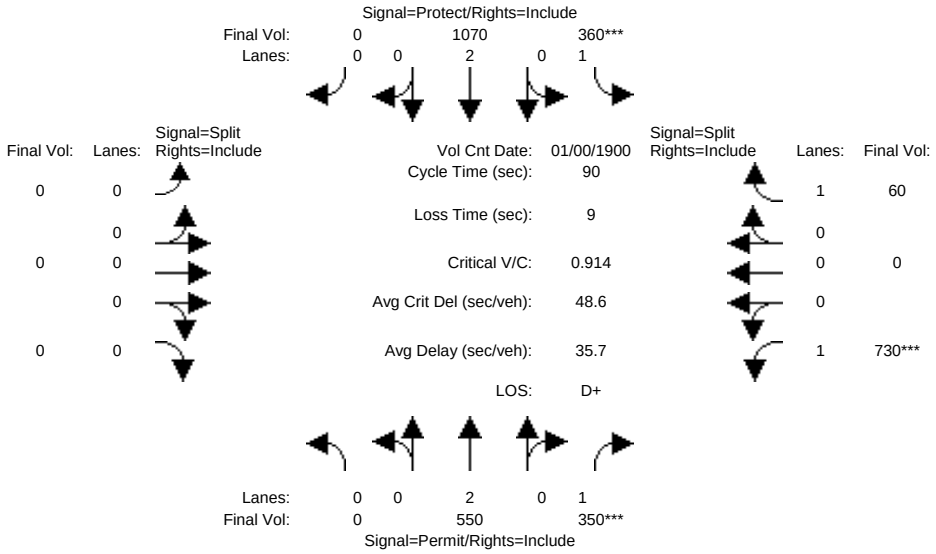
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	550	350	360	1070	0	0	0	0	730	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	550	350	360	1070	0	0	0	0	730	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	550	350	360	1070	0	0	0	0	730	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	550	350	360	1070	0	0	0	0	730	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	350	360	1070	0	0	0	0	730	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	350	360	1070	0	0	0	0	730	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.20	0.21	0.28	0.00	0.00	0.00	0.00	0.42	0.00	0.03
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.22	0.22	0.23	0.44	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.66	0.91	0.91	0.63	0.00	0.00	0.00	0.00	0.91	0.00	0.08
Delay/Veh:	0.0	34.1	60.2	59.4	20.2	0.0	0.0	0.0	0.0	37.8	0.0	13.8
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	34.1	60.2	59.4	20.2	0.0	0.0	0.0	0.0	37.8	0.0	13.8
LOS by Move:	A	C-	E	E+	C+	A	A	A	A	D+	A	B
HCM2kAvgQ:	0	7	12	15	12	0	0	0	0	25	0	1

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

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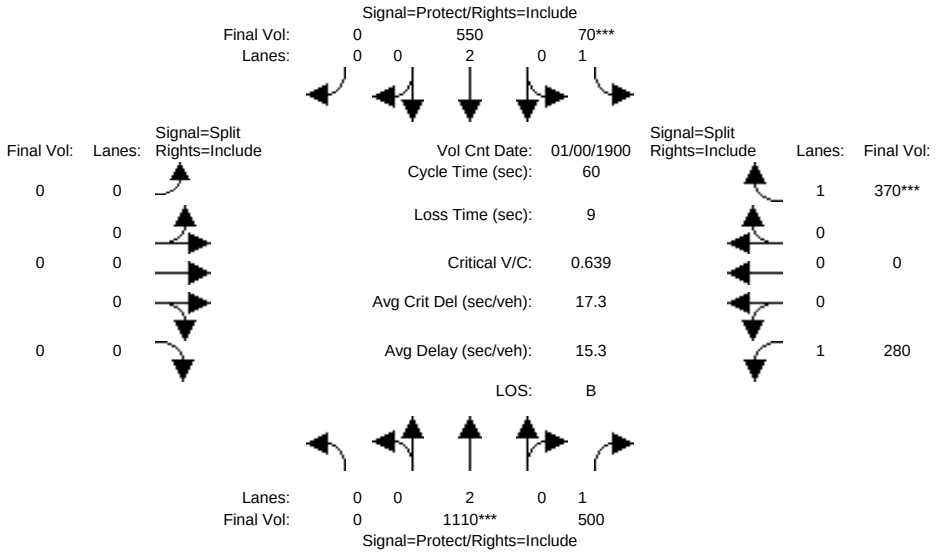
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1110	500	70	550	0	0	0	0	280	0	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	500	70	550	0	0	0	0	280	0	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1110	500	70	550	0	0	0	0	280	0	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1110	500	70	550	0	0	0	0	280	0	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	500	70	550	0	0	0	0	280	0	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1110	500	70	550	0	0	0	0	280	0	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.04	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.21
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.43	0.43	0.12	0.54	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.69	0.67	0.34	0.27	0.00	0.00	0.00	0.00	0.52	0.00	0.69
Delay/Veh:	0.0	15.2	16.3	25.4	7.4	0.0	0.0	0.0	0.0	18.0	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	16.3	25.4	7.4	0.0	0.0	0.0	0.0	18.0	0.0	21.9
LOS by Move:	A	B	B	C	A	A	A	A	A	B-	A	C+
HCM2kAvgQ:	0	8	8	1	3	0	0	0	0	5	0	8

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

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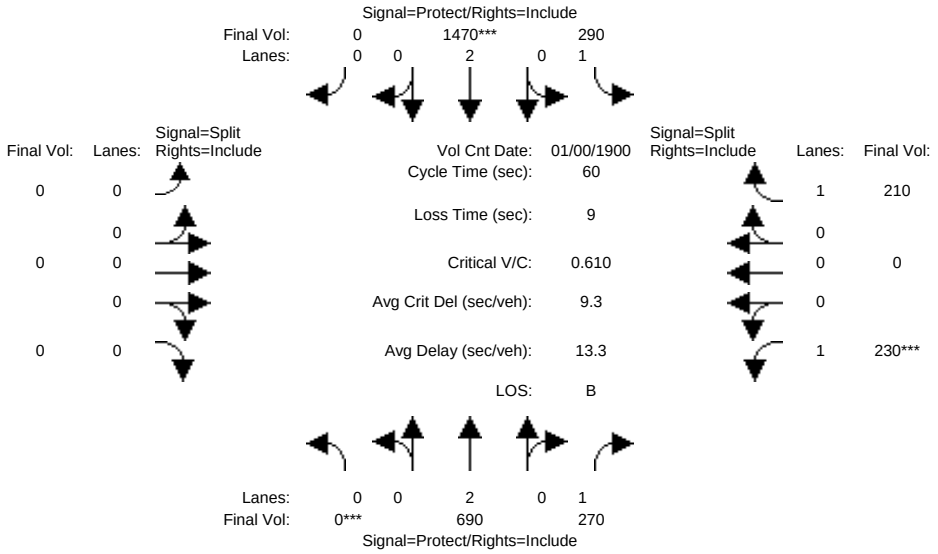
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	690	270	290	1470	0	0	0	0	230	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	270	290	1470	0	0	0	0	230	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	690	270	290	1470	0	0	0	0	230	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	690	270	290	1470	0	0	0	0	230	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	270	290	1470	0	0	0	0	230	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	690	270	290	1470	0	0	0	0	230	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.15	0.17	0.39	0.00	0.00	0.00	0.00	0.13	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.33	0.33	0.30	0.63	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.55	0.47	0.55	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.56
Delay/Veh:	0.0	16.9	16.4	18.7	7.0	0.0	0.0	0.0	0.0	24.2	0.0	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:	0.0	16.9	16.4	18.7	7.0	0.0	0.0	0.0	0.0	24.2	0.0	22.8
LOS by Move:	A	B	B	B-	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	5	4	5	8	0	0	0	0	5	0	5

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

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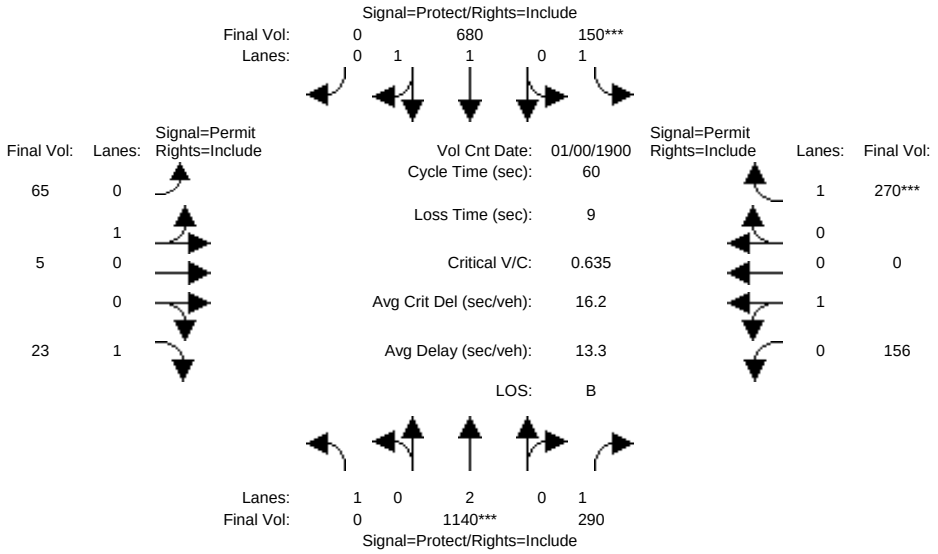
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1140	290	150	680	0	65	5	23	156	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1140	290	150	680	0	65	5	23	156	0	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1140	290	150	680	0	65	5	23	156	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1140	290	150	680	0	65	5	23	156	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1140	290	150	680	0	65	5	23	156	0	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
FinalVolume:	0	1140	290	150	680	0	65	5	23	156	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1634	126	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.17	0.09	0.18	0.00	0.04	0.04	0.01	0.09	0.00	0.15
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.47	0.47	0.13	0.61	0.00	0.24	0.24	0.24	0.24	0.00	0.24
Volume/Cap:	0.00	0.64	0.35	0.64	0.29	0.00	0.16	0.16	0.05	0.37	0.00	0.64
Delay/Veh:	0.0	12.7	10.3	30.2	5.7	0.0	18.1	18.1	17.5	19.4	0.0	23.5
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	12.7	10.3	30.2	5.7	0.0	18.1	18.1	17.5	19.4	0.0	23.5
LOS by Move:	A	B	B+	C	A	A	B-	B-	B	B-	A	C
HCM2kAvgQ:	0	7	3	3	3	0	1	1	0	3	0	6

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

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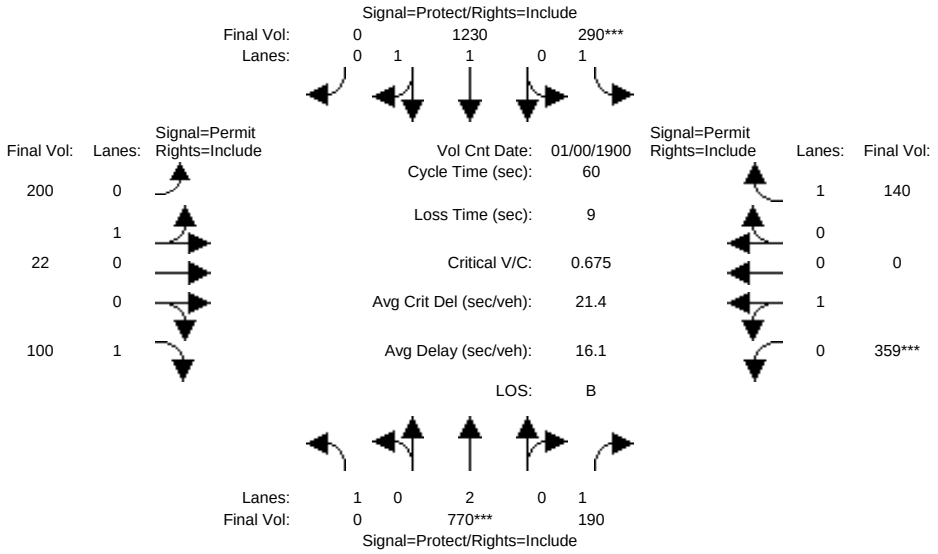
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	770	190	290	1230	0	200	22	100	359	0	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	190	290	1230	0	200	22	100	359	0	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	770	190	290	1230	0	200	22	100	359	0	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:	0	770	190	290	1230	0	200	22	100	359	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	190	290	1230	0	200	22	100	359	0	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	770	190	290	1230	0	200	22	100	359	0	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1589	175	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.11	0.17	0.32	0.00	0.13	0.13	0.06	0.21	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.30	0.30	0.25	0.55	0.00	0.30	0.30	0.30	0.30	0.00	0.30
Volume/Cap:	0.00	0.67	0.36	0.67	0.59	0.00	0.41	0.41	0.19	0.67	0.00	0.26
Delay/Veh:	0.0	20.0	16.9	24.7	9.6	0.0	17.1	17.1	15.6	21.7	0.0	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:	0.0	20.0	16.9	24.7	9.6	0.0	17.1	17.1	15.6	21.7	0.0	16.1
LOS by Move:	A	C+	B	C	A	A	B	B	B	C+	A	B
HCM2kAvgQ:	0	6	3	5	7	0	4	4	2	8	0	2

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

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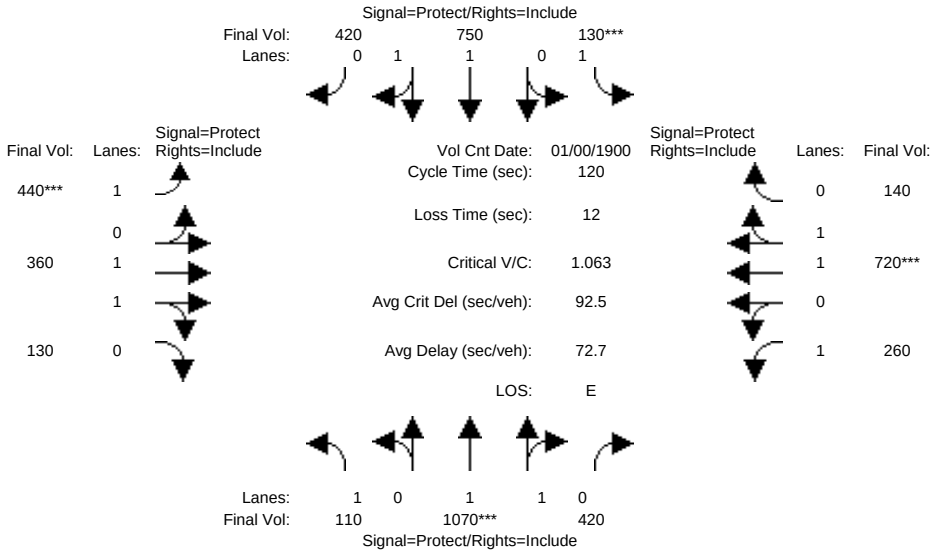
East Whisman Precise Plan
SJ17-1724
Cumulative

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

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	1070	420	130	750	420	440	360	130	260	720	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1070	420	130	750	420	440	360	130	260	720	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1070	420	130	750	420	440	360	130	260	720	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:	110	1070	420	130	750	420	440	360	130	260	720	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1070	420	130	750	420	440	360	130	260	720	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1070	420	130	750	420	440	360	130	260	720	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.40	0.60	1.00	1.24	0.76	1.00	1.44	0.56	1.00	1.65	0.35
Final Sat.:	1750	2664	1046	1750	2363	1323	1750	2730	986	1750	3138	610
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.07	0.32	0.32	0.25	0.13	0.13	0.15	0.23	0.23
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.38	0.38	0.07	0.37	0.37	0.24	0.21	0.21	0.24	0.22	0.22
Volume/Cap:	0.85	1.06	1.06	1.06	0.85	0.85	1.06	0.62	0.62	0.62	1.06	1.06
Delay/Veh:	93.0	80.1	80.1	155.1	39.7	39.7	107.8	44.4	44.4	43.6	96.8	96.8
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:	93.0	80.1	80.1	155.1	39.7	39.7	107.8	44.4	44.4	43.6	96.8	96.8
LOS by Move:	F	F	F	F	D	D	F	D	D	D	F	F
HCM2kAvgQ:	5	36	36	7	21	21	26	9	9	9	21	21

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

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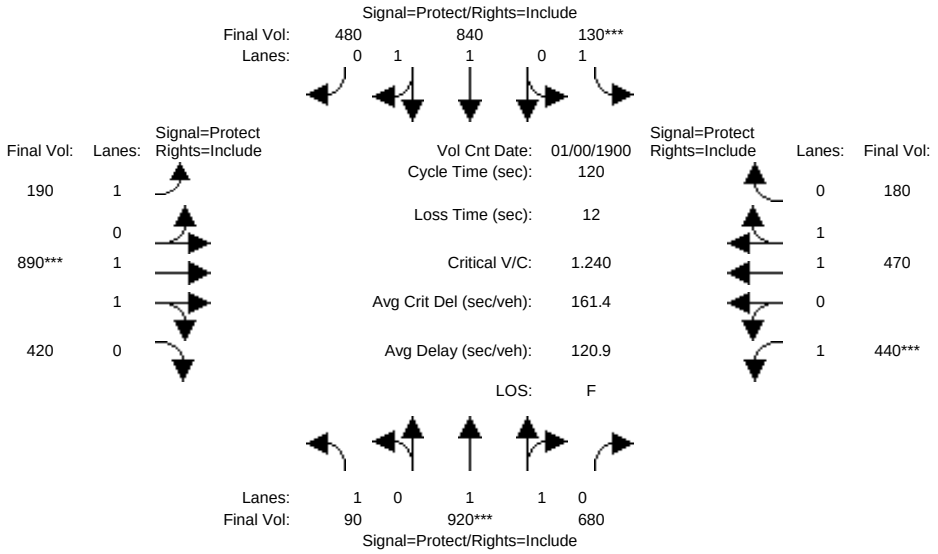
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	920	680	130	840	480	190	890	420	440	470	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:	90	920	680	130	840	480	190	890	420	440	470	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	920	680	130	840	480	190	890	420	440	470	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:	90	920	680	130	840	480	190	890	420	440	470	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	680	130	840	480	190	890	420	440	470	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
FinalVolume:	90	920	680	130	840	480	190	890	420	440	470	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.11	0.89	1.00	1.23	0.77	1.00	1.32	0.68	1.00	1.41	0.59
Final Sat.:	1750	2108	1558	1750	2345	1340	1750	2513	1186	1750	2684	1028
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.07	0.36	0.36	0.11	0.35	0.35	0.25	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.35	0.35	0.06	0.35	0.35	0.19	0.29	0.29	0.20	0.30	0.30
Volume/Cap:	0.88	1.24	1.24	1.24	1.01	1.01	0.58	1.24	1.24	1.24	0.58	0.58
Delay/Veh:	109.3	154	153.8	222.3	67.2	67.2	47.1	159	159.2	177.8	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:	109.3	154	153.8	222.3	67.2	67.2	47.1	159	159.2	177.8	36.3	36.3
LOS by Move:	F	F	F	F	E	E	D	F	F	F	D+	D+
HCM2kAvgQ:	4	49	49	9	30	30	8	43	43	29	10	10

Note: Queue reported is the number of cars per lane.

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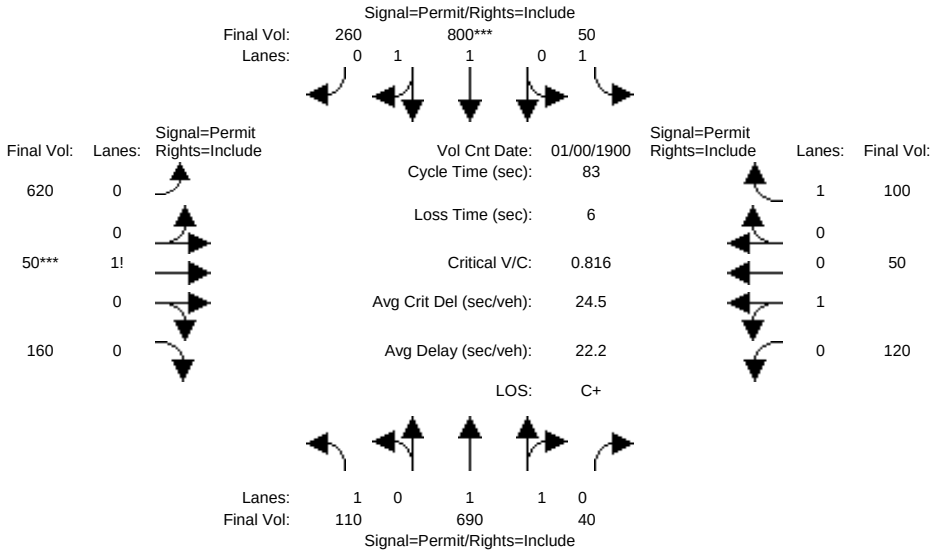
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	690	40	50	800	260	620	50	160	120	50	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:	110	690	40	50	800	260	620	50	160	120	50	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	690	40	50	800	260	620	50	160	120	50	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:	110	690	40	50	800	260	620	50	160	120	50	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	690	40	50	800	260	620	50	160	120	50	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
FinalVolume:	110	690	40	50	800	260	620	50	160	120	50	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.88	0.12	1.00	1.48	0.52	0.75	0.06	0.19	0.72	0.28	1.00
Final Sat.:	1750	3575	207	1750	2809	913	1313	106	339	1265	527	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.28	0.28	0.47	0.47	0.47	0.09	0.09	0.06
Crit Moves:					****			****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.18	0.55	0.55	0.08	0.82	0.82	0.82	0.82	0.82	0.16	0.16	0.10
Delay/Veh:	18.9	22.3	22.3	18.2	28.7	28.7	19.2	19.2	19.2	8.2	8.2	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:	18.9	22.3	22.3	18.2	28.7	28.7	19.2	19.2	19.2	8.2	8.2	7.9
LOS by Move:	B-	C+	C+	B-	C	C	B-	B-	B-	A	A	A
HCM2kAvgQ:	2	7	7	1	12	12	20	20	20	2	2	1

Note: Queue reported is the number of cars per lane.

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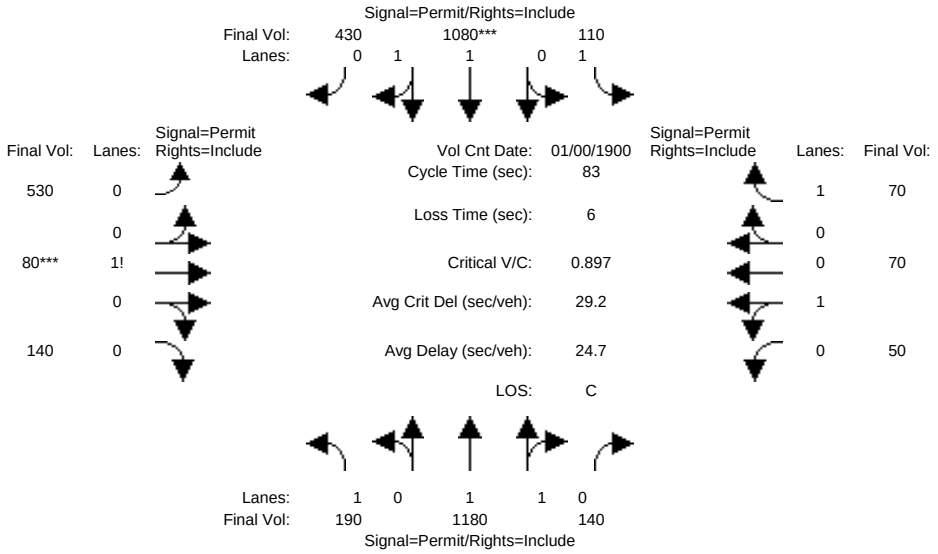
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	1180	140	110	1080	430	530	80	140	50	70	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1180	140	110	1080	430	530	80	140	50	70	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1180	140	110	1080	430	530	80	140	50	70	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1180	140	110	1080	430	530	80	140	50	70	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1180	140	110	1080	430	530	80	140	50	70	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1180	140	110	1080	430	530	80	140	50	70	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.77	0.23	1.00	1.40	0.60	0.71	0.10	0.19	0.44	0.56	1.00
Final Sat.:	1750	3366	399	1750	2653	1056	1247	188	329	764	1070	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.06	0.41	0.41	0.42	0.42	0.42	0.07	0.07	0.04
Crit Moves:					****			****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.24	0.77	0.77	0.14	0.90	0.90	0.90	0.90	0.90	0.14	0.14	0.08
Delay/Veh:	14.0	21.3	21.3	13.3	27.6	27.6	32.3	32.3	32.3	12.4	12.4	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	21.3	21.3	13.3	27.6	27.6	32.3	32.3	32.3	12.4	12.4	12.0
LOS by Move:	B	C+	C+	B	C	C	C-	C-	C-	B	B	B
HCM2kAvgQ:	3	13	13	2	17	17	23	23	23	2	2	1

Note: Queue reported is the number of cars per lane.

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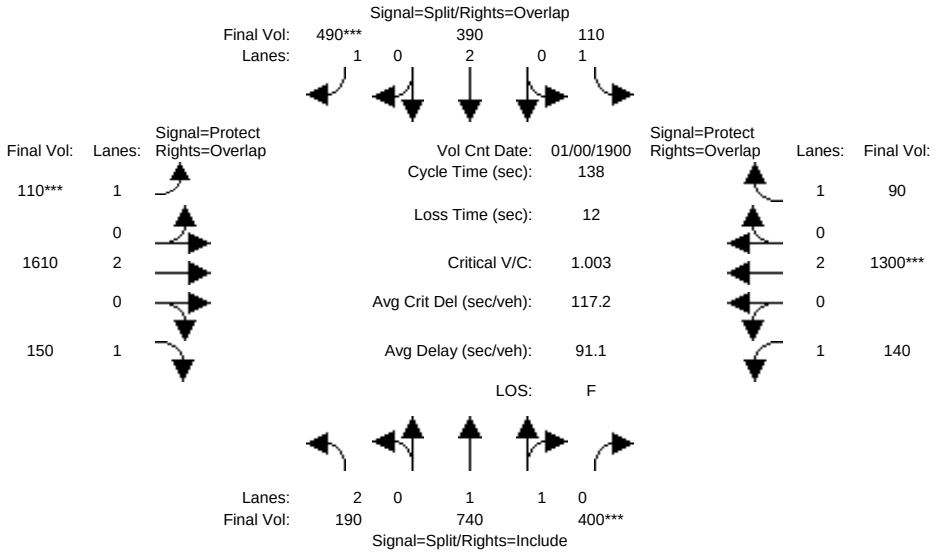
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	740	400	110	390	490	110	1610	150	140	1300	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	740	400	110	390	490	110	1610	150	140	1300	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	740	400	110	390	490	110	1610	150	140	1300	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	740	400	110	390	490	110	1610	150	140	1300	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	740	400	110	390	490	110	1610	150	140	1300	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	740	400	110	390	490	110	1610	150	140	1300	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2395	1294	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.10	0.28	0.06	0.42	0.09	0.08	0.34	0.05
Crit Moves:			****			****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.24	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.25	1.26	1.26	0.55	0.90	1.17	0.50	0.97	0.13	0.61	0.77	0.09
Delay/Veh:	50.8	188	188.4	73.3	94.8	162.4	69.9	60.4	9.2	73.6	41.6	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:	50.8	188	188.4	73.3	94.8	162.4	69.9	60.4	9.2	73.6	41.6	17.3
LOS by Move:	D	F	F	E	F	F	E	E	A	E	D	B
HCM2kAvgQ:	5	46	46	5	10	36	6	45	3	7	28	2

Note: Queue reported is the number of cars per lane.

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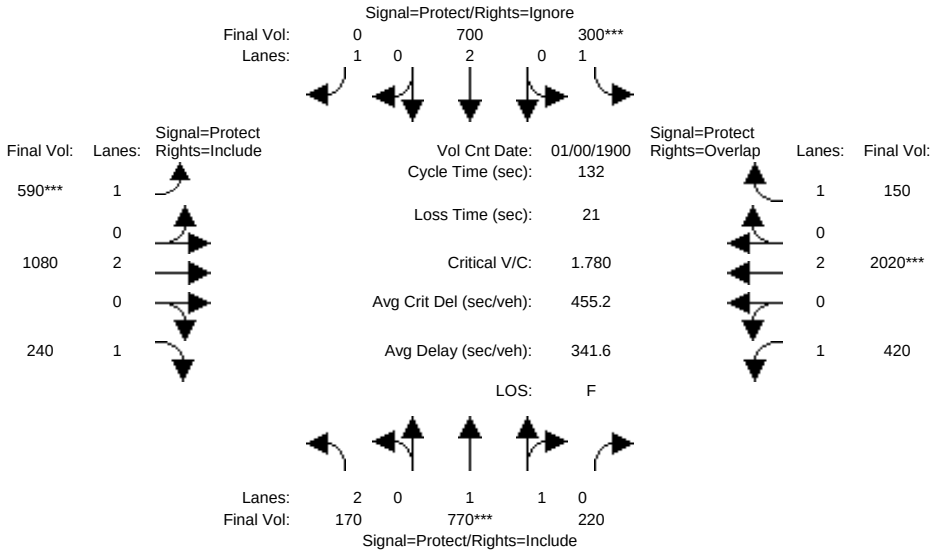
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	770	220	300	700	390	590	1080	240	420	2020	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:	170	770	220	300	700	390	590	1080	240	420	2020	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	770	220	300	700	390	590	1080	240	420	2020	150
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:	170	770	220	300	700	0	590	1080	240	420	2020	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	220	300	700	0	590	1080	240	420	2020	150
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:	170	770	220	300	700	0	590	1080	240	420	2020	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2465	704	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.20	0.22	0.00	0.40	0.33	0.16	0.28	0.63	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.30	0.30	0.07	0.19	0.00	0.12	0.39	0.39	0.11	0.38	0.44
Volume/Cap:	0.37	1.04	1.04	3.09	1.13	0.00	3.37	0.87	0.42	2.54	1.65	0.23
Delay/Veh:	56.2	93.2	93.2	1037	139	0.0	1149	50.1	34.9	779.0	344	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	93.2	93.2	1037	139	0.0	1149	50.1	34.9	779.0	344	26.4
LOS by Move:	E+	F	F	F	F	A	F	D	C-	F	F	C
HCM2kAvgQ:	5	31	31	41	21	0	85	27	11	54	93	6

Note: Queue reported is the number of cars per lane.

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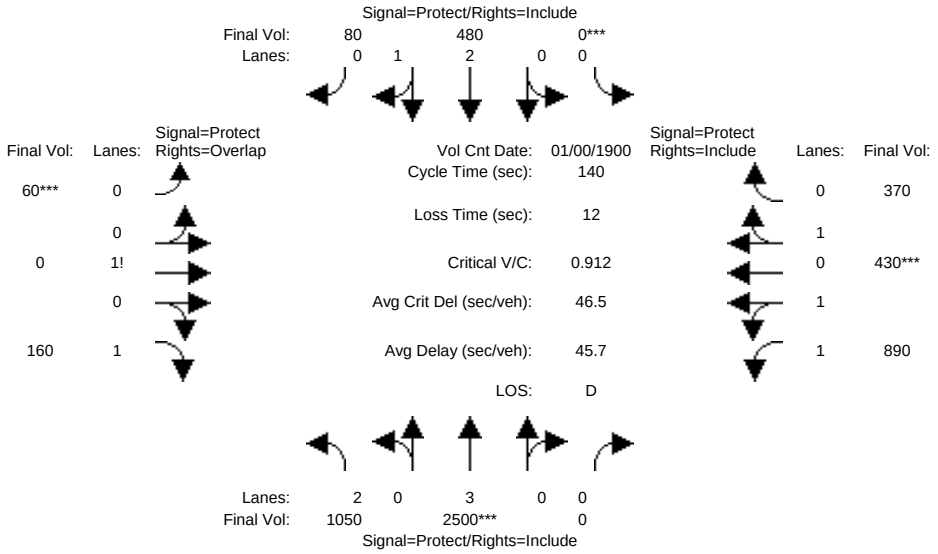
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1050	2500	0	0	480	80	60	0	160	890	430	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1050	2500	0	0	480	80	60	0	160	890	430	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1050	2500	0	0	480	80	60	0	160	890	430	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1050	2500	0	0	480	80	60	0	160	890	430	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1050	2500	0	0	480	80	60	0	160	890	430	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1050	2500	0	0	480	80	60	0	160	890	430	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.54	0.46	0.43	0.00	1.57	1.61	0.72	0.67
Final Sat.:	3150	5700	0	0	4827	804	750	0	2750	2821	1363	1173
Capacity Analysis Module:												
Vol/Sat:	0.33	0.44	0.00	0.00	0.10	0.10	0.08	0.00	0.06	0.32	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.37	0.48	0.00	0.00	0.11	0.11	0.09	0.00	0.46	0.43	0.35	0.35
Volume/Cap:	0.90	0.91	0.00	0.00	0.90	0.90	0.91	0.00	0.13	0.73	0.91	0.91
Delay/Veh:	51.3	38.8	0.0	0.0	77.6	77.6	98.6	0.0	21.9	34.0	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	38.8	0.0	0.0	77.6	77.6	98.6	0.0	21.9	34.0	51.1	51.1
LOS by Move:	D-	D+	A	A	E-	E-	F	A	C+	C-	D-	D-
HCM2kAvgQ:	27	35	0	0	11	11	9	0	3	22	28	28

Note: Queue reported is the number of cars per lane.

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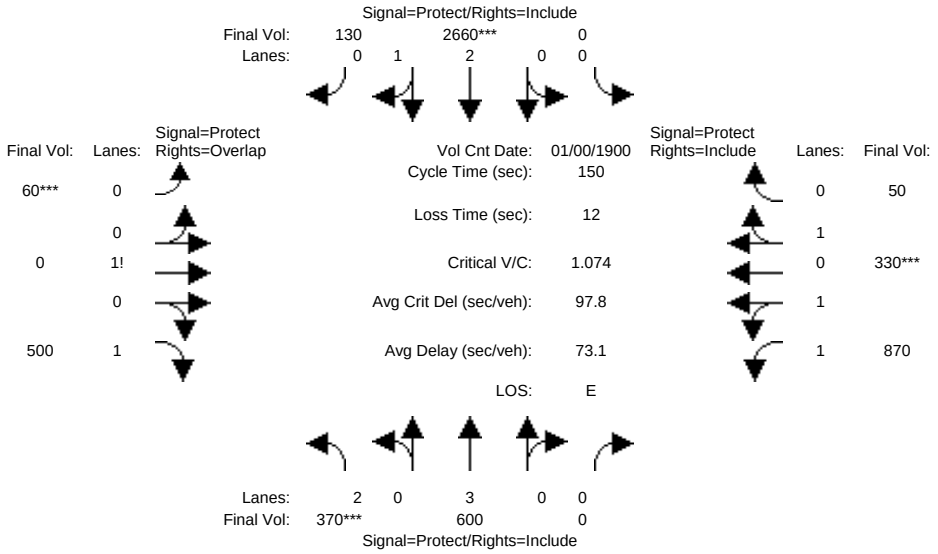
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	370	600	0	0	2660	130	60	0	500	870	330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	600	0	0	2660	130	60	0	500	870	330	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	600	0	0	2660	130	60	0	500	870	330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	600	0	0	2660	130	60	0	500	870	330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	600	0	0	2660	130	60	0	500	870	330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	600	0	0	2660	130	60	0	500	870	330	50
Saturation 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	0.00	0.00	2.85	0.15	0.19	0.00	1.81	2.00	0.86	0.14
Final Sat.:	3150	5700	0	0	5413	265	339	0	3161	3500	1632	247
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.00	0.00	0.49	0.49	0.18	0.00	0.16	0.25	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.57	0.00	0.00	0.46	0.46	0.16	0.00	0.27	0.30	0.19	0.19
Volume/Cap:	1.07	0.19	0.00	0.00	1.07	1.07	1.07	0.00	0.58	0.82	1.07	1.07
Delay/Veh:	136.5	15.8	0.0	0.0	82.2	82.2	123.5	0.0	47.8	52.1	110	109.6
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:	136.5	15.8	0.0	0.0	82.2	82.2	123.5	0.0	47.8	52.1	110	109.6
LOS by Move:	F	B	A	A	F	F	F	A	D	D-	F	F
HCM2kAvgQ:	14	4	0	0	54	54	22	0	12	22	25	25

Note: Queue reported is the number of cars per lane.

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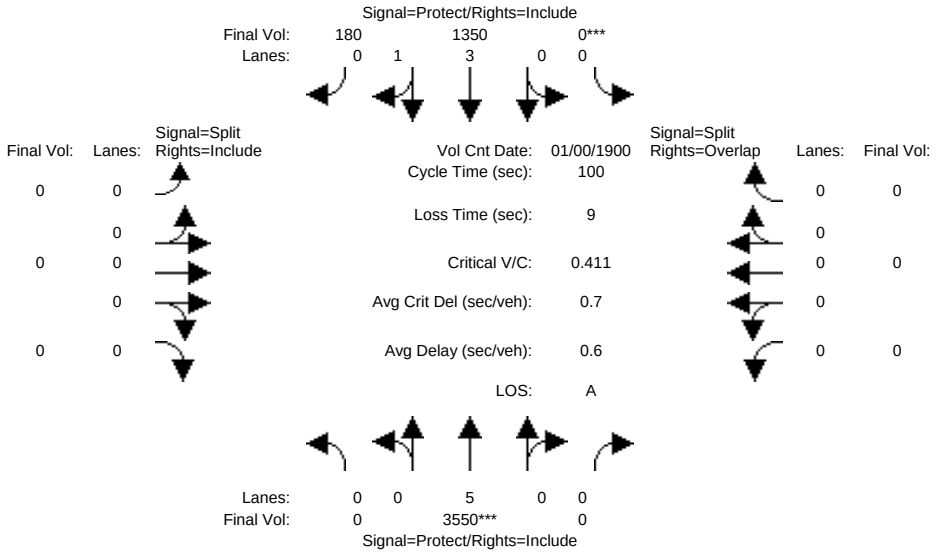
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	3550	0	0	1350	180	0	0	0	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	3550	0	0	1350	180	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3550	0	0	1350	180	0	0	0	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	3550	0	0	1350	180	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3550	0	0	1350	180	0	0	0	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	3550	0	0	1350	180	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	5.00	0.00	0.00	3.49	0.51	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	6639	885	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.91	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.5	0.5	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	0.7	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	1	1	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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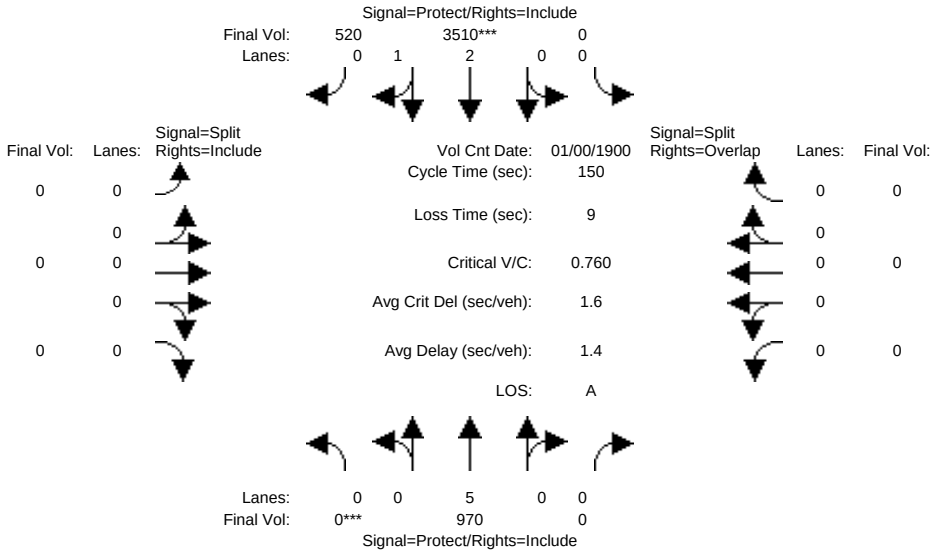
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	970	0	0	3510	520	0	0	0	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	970	0	0	3510	520	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	970	0	0	3510	520	0	0	0	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	970	0	0	3510	520	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	970	0	0	3510	520	0	0	0	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	970	0	0	3510	520	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	5.00	0.00	0.00	2.58	0.42	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	4910	727	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.94	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.11	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	1.6	1.6	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	0.3	0.0	0.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	12	12	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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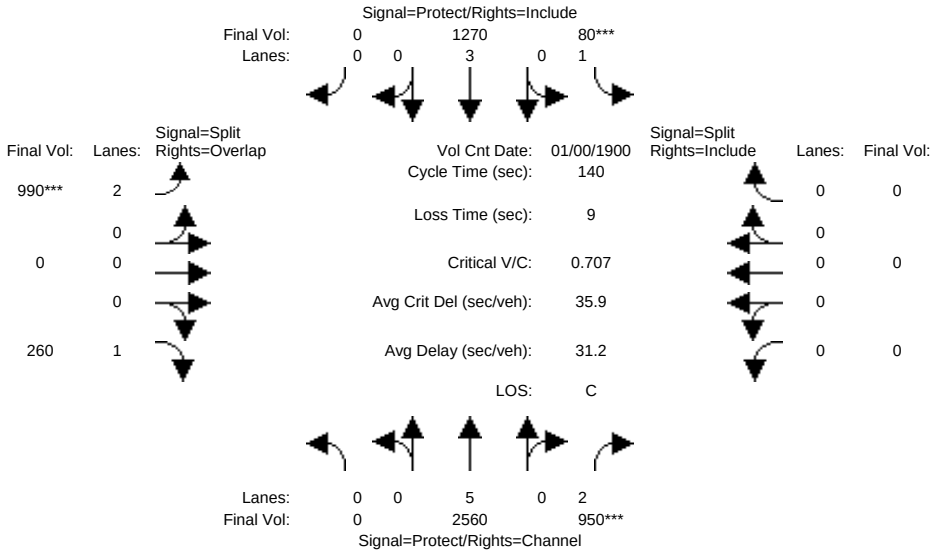
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2560	950	80	1270	0	990	0	260	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	2560	950	80	1270	0	990	0	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2560	950	80	1270	0	990	0	260	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	2560	950	80	1270	0	990	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2560	950	80	1270	0	990	0	260	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	2560	950	80	1270	0	990	0	260	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	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.30	0.05	0.22	0.00	0.31	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.43	0.43	0.06	0.49	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.71	0.71	0.45	0.00	0.71	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	31.8	34.7	82.7	23.4	0.0	33.2	0.0	25.6	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	31.8	34.7	82.7	23.4	0.0	33.2	0.0	25.6	0.0	0.0	0.0
LOS by Move:	A	C	C-	F	C	A	C-	A	C	A	A	A
HCM2kAvgQ:	0	16	19	4	11	0	21	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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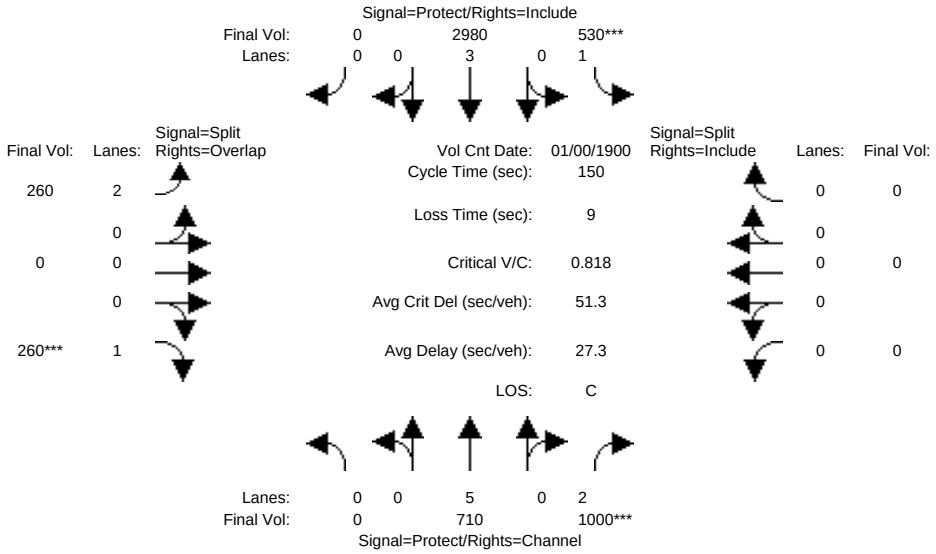
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	710	1000	530	2980	0	260	0	260	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	710	1000	530	2980	0	260	0	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	1000	530	2980	0	260	0	260	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	710	1000	530	2980	0	260	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	1000	530	2980	0	260	0	260	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	710	1000	530	2980	0	260	0	260	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	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.32	0.30	0.52	0.00	0.08	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.39	0.39	0.37	0.76	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.82	0.82	0.69	0.00	0.45	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	30.4	45.6	50.7	9.7	0.0	55.3	0.0	74.2	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	30.4	45.6	50.7	9.7	0.0	55.3	0.0	74.2	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	E+	A	E	A	A	A
HCM2kAvgQ:	0	4	25	23	22	0	7	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

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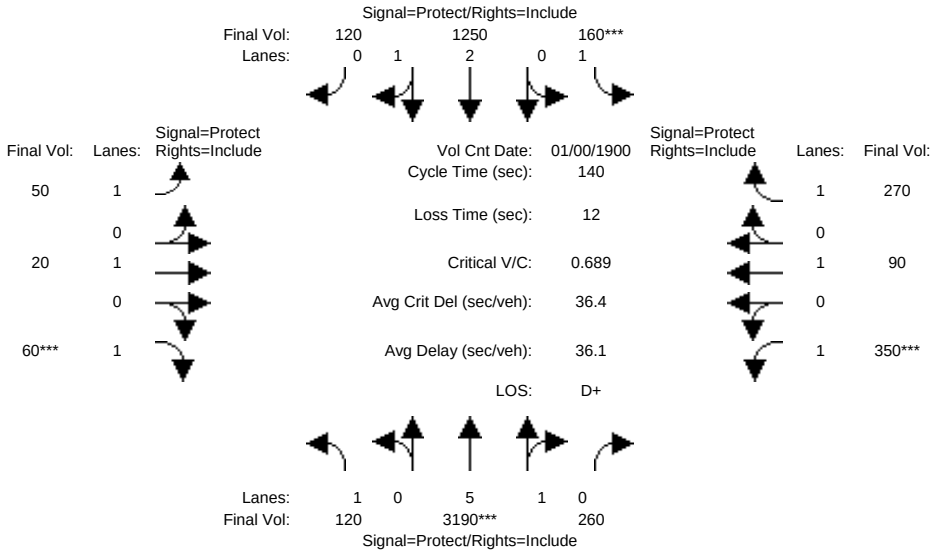
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	3190	260	160	1250	120	50	20	60	350	90	270
Growth Adj:	1.00	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	3190	260	160	1250	120	50	20	60	350	90	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	3190	260	160	1250	120	50	20	60	350	90	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3190	260	160	1250	120	50	20	60	350	90	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3190	260	160	1250	120	50	20	60	350	90	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
FinalVolume:	120	3190	260	160	1250	120	50	20	60	350	90	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.51	0.49	1.00	2.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	xxxx	854	1750	5162	496	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.09	0.24	0.24	0.03	0.01	0.03	0.20	0.05	0.15
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.43	0.43	0.13	0.44	0.44	0.09	0.07	0.07	0.28	0.27	0.27
Volume/Cap:	0.55	0.71	0.71	0.71	0.55	0.55	0.33	0.15	0.48	0.71	0.18	0.58
Delay/Veh:	60.9	33.1	33.1	68.2	29.6	29.6	61.4	61.5	65.4	49.7	39.6	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	33.1	33.1	68.2	29.6	29.6	61.4	61.5	65.4	49.7	39.6	46.2
LOS by Move:	E	C-	C-	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	5	19	19	7	14	14	2	1	3	15	3	11

Note: Queue reported is the number of cars per lane.

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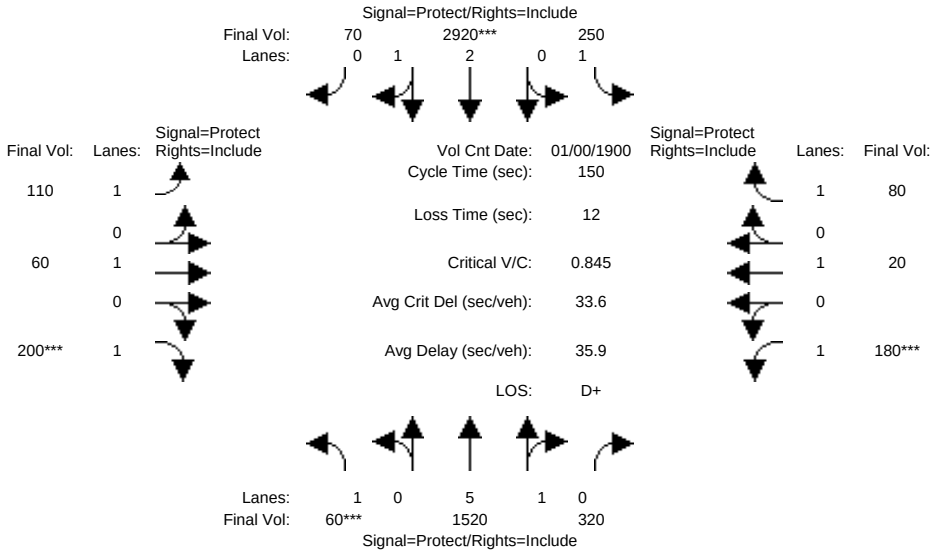
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	1520	320	250	2920	70	110	60	200	180	20	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:	60	1520	320	250	2920	70	110	60	200	180	20	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1520	320	250	2920	70	110	60	200	180	20	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:	60	1520	320	250	2920	70	110	60	200	180	20	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1520	320	250	2920	70	110	60	200	180	20	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
FinalVolume:	60	1520	320	250	2920	70	110	60	200	180	20	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5555	133	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.18	0.14	0.53	0.53	0.06	0.03	0.11	0.10	0.01	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.37	0.37	0.29	0.62	0.62	0.12	0.13	0.13	0.12	0.13	0.13
Volume/Cap:	0.73	0.43	0.49	0.49	0.85	0.85	0.51	0.24	0.85	0.85	0.08	0.35
Delay/Veh:	99.5	35.2	36.2	44.7	25.2	25.2	63.4	58.5	87.8	91.0	57.3	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:	99.5	35.2	36.2	44.7	25.2	25.2	63.4	58.5	87.8	91.0	57.3	60.2
LOS by Move:	F	D+	D+	D	C	C	E	E+	F	F	E+	E
HCM2kAvgQ:	3	10	12	10	37	37	6	3	12	11	1	4

Note: Queue reported is the number of cars per lane.

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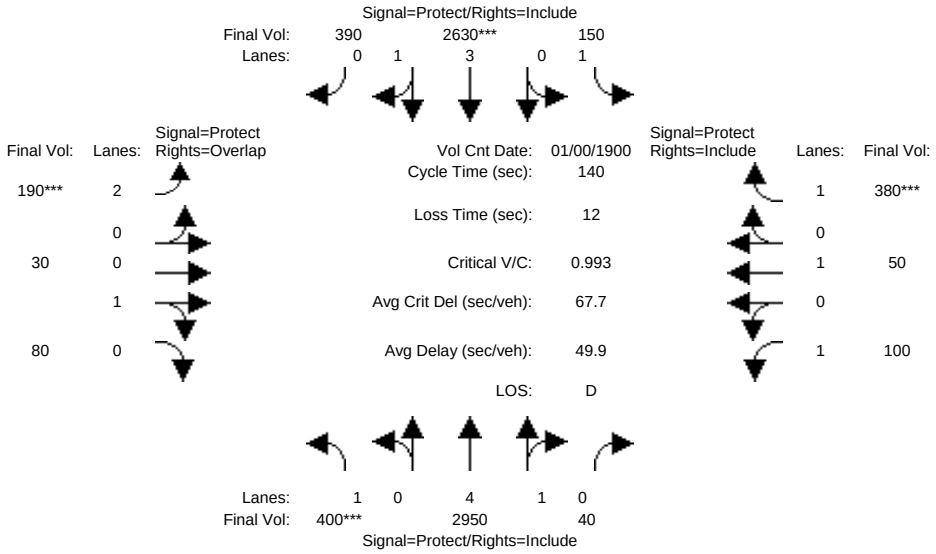
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	400	2950	40	150	2630	390	190	30	80	100	50	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:	400	2950	40	150	2630	390	190	30	80	100	50	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2950	40	150	2630	390	190	30	80	100	50	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:	400	2950	40	150	2630	390	190	30	80	100	50	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2950	40	150	2630	390	190	30	80	100	50	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:	400	2950	40	150	2630	390	190	30	80	100	50	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.93	0.07	1.00	3.45	0.55	2.00	0.26	0.74	1.00	1.00	1.00
Final Sat.:	1750	9362	127	1750	6546	971	3150	488	1301	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.32	0.32	0.09	0.40	0.40	0.06	0.06	0.06	0.06	0.03	0.22
Crit Moves:	****				****		****					****
Green/Cycle:	0.23	0.50	0.50	0.14	0.40	0.40	0.06	0.16	0.39	0.12	0.22	0.22
Volume/Cap:	0.99	0.63	0.63	0.63	0.99	0.99	0.99	0.40	0.16	0.46	0.12	0.99
Delay/Veh:	96.6	25.9	25.9	62.6	56.1	56.1	128.6	54.2	28.3	58.5	44.0	98.6
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:	96.6	25.9	25.9	62.6	56.1	56.1	128.6	54.2	28.3	58.5	44.0	98.6
LOS by Move:	F	C	C	E	E+	E+	F	D-	C	E+	D	F
HCM2kAvgQ:	21	18	18	6	35	35	8	5	3	5	2	23

Note: Queue reported is the number of cars per lane.

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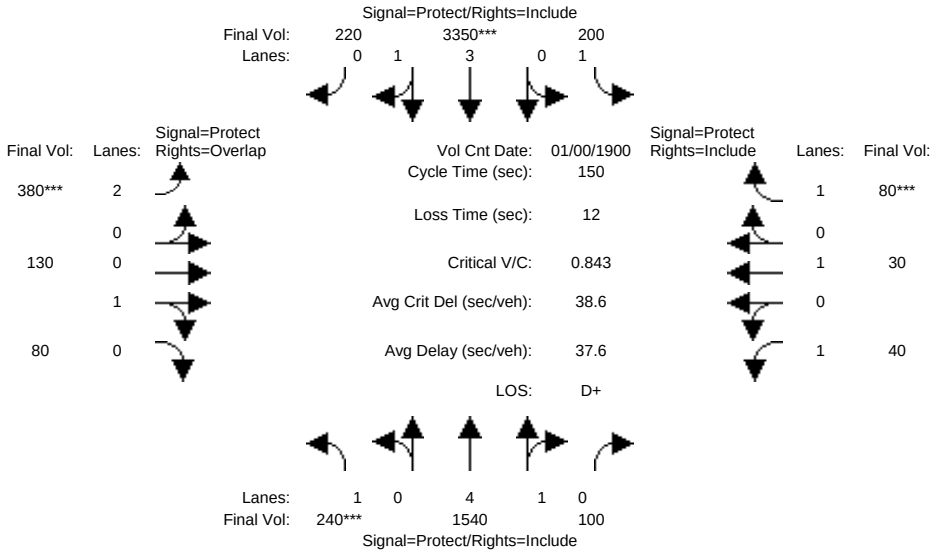
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	240	1540	100	200	3350	220	380	130	80	40	30	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:	240	1540	100	200	3350	220	380	130	80	40	30	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1540	100	200	3350	220	380	130	80	40	30	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:	240	1540	100	200	3350	220	380	130	80	40	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1540	100	200	3350	220	380	130	80	40	30	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
FinalVolume:	240	1540	100	200	3350	220	380	130	80	40	30	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.67	0.33	1.00	3.73	0.27	2.00	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	8874	576	1750	7094	466	3150	1139	701	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.11	0.47	0.47	0.12	0.11	0.11	0.02	0.02	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.16	0.43	0.43	0.28	0.55	0.55	0.14	0.15	0.31	0.06	0.07	0.07
Volume/Cap:	0.86	0.40	0.40	0.40	0.86	0.86	0.86	0.77	0.37	0.38	0.24	0.69
Delay/Veh:	83.1	29.6	29.6	44.1	30.4	30.4	77.9	74.5	41.0	70.1	67.3	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:	83.1	29.6	29.6	44.1	30.4	30.4	77.9	74.5	41.0	70.1	67.3	84.1
LOS by Move:	F	C	C	D	C	C	E-	E	D	E	E	F
HCM2kAvgQ:	12	10	10	7	32	32	13	11	8	2	1	5

Note: Queue reported is the number of cars per lane.

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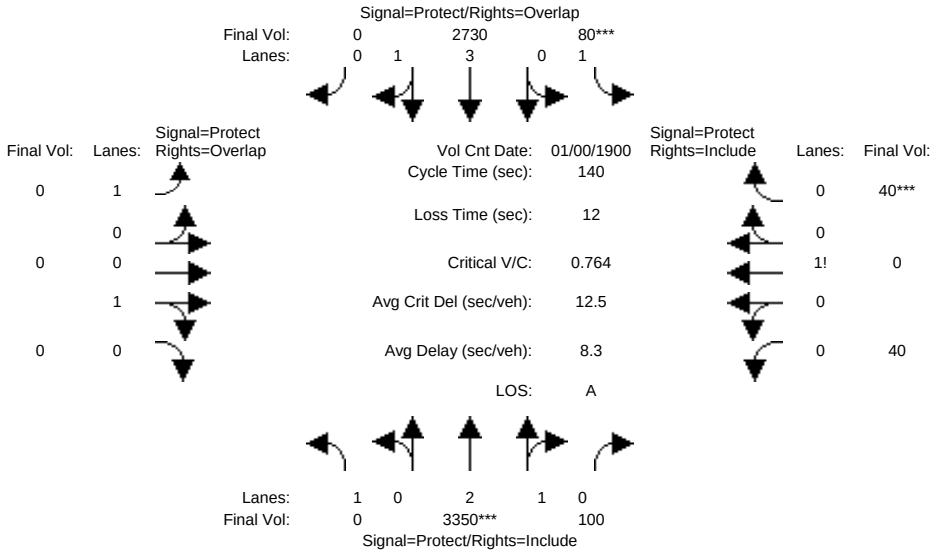
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	3350	100	80	2730	0	0	0	0	40	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3350	100	80	2730	0	0	0	0	40	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3350	100	80	2730	0	0	0	0	40	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3350	100	80	2730	0	0	0	0	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3350	100	80	2730	0	0	0	0	40	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3350	100	80	2730	0	0	0	0	40	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	4.00	0.00	1.00	1.00	0.00	0.50	0.00	0.50
Final Sat.:	1750	5521	165	1750	7600	0	1750	1900	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.05	0.36	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.78	0.78	0.06	0.84	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.77	0.77	0.77	0.43	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	9.2	9.2	94.7	2.7	0.0	0.0	0.0	0.0	73.9	0.0	73.9
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	9.2	9.2	94.7	2.7	0.0	0.0	0.0	0.0	73.9	0.0	73.9
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	28	28	3	7	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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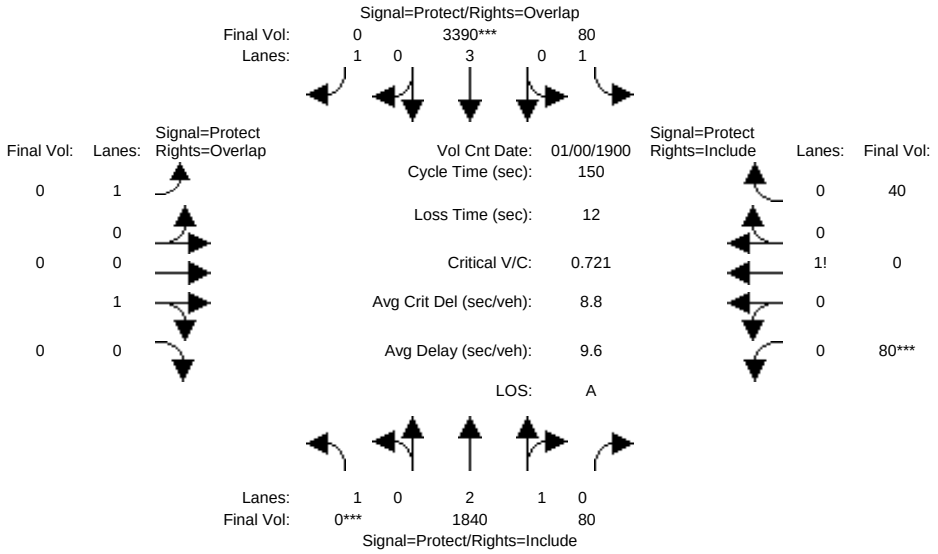
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1840	80	80	3390	0	0	0	0	80	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1840	80	80	3390	0	0	0	0	80	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1840	80	80	3390	0	0	0	0	80	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1840	80	80	3390	0	0	0	0	80	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1840	80	80	3390	0	0	0	0	80	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1840	80	80	3390	0	0	0	0	80	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	1.00	1.00	0.00	0.67	0.00	0.33
Final Sat.:	1750	5443	237	1750	5700	1750	1750	1900	0	1167	0	583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.05	0.59	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.72	0.72	0.10	0.82	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.47	0.47	0.46	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	8.7	8.7	65.5	6.2	0.0	0.0	0.0	0.0	80.2	0.0	80.2
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	8.7	8.7	65.5	6.2	0.0	0.0	0.0	0.0	80.2	0.0	80.2
LOS by Move:	A	A	A	E	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	12	12	4	22	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

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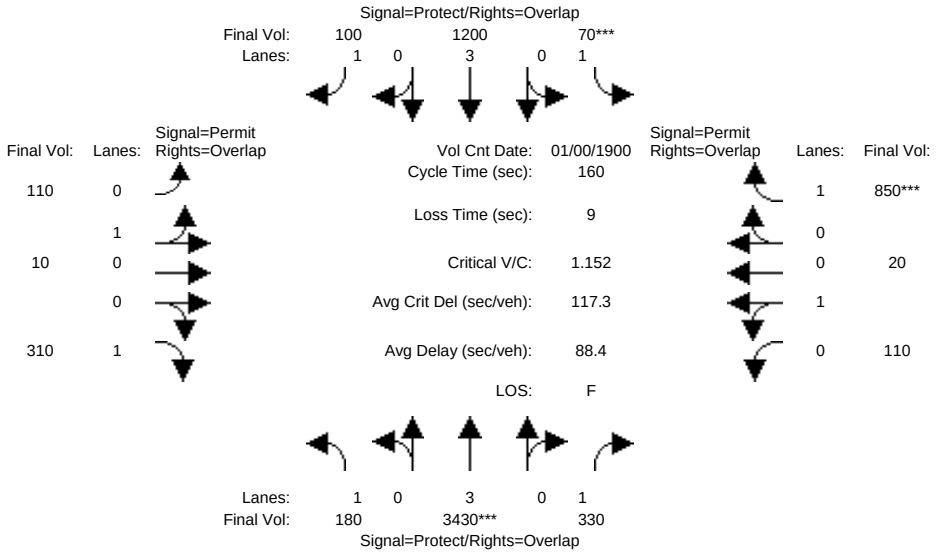
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	3430	330	70	1200	100	110	10	310	110	20	850
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3430	330	70	1200	100	110	10	310	110	20	850
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3430	330	70	1200	100	110	10	310	110	20	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3430	330	70	1200	100	110	10	310	110	20	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3430	330	70	1200	100	110	10	310	110	20	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	3430	330	70	1200	100	110	10	310	110	20	850
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.92	0.08	1.00	0.86	0.14	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1615	147	1750	1499	273	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.60	0.19	0.04	0.21	0.06	0.07	0.07	0.18	0.07	0.07	0.49
Crit Moves:		****		****								****
Green/Cycle:	0.18	0.52	0.52	0.04	0.38	0.38	0.38	0.38	0.57	0.38	0.38	0.42
Volume/Cap:	0.56	1.16	0.36	0.91	0.56	0.15	0.18	0.18	0.31	0.19	0.19	1.14
Delay/Veh:	61.4	115	23.1	150.3	39.5	32.9	33.0	33.0	18.5	33.2	33.2	126.0
User DelAdj:	1.00	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	115	23.1	150.3	39.5	32.9	33.0	33.0	18.5	33.2	33.2	126.0
LOS by Move:	E	F	C	F	D	C-	C-	C-	B-	C-	C-	F
HCM2kAvgQ:	9	76	10	4	15	3	4	4	8	4	4	61

Note: Queue reported is the number of cars per lane.

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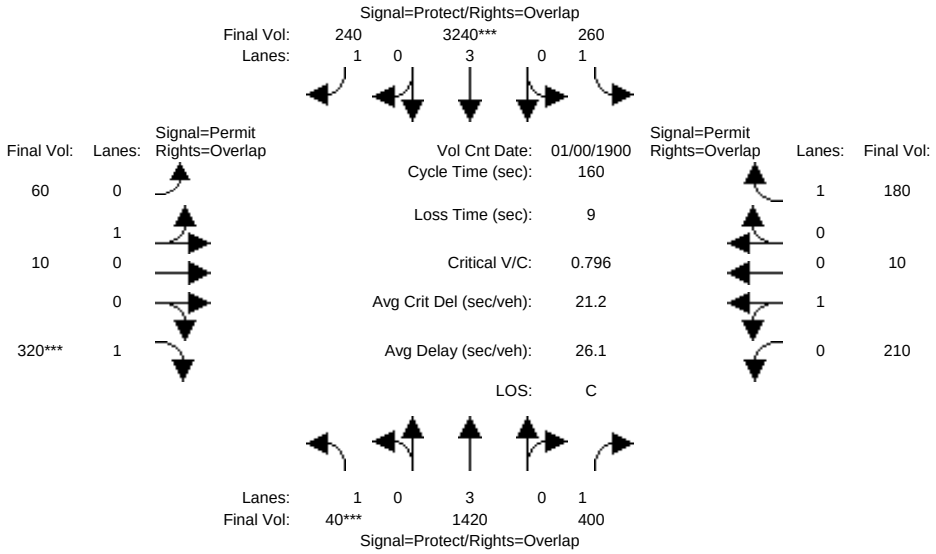
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	1420	400	260	3240	240	60	10	320	210	10	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:	40	1420	400	260	3240	240	60	10	320	210	10	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1420	400	260	3240	240	60	10	320	210	10	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:	40	1420	400	260	3240	240	60	10	320	210	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1420	400	260	3240	240	60	10	320	210	10	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
FinalVolume:	40	1420	400	260	3240	240	60	10	320	210	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1517	253	1750	1676	80	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.23	0.15	0.57	0.14	0.04	0.04	0.18	0.13	0.13	0.10
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.48	0.48	0.29	0.72	0.72	0.18	0.18	0.22	0.18	0.18	0.46
Volume/Cap:	0.52	0.52	0.48	0.52	0.79	0.19	0.22	0.22	0.83	0.71	0.71	0.22
Delay/Veh:	81.3	28.9	28.4	48.8	15.3	7.2	56.8	56.8	73.3	69.3	69.3	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:	81.3	28.9	28.4	48.8	15.3	7.2	56.8	56.8	73.3	69.3	69.3	25.8
LOS by Move:	F	C	C	D	B	A	E+	E+	E	E	E	C
HCM2kAvgQ:	3	16	14	11	31	4	3	3	18	12	12	5

Note: Queue reported is the number of cars per lane.

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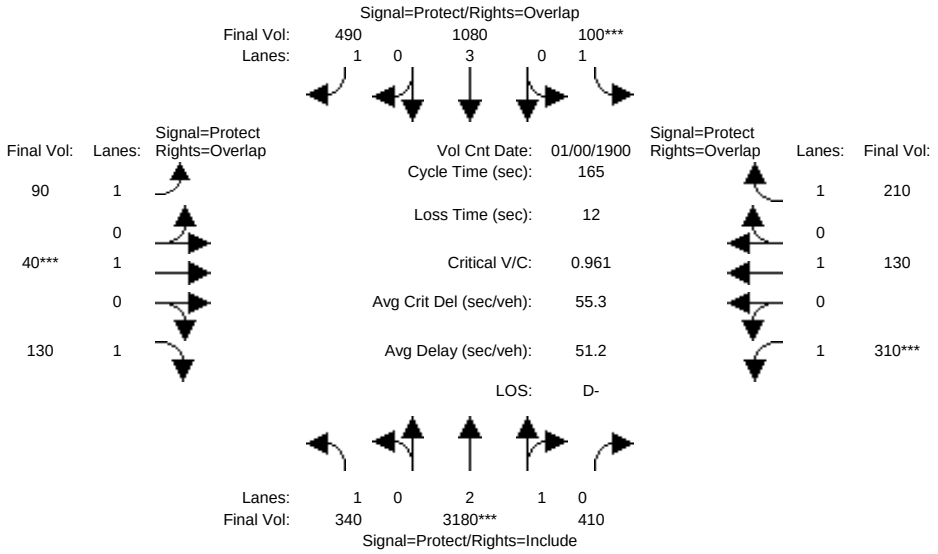
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	340	3180	410	100	1080	490	90	40	130	310	130	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	3180	410	100	1080	490	90	40	130	310	130	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	3180	410	100	1080	490	90	40	130	310	130	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	3180	410	100	1080	490	90	40	130	310	130	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	3180	410	100	1080	490	90	40	130	310	130	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	3180	410	100	1080	490	90	40	130	310	130	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.63	0.37	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5000	645	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.64	0.64	0.06	0.19	0.28	0.05	0.02	0.07	0.18	0.07	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.63	0.63	0.06	0.37	0.47	0.10	0.06	0.38	0.18	0.14	0.19
Volume/Cap:	0.61	1.00	1.00	1.00	0.51	0.59	0.51	0.35	0.20	1.00	0.51	0.62
Delay/Veh:	49.8	46.3	46.3	169.1	40.2	32.7	72.5	76.2	34.7	120.2	67.8	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	46.3	46.3	169.1	40.2	32.7	72.5	76.2	34.7	120.2	67.8	64.8
LOS by Move:	D	D	D	F	D	C-	E	E-	C-	F	E	E
HCM2kAvgQ:	16	68	68	9	14	19	5	2	5	22	6	11

Note: Queue reported is the number of cars per lane.

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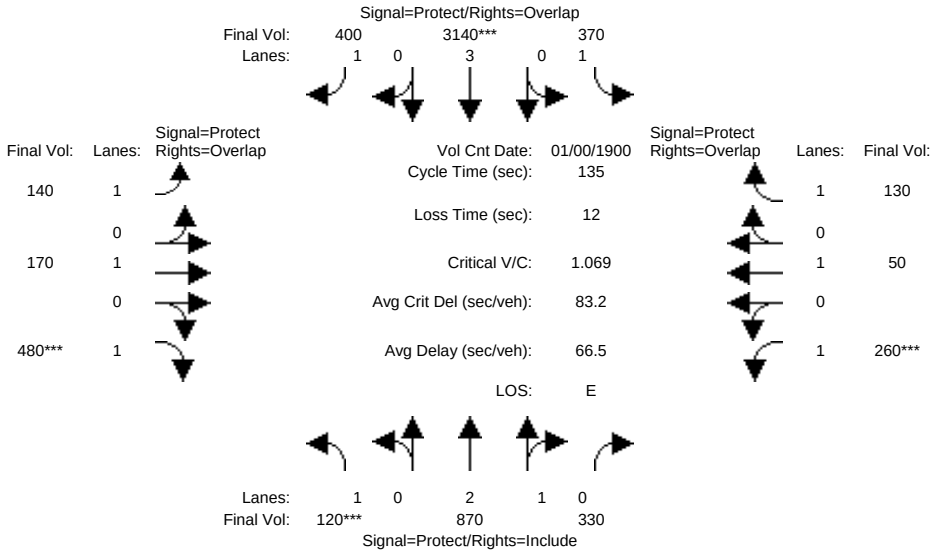
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	870	330	370	3140	400	140	170	480	260	50	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	870	330	370	3140	400	140	170	480	260	50	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	870	330	370	3140	400	140	170	480	260	50	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	870	330	370	3140	400	140	170	480	260	50	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	870	330	370	3140	400	140	170	480	260	50	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	870	330	370	3140	400	140	170	480	260	50	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.12	0.88	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4037	1531	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.21	0.55	0.23	0.08	0.09	0.27	0.15	0.03	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.29	0.29	0.29	0.52	0.69	0.17	0.19	0.26	0.14	0.16	0.45
Volume/Cap:	1.07	0.74	0.74	0.74	1.07	0.33	0.46	0.46	1.07	1.07	0.17	0.17
Delay/Veh:	167.8	44.9	44.9	49.2	71.3	8.7	51.4	49.3	112.2	135.2	49.2	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:	167.8	44.9	44.9	49.2	71.3	8.7	51.4	49.3	112.2	135.2	49.2	22.4
LOS by Move:	F	D	D	D	E	A	D-	D	F	F	D	C+
HCM2kAvgQ:	9	16	16	16	56	7	6	6	30	18	2	3

Note: Queue reported is the number of cars per lane.

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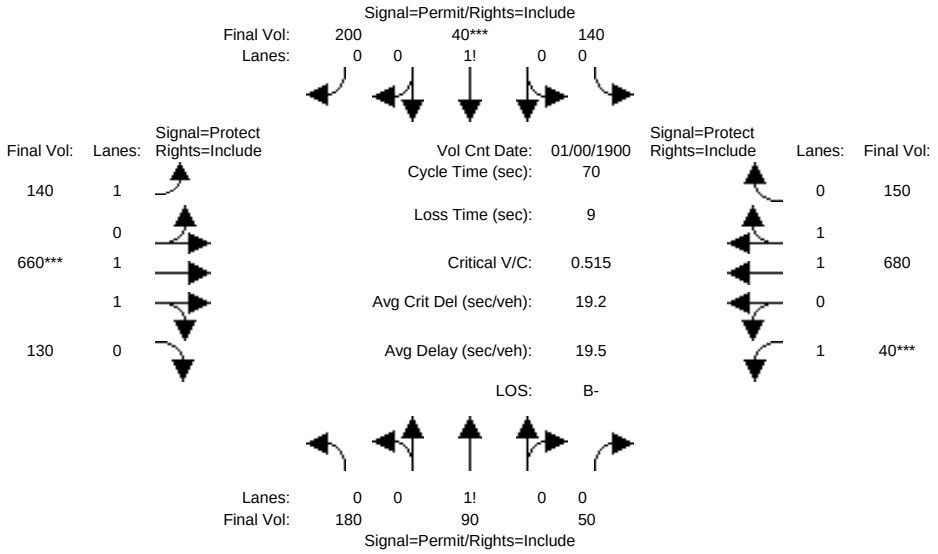
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	90	50	140	40	200	140	660	130	40	680	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:	180	90	50	140	40	200	140	660	130	40	680	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	90	50	140	40	200	140	660	130	40	680	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:	180	90	50	140	40	200	140	660	130	40	680	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	90	50	140	40	200	140	660	130	40	680	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	90	50	140	40	200	140	660	130	40	680	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.26	0.16	0.37	0.10	0.53	1.00	1.65	0.35	1.00	1.61	0.39
Final Sat.:	1007	503	280	650	186	929	1750	3131	617	1750	3066	676
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.22	0.22	0.22	0.08	0.21	0.21	0.02	0.22	0.22
Crit Moves:					****			****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.13	0.36	0.36	0.14	0.37	0.37
Volume/Cap:	0.49	0.49	0.49	0.58	0.58	0.58	0.60	0.58	0.58	0.16	0.60	0.60
Delay/Veh:	17.6	17.6	17.6	19.2	19.2	19.2	32.9	18.8	18.8	26.6	18.6	18.6
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:	17.6	17.6	17.6	19.2	19.2	19.2	32.9	18.8	18.8	26.6	18.6	18.6
LOS by Move:	B	B	B	B-	B-	B-	C-	B-	B-	C	B-	B-
HCM2kAvgQ:	6	6	6	8	8	8	3	7	7	1	7	7

Note: Queue reported is the number of cars per lane.

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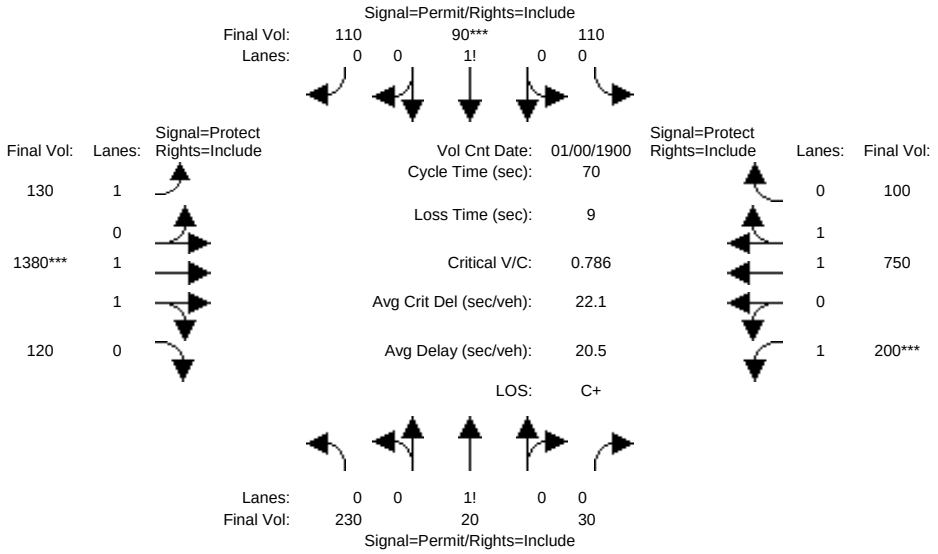
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	20	30	110	90	110	130	1380	120	200	750	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:	230	20	30	110	90	110	130	1380	120	200	750	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	20	30	110	90	110	130	1380	120	200	750	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:	230	20	30	110	90	110	130	1380	120	200	750	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	20	30	110	90	110	130	1380	120	200	750	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
FinalVolume:	230	20	30	110	90	110	130	1380	120	200	750	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.82	0.07	0.11	0.37	0.27	0.36	1.00	1.83	0.17	1.00	1.75	0.25
Final Sat.:	1446	126	189	636	520	636	1750	3472	302	1750	3319	443
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.17	0.17	0.17	0.07	0.40	0.40	0.11	0.23	0.23
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.16	0.51	0.51	0.15	0.49	0.49
Volume/Cap:	0.72	0.72	0.72	0.79	0.79	0.79	0.46	0.79	0.79	0.79	0.46	0.46
Delay/Veh:	31.9	31.9	31.9	35.7	35.7	35.7	27.8	16.4	16.4	43.7	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:	31.9	31.9	31.9	35.7	35.7	35.7	27.8	16.4	16.4	43.7	11.9	11.9
LOS by Move:	C	C	C	D+	D+	D+	C	B	B	D	B+	B+
HCM2kAvgQ:	8	8	8	9	9	9	3	12	12	5	6	6

Note: Queue reported is the number of cars per lane.

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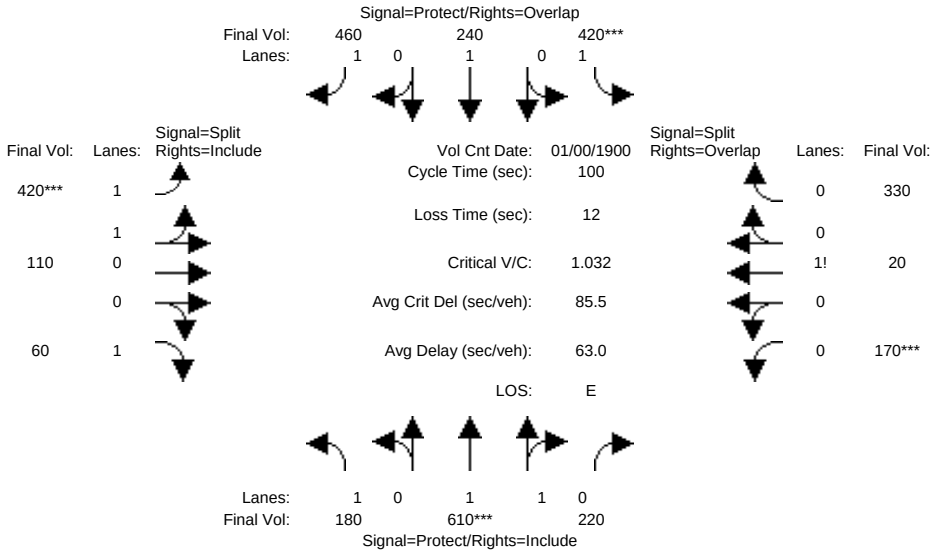
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	610	220	420	240	460	420	110	60	170	20	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	610	220	420	240	460	420	110	60	170	20	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	610	220	420	240	460	420	110	60	170	20	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	610	220	420	240	460	420	110	60	170	20	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	610	220	420	240	460	420	110	60	170	20	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	610	220	420	240	460	420	110	60	170	20	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.44	0.56	1.00	1.00	1.00	1.61	0.39	1.00	0.33	0.03	0.64
Final Sat.:	1750	2731	985	1750	1900	1750	2820	739	1750	574	68	1114
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.24	0.13	0.26	0.15	0.15	0.03	0.30	0.30	0.30
Crit Moves:		****		****			****			****		
Green/Cycle:	0.20	0.22	0.22	0.23	0.25	0.39	0.14	0.14	0.14	0.29	0.29	0.52
Volume/Cap:	0.51	1.03	1.03	1.03	0.51	0.67	1.03	1.03	0.24	1.03	1.03	0.57
Delay/Veh:	36.8	79.6	79.6	91.6	33.4	27.7	91.1	91.1	38.4	84.4	84.4	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:	36.8	79.6	79.6	91.6	33.4	27.7	91.1	91.1	38.4	84.4	84.4	17.3
LOS by Move:	D+	E-	E-	F	C-	C	F	F	D+	F	F	B
HCM2kAvgQ:	6	20	20	21	7	13	14	14	2	25	25	12

Note: Queue reported is the number of cars per lane.

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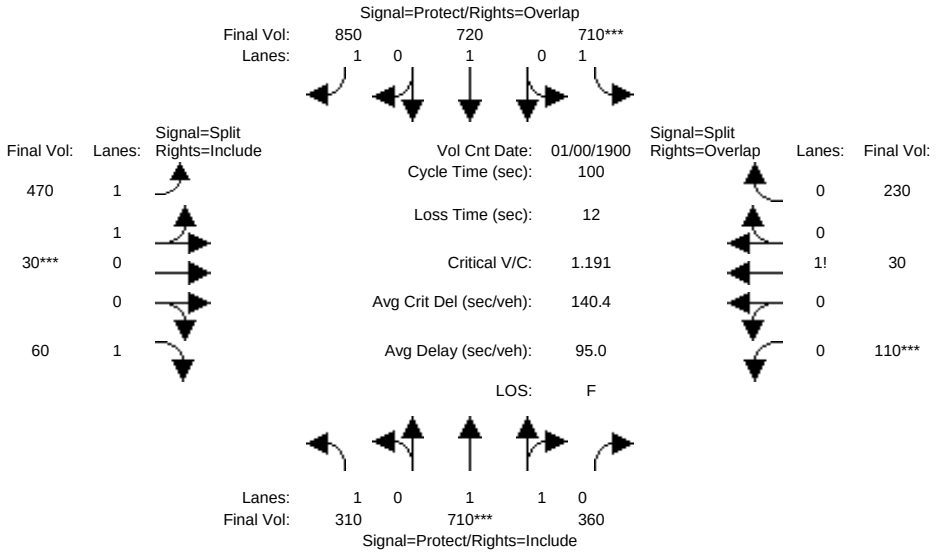
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	310	710	360	710	720	850	470	30	60	110	30	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:	310	710	360	710	720	850	470	30	60	110	30	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	710	360	710	720	850	470	30	60	110	30	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:	310	710	360	710	720	850	470	30	60	110	30	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	710	360	710	720	850	470	30	60	110	30	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
FinalVolume:	310	710	360	710	720	850	470	30	60	110	30	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.29	0.71	1.00	1.00	1.00	1.89	0.11	1.00	0.30	0.07	0.63
Final Sat.:	1750	2451	1243	1750	1900	1750	3306	211	1750	524	143	1095
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.29	0.41	0.38	0.49	0.14	0.14	0.03	0.21	0.21	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.24	0.24	0.34	0.40	0.52	0.12	0.12	0.12	0.18	0.18	0.52
Volume/Cap:	0.95	1.19	1.19	1.19	0.95	0.94	1.18	1.18	0.29	1.19	1.19	0.41
Delay/Veh:	77.6	135	135.0	135.0	51.1	39.5	148.9	149	40.8	154.7	155	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:	77.6	135	135.0	135.0	51.1	39.5	148.9	149	40.8	154.7	155	11.2
LOS by Move:	E-	F	F	F	D-	D	F	F	D	F	F	B+
HCM2kAvgQ:	15	31	31	42	27	32	17	17	2	23	23	5

Note: Queue reported is the number of cars per lane.

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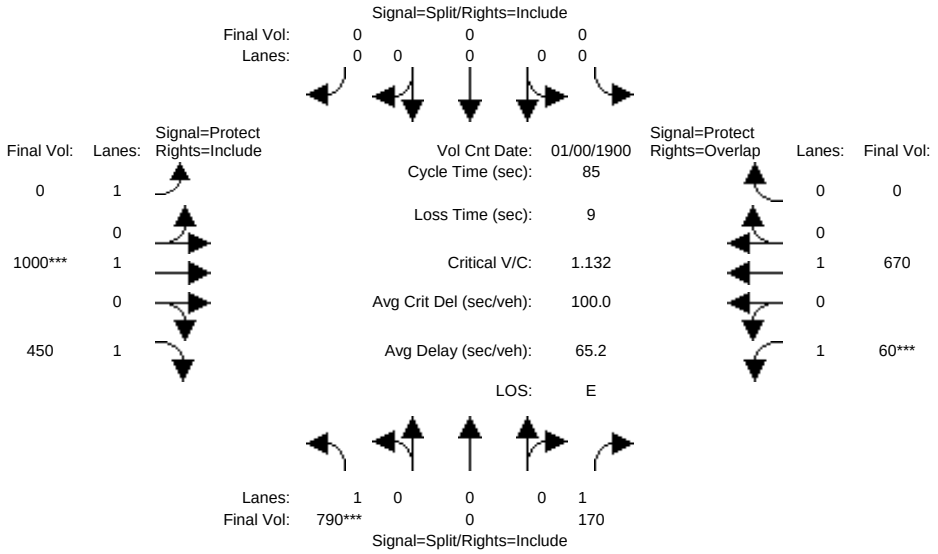
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	790	0	170	0	0	0	0	1000	450	60	670	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:	790	0	170	0	0	0	0	1000	450	60	670	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	790	0	170	0	0	0	0	1000	450	60	670	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:	790	0	170	0	0	0	0	1000	450	60	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	0	170	0	0	0	0	1000	450	60	670	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:	790	0	170	0	0	0	0	1000	450	60	670	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.10	0.00	0.00	0.00	0.00	0.53	0.26	0.03	0.35	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.46	0.46	0.03	0.50	0.00
Volume/Cap:	1.13	0.00	0.24	0.00	0.00	0.00	0.00	1.13	0.55	1.13	0.71	0.00
Delay/Veh:	102.1	0.0	17.2	0.0	0.0	0.0	0.0	92.0	14.2	205.7	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:	102.1	0.0	17.2	0.0	0.0	0.0	0.0	92.0	14.2	205.7	15.5	0.0
LOS by Move:	F	A	B	A	A	A	A	F	B	F	B	A
HCM2kAvgQ:	39	0	3	0	0	0	0	44	8	3	10	0

Note: Queue reported is the number of cars per lane.

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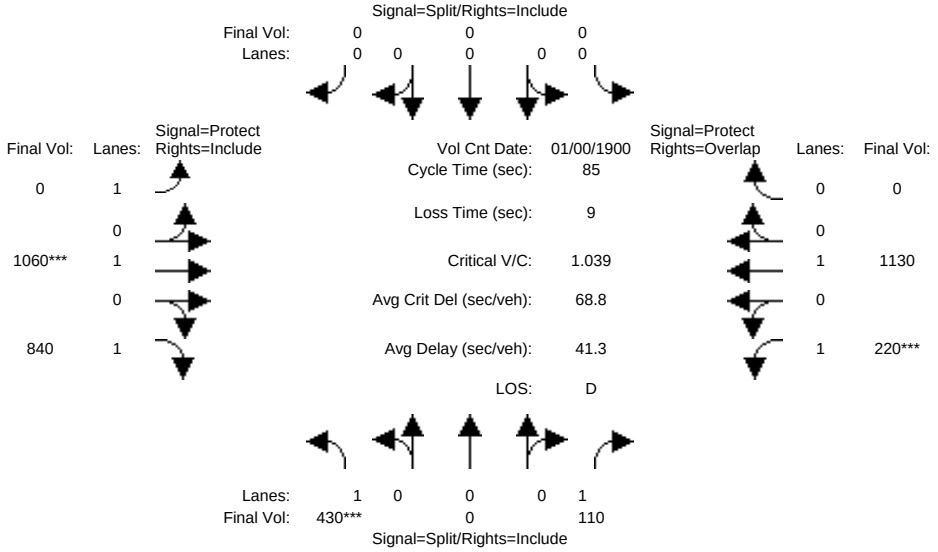
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	430	0	110	0	0	0	0	1060	840	220	1130	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:	430	0	110	0	0	0	0	1060	840	220	1130	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	0	110	0	0	0	0	1060	840	220	1130	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:	430	0	110	0	0	0	0	1060	840	220	1130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	0	110	0	0	0	0	1060	840	220	1130	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:	430	0	110	0	0	0	0	1060	840	220	1130	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.06	0.00	0.00	0.00	0.00	0.56	0.48	0.13	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.54	0.54	0.12	0.66	0.00
Volume/Cap:	1.04	0.00	0.27	0.00	0.00	0.00	0.00	1.04	0.89	1.04	0.90	0.00
Delay/Veh:	87.3	0.0	26.8	0.0	0.0	0.0	0.0	52.8	23.3	109.9	14.5	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:	87.3	0.0	26.8	0.0	0.0	0.0	0.0	52.8	23.3	109.9	14.5	0.0
LOS by Move:	F	A	C	A	A	A	A	D-	C	F	B	A
HCM2kAvgQ:	20	0	3	0	0	0	0	39	23	7	17	0

Note: Queue reported is the number of cars per lane.

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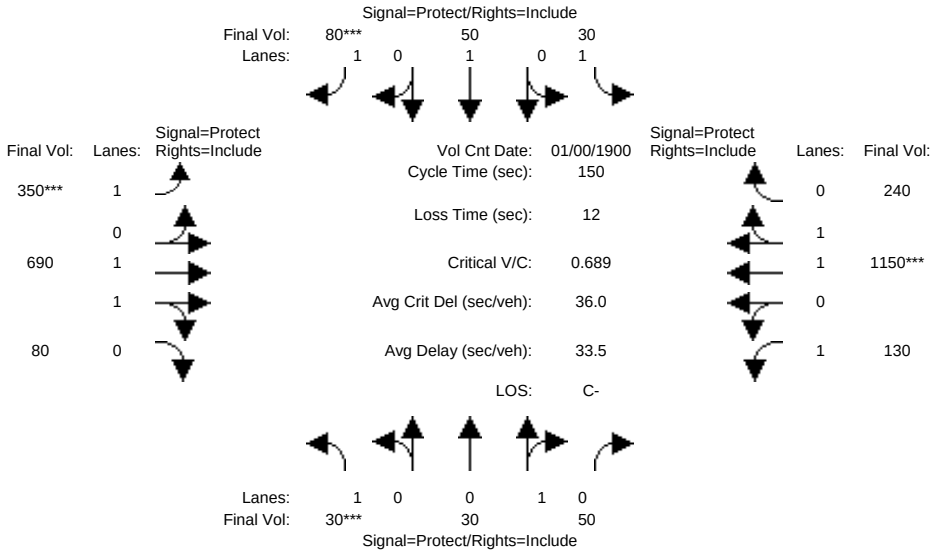
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	30	50	30	50	80	350	690	80	130	1150	240
Growth Adj:	1.00	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	30	50	30	50	80	350	690	80	130	1150	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	50	30	50	80	350	690	80	130	1150	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:	30	30	50	30	50	80	350	690	80	130	1150	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	50	30	50	80	350	690	80	130	1150	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
FinalVolume:	30	30	50	30	50	80	350	690	80	130	1150	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.36	0.64	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.63	0.37
Final Sat.:	1750	676	1127	1750	1900	1750	1750	3375	391	1750	3098	647
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.03	0.05	0.20	0.20	0.20	0.07	0.37	0.37
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.28	0.59	0.59	0.21	0.52	0.52
Volume/Cap:	0.37	0.67	0.67	0.37	0.39	0.69	0.71	0.35	0.35	0.35	0.71	0.71
Delay/Veh:	72.1	81.6	81.6	72.1	69.1	84.1	53.0	15.8	15.8	50.5	28.2	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:	72.1	81.6	81.6	72.1	69.1	84.1	53.0	15.8	15.8	50.5	28.2	28.2
LOS by Move:	E	F	F	E	E	F	D-	B	B	D	C	C
HCM2kAvgQ:	2	5	5	2	3	5	15	8	8	5	22	22

Note: Queue reported is the number of cars per lane.

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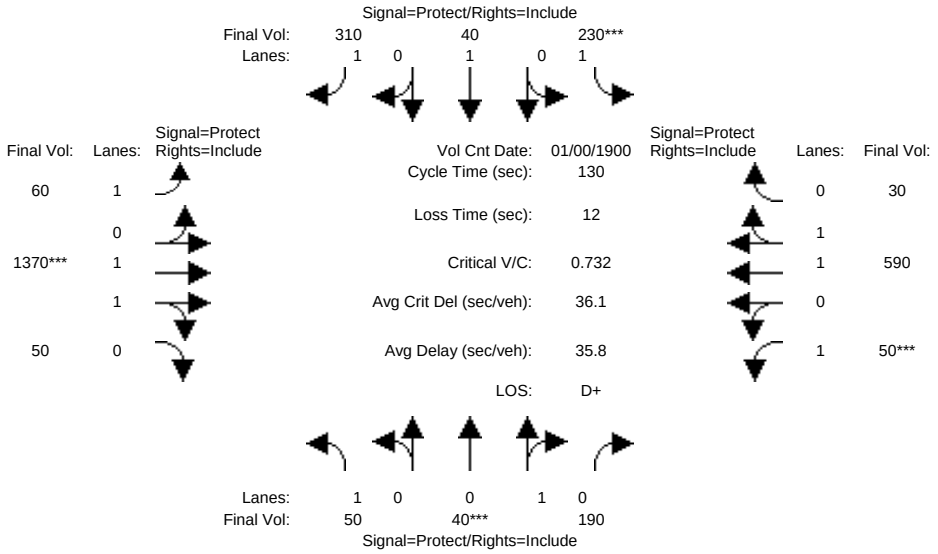
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	40	190	230	40	310	60	1370	50	50	590	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:	50	40	190	230	40	310	60	1370	50	50	590	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	40	190	230	40	310	60	1370	50	50	590	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	40	190	230	40	310	60	1370	50	50	590	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	40	190	230	40	310	60	1370	50	50	590	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	40	190	230	40	310	60	1370	50	50	590	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.90	0.10
Final Sat.:	1750	309	1466	1750	1900	1750	1750	3655	133	1750	3601	183
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.13	0.02	0.18	0.03	0.37	0.37	0.03	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.17	0.17	0.18	0.27	0.27	0.14	0.50	0.50	0.05	0.42	0.42
Volume/Cap:	0.35	0.74	0.74	0.74	0.08	0.66	0.25	0.74	0.74	0.53	0.39	0.39
Delay/Veh:	57.9	60.4	60.4	60.2	35.6	45.7	50.6	27.3	27.3	65.6	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	60.4	60.4	60.2	35.6	45.7	50.6	27.3	27.3	65.6	26.4	26.4
LOS by Move:	E+	E	E	E	D+	D	D	C	C	E	C	C
HCM2kAvgQ:	2	11	11	11	1	13	2	21	21	2	8	8

Note: Queue reported is the number of cars per lane.

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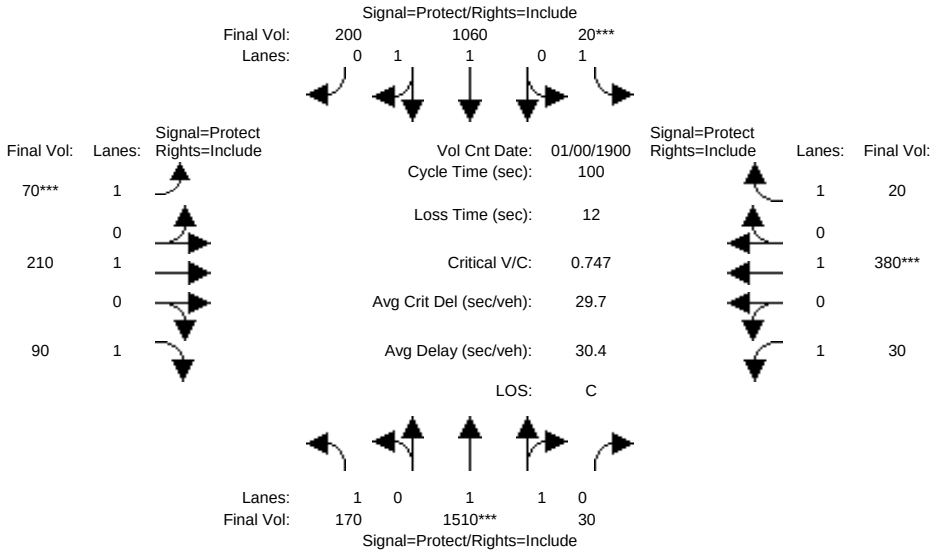
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	1510	30	20	1060	200	70	210	90	30	380	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:	170	1510	30	20	1060	200	70	210	90	30	380	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1510	30	20	1060	200	70	210	90	30	380	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1510	30	20	1060	200	70	210	90	30	380	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1510	30	20	1060	200	70	210	90	30	380	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
FinalVolume:	170	1510	30	20	1060	200	70	210	90	30	380	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3720	74	1750	3154	595	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.01	0.34	0.34	0.04	0.11	0.05	0.02	0.20	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.50	0.50	0.07	0.44	0.44	0.07	0.19	0.19	0.12	0.24	0.24
Volume/Cap:	0.77	0.82	0.82	0.16	0.77	0.77	0.57	0.57	0.27	0.14	0.82	0.05
Delay/Veh:	56.9	24.4	24.4	44.4	25.9	25.9	51.4	38.9	34.8	39.5	46.7	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	24.4	24.4	44.4	25.9	25.9	51.4	38.9	34.8	39.5	46.7	28.9
LOS by Move:	E+	C	C	D	C	C	D-	D+	C-	D	D	C
HCM2kAvgQ:	5	19	19	1	18	18	3	7	3	1	13	1

Note: Queue reported is the number of cars per lane.

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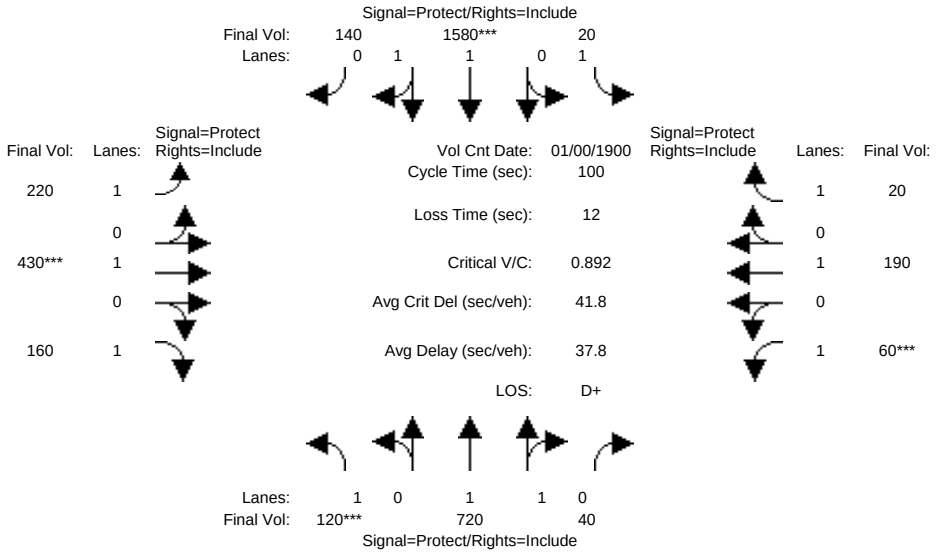
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	720	40	20	1580	140	220	430	160	60	190	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:	120	720	40	20	1580	140	220	430	160	60	190	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	720	40	20	1580	140	220	430	160	60	190	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	720	40	20	1580	140	220	430	160	60	190	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	720	40	20	1580	140	220	430	160	60	190	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
FinalVolume:	120	720	40	20	1580	140	220	430	160	60	190	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3584	199	1750	3467	307	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.01	0.46	0.46	0.13	0.23	0.09	0.03	0.10	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.42	0.42	0.15	0.49	0.49	0.17	0.24	0.24	0.07	0.14	0.14
Volume/Cap:	0.93	0.48	0.48	0.08	0.93	0.93	0.72	0.93	0.37	0.49	0.72	0.08
Delay/Veh:	103.0	21.3	21.3	37.0	32.3	32.3	46.9	61.7	32.0	47.8	50.3	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:	103.0	21.3	21.3	37.0	32.3	32.3	46.9	61.7	32.0	47.8	50.3	37.6
LOS by Move:	F	C+	C+	D+	C-	C-	D	E	C	D	D	D+
HCM2kAvgQ:	5	8	8	1	29	29	8	17	5	3	7	1

Note: Queue reported is the number of cars per lane.

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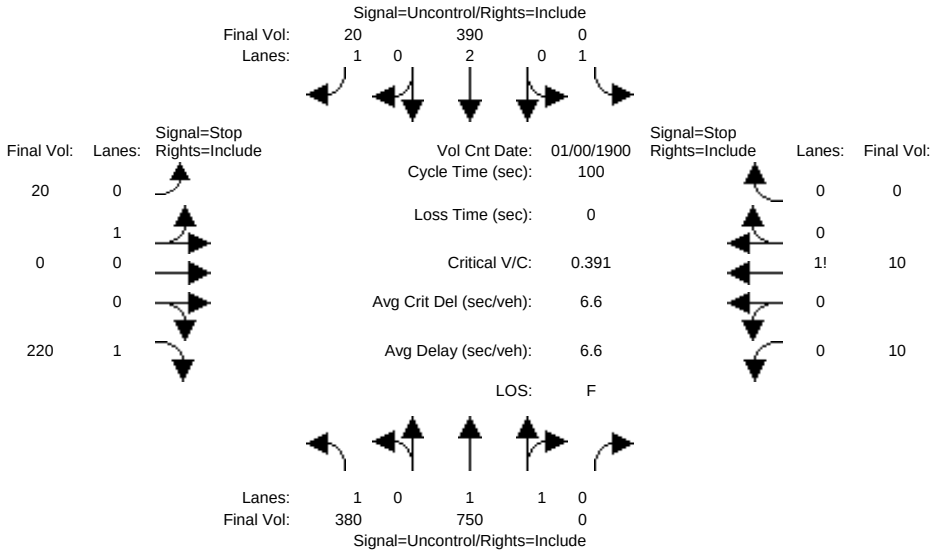
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	380	750	0	0	390	20	20	0	220	10	10	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:	380	750	0	0	390	20	20	0	220	10	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	750	0	0	390	20	20	0	220	10	10	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:	380	750	0	0	390	20	20	0	220	10	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	380	750	0	0	390	20	20	0	220	10	10	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	410	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	1900	195	1705	1920	xxxxx
Potent Cap.:	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	70	820	60	68	xxxxx
Move Cap.:	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	47	820	33	46	xxxxx
Volume/Cap:	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.27	0.30	0.22	xxxx
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	xxxx	xxxxx	38	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	1.8	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	114.8	xxxx	xxxxx	174.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			19.6			174.9		
ApproachLOS:	*			*			C			F		

Note: Queue reported is the number of cars per lane.

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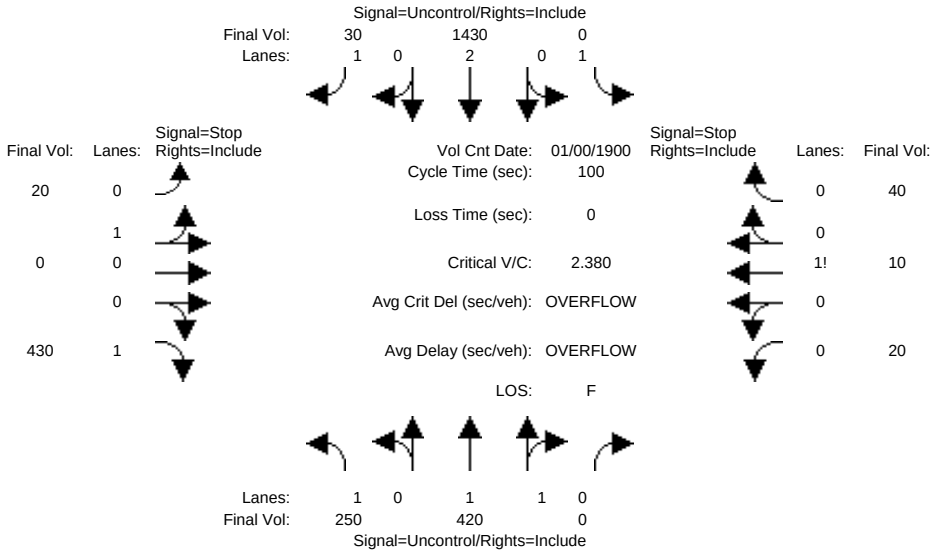
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	250	420	0	0	1430	30	20	0	430	20	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	420	0	0	1430	30	20	0	430	20	10	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	420	0	0	1430	30	20	0	430	20	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	420	0	0	1430	30	20	0	430	20	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	250	420	0	0	1430	30	20	0	430	20	10	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1460	xxxx	xxxxx	xxxx	xxxx	xxxxx	2145	2350	715	1635	2380	210
Potent Cap.:	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	36	378	68	35	802
Move Cap.:	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	17	378	0	16	802
Volume/Cap:	0.53	xxxx	xxxx	xxxx	xxxx	xxxx	2.38	0.00	1.14	xxxx	0.61	0.05
Level Of Service Module:												
2Way95thQ:	3.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	16.4	xxxx	xxxx	xxxxx
Control Del:	21.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	122.1	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1489	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			182.9			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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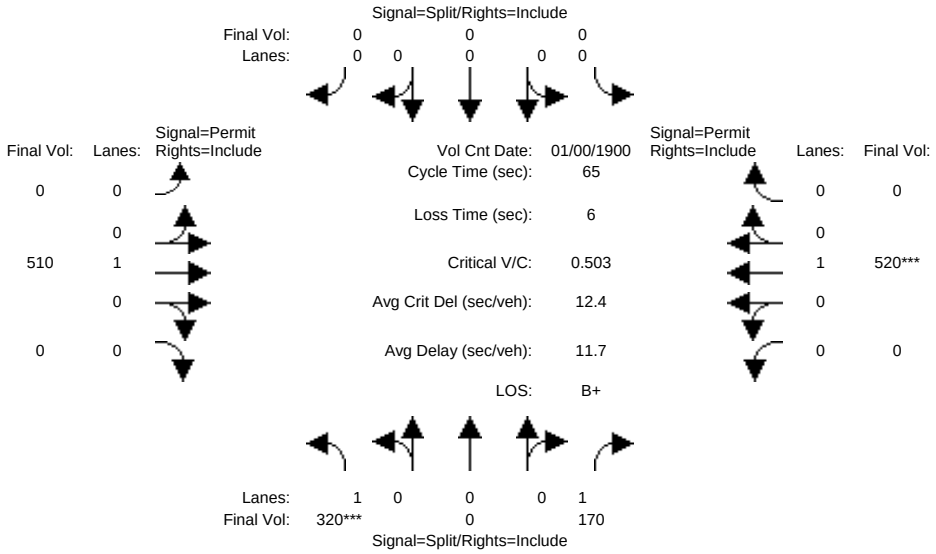
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	320	0	170	0	0	0	0	510	0	0	520	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:	320	0	170	0	0	0	0	510	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	0	170	0	0	0	0	510	0	0	520	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:	320	0	170	0	0	0	0	510	0	0	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	0	170	0	0	0	0	510	0	0	520	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:	320	0	170	0	0	0	0	510	0	0	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.10	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.27	0.00
Crit Moves:	****										****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.50	0.00	0.27	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.50	0.00
Delay/Veh:	16.8	0.0	14.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	9.7	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:	16.8	0.0	14.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	9.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	3	0	0	0	0	7	0	0	6	0

Note: Queue reported is the number of cars per lane.

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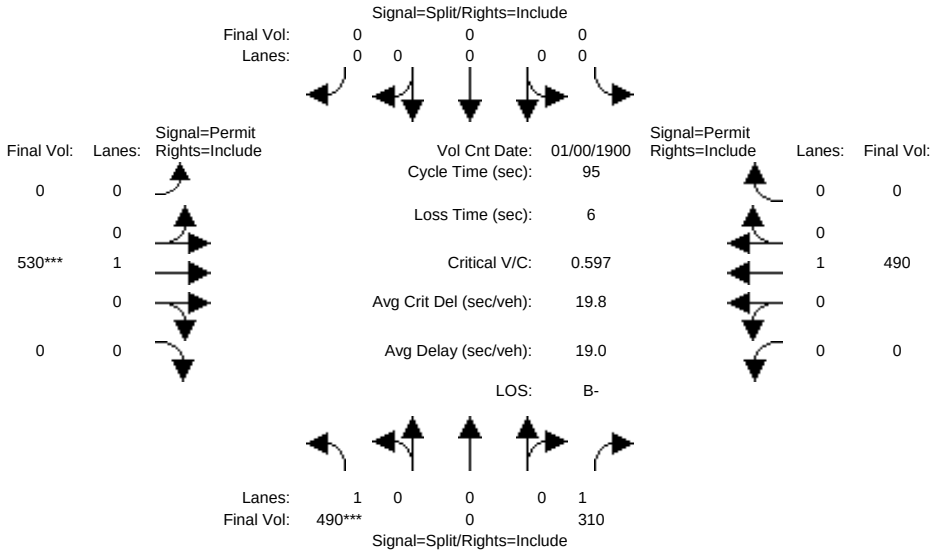
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	490	0	310	0	0	0	0	530	0	0	490	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:	490	0	310	0	0	0	0	530	0	0	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	0	310	0	0	0	0	530	0	0	490	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:	490	0	310	0	0	0	0	530	0	0	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	0	310	0	0	0	0	530	0	0	490	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:	490	0	310	0	0	0	0	530	0	0	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.26	0.00
Crit Moves:	****							****				
Green/Cycle:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.60	0.00	0.38	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.55	0.00
Delay/Veh:	19.8	0.0	16.5	0.0	0.0	0.0	0.0	19.8	0.0	0.0	18.9	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	16.5	0.0	0.0	0.0	0.0	19.8	0.0	0.0	18.9	0.0
LOS by Move:	B-	A	B	A	A	A	A	B-	A	A	B-	A
HCM2kAvgQ:	12	0	6	0	0	0	0	12	0	0	10	0

Note: Queue reported is the number of cars per lane.

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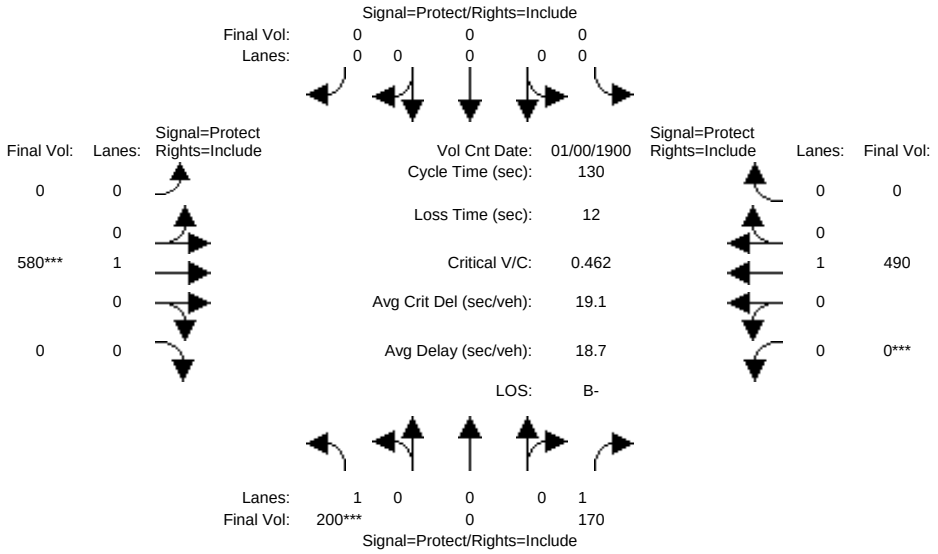
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	0	170	0	0	0	0	580	0	0	490	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:	200	0	170	0	0	0	0	580	0	0	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	0	170	0	0	0	0	580	0	0	490	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:	200	0	170	0	0	0	0	580	0	0	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	0	170	0	0	0	0	580	0	0	490	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:	200	0	170	0	0	0	0	580	0	0	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.46	0.00	0.39	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.39	0.00
Delay/Veh:	42.4	0.0	41.4	0.0	0.0	0.0	0.0	11.1	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:	42.4	0.0	41.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	8	0	6	0	0	0	0	11	0	0	9	0

Note: Queue reported is the number of cars per lane.

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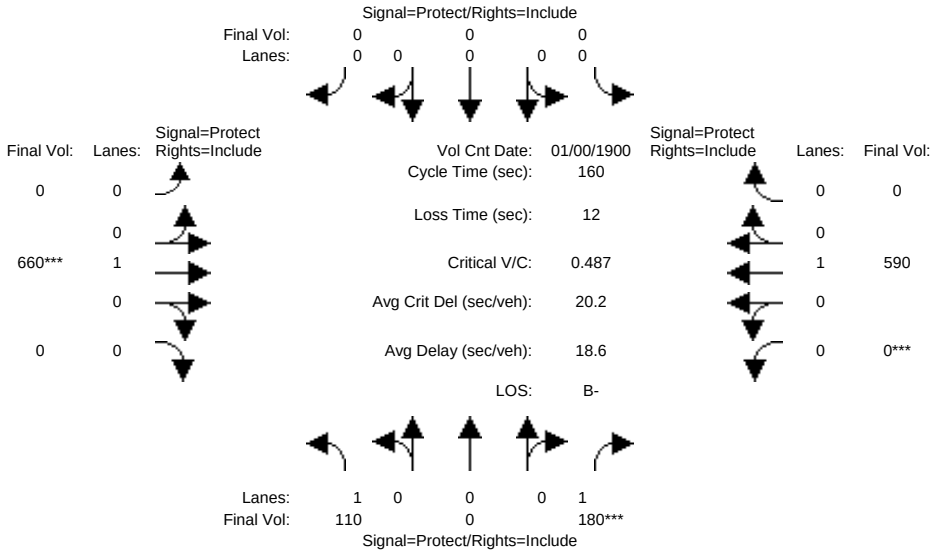
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	0	180	0	0	0	0	660	0	0	590	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:	110	0	180	0	0	0	0	660	0	0	590	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	180	0	0	0	0	660	0	0	590	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:	110	0	180	0	0	0	0	660	0	0	590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	180	0	0	0	0	660	0	0	590	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:	110	0	180	0	0	0	0	660	0	0	590	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.31	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.30	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.44	0.00
Delay/Veh:	53.6	0.0	56.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0	9.7	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:	53.6	0.0	56.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0	9.7	0.0
LOS by Move:	D-	A	E+	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	5	0	9	0	0	0	0	14	0	0	12	0

Note: Queue reported is the number of cars per lane.

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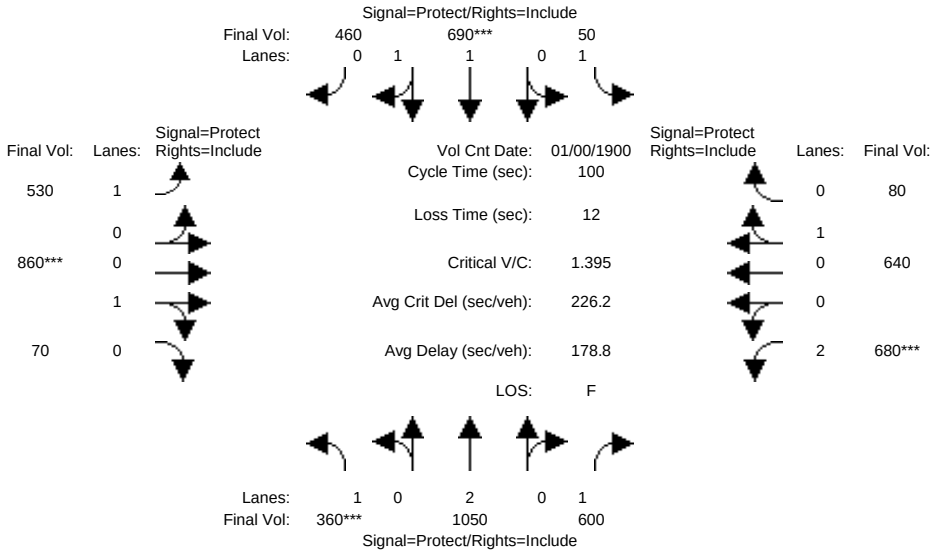
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	360	1050	600	50	690	460	530	860	70	680	640	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:	360	1050	600	50	690	460	530	860	70	680	640	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1050	600	50	690	460	530	860	70	680	640	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:	360	1050	600	50	690	460	530	860	70	680	640	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1050	600	50	690	460	530	860	70	680	640	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
FinalVolume:	360	1050	600	50	690	460	530	860	70	680	640	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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.16	0.84	1.00	0.92	0.08	2.00	0.88	0.12
Final Sat.:	1750	3800	1750	1750	2204	1470	1750	1746	142	3150	1673	209
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.34	0.03	0.31	0.31	0.30	0.49	0.49	0.22	0.38	0.38
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.30	0.30	0.07	0.22	0.22	0.22	0.35	0.35	0.15	0.28	0.28
Volume/Cap:	1.39	0.92	1.14	0.41	1.39	1.39	1.35	1.39	1.39	1.39	1.35	1.35
Delay/Veh:	242.1	44.9	117.0	46.7	224	223.7	211.9	219	219.0	232.0	205	205.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	242.1	44.9	117.0	46.7	224	223.7	211.9	219	219.0	232.0	205	205.0
LOS by Move:	F	D	F	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	28	20	33	2	38	38	38	62	62	29	47	47

Note: Queue reported is the number of cars per lane.

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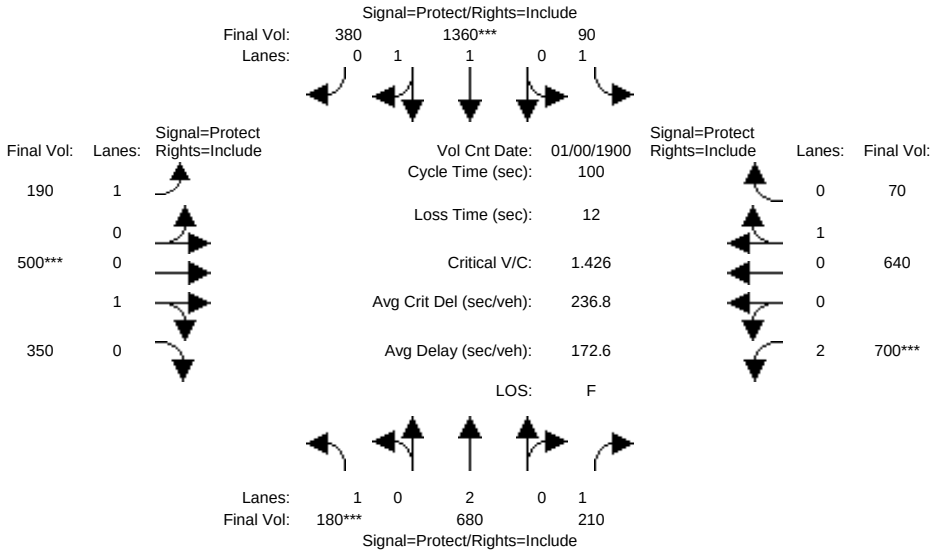
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	680	210	90	1360	380	190	500	350	700	640	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	680	210	90	1360	380	190	500	350	700	640	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	680	210	90	1360	380	190	500	350	700	640	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	680	210	90	1360	380	190	500	350	700	640	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	680	210	90	1360	380	190	500	350	700	640	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	680	210	90	1360	380	190	500	350	700	640	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	0.57	0.43	2.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	2916	815	1750	1080	756	3150	1698	186
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.12	0.05	0.47	0.47	0.11	0.46	0.46	0.22	0.38	0.38
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.29	0.29	0.11	0.33	0.33	0.11	0.32	0.32	0.16	0.37	0.37
Volume/Cap:	1.43	0.62	0.42	0.46	1.43	1.43	1.01	1.43	1.43	1.43	1.01	1.01
Delay/Veh:	277.6	32.1	29.4	43.2	230	230.1	112.8	235	235.0	245.4	67.7	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:	277.6	32.1	29.4	43.2	230	230.1	112.8	235	235.0	245.4	67.7	67.7
LOS by Move:	F	C-	C	D	F	F	F	F	F	F	E	E
HCM2kAvgQ:	15	10	6	3	58	58	11	60	60	30	30	30

Note: Queue reported is the number of cars per lane.

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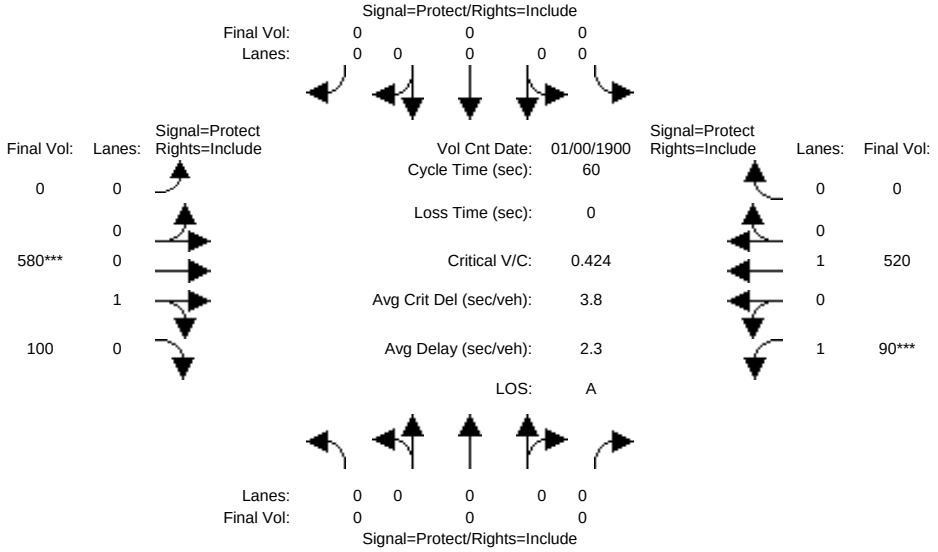
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	580	100	90	520	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	0	0	0	0	580	100	90	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	580	100	90	520	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	0	0	0	0	580	100	90	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	580	100	90	520	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	0	0	0	0	580	100	90	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1568	270	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.05	0.27	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.87	0.13	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.42	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	25.5	0.1	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	0.0	0.0	0.0	0.0	1.0	1.0	25.5	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	2	0	0

Note: Queue reported is the number of cars per lane.

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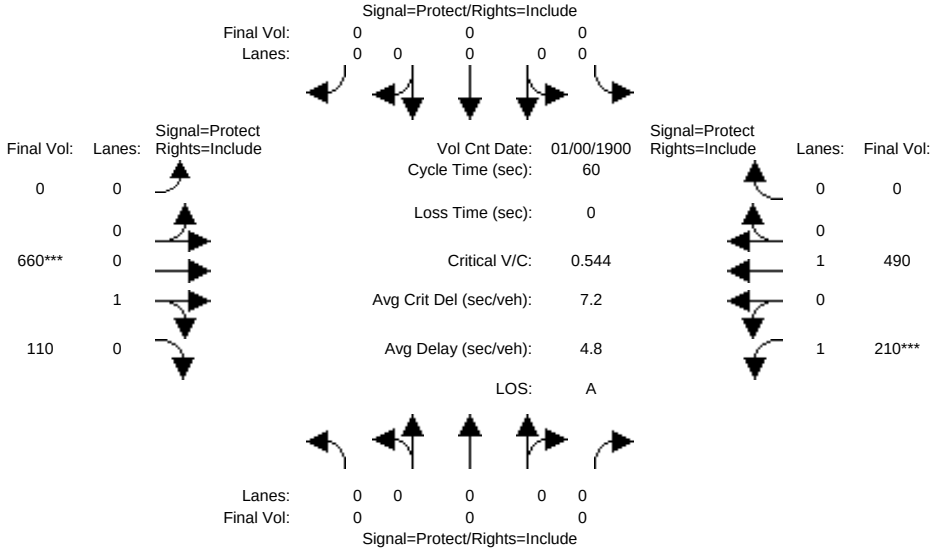
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	660	110	210	490	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	0	0	0	0	660	110	210	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	660	110	210	490	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	0	0	0	0	660	110	210	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	660	110	210	490	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	0	0	0	0	660	110	210	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.15	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1578	263	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.13	0.26	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.23	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3.2	21.9	0.1	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	0.0	0.0	0.0	0.0	3.2	3.2	21.9	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	6	4	0	0

Note: Queue reported is the number of cars per lane.

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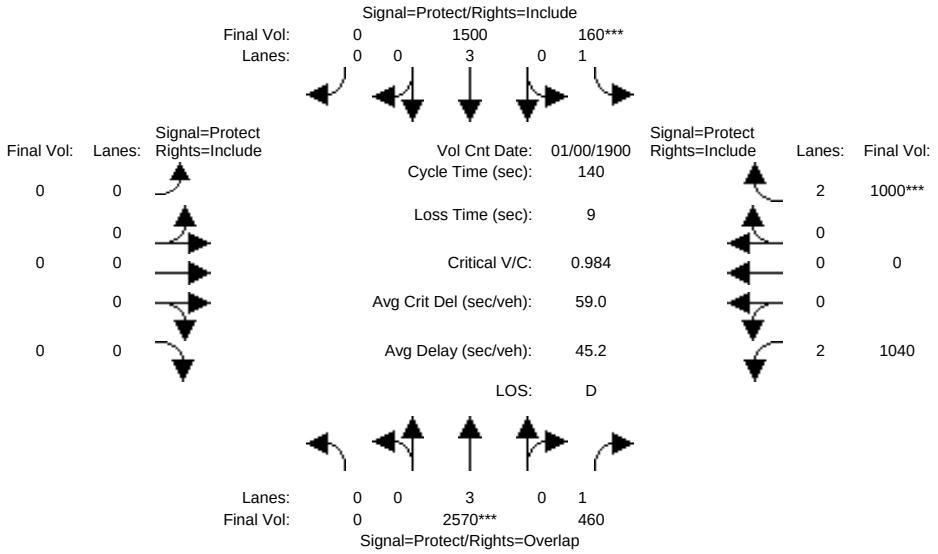
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1048: Mathilda Ave and 101 NB Off Ramp



Street Name:	Mathilda Avenue						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2570	460	160	1500	0	0	0	0	1040	0	1000
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2570	460	160	1500	0	0	0	0	1040	0	1000
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2570	460	160	1500	0	0	0	0	1040	0	1000
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2570	460	160	1500	0	0	0	0	1040	0	1000
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2570	460	160	1500	0	0	0	0	1040	0	1000
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2570	460	160	1500	0	0	0	0	1040	0	1000
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.70
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1488	1663	5700	0	0	0	0	2992	0	2677
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.31	0.10	0.26	0.00	0.00	0.00	0.00	0.35	0.00	0.37
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.46	0.84	0.10	0.56	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.98	0.37	0.98	0.47	0.00	0.00	0.00	0.00	0.92	0.00	0.98
Delay/Veh:	0.0	51.4	2.8	128.6	18.8	0.0	0.0	0.0	0.0	52.7	0.0	67.2
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	51.4	2.8	128.6	18.8	0.0	0.0	0.0	0.0	52.7	0.0	67.2
LOS by Move:	A	D-	A	F	B-	A	A	A	A	D-	A	E
HCM2kAvgQ:	0	42	5	9	12	0	0	0	0	29	0	31

Note: Queue reported is the number of cars per lane.

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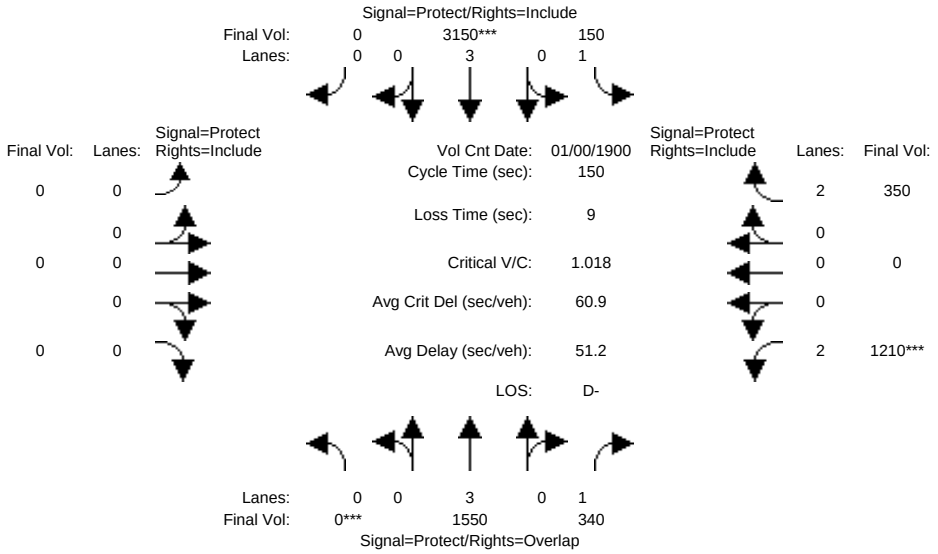
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1048: Mathilda Ave and 101 NB Off Ramp



Street Name:	Mathilda Avenue						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1550	340	150	3150	0	0	0	0	1210	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	340	150	3150	0	0	0	0	1210	0	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1550	340	150	3150	0	0	0	0	1210	0	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1550	340	150	3150	0	0	0	0	1210	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1550	340	150	3150	0	0	0	0	1210	0	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1550	340	150	3150	0	0	0	0	1210	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.70
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1488	1663	5700	0	0	0	0	2992	0	2677
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.23	0.09	0.55	0.00	0.00	0.00	0.00	0.40	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.41	0.80	0.14	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.67	0.28	0.67	1.02	0.00	0.00	0.00	0.00	1.02	0.00	0.33
Delay/Veh:	0.0	36.9	3.8	69.1	55.2	0.0	0.0	0.0	0.0	75.9	0.0	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:	0.0	36.9	3.8	69.1	55.2	0.0	0.0	0.0	0.0	75.9	0.0	31.5
LOS by Move:	A	D+	A	E	E+	A	A	A	A	E-	A	C
HCM2kAvgQ:	0	19	4	7	52	0	0	0	0	41	0	7

Note: Queue reported is the number of cars per lane.

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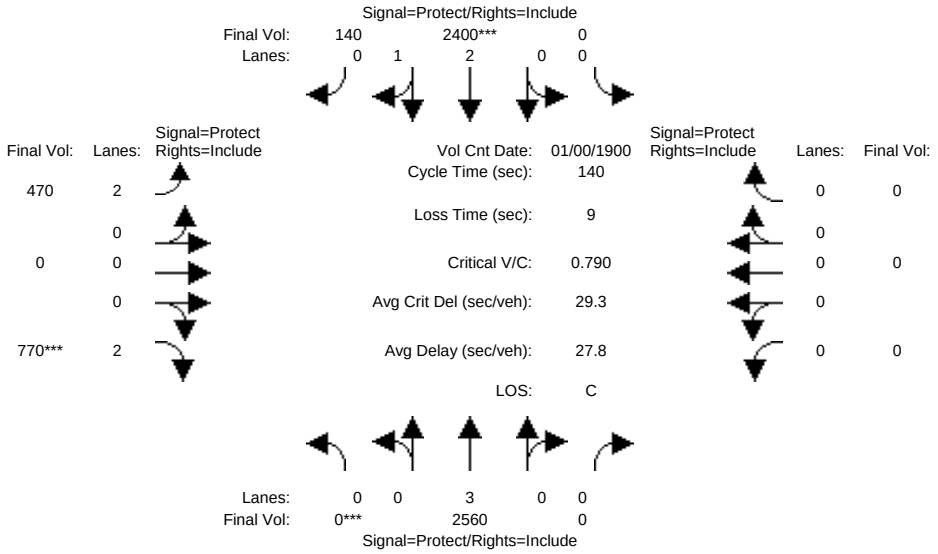
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1049: Mathilda Ave and 101 SB Off Ramps



Street Name:	Mathilda Avenue						101 SB Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2560	0	0	2400	140	470	0	770	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	2560	0	0	2400	140	470	0	770	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2560	0	0	2400	140	470	0	770	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	2560	0	0	2400	140	470	0	770	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2560	0	0	2400	140	470	0	770	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	2560	0	0	2400	140	470	0	770	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	0.99	0.91	0.79	1.00	0.70	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.82	0.18	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5318	310	2992	0	2677	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.45	0.45	0.16	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.57	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.00	0.00	0.79	0.79	0.43	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	24.6	0.0	0.0	24.8	24.8	33.8	0.0	44.1	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	24.6	0.0	0.0	24.8	24.8	33.8	0.0	44.1	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	C	C-	A	D	A	A	A
HCM2kAvgQ:	0	28	0	0	29	29	9	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

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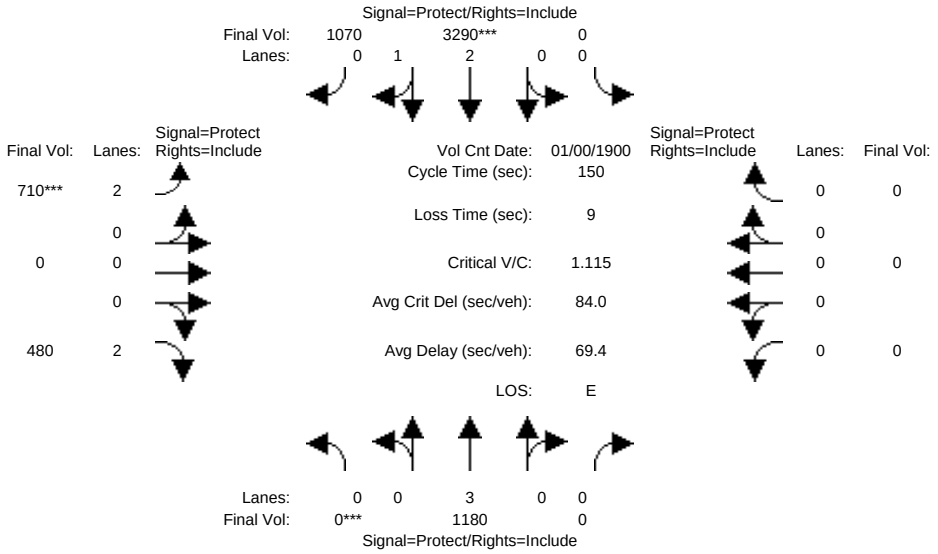
East Whisman Precise Plan
SJ17-1724
Cumulative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1049: Mathilda Ave and 101 SB Off Ramps



Street Name:	Mathilda Avenue						101 SB Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1180	0	0	3290	1070	710	0	480	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	1180	0	0	3290	1070	710	0	480	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1180	0	0	3290	1070	710	0	480	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	1180	0	0	3290	1070	710	0	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1180	0	0	3290	1070	710	0	480	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	1180	0	0	3290	1070	710	0	480	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	0.96	0.89	0.79	1.00	0.70	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.22	0.78	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	4057	1319	2992	0	2677	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.81	0.81	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.73	0.00	0.00	0.73	0.73	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.00	0.00	1.12	1.12	1.12	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	7.1	0.0	0.0	76.4	76.4	130.7	0.0	67.6	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	7.1	0.0	0.0	76.4	76.4	130.7	0.0	67.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	E-	E-	F	A	E	A	A	A
HCM2kAvgQ:	0	6	0	0	88	88	28	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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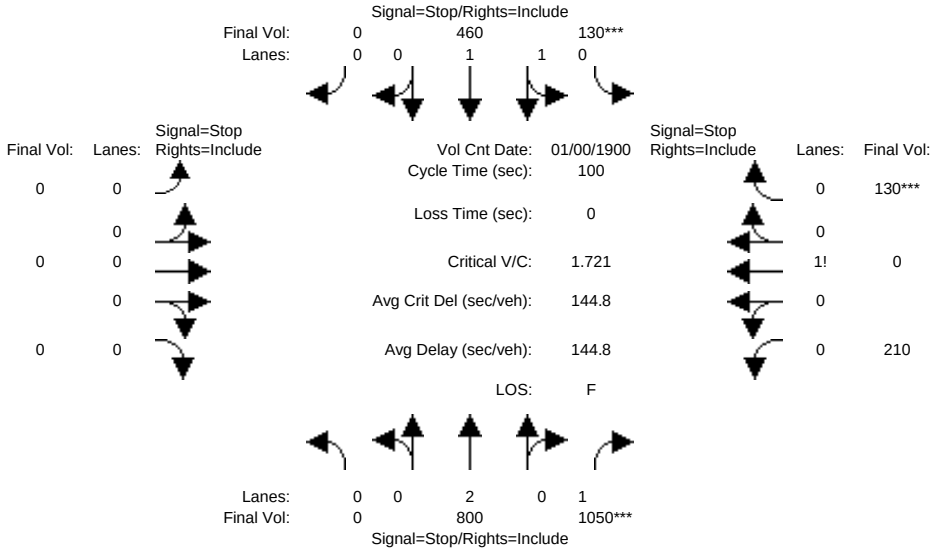
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	800	1050	130	460	0	0	0	0	210	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	800	1050	130	460	0	0	0	0	210	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	800	1050	130	460	0	0	0	0	210	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	800	1050	130	460	0	0	0	0	210	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	1050	130	460	0	0	0	0	210	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	800	1050	130	460	0	0	0	0	210	0	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.44	1.56	0.00	0.00	0.00	0.00	0.62	0.00	0.38
Final Sat.:	0	1087	610	205	740	0	0	0	0	339	0	210
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.74	1.72	0.63	0.62	xxxx	xxxx	xxxx	xxxx	0.62	xxxx	0.62
Crit Moves:			****	****								****
Delay/Veh:	0.0	25.3	345.8	22.4	21.5	0.0	0.0	0.0	0.0	19.3	0.0	19.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	345.8	22.4	21.5	0.0	0.0	0.0	0.0	19.3	0.0	19.3
LOS by Move:	*	D	F	C	C	*	*	*	*	C	*	C
ApproachDel:		207.2			21.7			xxxxxx			19.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		207.2			21.7			xxxxxx			19.3	
LOS by Appr:		F			C			*			C	
AllWayAvgQ:	0.0	2.4	57.1	1.6	1.5	0.0	0.0	0.0	0.0	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

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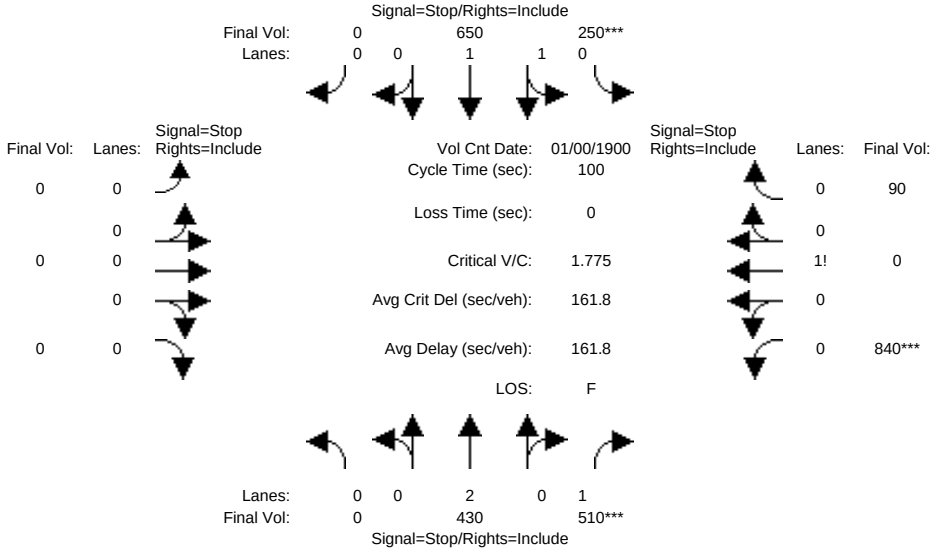
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM

Intersection #1: Ellis Street and Manila Drive

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Street Name:          Ellis Street                    Manila Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM
Base Vol:       0   430   510   250   650     0     0     0     0   840     0    90
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0   430   510   250   650     0     0     0     0   840     0    90
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0   430   510   250   650     0     0     0     0   840     0    90
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0   430   510   250   650     0     0     0     0   840     0    90
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0   430   510   250   650     0     0     0     0   840     0    90
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0   430   510   250   650     0     0     0     0   840     0    90
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.00  2.00  1.00  0.56  1.44  0.00  0.00  0.00  0.00  0.90  0.00  0.10
Final Sat.:     0   942   519   247   658     0     0     0     0   473     0    51
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx  0.46  0.98  1.01  0.99  xxxx  xxxx  xxxx  xxxx  1.77  xxxx  1.77
Crit Moves:               ****  ****                                ****
Delay/Veh:    0.0  16.6  61.5  74.3  67.4   0.0   0.0   0.0   0.0 373.6   0.0 373.6
Delay Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0  16.6  61.5  74.3  67.4   0.0   0.0   0.0   0.0 373.6   0.0 373.6
LOS by Move:    *     C     F     F     F     *     *     *     *     F     *     F
ApproachDel:          41.0              69.3            xxxxxx            373.6
Delay Adj:            1.00              1.00             xxxxx             1.00
ApprAdjDel:           41.0              69.3            xxxxxx            373.6
LOS by Appr:             E                 F                 *                 F
AllWayAvgQ:   0.0   0.8   7.5   7.8   6.9   0.0   0.0   0.0   0.0  52.9  52.9  52.9
Note: Queue reported is the number of cars per lane.
```

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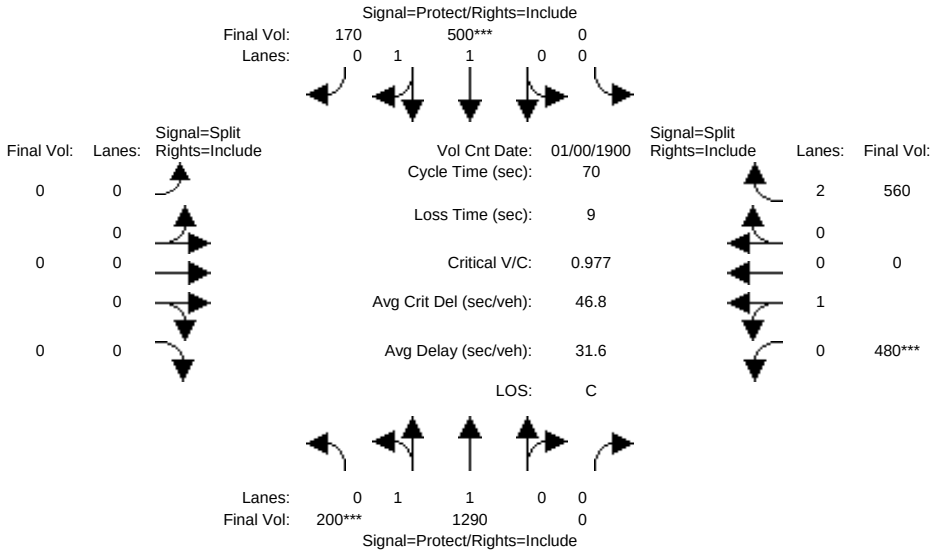
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	1290	0	0	500	170	0	0	0	480	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1290	0	0	500	170	0	0	0	480	0	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1290	0	0	500	170	0	0	0	480	0	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1290	0	0	500	170	0	0	0	480	0	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1290	0	0	500	170	0	0	0	480	0	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1290	0	0	500	170	0	0	0	480	0	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.29	1.71	0.00	0.00	1.46	0.54	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	504	3253	0	0	2775	944	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.27	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.59	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.98	0.67	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.98	0.00	0.63
Delay/Veh:	38.1	10.5	0.0	0.0	56.9	56.9	0.0	0.0	0.0	59.4	0.0	23.5
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:	38.1	10.5	0.0	0.0	56.9	56.9	0.0	0.0	0.0	59.4	0.0	23.5
LOS by Move:	D+	B+	A	A	E+	E+	A	A	A	E+	A	C
HCM2kAvgQ:	18	11	0	0	13	13	0	0	0	17	0	7

Note: Queue reported is the number of cars per lane.

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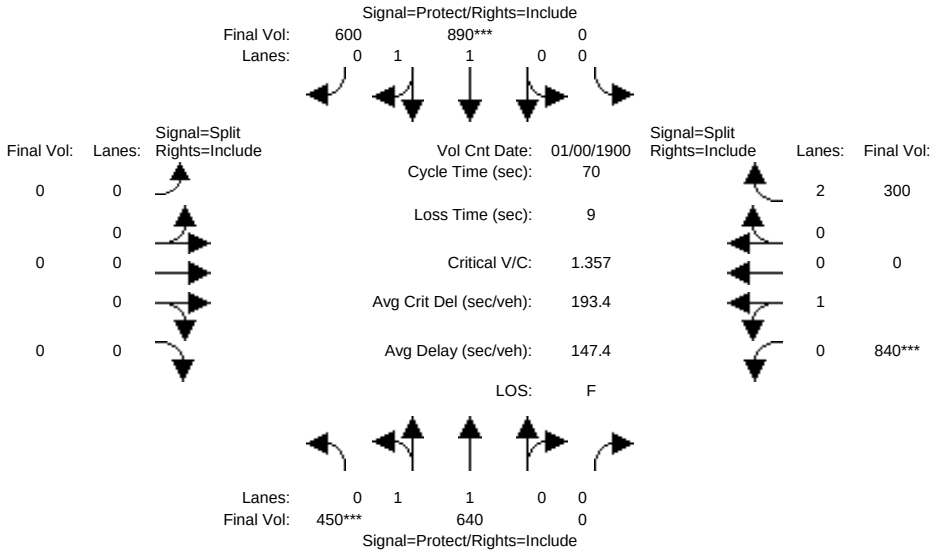
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	450	640	0	0	890	600	0	0	0	840	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	640	0	0	890	600	0	0	0	840	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	640	0	0	890	600	0	0	0	840	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	640	0	0	890	600	0	0	0	840	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	640	0	0	890	600	0	0	0	840	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	640	0	0	890	600	0	0	0	840	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.87	1.13	0.00	0.00	1.15	0.85	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1515	2155	0	0	2194	1479	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.48	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.22	0.52	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	1.36	0.57	0.00	0.00	1.36	1.36	0.00	0.00	0.00	1.36	0.00	0.27
Delay/Veh:	196.2	12.0	0.0	0.0	191	191.2	0.0	0.0	0.0	193.7	0.0	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:	196.2	12.0	0.0	0.0	191	191.2	0.0	0.0	0.0	193.7	0.0	16.3
LOS by Move:	F	B	A	A	F	F	A	A	A	F	A	B
HCM2kAvgQ:	31	8	0	0	44	44	0	0	0	51	0	3

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

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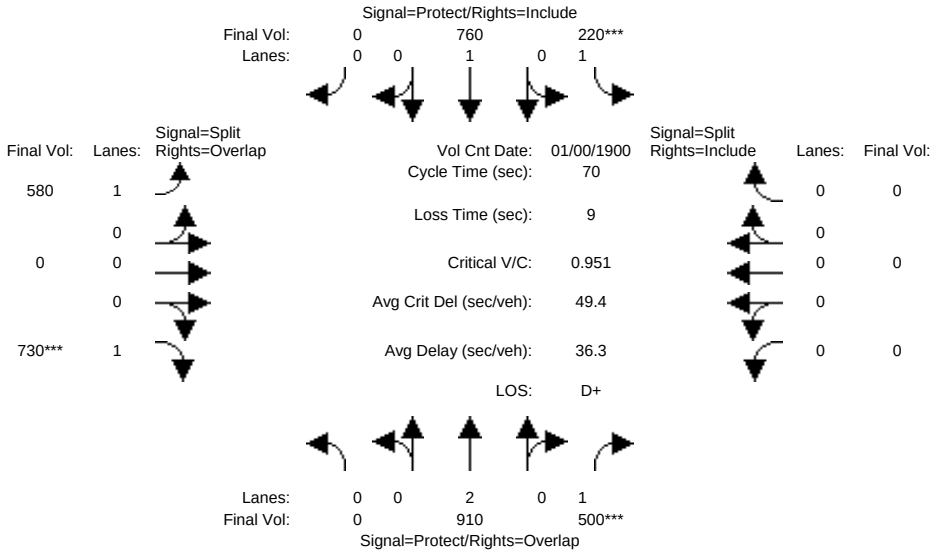
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	910	500	220	760	0	580	0	730	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	910	500	220	760	0	580	0	730	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	500	220	760	0	580	0	730	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	910	500	220	760	0	580	0	730	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	500	220	760	0	580	0	730	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	910	500	220	760	0	580	0	730	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.29	0.13	0.40	0.00	0.33	0.00	0.42	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.13	0.43	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.95	0.95	0.92	0.00	0.76	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	26.5	51.3	75.6	34.8	0.0	20.8	0.0	40.2	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	26.5	51.3	75.6	34.8	0.0	20.8	0.0	40.2	0.0	0.0	0.0
LOS by Move:	A	C	D-	E-	C-	A	C+	A	D	A	A	A
HCM2kAvgQ:	0	8	11	5	15	0	13	0	23	0	0	0

Note: Queue reported is the number of cars per lane.

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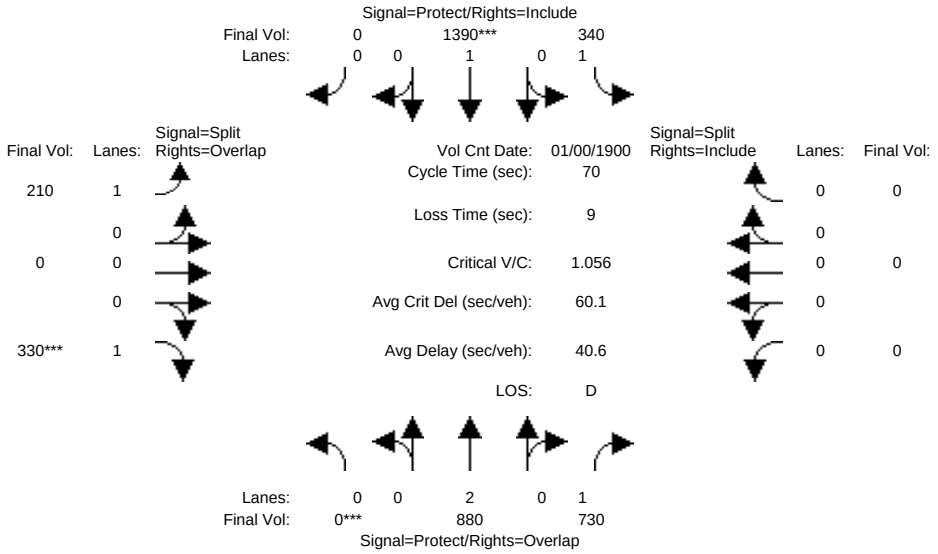
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	880	730	340	1390	0	210	0	330	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	880	730	340	1390	0	210	0	330	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	880	730	340	1390	0	210	0	330	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	880	730	340	1390	0	210	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	730	340	1390	0	210	0	330	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	880	730	340	1390	0	210	0	330	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.42	0.19	0.73	0.00	0.12	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.47	0.47	0.22	0.69	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.88	0.88	1.06	0.00	0.67	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	0.0	12.9	27.7	46.9	51.8	0.0	32.5	0.0	95.1	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	12.9	27.7	46.9	51.8	0.0	32.5	0.0	95.1	0.0	0.0	0.0
LOS by Move:	A	B	C	D	D-	A	C-	A	F	A	A	A
HCM2kAvgQ:	0	6	16	7	37	0	6	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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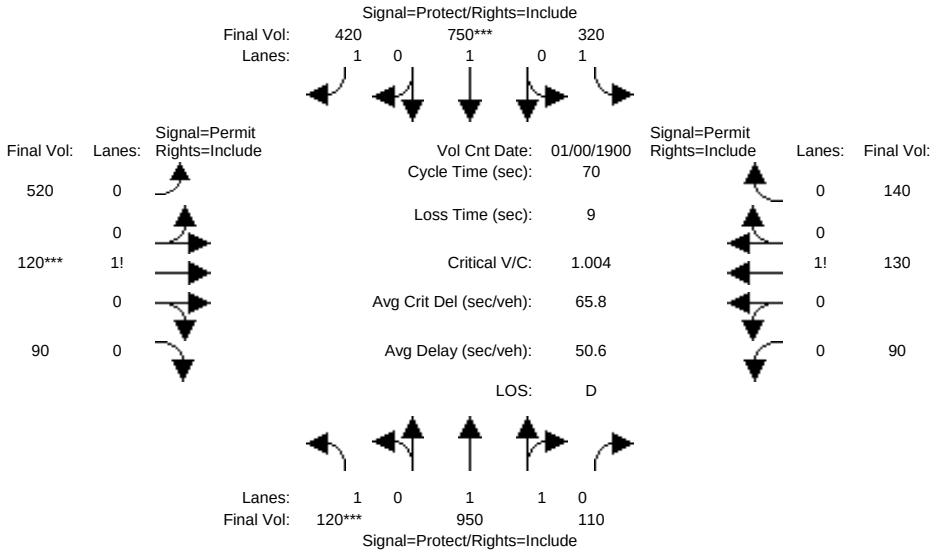
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	950	110	320	750	420	520	120	90	90	130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	950	110	320	750	420	520	120	90	90	130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	950	110	320	750	420	520	120	90	90	130	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:	120	950	110	320	750	420	520	120	90	90	130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	950	110	320	750	420	520	120	90	90	130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	950	110	320	750	420	520	120	90	90	130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	0.73	0.15	0.12	0.26	0.34	0.40
Final Sat.:	1750	3376	391	1750	1900	1750	1263	291	219	450	650	701
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.18	0.39	0.24	0.41	0.41	0.41	0.20	0.20	0.20
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.29	0.29	0.19	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.69	0.97	0.97	0.97	1.05	0.64	1.05	1.05	1.05	0.51	0.51	0.51
Delay/Veh:	41.2	45.3	45.3	70.2	67.8	19.9	67.7	67.7	67.7	16.7	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	45.3	45.3	70.2	67.8	19.9	67.7	67.7	67.7	16.7	16.7	16.7
LOS by Move:	D	D	D	E	E	B-	E	E	E	B	B	B
HCM2kAvgQ:	4	18	18	8	21	7	27	27	27	7	7	7

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
SJ17-1724
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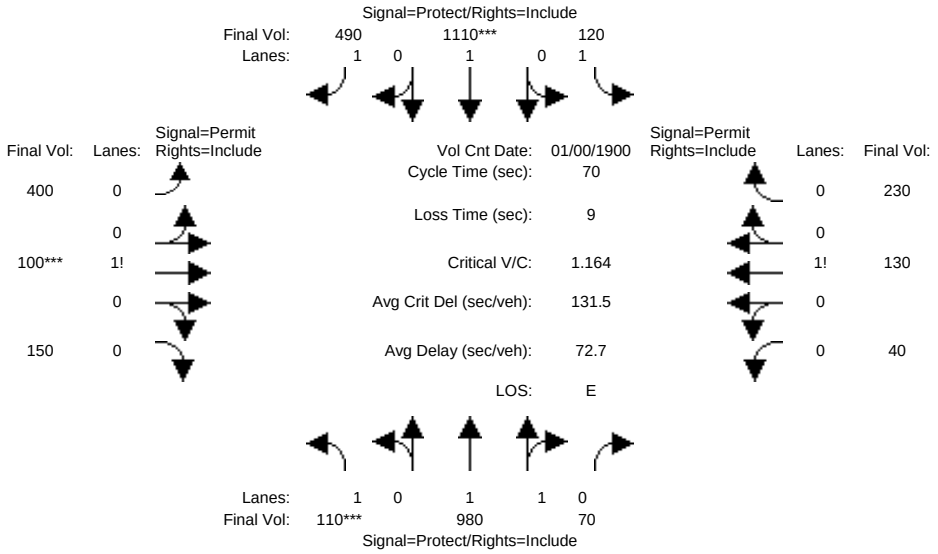
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	980	70	120	1110	490	400	100	150	40	130	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:	110	980	70	120	1110	490	400	100	150	40	130	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	980	70	120	1110	490	400	100	150	40	130	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:	110	980	70	120	1110	490	400	100	150	40	130	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	980	70	120	1110	490	400	100	150	40	130	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
FinalVolume:	110	980	70	120	1110	490	400	100	150	40	130	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.86	0.14	1.00	1.00	1.00	0.63	0.14	0.23	0.10	0.31	0.59
Final Sat.:	1750	3527	252	1750	1900	1750	1090	273	409	180	584	1033
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.07	0.58	0.28	0.37	0.37	0.37	0.22	0.22	0.22
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.42	0.42	0.15	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.63	0.66	0.66	0.45	1.23	0.59	1.23	1.23	1.23	0.75	0.75	0.75
Delay/Veh:	37.4	17.2	17.2	28.3	133	14.6	145.1	145	145.1	28.0	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:	37.4	17.2	17.2	28.3	133	14.6	145.1	145	145.1	28.0	28.0	28.0
LOS by Move:	D+	B	B	C	F	B	F	F	F	C	C	C
HCM2kAvgQ:	4	10	10	2	48	8	34	34	34	10	10	10

Note: Queue reported is the number of cars per lane.

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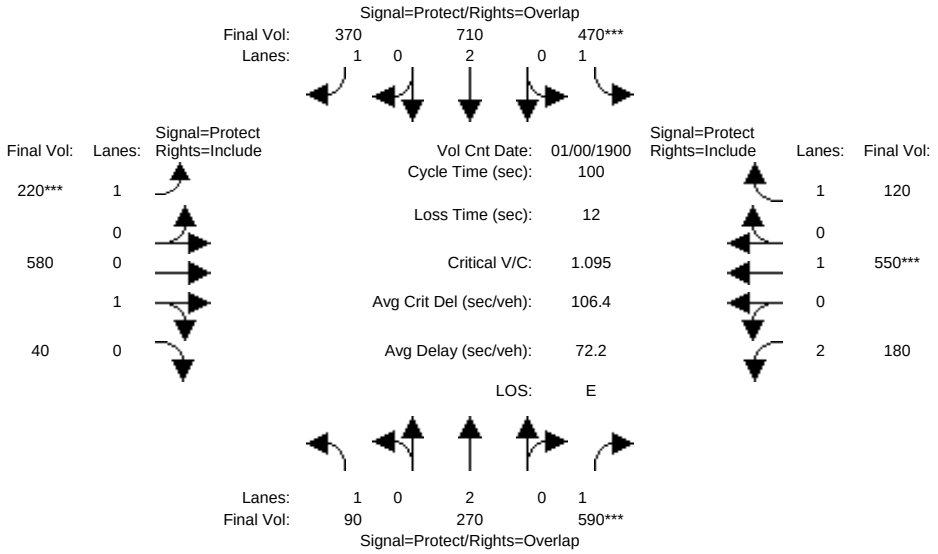
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	270	590	470	710	370	220	580	40	180	550	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:	90	270	590	470	710	370	220	580	40	180	550	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	270	590	470	710	370	220	580	40	180	550	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:	90	270	590	470	710	370	220	580	40	180	550	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	270	590	470	710	370	220	580	40	180	550	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
FinalVolume:	90	270	590	470	710	370	220	580	40	180	550	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.93	0.07	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1768	122	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.34	0.27	0.19	0.21	0.13	0.33	0.33	0.06	0.29	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.24	0.31	0.25	0.36	0.47	0.11	0.31	0.31	0.07	0.26	0.26
Volume/Cap:	0.39	0.29	1.07	1.10	0.53	0.45	1.10	1.06	1.06	0.82	1.10	0.26
Delay/Veh:	40.7	30.9	94.1	109.4	25.9	18.2	135.5	89.2	89.2	66.4	105	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:	40.7	30.9	94.1	109.4	25.9	18.2	135.5	89.2	89.2	66.4	105	29.4
LOS by Move:	D	C	F	F	C	B-	F	F	F	E	F	C
HCM2kAvgQ:	3	3	30	25	9	8	14	29	29	4	25	3

Note: Queue reported is the number of cars per lane.

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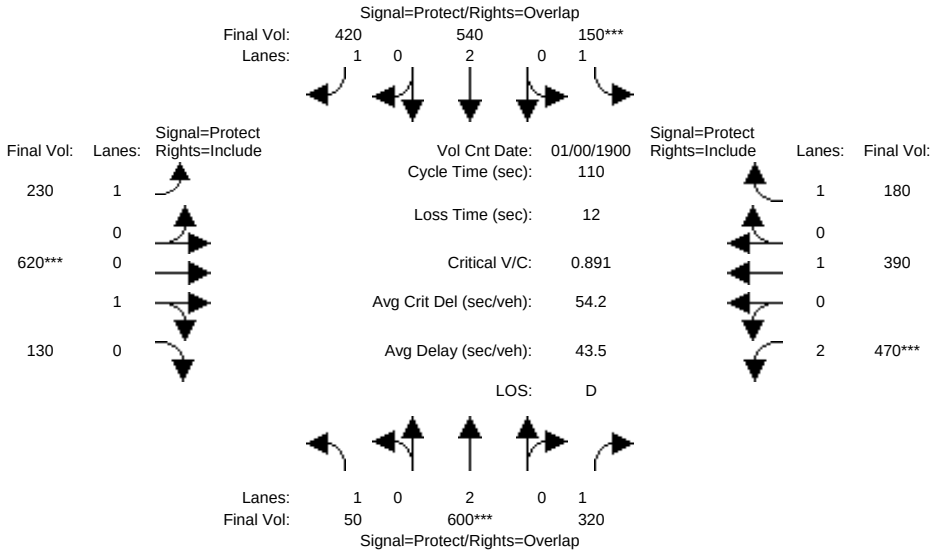
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	600	320	150	540	420	230	620	130	470	390	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:	50	600	320	150	540	420	230	620	130	470	390	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	600	320	150	540	420	230	620	130	470	390	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:	50	600	320	150	540	420	230	620	130	470	390	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	600	320	150	540	420	230	620	130	470	390	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
FinalVolume:	50	600	320	150	540	420	230	620	130	470	390	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1548	325	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.18	0.09	0.14	0.24	0.13	0.40	0.40	0.15	0.21	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.18	0.34	0.10	0.19	0.43	0.24	0.45	0.45	0.17	0.38	0.38
Volume/Cap:	0.34	0.89	0.53	0.89	0.75	0.56	0.55	0.89	0.89	0.89	0.55	0.27
Delay/Veh:	48.8	58.2	29.8	88.8	46.7	24.5	38.0	39.4	39.4	61.8	27.8	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:	48.8	58.2	29.8	88.8	46.7	24.5	38.0	39.4	39.4	61.8	27.8	24.1
LOS by Move:	D	E+	C	F	D	C	D+	D	D	E	C	C
HCM2kAvgQ:	2	13	10	8	10	12	8	27	27	10	10	4

Note: Queue reported is the number of cars per lane.

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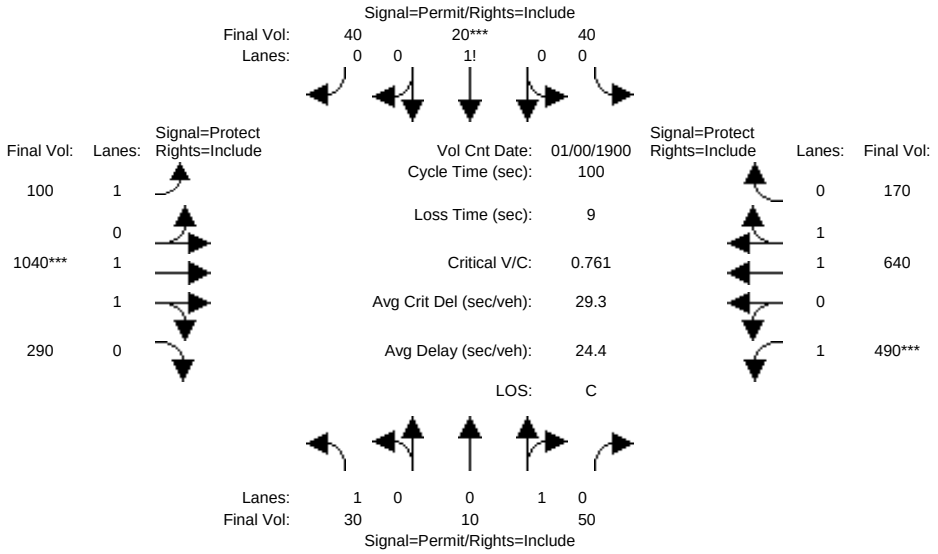
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	10	50	40	20	40	100	1040	290	490	640	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:	30	10	50	40	20	40	100	1040	290	490	640	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	50	40	20	40	100	1040	290	490	640	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	50	40	20	40	100	1040	290	490	640	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	50	40	20	40	100	1040	290	490	640	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
FinalVolume:	30	10	50	40	20	40	100	1040	290	490	640	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.16	0.84	0.41	0.19	0.40	1.00	1.54	0.46	1.00	1.55	0.45
Final Sat.:	1750	296	1478	711	356	711	1750	2917	813	1750	2949	783
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.06	0.06	0.06	0.06	0.36	0.36	0.28	0.22	0.22
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.20	0.45	0.45	0.36	0.61	0.61
Volume/Cap:	0.17	0.34	0.34	0.56	0.56	0.56	0.29	0.79	0.79	0.79	0.35	0.35
Delay/Veh:	41.7	43.1	43.1	47.0	47.0	47.0	34.6	25.7	25.7	35.3	9.7	9.7
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:	41.7	43.1	43.1	47.0	47.0	47.0	34.6	25.7	25.7	35.3	9.7	9.7
LOS by Move:	D	D	D	D	D	D	C-	C	C	D+	A	A
HCM2kAvgQ:	1	2	2	4	4	4	3	16	16	14	6	6

Note: Queue reported is the number of cars per lane.

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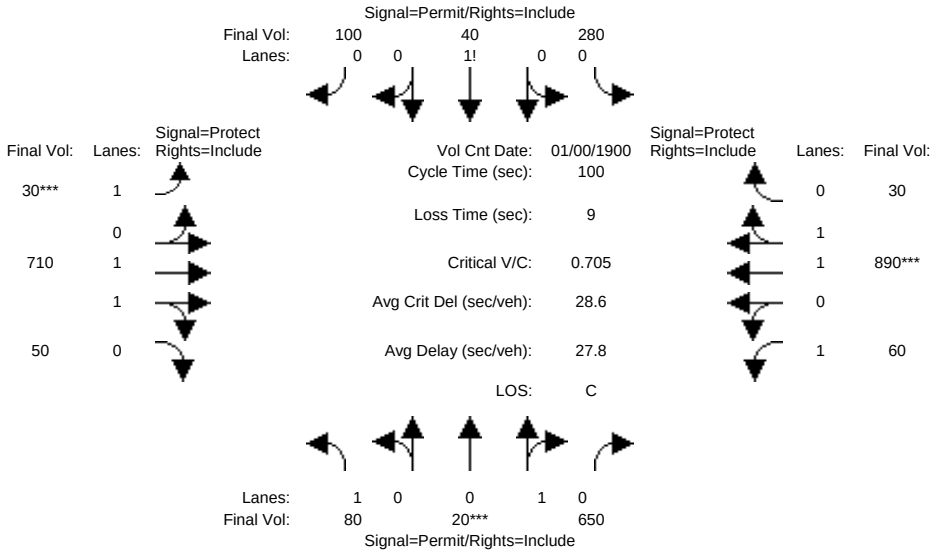
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #6: Macara Avenue and Maude Avenue



Street Name:	Macara Avenue						Maude 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	20	650	280	40	100	30	710	50	60	890	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:	80	20	650	280	40	100	30	710	50	60	890	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	20	650	280	40	100	30	710	50	60	890	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	20	650	280	40	100	30	710	50	60	890	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	20	650	280	40	100	30	710	50	60	890	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	20	650	280	40	100	30	710	50	60	890	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	0.67	0.09	0.24	1.00	1.86	0.14	1.00	1.93	0.07
Final Sat.:	1750	52	1702	1176	168	420	1750	3530	249	1750	3666	124
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.24	0.24	0.24	0.02	0.20	0.20	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.07	0.29	0.29	0.10	0.33	0.33
Volume/Cap:	0.09	0.74	0.74	0.46	0.46	0.46	0.24	0.68	0.68	0.33	0.74	0.74
Delay/Veh:	12.4	22.5	22.5	15.9	15.9	15.9	45.0	33.0	33.0	42.8	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:	12.4	22.5	22.5	15.9	15.9	15.9	45.0	33.0	33.0	42.8	32.4	32.4
LOS by Move:	B	C+	C+	B	B	B	D	C-	C-	D	C-	C-
HCM2kAvgQ:	1	19	19	9	9	9	1	10	10	2	13	13

Note: Queue reported is the number of cars per lane.

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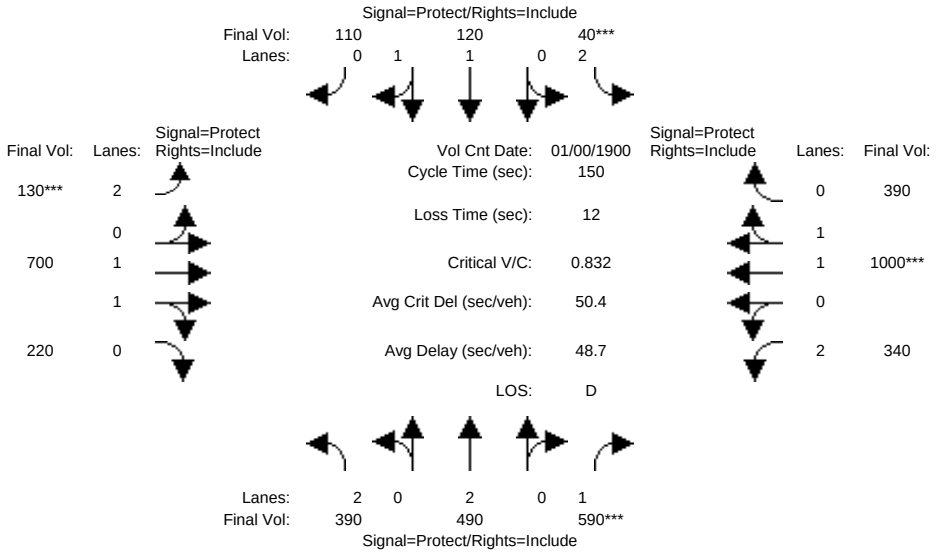
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	390	490	590	40	120	110	130	700	220	340	1000	390
Growth Adj:	1.00	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	490	590	40	120	110	130	700	220	340	1000	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	490	590	40	120	110	130	700	220	340	1000	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	490	590	40	120	110	130	700	220	340	1000	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	490	590	40	120	110	130	700	220	340	1000	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	490	590	40	120	110	130	700	220	340	1000	390
Saturation 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	1.00	1.00	2.00	1.49	0.51	2.00	1.41	0.59
Final Sat.:	3150	3800	1750	3150	1905	1746	3150	2833	890	3150	2670	1041
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.34	0.01	0.06	0.06	0.04	0.25	0.25	0.11	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.28	0.39	0.39	0.05	0.15	0.15	0.05	0.34	0.34	0.15	0.43	0.43
Volume/Cap:	0.44	0.33	0.86	0.27	0.41	0.41	0.86	0.74	0.74	0.74	0.86	0.86
Delay/Veh:	44.2	32.1	52.9	70.0	57.9	57.9	107.5	46.3	46.3	67.3	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	32.1	52.9	70.0	57.9	57.9	107.5	46.3	46.3	67.3	43.4	43.4
LOS by Move:	D	C-	D-	E	E+	E+	F	D	D	E	D	D
HCM2kAvgQ:	8	8	28	1	5	5	4	18	18	9	29	29

Note: Queue reported is the number of cars per lane.

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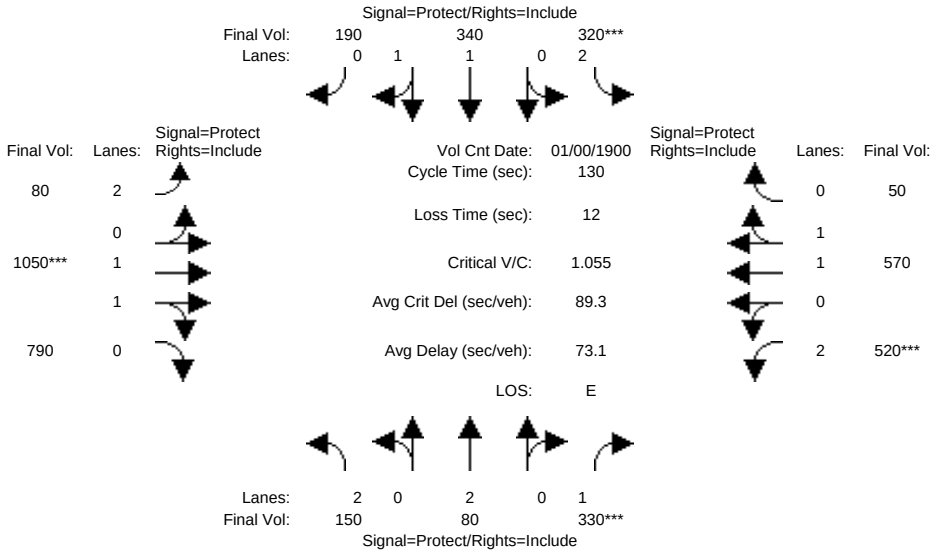
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	150	80	330	320	340	190	80	1050	790	520	570	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	80	330	320	340	190	80	1050	790	520	570	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	80	330	320	340	190	80	1050	790	520	570	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	80	330	320	340	190	80	1050	790	520	570	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	80	330	320	340	190	80	1050	790	520	570	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	80	330	320	340	190	80	1050	790	520	570	50
Saturation 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	1.24	0.76	2.00	1.10	0.90	2.00	1.83	0.17
Final Sat.:	3150	3800	1750	3150	2365	1322	3150	2092	1574	3150	3470	304
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.19	0.10	0.14	0.14	0.03	0.50	0.50	0.17	0.16	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.18	0.18	0.10	0.20	0.20	0.16	0.48	0.48	0.16	0.48	0.48
Volume/Cap:	0.64	0.12	1.05	1.05	0.72	0.72	0.16	1.05	1.05	1.05	0.34	0.34
Delay/Veh:	64.0	44.9	119.3	125.5	52.0	52.0	47.6	71.7	71.7	110.5	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:	64.0	44.9	119.3	125.5	52.0	52.0	47.6	71.7	71.7	110.5	21.4	21.4
LOS by Move:	E	D	F	F	D-	D-	D	E	E	F	C+	C+
HCM2kAvgQ:	4	1	19	13	11	11	2	46	46	16	7	7

Note: Queue reported is the number of cars per lane.

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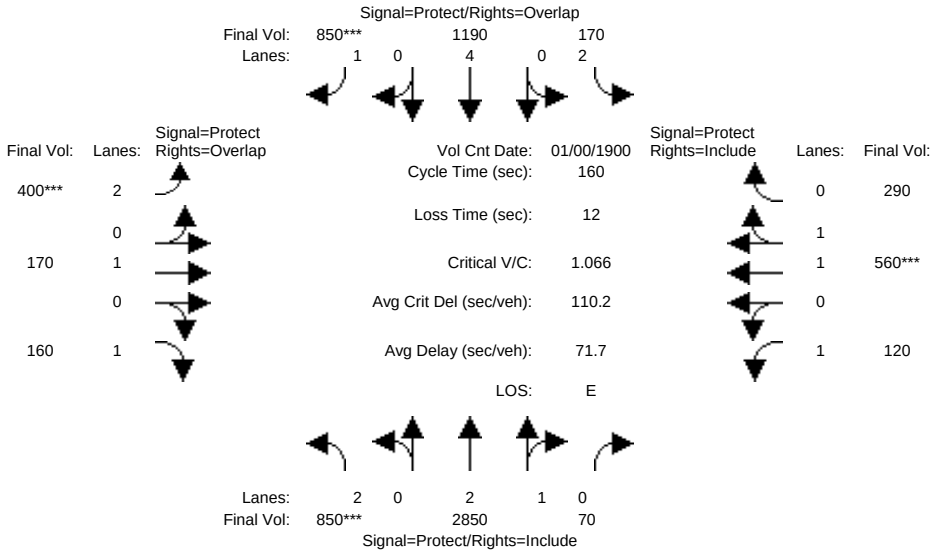
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	850	2850	70	170	1190	850	400	170	160	120	560	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	2850	70	170	1190	850	400	170	160	120	560	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	850	2850	70	170	1190	850	400	170	160	120	560	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	2850	70	170	1190	850	400	170	160	120	560	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	2850	70	170	1190	850	400	170	160	120	560	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	850	2850	70	170	1190	850	400	170	160	120	560	290
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.92	0.08	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5552	136	3150	7600	1750	3150	1900	1750	1750	2432	1260
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.51	0.05	0.16	0.49	0.13	0.09	0.09	0.07	0.23	0.23
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.53	0.53	0.06	0.34	0.46	0.12	0.19	0.44	0.15	0.22	0.22
Volume/Cap:	1.07	0.96	0.96	0.96	0.47	1.07	1.07	0.47	0.21	0.47	1.07	1.07
Delay/Veh:	110.6	44.9	44.9	131.7	41.9	94.4	135.4	58.7	27.5	64.1	114	113.6
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:	110.6	44.9	44.9	131.7	41.9	94.4	135.4	58.7	27.5	64.1	114	113.6
LOS by Move:	F	D	D	F	D	F	F	E+	C	E	F	F
HCM2kAvgQ:	28	43	43	8	11	56	15	7	5	6	29	29

Note: Queue reported is the number of cars per lane.

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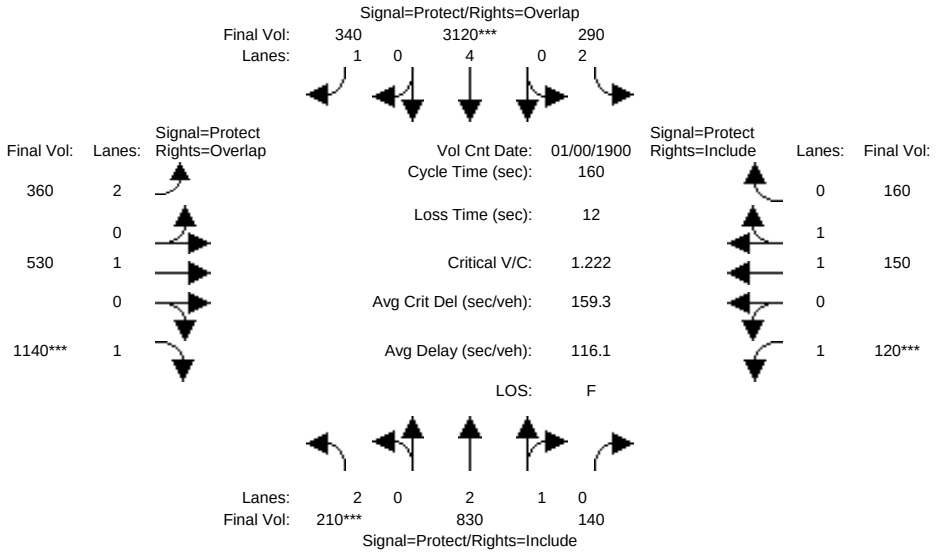
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #8: Maude Avenue and Mathilda Avenue



Street Name:	Mathilda Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	210	830	140	290	3120	340	360	530	1140	120	150	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:	210	830	140	290	3120	340	360	530	1140	120	150	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	830	140	290	3120	340	360	530	1140	120	150	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:	210	830	140	290	3120	340	360	530	1140	120	150	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	830	140	290	3120	340	360	530	1140	120	150	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
FinalVolume:	210	830	140	290	3120	340	360	530	1140	120	150	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	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.54	0.46	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4818	813	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.09	0.41	0.19	0.11	0.28	0.65	0.07	0.08	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.25	0.25	0.14	0.34	0.63	0.30	0.48	0.53	0.06	0.24	0.24
Volume/Cap:	1.22	0.68	0.68	0.68	1.22	0.31	0.38	0.58	1.22	1.22	0.33	0.38
Delay/Veh:	216.5	55.0	55.0	70.1	157	13.5	44.9	31.2	147.0	237.7	50.7	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:	216.5	55.0	55.0	70.1	157	13.5	44.9	31.2	147.0	237.7	50.7	51.5
LOS by Move:	F	E+	E+	E	F	B	D	C	F	F	D	D-
HCM2kAvgQ:	9	14	14	9	57	8	8	18	85	12	6	7

Note: Queue reported is the number of cars per lane.

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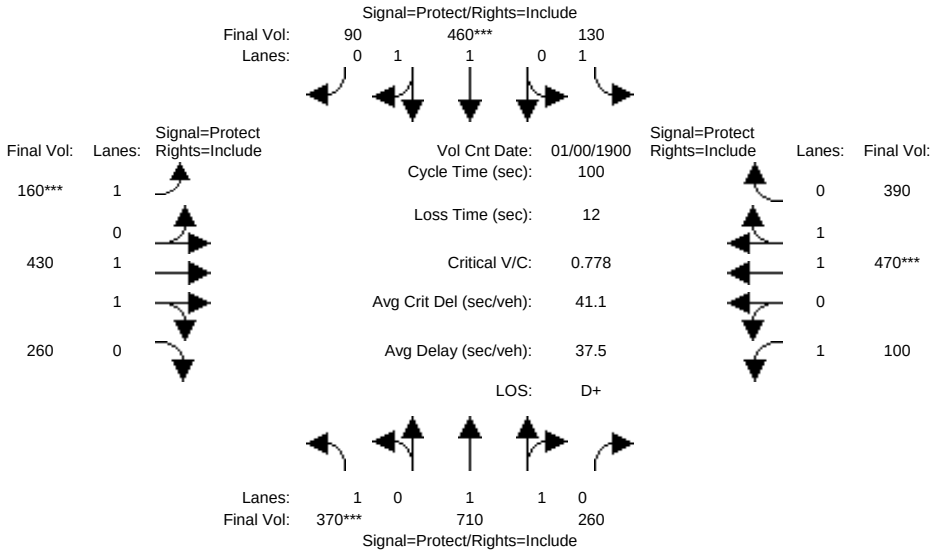
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	370	710	260	130	460	90	160	430	260	100	470	390
Growth Adj:	1.00	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	710	260	130	460	90	160	430	260	100	470	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	710	260	130	460	90	160	430	260	100	470	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	260	130	460	90	160	430	260	100	470	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	710	260	130	460	90	160	430	260	100	470	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	710	260	130	460	90	160	430	260	100	470	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.65	0.35	1.00	1.21	0.79	1.00	1.05	0.95
Final Sat.:	1750	2719	996	1750	3134	613	1750	2294	1387	1750	1999	1659
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.26	0.07	0.15	0.15	0.09	0.19	0.19	0.06	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.33	0.33	0.13	0.19	0.19	0.12	0.31	0.31	0.11	0.30	0.30
Volume/Cap:	0.78	0.78	0.78	0.58	0.78	0.78	0.78	0.61	0.61	0.50	0.78	0.78
Delay/Veh:	41.6	33.5	33.5	45.0	44.1	44.1	59.9	30.7	30.7	43.6	35.4	35.4
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:	41.6	33.5	33.5	45.0	44.1	44.1	59.9	30.7	30.7	43.6	35.4	35.4
LOS by Move:	D	C-	C-	D	D	D	E+	C	C	D	D+	D+
HCM2kAvgQ:	13	16	16	5	10	10	5	9	9	3	11	11

Note: Queue reported is the number of cars per lane.

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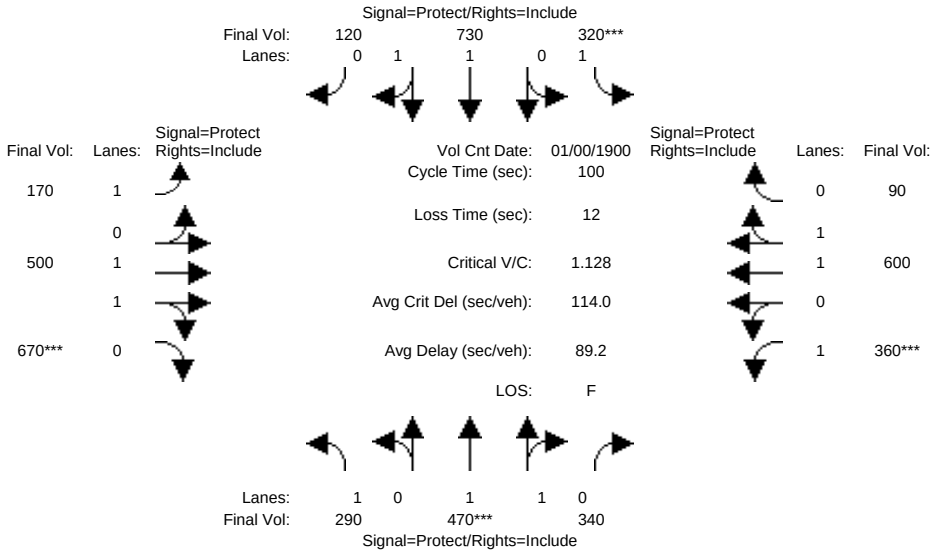
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	470	340	320	730	120	170	500	670	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	470	340	320	730	120	170	500	670	360	600	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	470	340	320	730	120	170	500	670	360	600	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	470	340	320	730	120	170	500	670	360	600	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	470	340	320	730	120	170	500	670	360	600	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	470	340	320	730	120	170	500	670	360	600	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.12	0.88	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2128	1540	1750	3225	530	1750	1900	1750	1750	3268	490
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.18	0.23	0.23	0.10	0.26	0.38	0.21	0.18	0.18
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.20	0.20	0.16	0.21	0.21	0.18	0.34	0.34	0.18	0.34	0.34
Volume/Cap:	1.10	1.13	1.13	1.13	1.10	1.10	0.54	0.78	1.13	1.13	0.54	0.54
Delay/Veh:	125.6	115	114.7	134.2	101	101.1	39.0	32.2	103.0	130.3	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.6	115	114.7	134.2	101	101.1	39.0	32.2	103.0	130.3	27.0	27.0
LOS by Move:	F	F	F	F	F	F	D	C-	F	F	C	C
HCM2kAvgQ:	17	22	22	19	22	22	5	14	33	18	8	8

Note: Queue reported is the number of cars per lane.

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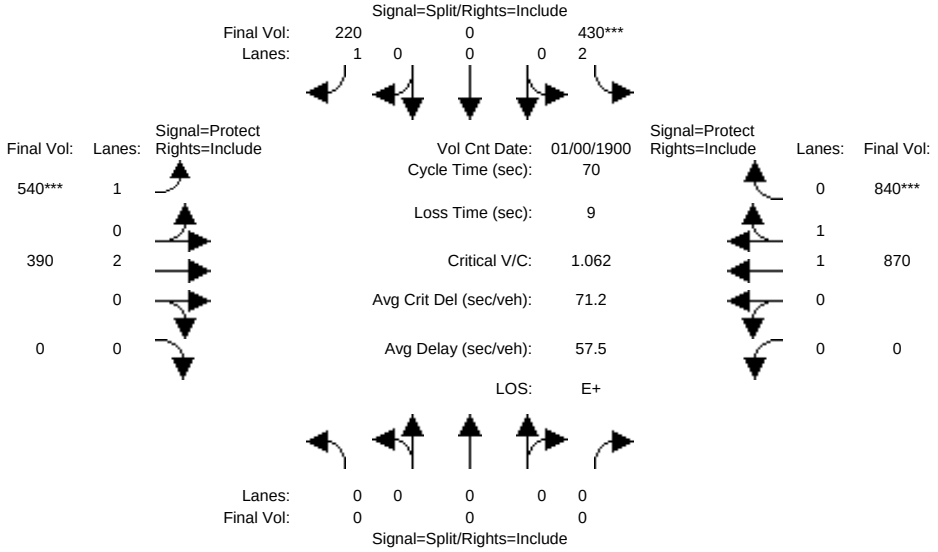
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	430	0	220	540	390	0	0	870	840
Growth Adj:	1.00	1.00	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	430	0	220	540	390	0	0	870	840
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	220	540	390	0	0	870	840
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	0	220	540	390	0	0	870	840
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	220	540	390	0	0	870	840
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	430	0	220	540	390	0	0	870	840
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.13	0.31	0.10	0.00	0.00	0.46	0.48
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.29	0.73	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.88	1.08	0.14	0.00	0.00	1.03	1.08
Delay/Veh:	0.0	0.0	0.0	61.0	0.0	57.5	89.4	2.9	0.0	0.0	50.4	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.0	0.0	57.5	89.4	2.9	0.0	0.0	50.4	68.0
LOS by Move:	A	A	A	E	A	E+	F	A	A	A	D	E
HCM2kAvgQ:	0	0	0	10	0	8	20	1	0	0	24	29

Note: Queue reported is the number of cars per lane.

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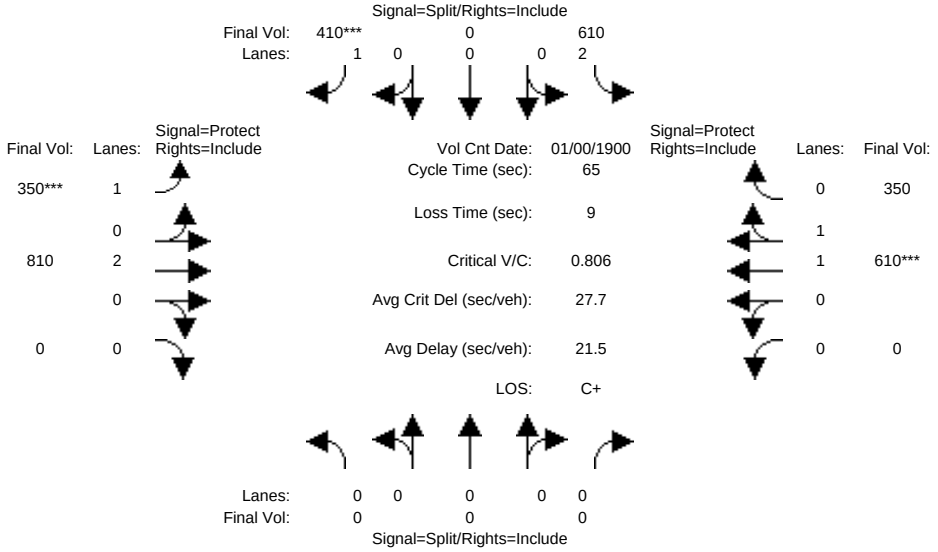
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	610	0	410	350	810	0	0	610	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	410	350	810	0	0	610	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	0	410	350	810	0	0	610	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	610	0	410	350	810	0	0	610	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	410	350	810	0	0	610	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	610	0	410	350	810	0	0	610	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.23	0.77
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2341	1343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.20	0.21	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.25	0.57	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.81	0.81	0.37	0.00	0.00	0.81	0.81
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	30.6	33.6	7.7	0.0	0.0	24.3	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	0.0	0.0	22.2	0.0	30.6	33.6	7.7	0.0	0.0	24.3	24.3
LOS by Move:	A	A	A	C+	A	C	C-	A	A	A	C	C
HCM2kAvgQ:	0	0	0	8	0	11	7	4	0	0	10	10

Note: Queue reported is the number of cars per lane.

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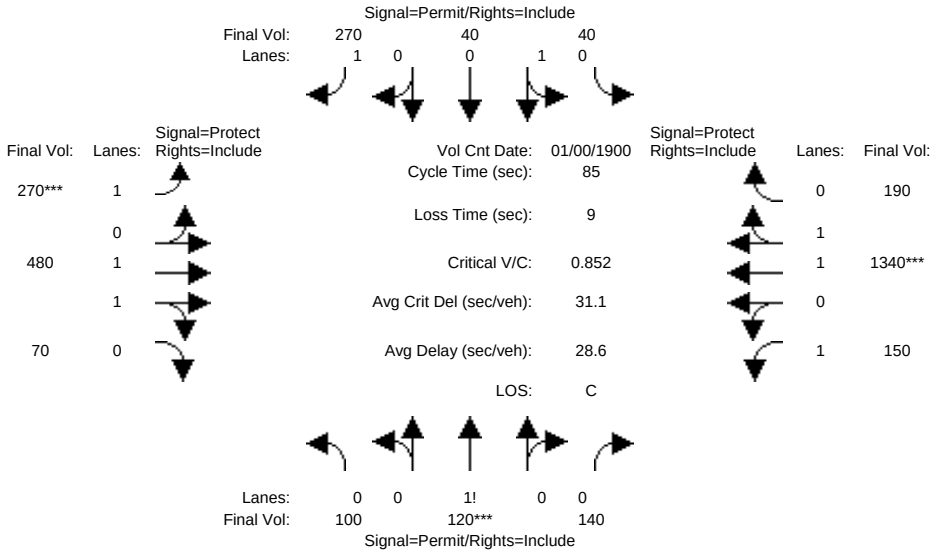
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	100	120	140	40	40	270	270	480	70	150	1340	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	120	140	40	40	270	270	480	70	150	1340	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	120	140	40	40	270	270	480	70	150	1340	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	120	140	40	40	270	270	480	70	150	1340	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	120	140	40	40	270	270	480	70	150	1340	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	120	140	40	40	270	270	480	70	150	1340	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.28	0.32	0.40	0.52	0.48	1.00	1.00	1.73	0.27	1.00	1.73	0.27
Final Sat.:	499	599	699	911	911	1750	1750	3281	478	1750	3293	467
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.04	0.15	0.15	0.15	0.15	0.09	0.41	0.41
Crit Moves:		****					****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.18	0.42	0.42	0.24	0.48	0.48
Volume/Cap:	0.85	0.85	0.85	0.19	0.19	0.66	0.85	0.35	0.35	0.35	0.85	0.85
Delay/Veh:	46.3	46.3	46.3	26.2	26.2	33.2	53.0	17.1	17.1	27.1	23.7	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:	46.3	46.3	46.3	26.2	26.2	33.2	53.0	17.1	17.1	27.1	23.7	23.7
LOS by Move:	D	D	D	C	C	C-	D-	B	B	C	C	C
HCM2kAvgQ:	12	12	12	2	2	8	8	5	5	3	17	17

Note: Queue reported is the number of cars per lane.

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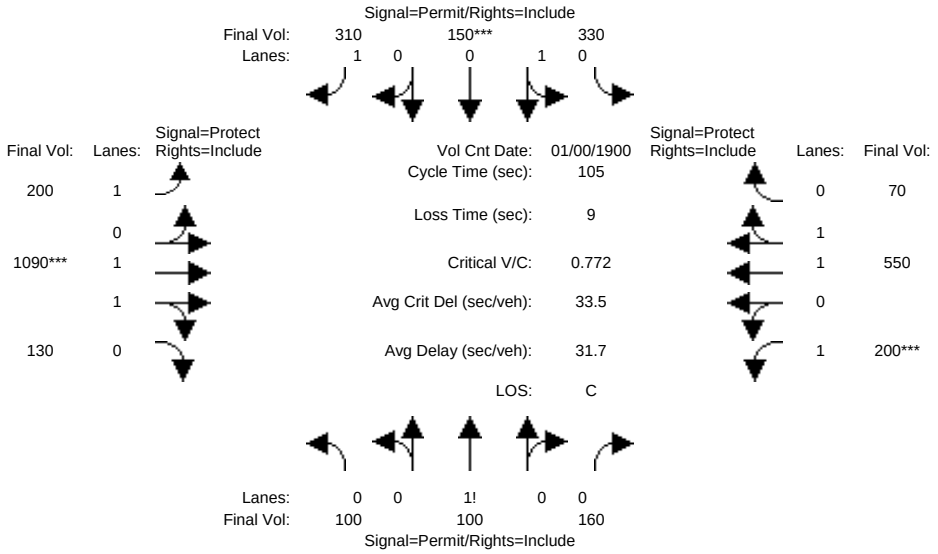
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #11: East Middlefield Road and Logue Avenue



Street Name:	Logue Avenue						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	100	100	160	330	150	310	200	1090	130	200	550	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	100	160	330	150	310	200	1090	130	200	550	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	100	160	330	150	310	200	1090	130	200	550	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	100	160	330	150	310	200	1090	130	200	550	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	100	160	330	150	310	200	1090	130	200	550	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	100	160	330	150	310	200	1090	130	200	550	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.28	0.26	0.46	0.70	0.30	1.00	1.00	1.77	0.23	1.00	1.76	0.24
Final Sat.:	497	497	795	1234	561	1750	1750	3364	401	1750	3339	425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.27	0.27	0.18	0.11	0.32	0.32	0.11	0.16	0.16
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.23	0.42	0.42	0.15	0.34	0.34
Volume/Cap:	0.58	0.58	0.58	0.77	0.77	0.51	0.49	0.77	0.77	0.77	0.49	0.49
Delay/Veh:	29.5	29.5	29.5	36.5	36.5	28.0	35.8	28.6	28.6	56.4	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	29.5	36.5	36.5	28.0	35.8	28.6	28.6	56.4	28.1	28.1
LOS by Move:	C	C	C	D+	D+	C	D+	C	C	E+	C	C
HCM2kAvgQ:	10	10	10	16	16	9	6	17	17	7	8	8

Note: Queue reported is the number of cars per lane.

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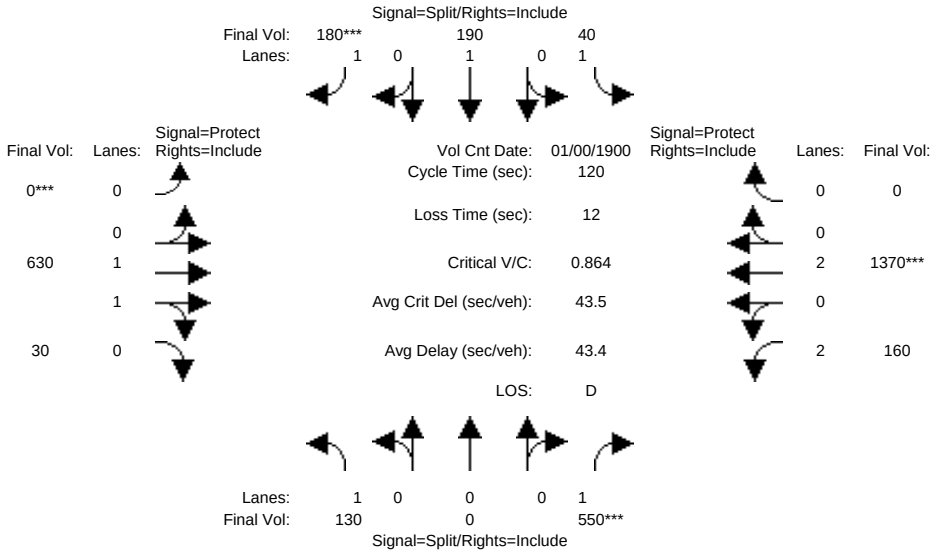
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.90	0.10	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3613	172	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.31	0.02	0.10	0.10	0.00	0.17	0.17	0.05	0.36	0.00
Crit Moves:			****			****	****				****	
Green/Cycle:	0.36	0.00	0.36	0.12	0.12	0.12	0.00	0.31	0.31	0.10	0.42	0.00
Volume/Cap:	0.20	0.00	0.86	0.19	0.84	0.86	0.00	0.56	0.56	0.49	0.86	0.00
Delay/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
LOS by Move:	C	A	D	D	E-	F	A	C-	C-	D-	D+	A
HCM2kAvgQ:	3	0	23	2	9	10	0	10	10	3	24	0

Note: Queue reported is the number of cars per lane.

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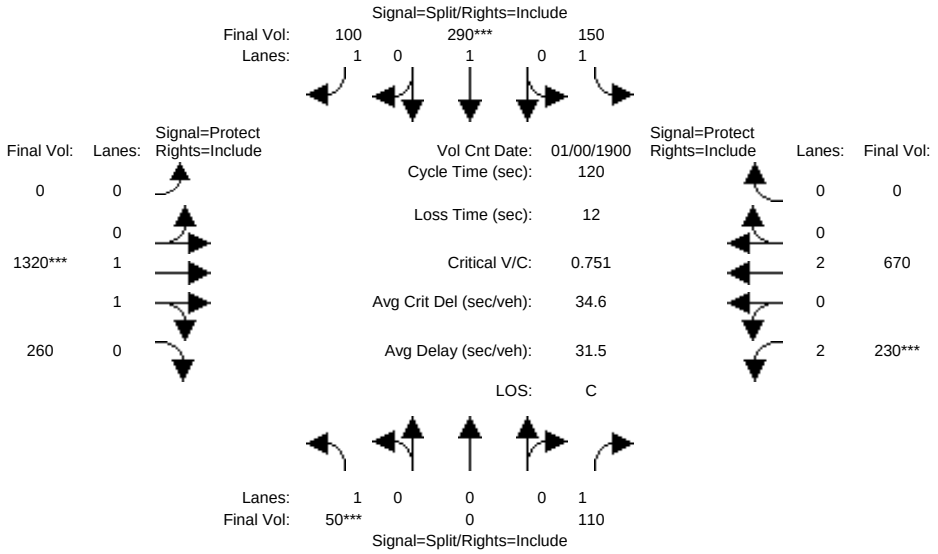
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.65	0.35	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3131	617	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.09	0.15	0.06	0.00	0.42	0.42	0.07	0.18	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.00	0.08	0.19	0.19	0.19	0.00	0.53	0.53	0.09	0.62	0.00
Volume/Cap:	0.34	0.00	0.75	0.45	0.79	0.30	0.00	0.79	0.79	0.79	0.28	0.00
Delay/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
LOS by Move:	D-	A	E	D	E+	D	A	C	C	E	B+	A
HCM2kAvgQ:	2	0	6	6	12	4	0	23	23	5	5	0

Note: Queue reported is the number of cars per lane.

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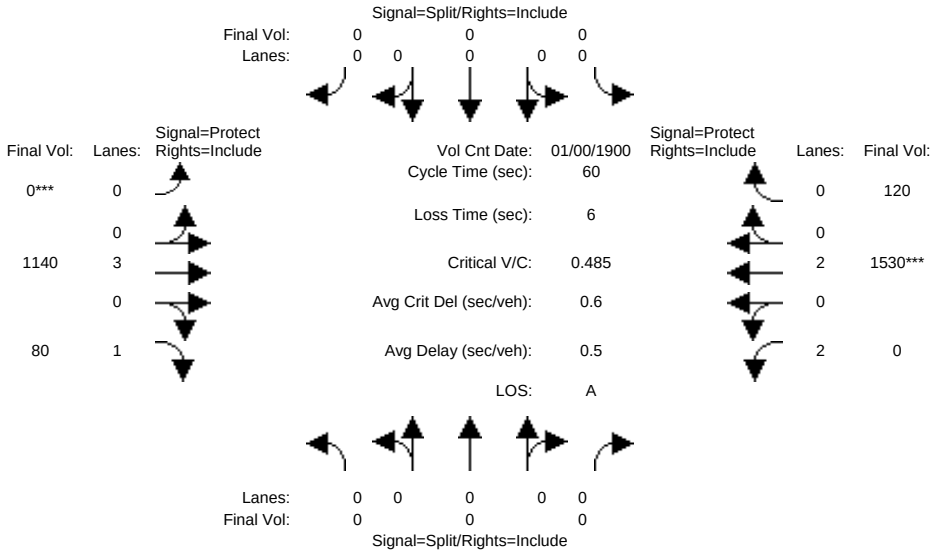
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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
FinalVolume:	0	0	0	0	0	0	0	1140	80	0	1530	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3502	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.05	0.00	0.44	0.44
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

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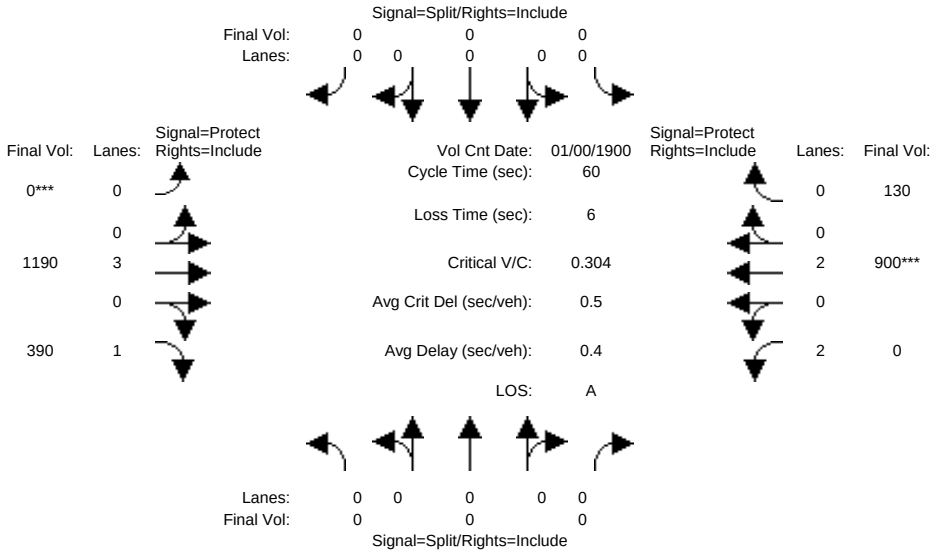
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1190	390	0	900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1190	390	0	900	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1190	390	0	900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1190	390	0	900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.73	0.27
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3285	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.22	0.00	0.27	0.27
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.25	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

Note: Queue reported is the number of cars per lane.

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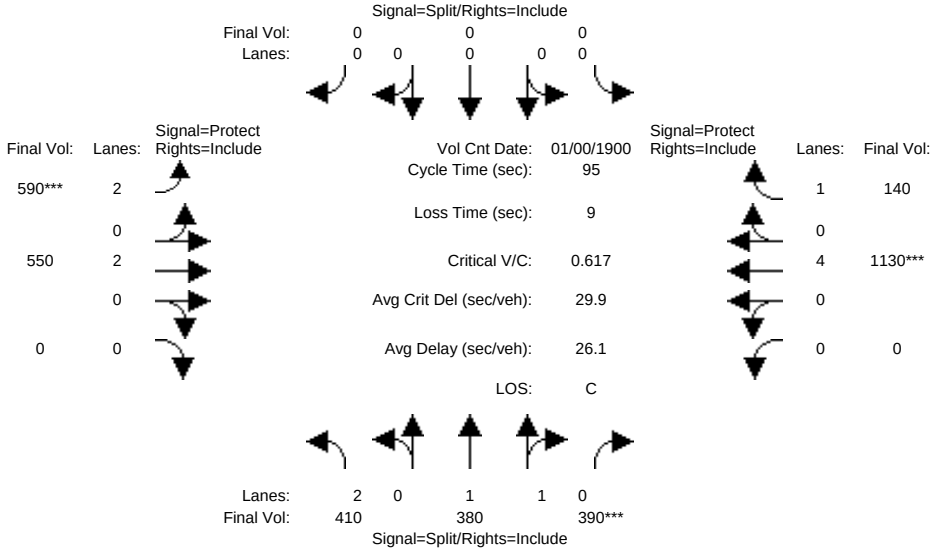
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	380	390	0	0	0	590	550	0	0	1130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	380	390	0	0	0	590	550	0	0	1130	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:	410	380	390	0	0	0	590	550	0	0	1130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	380	390	0	0	0	590	550	0	0	1130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.22	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.15	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.36	0.55	0.62	0.00	0.00	0.00	0.62	0.27	0.00	0.00	0.62	0.33
Delay/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
LOS by Move:	C+	C	C	A	A	A	C	B+	A	A	C-	C
HCM2kAvgQ:	5	9	11	0	0	0	9	4	0	0	7	3

Note: Queue reported is the number of cars per lane.

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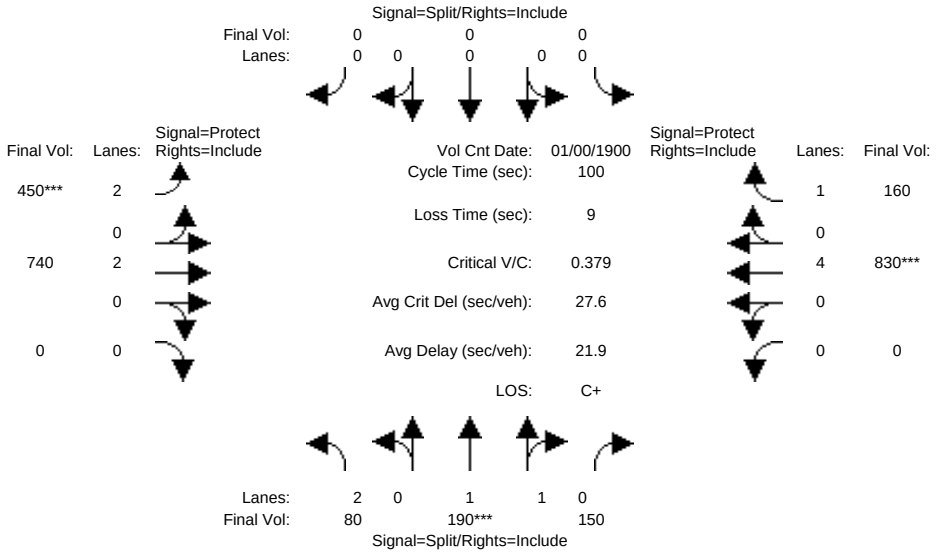
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp

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Street Name:237 Eastbound Off-Ramp and Connec       East Middlefield Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10     0    0    0     7   10    0     0   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM
Base Vol:      80  190  150     0    0    0   450  740    0     0  830  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:   80  190  150     0    0    0   450  740    0     0  830  160
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   80  190  150     0    0    0   450  740    0     0  830  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:    80  190  150     0    0    0   450  740    0     0  830  160
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   80  190  150     0    0    0   450  740    0     0  830  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
FinalVolume:   80  190  150     0    0    0   450  740    0     0  830  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  0.83 1.00 0.92  0.92 1.00 0.92
Lanes:       2.00 1.08 0.92  0.00 0.00 0.00  2.00 2.00 0.00  0.00 4.00 1.00
Final Sat.:  3150 2046 1615     0    0    0  3150 3800    0     0 7600 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.09 0.09  0.00 0.00 0.00  0.14 0.19 0.00  0.00 0.11 0.09
Crit Moves:       ****                       ****                 ****
Green/Cycle: 0.24 0.24 0.24  0.00 0.00 0.00  0.38 0.67 0.00  0.00 0.29 0.29
Volume/Cap:  0.10 0.38 0.38  0.00 0.00 0.00  0.38 0.29 0.00  0.00 0.38 0.32
Delay/Veh:   29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
LOS by Move:    C    C    C     A    A    A    C+    A    A     A    C    C
HCM2kAvgQ:      1    5    5     0    0    0     6    5    0     0    5    4
Note: Queue reported is the number of cars per lane.
```


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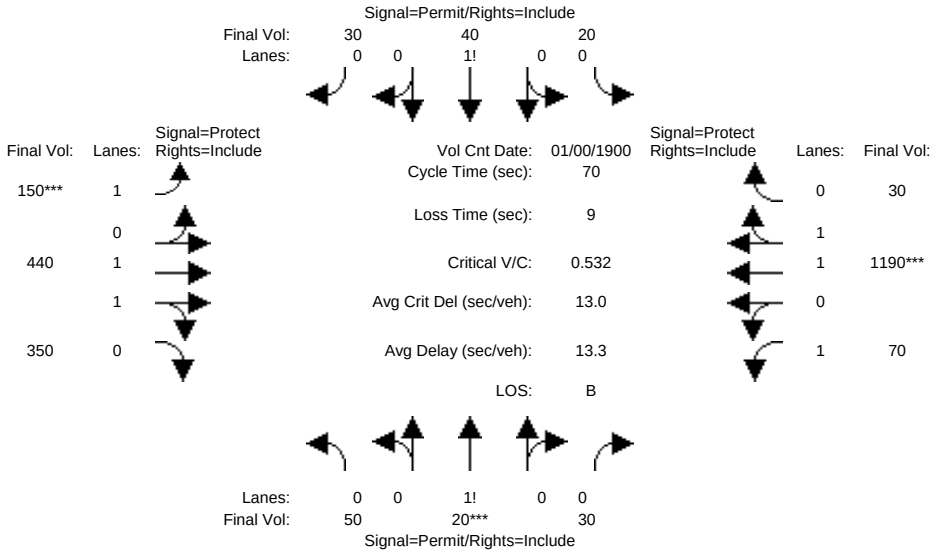
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	20	30	20	40	30	150	440	350	70	1190	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:	50	20	30	20	40	30	150	440	350	70	1190	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	30	20	40	30	150	440	350	70	1190	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	30	20	40	30	150	440	350	70	1190	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	30	20	40	30	150	440	350	70	1190	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	30	20	40	30	150	440	350	70	1190	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.51	0.19	0.30	0.23	0.42	0.35	1.00	1.07	0.93	1.00	1.95	0.05
Final Sat.:	889	356	533	403	806	605	1750	2039	1622	1750	3699	93
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.09	0.22	0.22	0.04	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.15	0.50	0.50	0.23	0.58	0.58
Volume/Cap:	0.39	0.39	0.39	0.35	0.35	0.35	0.56	0.43	0.43	0.17	0.56	0.56
Delay/Veh:	28.3	28.3	28.3	27.9	27.9	27.9	30.1	11.4	11.4	21.8	9.6	9.6
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:	28.3	28.3	28.3	27.9	27.9	27.9	30.1	11.4	11.4	21.8	9.6	9.6
LOS by Move:	C	C	C	C	C	C	C	B+	B+	C+	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	6	6	1	9	9

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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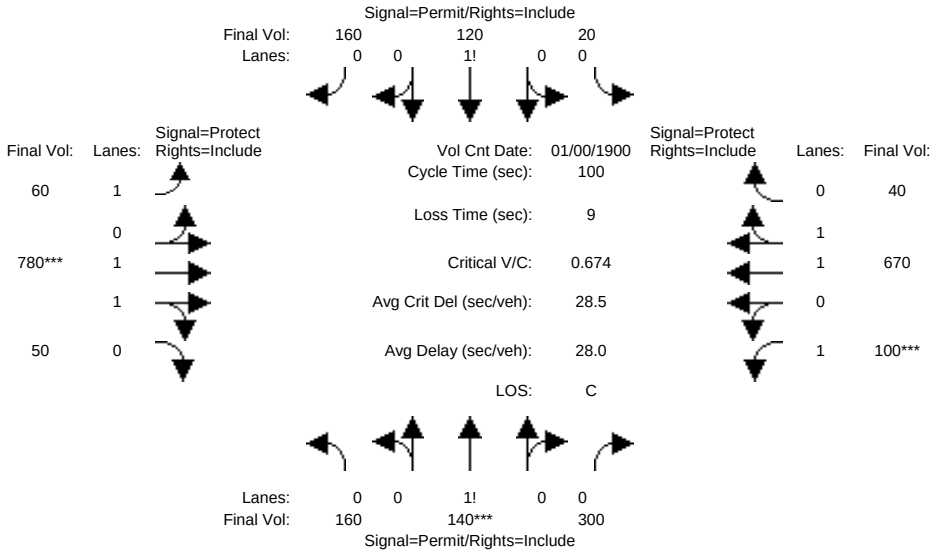
Intersection #15: East Middlefield Road and Bernardo Avenue



Street Name:	Bernardo Avenue						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	140	300	20	120	160	60	780	50	100	670	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	140	300	20	120	160	60	780	50	100	670	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	140	300	20	120	160	60	780	50	100	670	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	140	300	20	120	160	60	780	50	100	670	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	140	300	20	120	160	60	780	50	100	670	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	140	300	20	120	160	60	780	50	100	670	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.22	0.51	0.07	0.38	0.55	1.00	1.87	0.13	1.00	1.88	0.12
Final Sat.:	475	416	891	120	723	964	1750	3553	228	1750	3569	213
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.17	0.17	0.17	0.03	0.22	0.22	0.06	0.19	0.19
Crit Moves:		****						****		****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.33	0.33	0.08	0.30	0.30
Volume/Cap:	0.67	0.67	0.67	0.33	0.33	0.33	0.31	0.67	0.67	0.67	0.63	0.63
Delay/Veh:	20.9	20.9	20.9	15.2	15.2	15.2	41.8	30.6	30.6	56.0	31.4	31.4
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:	20.9	20.9	20.9	15.2	15.2	15.2	41.8	30.6	30.6	56.0	31.4	31.4
LOS by Move:	C+	C+	C+	B	B	B	D	C	C	E+	C	C
HCM2kAvgQ:	15	15	15	6	6	6	2	11	11	5	10	10

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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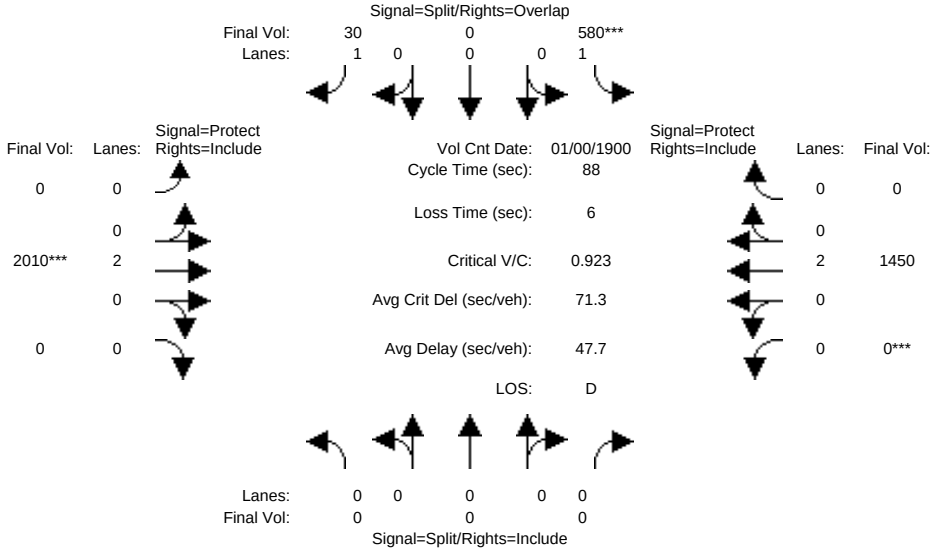
Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	580	0	30	0	2010	0	0	1450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	580	0	30	0	2010	0	0	1450	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	580	0	30	0	2010	0	0	1450	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	580	0	30	0	2010	0	0	1450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	30	0	2010	0	0	1450	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	580	0	30	0	2010	0	0	1450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.02	0.00	0.53	0.00	0.00	0.38	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	1.54	0.00	0.08	0.00	0.74	0.00	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	288.2	0.0	27.6	0.0	8.6	0.0	0.0	5.9	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	288.2	0.0	27.6	0.0	8.6	0.0	0.0	5.9	0.0
LOS by Move:	A	A	A	F	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	45	0	1	0	16	0	0	9	0

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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Cumulative Plus Project

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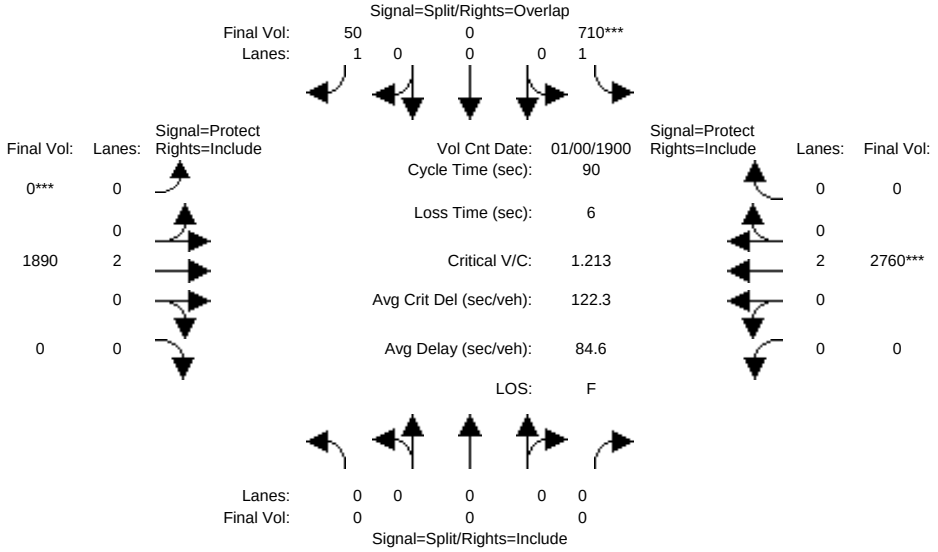
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.03	0.00	0.50	0.00	0.00	0.73	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	1.22	0.00	0.09	0.00	0.83	0.00	0.00	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	142.7	0.0	20.7	0.0	17.0	0.0	0.0	117	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	142.7	0.0	20.7	0.0	17.0	0.0	0.0	117	0.0
LOS by Move:	A	A	A	F	A	C+	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	41	0	1	0	19	0	0	66	0

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

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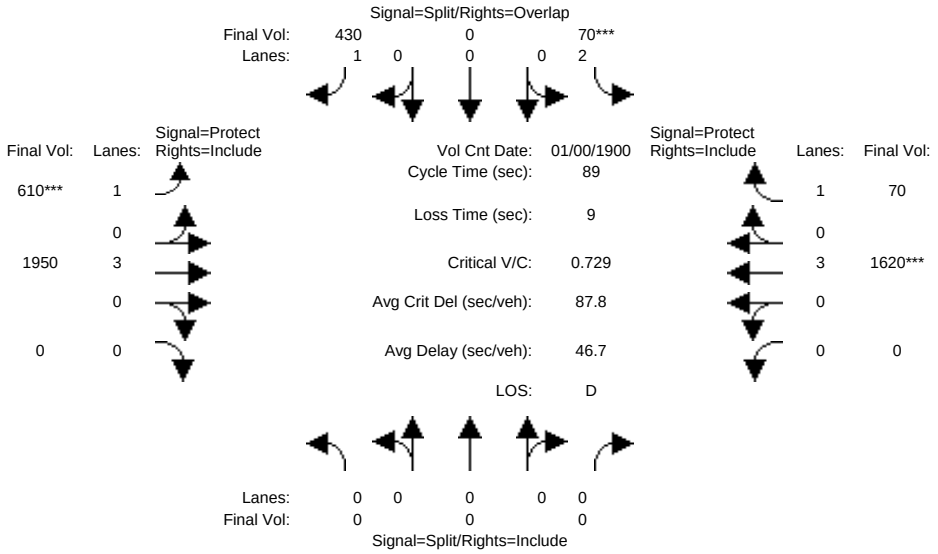
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	12	58	0	0	50	50
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	70	0	430	610	1950	0	0	1620	70
Growth Adj:	1.00	1.00	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	70	0	430	610	1950	0	0	1620	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	430	610	1950	0	0	1620	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	0	430	610	1950	0	0	1620	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	430	610	1950	0	0	1620	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	70	0	430	610	1950	0	0	1620	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.25	0.35	0.34	0.00	0.00	0.28	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.34	0.22	0.79	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.73	1.55	0.43	0.00	0.00	0.51	0.07
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	30.5	294.8	3.2	0.0	0.0	12.1	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	0.0	36.1	0.0	30.5	294.8	3.2	0.0	0.0	12.1	8.9
LOS by Move:	A	A	A	D+	A	C	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	13	46	6	0	0	9	1

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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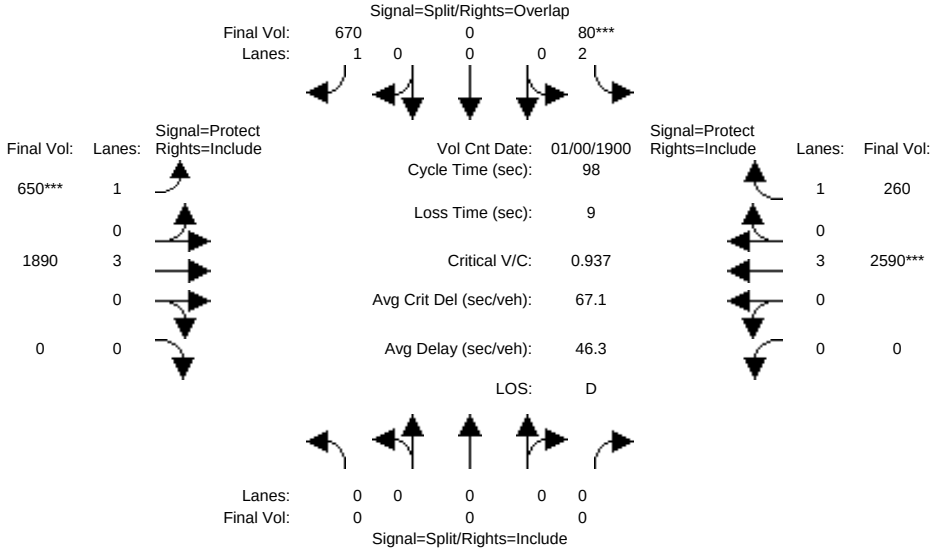
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #17: Central Expy and Whisman Station Drive



Street Name:	Whisman Station Drive						Central Expy					
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	11	0	11	16	64	0	0	54	54
Y+R:	4.0	4.0	4.0	5.8	4.0	5.8	4.7	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	80	0	670	650	1890	0	0	2590	260
Growth Adj:	1.00	1.00	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	80	0	670	650	1890	0	0	2590	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	670	650	1890	0	0	2590	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	670	650	1890	0	0	2590	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	670	650	1890	0	0	2590	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	670	650	1890	0	0	2590	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.38	0.37	0.33	0.00	0.00	0.45	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.36	0.24	0.80	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	1.07	1.52	0.42	0.00	0.00	0.82	0.27
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	88.3	281.2	0.1	0.0	0.0	14.2	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.0	0.0	88.3	281.2	0.1	0.0	0.0	14.2	8.0
LOS by Move:	A	A	A	D	A	F	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	33	50	0	0	0	17	3

Note: Queue reported is the number of cars per lane.

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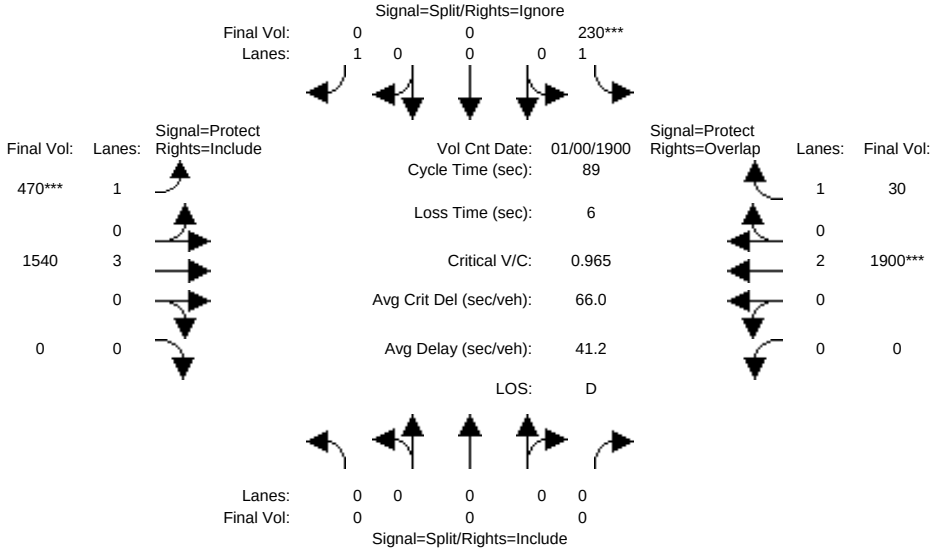
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	230	0	250	470	1540	0	0	1900	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:	0	0	0	230	0	250	470	1540	0	0	1900	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	250	470	1540	0	0	1900	30
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	0	0	230	0	0	470	1540	0	0	1900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	0	470	1540	0	0	1900	30
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	0	0	230	0	0	470	1540	0	0	1900	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.27	0.27	0.00	0.00	0.50	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.84	0.00	0.00	0.64	0.74
Volume/Cap:	0.00	0.00	0.00	1.37	0.00	0.00	1.37	0.32	0.00	0.00	0.78	0.02
Delay/Veh:	0.0	0.0	0.0	239.5	0.0	0.0	219.5	0.0	0.0	0.0	7.1	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	239.5	0.0	0.0	219.5	0.0	0.0	0.0	7.1	0.3
LOS by Move:	A	A	A	F	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	17	0	0	31	0	0	0	12	0

Note: Queue reported is the number of cars per lane.

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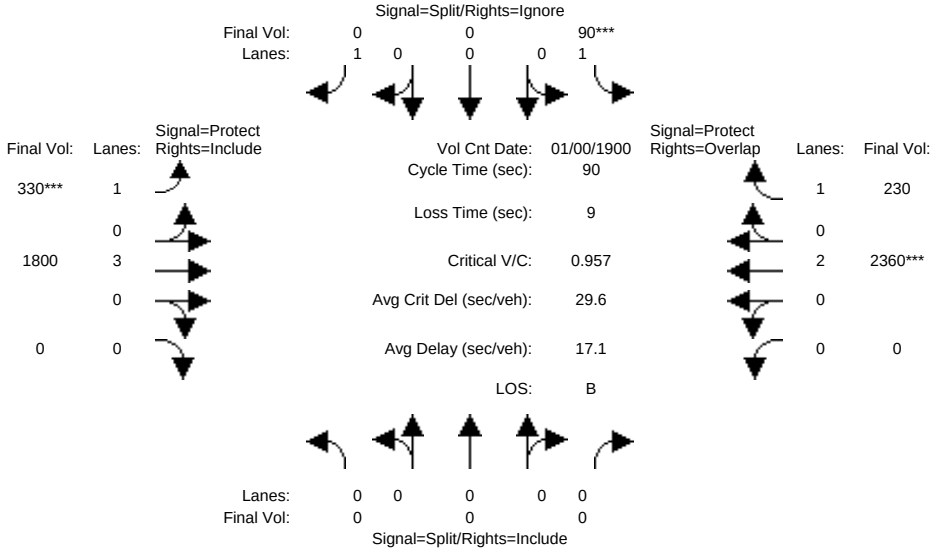
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	90	0	510	330	1800	0	0	2360	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:	0	0	0	90	0	510	330	1800	0	0	2360	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	510	330	1800	0	0	2360	230
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	0	0	90	0	0	330	1800	0	0	2360	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	330	1800	0	0	2360	230
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	0	0	90	0	0	330	1800	0	0	2360	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.19	0.32	0.00	0.00	0.62	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.17	0.82	0.00	0.00	0.66	0.73
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.00	1.13	0.38	0.00	0.00	0.95	0.18
Delay/Veh:	0.0	0.0	0.0	51.8	0.0	0.0	130.4	0.1	0.0	0.0	14.6	0.4
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	51.8	0.0	0.0	130.4	0.1	0.0	0.0	14.6	0.4
LOS by Move:	A	A	A	D-	A	A	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	0	16	1	0	0	26	0

Note: Queue reported is the number of cars per lane.

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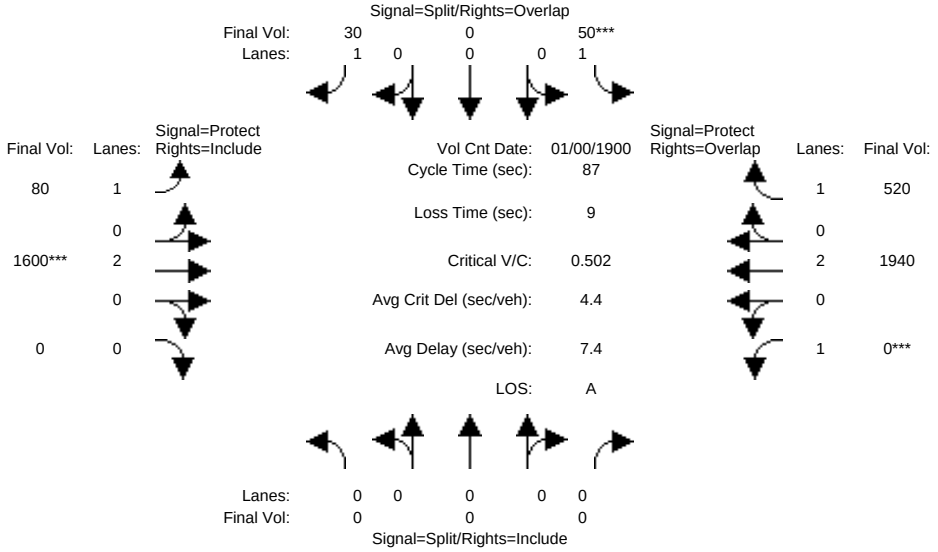
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	8	67	0	7	54	54
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	50	0	30	80	1600	0	0	1940	520
Growth Adj:	1.00	1.00	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	50	0	30	80	1600	0	0	1940	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	30	80	1600	0	0	1940	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	30	80	1600	0	0	1940	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	30	80	1600	0	0	1940	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	50	0	30	80	1600	0	0	1940	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.05	0.42	0.00	0.00	0.51	0.30
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.79	0.00	0.00	0.69	0.79
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.08	0.45	0.53	0.00	0.00	0.74	0.37
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	28.0	38.5	3.4	0.0	0.0	9.6	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	36.8	0.0	28.0	38.5	3.4	0.0	0.0	9.6	2.8
LOS by Move:	A	A	A	D+	A	C	D+	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	2	8	0	0	17	5

Note: Queue reported is the number of cars per lane.

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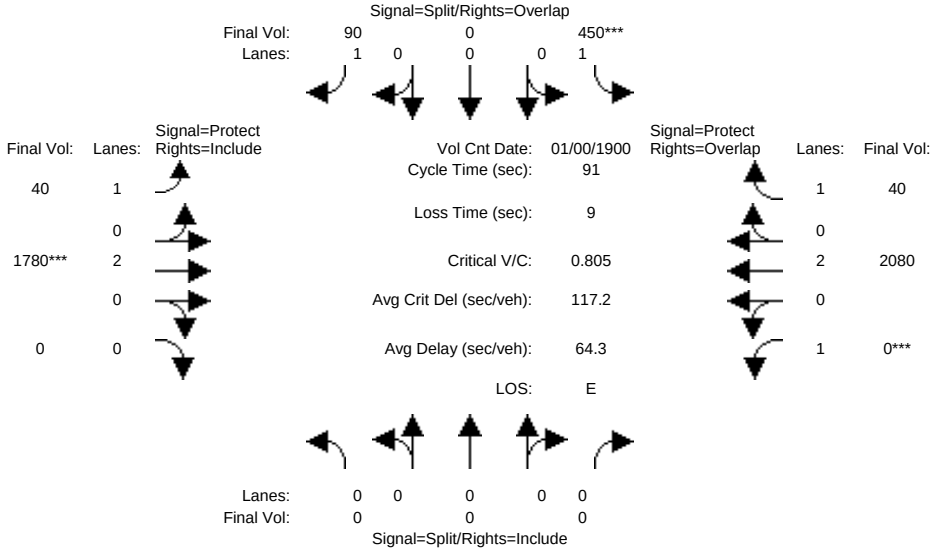
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #19: Central Expy and Bernardo Avenue



Street Name:	Bernardo Avenue						Central Expy					
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	9	0	9	7	71	0	7	59	59
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.9	5.8	4.0	5.1	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	450	0	90	40	1780	0	0	2080	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	90	40	1780	0	0	2080	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	90	40	1780	0	0	2080	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	90	40	1780	0	0	2080	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	90	40	1780	0	0	2080	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	450	0	90	40	1780	0	0	2080	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.05	0.02	0.47	0.00	0.00	0.55	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.20	0.08	0.78	0.00	0.00	0.70	0.82
Volume/Cap:	0.00	0.00	0.00	2.13	0.00	0.25	0.28	0.60	0.00	0.00	0.78	0.03
Delay/Veh:	0.0	0.0	0.0	562.9	0.0	30.8	40.2	4.5	0.0	0.0	10.8	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	562.9	0.0	30.8	40.2	4.5	0.0	0.0	10.8	1.5
LOS by Move:	A	A	A	F	A	C	D	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	47	0	2	1	11	0	0	21	0

Note: Queue reported is the number of cars per lane.

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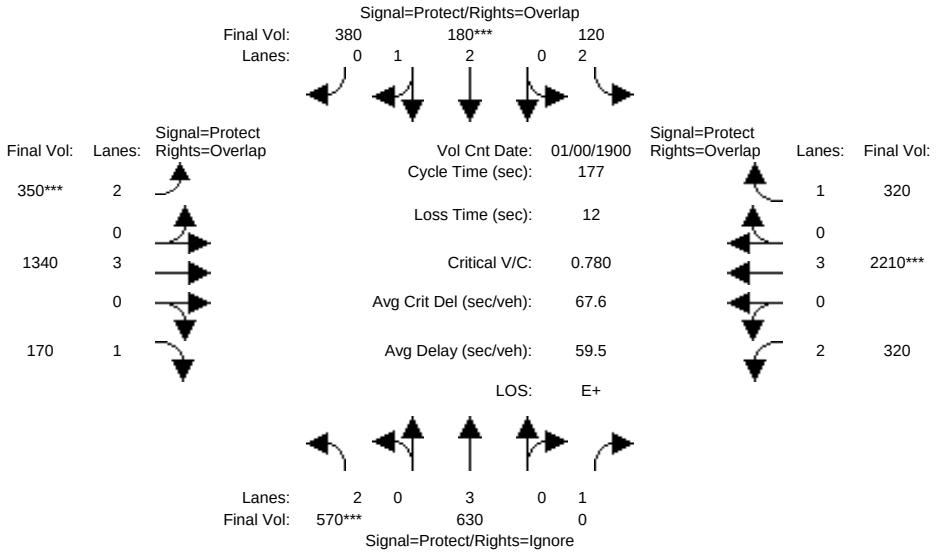
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	570	630	1470	120	180	380	350	1340	170	320	2210	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	630	1470	120	180	380	350	1340	170	320	2210	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	630	1470	120	180	380	350	1340	170	320	2210	320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	630	0	120	180	380	350	1340	170	320	2210	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	630	0	120	180	380	350	1340	170	320	2210	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	630	0	120	180	380	350	1340	170	320	2210	320
Saturation 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:	0.18	0.11	0.00	0.04	0.05	0.22	0.11	0.24	0.10	0.10	0.39	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.33	0.00	0.05	0.18	0.30	0.12	0.44	0.64	0.12	0.43	0.48
Volume/Cap:	0.89	0.34	0.00	0.75	0.27	0.73	0.90	0.54	0.15	0.88	0.90	0.38
Delay/Veh:	83.0	45.1	0.0	100.6	63.3	59.1	99.8	43.1	18.8	97.5	59.7	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:	83.0	45.1	0.0	100.6	63.3	59.1	99.8	43.1	18.8	97.5	59.7	35.8
LOS by Move:	F	D	A	F	E	E+	F	D	B-	F	E+	D+
HCM2kAvgQ:	17	8	0	4	4	20	14	20	6	13	41	14

Note: Queue reported is the number of cars per lane.

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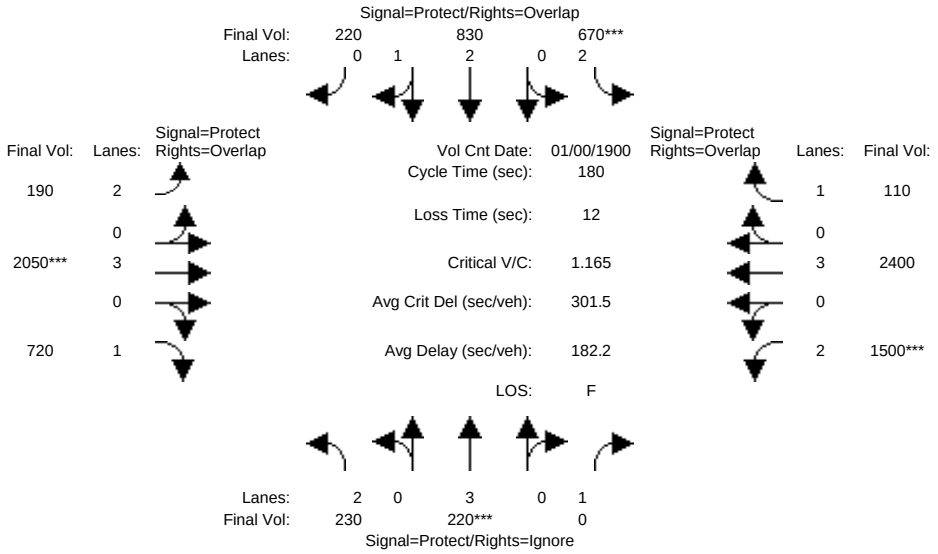
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	220	800	670	830	220	190	2050	720	1500	2400	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:	230	220	800	670	830	220	190	2050	720	1500	2400	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	220	800	670	830	220	190	2050	720	1500	2400	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	220	0	670	830	220	190	2050	720	1500	2400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	220	0	670	830	220	190	2050	720	1500	2400	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	220	0	670	830	220	190	2050	720	1500	2400	110
Saturation 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	2.33	0.67	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4426	1173	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.00	0.21	0.19	0.19	0.06	0.36	0.41	0.48	0.42	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.26	0.00	0.13	0.27	0.34	0.07	0.26	0.38	0.28	0.48	0.61
Volume/Cap:	0.63	0.15	0.00	1.68	0.69	0.55	0.93	1.38	1.09	1.68	0.88	0.10
Delay/Veh:	79.7	51.2	0.0	393.4	59.9	48.9	126.0	243	126.0	376.8	54.6	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:	79.7	51.2	0.0	393.4	59.9	48.9	126.0	243	126.0	376.8	54.6	20.9
LOS by Move:	E-	D-	A	F	E+	D	F	F	F	F	D-	C+
HCM2kAvgQ:	7	3	0	41	17	15	9	61	54	93	43	4

Note: Queue reported is the number of cars per lane.

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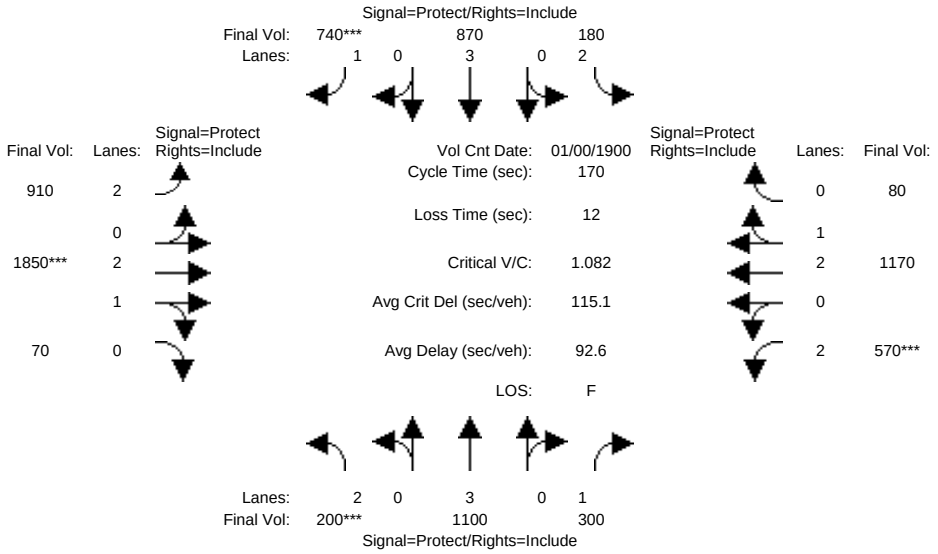
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	1100	300	180	870	740	910	1850	70	570	1170	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:	200	1100	300	180	870	740	910	1850	70	570	1170	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1100	300	180	870	740	910	1850	70	570	1170	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:	200	1100	300	180	870	740	910	1850	70	570	1170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1100	300	180	870	740	910	1850	70	570	1170	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
FinalVolume:	200	1100	300	180	870	740	910	1850	70	570	1170	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12	2.00	2.79	0.21
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5475	207	3150	5306	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.17	0.06	0.15	0.42	0.29	0.34	0.34	0.18	0.22	0.22
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.34	0.34	0.11	0.39	0.39	0.27	0.31	0.31	0.17	0.21	0.21
Volume/Cap:	1.08	0.56	0.50	0.54	0.39	1.08	1.06	1.08	1.08	1.08	1.06	1.06
Delay/Veh:	168.8	45.6	44.7	74.1	37.3	110.4	110.4	106	105.7	133.9	112	111.7
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:	168.8	45.6	44.7	74.1	37.3	110.4	110.4	106	105.7	133.9	112	111.7
LOS by Move:	F	D	D	E	D+	F	F	F	F	F	F	F
HCM2kAvgQ:	10	15	13	6	10	52	36	43	43	23	27	27

Note: Queue reported is the number of cars per lane.

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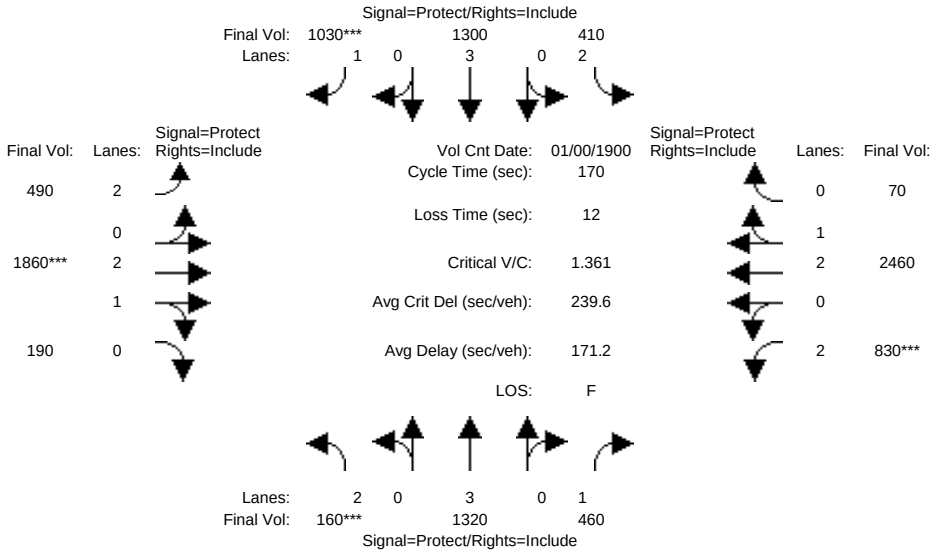
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #21: SR 237-Grant Rd and El Camino Real



Street Name:	SR 237-Grant Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	20	0	10	20	0	10	30	0	10	30	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	1320	460	410	1300	1030	490	1860	190	830	2460	70
Growth Adj:	1.00	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	1320	460	410	1300	1030	490	1860	190	830	2460	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1320	460	410	1300	1030	490	1860	190	830	2460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1320	460	410	1300	1030	490	1860	190	830	2460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1320	460	410	1300	1030	490	1860	190	830	2460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1320	460	410	1300	1030	490	1860	190	830	2460	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30	2.00	2.91	0.09
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5131	524	3150	5529	157
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.26	0.13	0.23	0.59	0.16	0.36	0.36	0.26	0.44	0.44
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.32	0.32	0.16	0.42	0.42	0.12	0.26	0.26	0.19	0.33	0.33
Volume/Cap:	0.86	0.72	0.82	0.82	0.54	1.40	1.34	1.40	1.40	1.40	1.34	1.34
Delay/Veh:	111.0	52.3	62.2	79.2	37.1	235.2	244.8	245	244.9	256.9	213	212.6
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:	111.0	52.3	62.2	79.2	37.1	235.2	244.8	245	244.9	256.9	213	212.6
LOS by Move:	F	D-	E	E-	D+	F	F	F	F	F	F	F
HCM2kAvgQ:	7	21	25	14	16	96	26	60	60	43	69	69

Note: Queue reported is the number of cars per lane.

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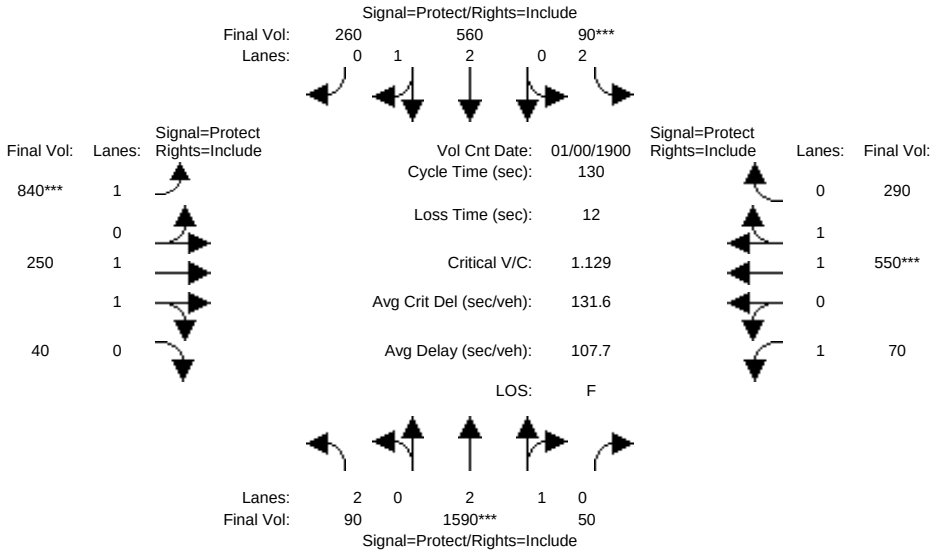
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	1590	50	90	560	260	840	250	40	70	550	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1590	50	90	560	260	840	250	40	70	550	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1590	50	90	560	260	840	250	40	70	550	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1590	50	90	560	260	840	250	40	70	550	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1590	50	90	560	260	840	250	40	70	550	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1590	50	90	560	260	840	250	40	70	550	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.90	0.10	2.00	2.00	1.00	1.00	1.70	0.30	1.00	1.27	0.73
Final Sat.:	3150	5512	173	3150	3800	1750	1750	3238	518	1750	2417	1274
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.15	0.15	0.48	0.08	0.08	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.25	0.25	0.05	0.22	0.22	0.41	0.36	0.36	0.25	0.20	0.20
Volume/Cap:	0.36	1.17	1.17	0.53	0.67	0.67	1.17	0.22	0.22	0.16	1.17	1.17
Delay/Veh:	57.5	132	132.0	63.1	47.7	47.8	127.9	29.2	29.2	38.3	142	141.9
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	132	132.0	63.1	47.7	47.8	127.9	29.2	29.2	38.3	142	141.9
LOS by Move:	E+	F	F	E	D	D	F	C	C	D+	F	F
HCM2kAvgQ:	2	34	34	2	10	10	50	4	4	2	28	28

Note: Queue reported is the number of cars per lane.

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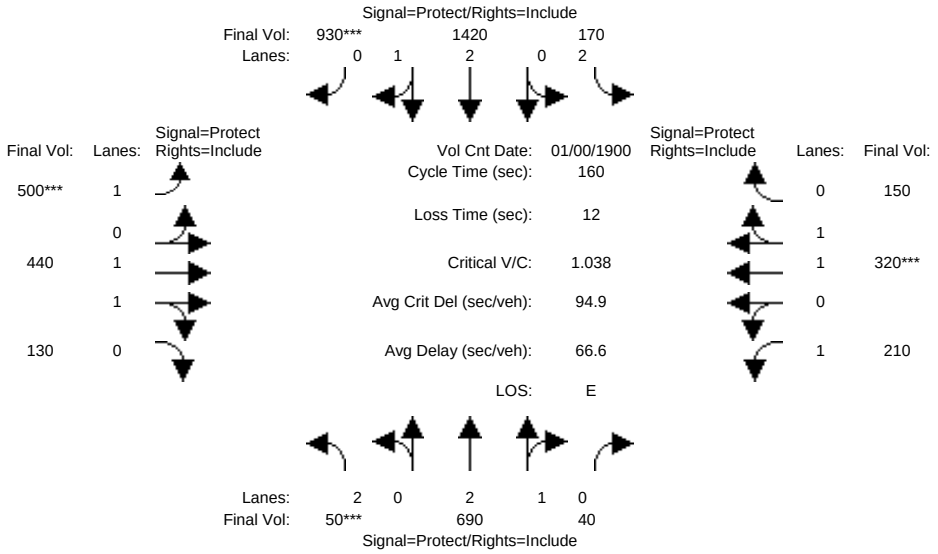
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	690	40	170	1420	930	500	440	130	210	320	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:	50	690	40	170	1420	930	500	440	130	210	320	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	690	40	170	1420	930	500	440	130	210	320	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:	50	690	40	170	1420	930	500	440	130	210	320	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	690	40	170	1420	930	500	440	130	210	320	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	690	40	170	1420	930	500	440	130	210	320	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.82	0.18	2.00	2.00	1.00	1.00	1.51	0.49	1.00	1.33	0.67
Final Sat.:	3150	5362	311	3150	3800	1750	1750	2877	850	1750	2518	1180
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.05	0.37	0.53	0.29	0.15	0.15	0.12	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.38	0.38	0.16	0.50	0.50	0.27	0.22	0.22	0.17	0.12	0.12
Volume/Cap:	0.36	0.34	0.34	0.34	0.75	1.07	1.07	0.71	0.71	0.71	1.07	1.07
Delay/Veh:	76.0	35.4	35.4	60.1	33.5	82.0	120.8	61.0	61.0	70.4	134	133.9
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:	76.0	35.4	35.4	60.1	33.5	82.0	120.8	61.0	61.0	70.4	134	133.9
LOS by Move:	E-	D+	D+	E	C-	F	F	E	E	E	F	F
HCM2kAvgQ:	2	8	8	4	27	59	29	12	12	12	17	17

Note: Queue reported is the number of cars per lane.

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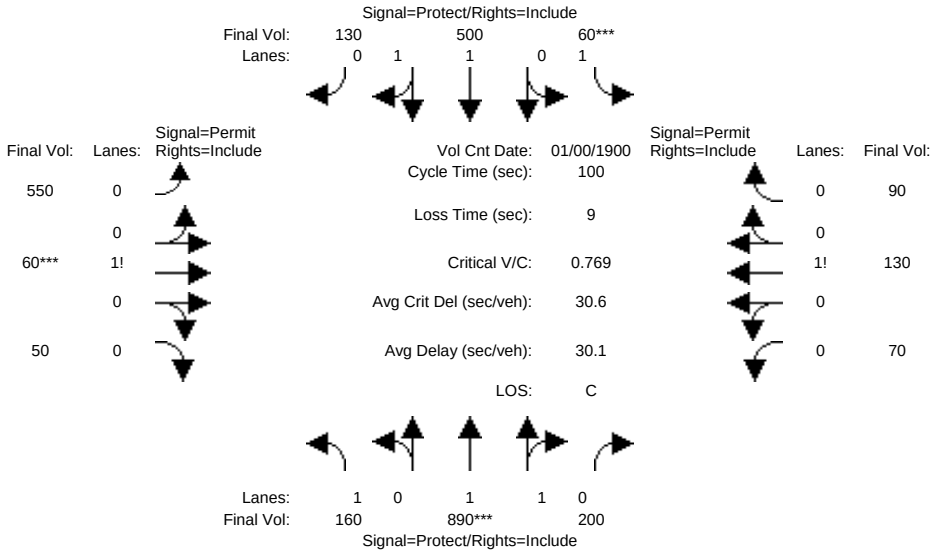
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	890	200	60	500	130	550	60	50	70	130	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	890	200	60	500	130	550	60	50	70	130	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	890	200	60	500	130	550	60	50	70	130	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	890	200	60	500	130	550	60	50	70	130	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	890	200	60	500	130	550	60	50	70	130	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	890	200	60	500	130	550	60	50	70	130	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.61	0.39	1.00	1.56	0.44	0.84	0.08	0.08	0.25	0.43	0.32
Final Sat.:	1750	3055	686	1750	2963	770	1469	160	134	438	813	563
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.03	0.17	0.17	0.37	0.37	0.37	0.16	0.16	0.16
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.07	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.59	0.79	0.79	0.49	0.59	0.59	0.79	0.79	0.79	0.34	0.34	0.34
Delay/Veh:	43.0	31.5	31.5	47.8	31.8	31.8	27.5	27.5	27.5	16.8	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	31.5	31.5	47.8	31.8	31.8	27.5	27.5	27.5	16.8	16.8	16.8
LOS by Move:	D	C	C	D	C	C	C	C	C	B	B	B
HCM2kAvgQ:	6	17	17	3	9	9	20	20	20	6	6	6

Note: Queue reported is the number of cars per lane.

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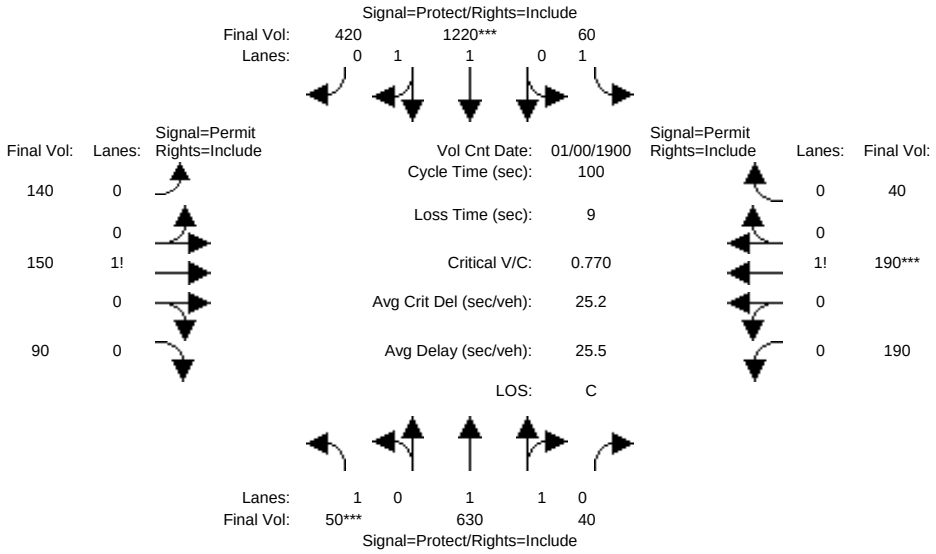
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #23: Mary Avenue and West Washington Avenue



Street Name:	Mary Avenue						West Washington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	630	40	60	1220	420	140	150	90	190	190	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	40	60	1220	420	140	150	90	190	190	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	630	40	60	1220	420	140	150	90	190	190	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	630	40	60	1220	420	140	150	90	190	190	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	630	40	60	1220	420	140	150	90	190	190	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	630	40	60	1220	420	140	150	90	190	190	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.46	0.54	0.38	0.38	0.24	0.47	0.43	0.10
Final Sat.:	1750	3555	226	1750	2766	952	665	713	428	821	821	173
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.03	0.44	0.44	0.21	0.21	0.21	0.23	0.23	0.23
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.45	0.45	0.18	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.41	0.40	0.40	0.20	0.80	0.80	0.73	0.73	0.73	0.80	0.80	0.80
Delay/Veh:	46.7	18.9	18.9	35.5	20.4	20.4	37.1	37.1	37.1	41.4	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:	46.7	18.9	18.9	35.5	20.4	20.4	37.1	37.1	37.1	41.4	41.4	41.4
LOS by Move:	D	B-	B-	D+	C+	C+	D+	D+	D+	D	D	D
HCM2kAvgQ:	2	7	7	2	22	22	12	12	12	15	15	15

Note: Queue reported is the number of cars per lane.

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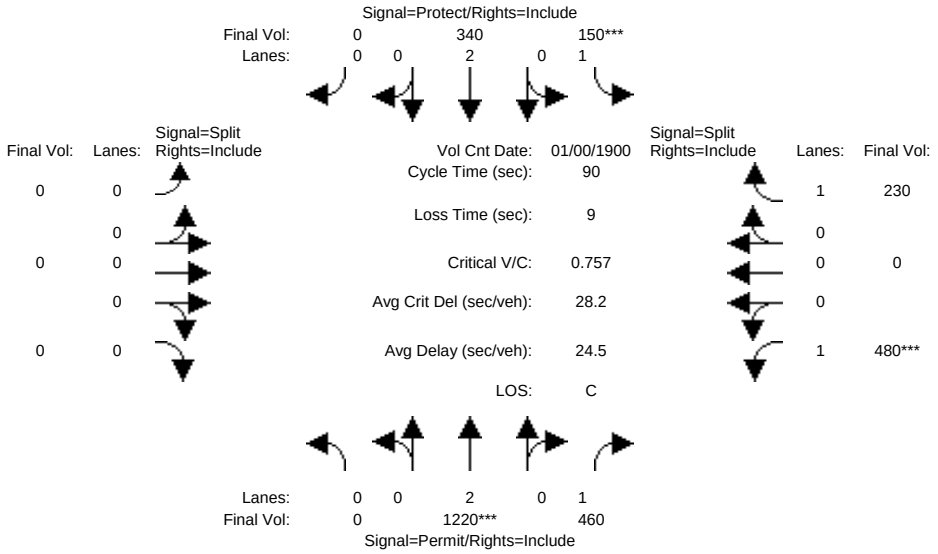
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1220	460	150	340	0	0	0	0	480	0	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:	0	1220	460	150	340	0	0	0	0	480	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1220	460	150	340	0	0	0	0	480	0	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:	0	1220	460	150	340	0	0	0	0	480	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1220	460	150	340	0	0	0	0	480	0	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
FinalVolume:	0	1220	460	150	340	0	0	0	0	480	0	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.26	0.09	0.09	0.00	0.00	0.00	0.00	0.27	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.42	0.42	0.11	0.54	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	0.76	0.62	0.76	0.17	0.00	0.00	0.00	0.00	0.76	0.00	0.36
Delay/Veh:	0.0	24.1	21.8	54.0	10.6	0.0	0.0	0.0	0.0	30.4	0.0	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:	0.0	24.1	21.8	54.0	10.6	0.0	0.0	0.0	0.0	30.4	0.0	21.4
LOS by Move:	A	C	C+	D-	B+	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	14	10	6	2	0	0	0	0	14	0	5

Note: Queue reported is the number of cars per lane.

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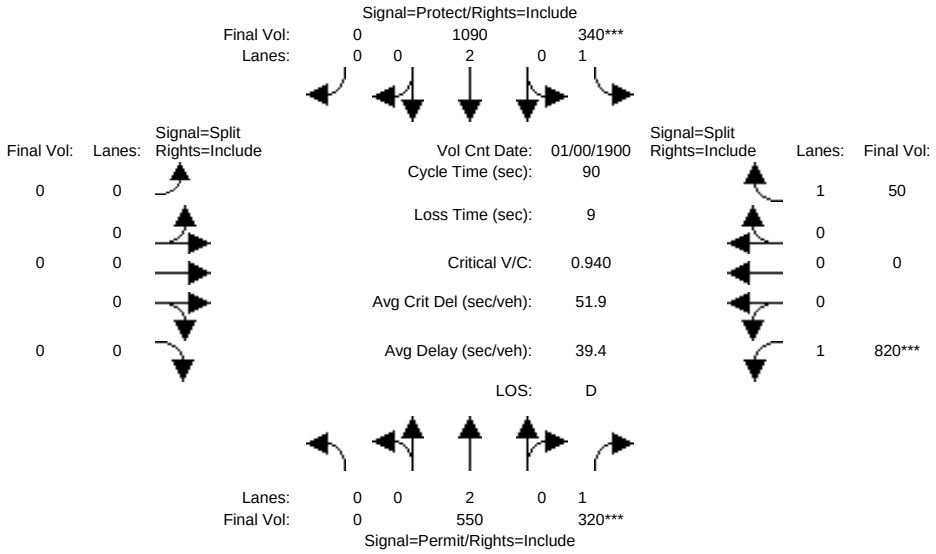
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1024: Moffett Blvd and US-101 NB Off Ramp



Street Name:	Moffett Boulevard						US-101 NB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	550	320	340	1090	0	0	0	0	820	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	550	320	340	1090	0	0	0	0	820	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	550	320	340	1090	0	0	0	0	820	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	550	320	340	1090	0	0	0	0	820	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	320	340	1090	0	0	0	0	820	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	550	320	340	1090	0	0	0	0	820	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.18	0.19	0.29	0.00	0.00	0.00	0.00	0.47	0.00	0.03
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.19	0.19	0.21	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.74	0.94	0.94	0.71	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Delay/Veh:	0.0	38.2	69.1	67.2	24.3	0.0	0.0	0.0	0.0	38.9	0.0	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.2	69.1	67.2	24.3	0.0	0.0	0.0	0.0	38.9	0.0	11.7
LOS by Move:	A	D+	E	E	C	A	A	A	A	D+	A	B+
HCM2kAvgQ:	0	7	11	15	14	0	0	0	0	29	0	1

Note: Queue reported is the number of cars per lane.

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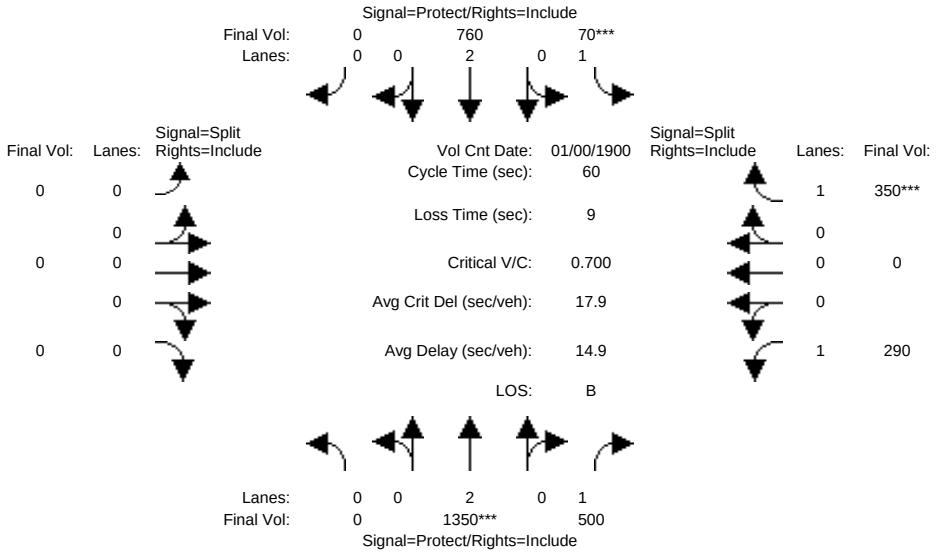
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1350	500	70	760	0	0	0	0	290	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	500	70	760	0	0	0	0	290	0	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1350	500	70	760	0	0	0	0	290	0	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	500	70	760	0	0	0	0	290	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	500	70	760	0	0	0	0	290	0	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1350	500	70	760	0	0	0	0	290	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.29	0.04	0.20	0.00	0.00	0.00	0.00	0.17	0.00	0.20
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.47	0.47	0.12	0.59	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.76	0.61	0.34	0.34	0.00	0.00	0.00	0.00	0.63	0.00	0.76
Delay/Veh:	0.0	15.0	13.2	25.4	6.5	0.0	0.0	0.0	0.0	22.2	0.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	13.2	25.4	6.5	0.0	0.0	0.0	0.0	22.2	0.0	27.4
LOS by Move:	A	B	B	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	10	7	1	4	0	0	0	0	6	0	8

Note: Queue reported is the number of cars per lane.

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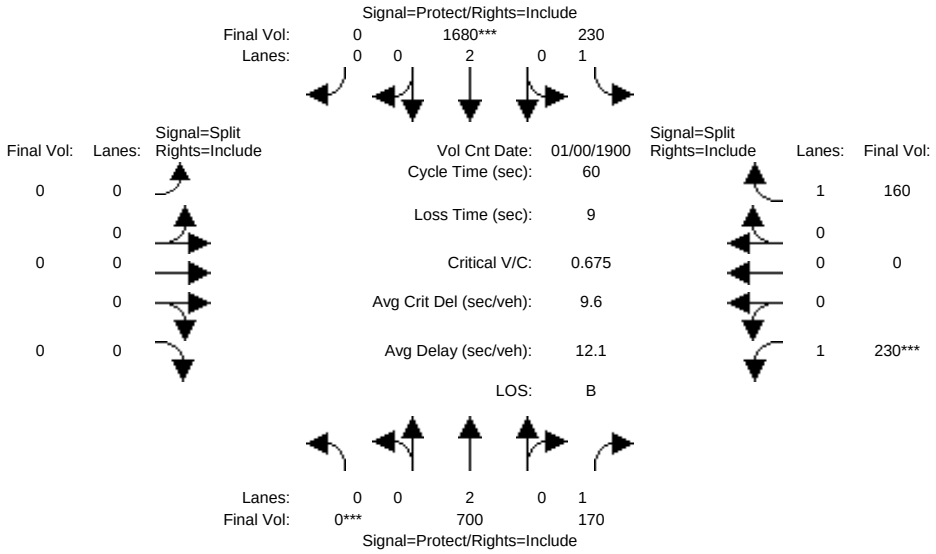
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1025: Moffett Blvd and US-101 SB Ramps



Street Name:	Moffett Boulevard						US-101 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	700	170	230	1680	0	0	0	0	230	0	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:	0	700	170	230	1680	0	0	0	0	230	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	170	230	1680	0	0	0	0	230	0	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:	0	700	170	230	1680	0	0	0	0	230	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	170	230	1680	0	0	0	0	230	0	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
FinalVolume:	0	700	170	230	1680	0	0	0	0	230	0	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	0.92	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	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.13	0.44	0.00	0.00	0.00	0.00	0.13	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.38	0.38	0.27	0.66	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.48	0.25	0.48	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.47
Delay/Veh:	0.0	14.3	12.9	19.0	7.1	0.0	0.0	0.0	0.0	27.7	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	14.3	12.9	19.0	7.1	0.0	0.0	0.0	0.0	27.7	0.0	22.4
LOS by Move:	A	B	B	B-	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	5	2	4	9	0	0	0	0	6	0	3

Note: Queue reported is the number of cars per lane.

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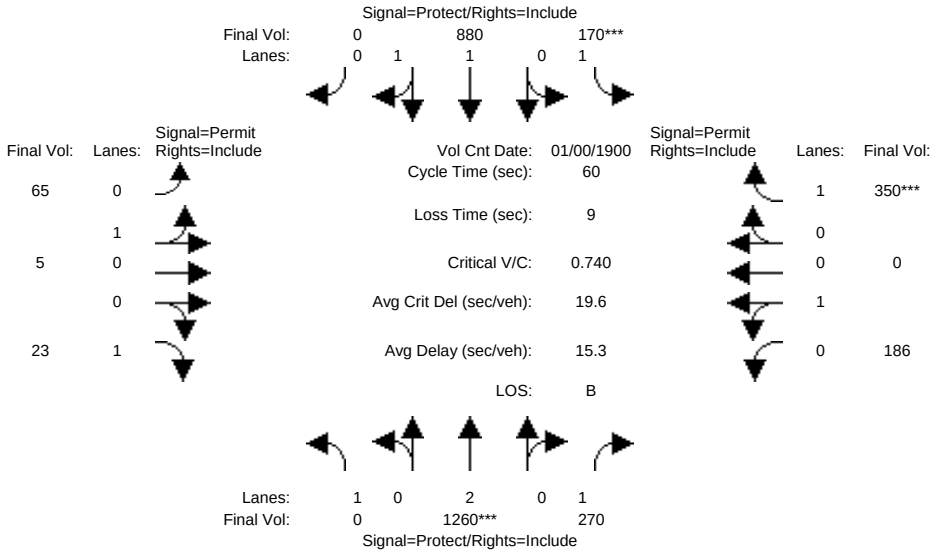
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1260	270	170	880	0	65	5	23	186	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1260	270	170	880	0	65	5	23	186	0	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	270	170	880	0	65	5	23	186	0	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1260	270	170	880	0	65	5	23	186	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	270	170	880	0	65	5	23	186	0	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1260	270	170	880	0	65	5	23	186	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.00	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1634	126	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.15	0.10	0.23	0.00	0.04	0.04	0.01	0.11	0.00	0.20
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.45	0.45	0.13	0.58	0.00	0.27	0.27	0.27	0.27	0.00	0.27
Volume/Cap:	0.00	0.74	0.34	0.74	0.40	0.00	0.15	0.15	0.05	0.39	0.00	0.74
Delay/Veh:	0.0	15.4	11.1	37.1	7.0	0.0	16.8	16.8	16.2	18.4	0.0	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:	0.0	15.4	11.1	37.1	7.0	0.0	16.8	16.8	16.2	18.4	0.0	26.1
LOS by Move:	A	B	B+	D+	A	A	B	B	B	B-	A	C
HCM2kAvgQ:	0	9	3	4	4	0	1	1	0	3	0	8

Note: Queue reported is the number of cars per lane.

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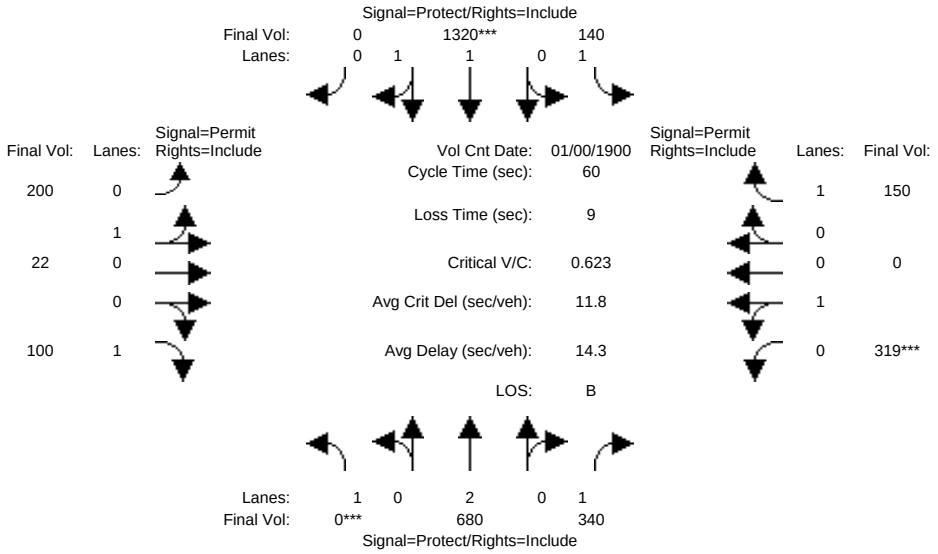
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1026: Moffett Blvd and Leong Drive



Street Name:	Moffett Boulevard						Leong Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	680	340	140	1320	0	200	22	100	319	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:	0	680	340	140	1320	0	200	22	100	319	0	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	680	340	140	1320	0	200	22	100	319	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:	0	680	340	140	1320	0	200	22	100	319	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	340	140	1320	0	200	22	100	319	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
FinalVolume:	0	680	340	140	1320	0	200	22	100	319	0	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	0.92	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	0.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1589	175	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.19	0.08	0.35	0.00	0.13	0.13	0.06	0.18	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.35	0.35	0.21	0.56	0.00	0.29	0.29	0.29	0.29	0.00	0.29
Volume/Cap:	0.00	0.51	0.56	0.38	0.62	0.00	0.43	0.43	0.20	0.62	0.00	0.29
Delay/Veh:	0.0	15.9	17.0	21.1	9.6	0.0	17.8	17.8	16.1	20.8	0.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	17.0	21.1	9.6	0.0	17.8	17.8	16.1	20.8	0.0	16.7
LOS by Move:	A	B	B	C+	A	A	B	B	B	C+	A	B
HCM2kAvgQ:	0	5	5	2	8	0	4	4	2	7	0	3

Note: Queue reported is the number of cars per lane.

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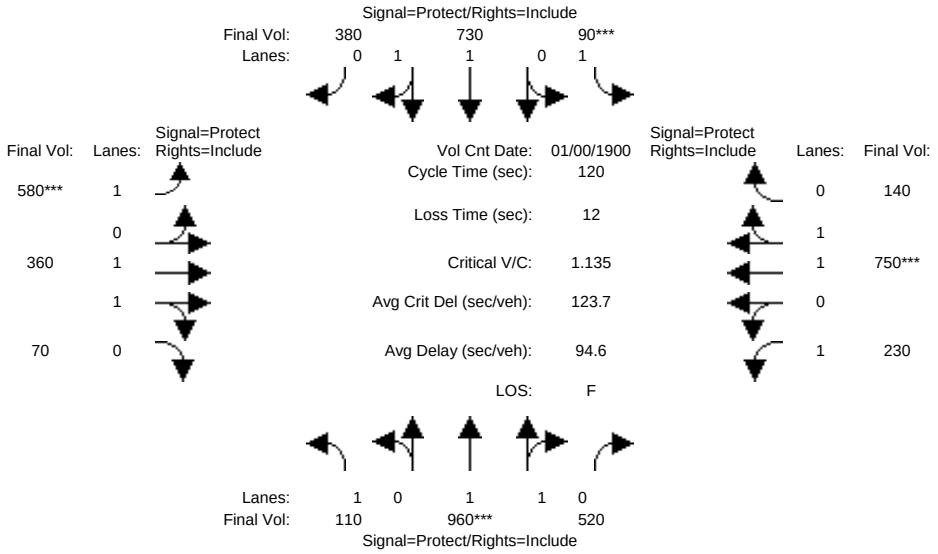
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	960	520	90	730	380	580	360	70	230	750	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	960	520	90	730	380	580	360	70	230	750	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	960	520	90	730	380	580	360	70	230	750	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:	110	960	520	90	730	380	580	360	70	230	750	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	960	520	90	730	380	580	360	70	230	750	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	960	520	90	730	380	580	360	70	230	750	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.26	0.74	1.00	1.28	0.72	1.00	1.65	0.35	1.00	1.66	0.34
Final Sat.:	1750	2393	1296	1750	2428	1264	1750	3138	610	1750	3160	590
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.05	0.30	0.30	0.33	0.11	0.11	0.13	0.24	0.24
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.35	0.35	0.06	0.34	0.34	0.29	0.23	0.23	0.26	0.21	0.21
Volume/Cap:	0.89	1.15	1.15	0.88	0.89	0.89	1.15	0.50	0.50	0.50	1.15	1.15
Delay/Veh:	105.5	117	117.1	109.3	46.4	46.4	132.1	40.6	40.6	38.3	131	130.8
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:	105.5	117	117.1	109.3	46.4	46.4	132.1	40.6	40.6	38.3	131	130.8
LOS by Move:	F	F	F	F	D	D	F	D	D	D+	F	F
HCM2kAvgQ:	5	41	41	4	22	22	36	7	7	7	25	25

Note: Queue reported is the number of cars per lane.

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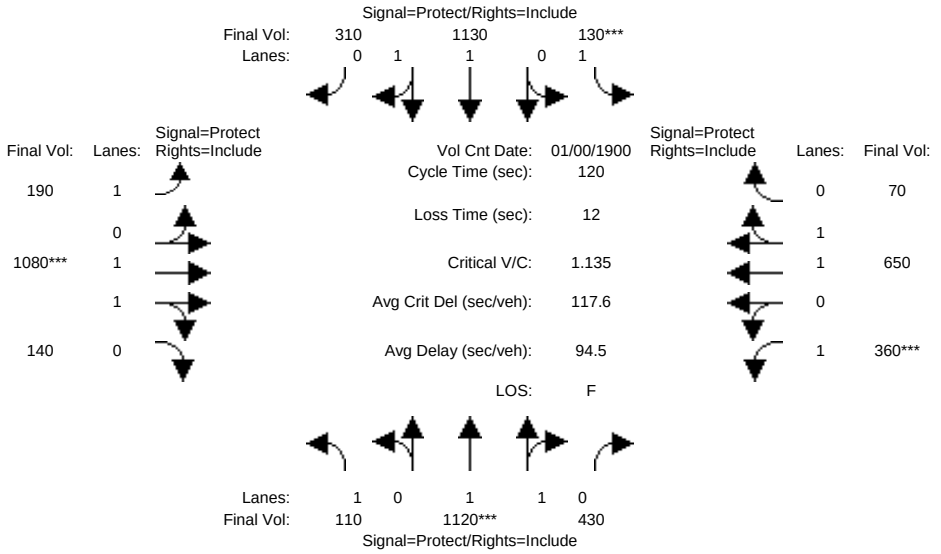
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	1120	430	130	1130	310	190	1080	140	360	650	70
Growth Adj:	1.00	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	1120	430	130	1130	310	190	1080	140	360	650	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1120	430	130	1130	310	190	1080	140	360	650	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1120	430	130	1130	310	190	1080	140	360	650	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1120	430	130	1130	310	190	1080	140	360	650	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1120	430	130	1130	310	190	1080	140	360	650	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.41	0.59	1.00	1.54	0.46	1.00	1.75	0.25	1.00	1.79	0.21
Final Sat.:	1750	2682	1030	1750	2928	803	1750	3331	432	1750	3402	366
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.07	0.39	0.39	0.11	0.32	0.32	0.21	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.37	0.37	0.07	0.37	0.37	0.17	0.29	0.29	0.18	0.30	0.30
Volume/Cap:	1.04	1.14	1.14	1.14	1.04	1.04	0.64	1.14	1.14	1.14	0.64	0.64
Delay/Veh:	153.7	108	108.4	181.2	71.6	71.6	51.2	116	115.5	141.4	37.9	37.9
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:	153.7	108	108.4	181.2	71.6	71.6	51.2	116	115.5	141.4	37.9	37.9
LOS by Move:	F	F	F	F	E	E	D-	F	F	F	D+	D+
HCM2kAvgQ:	6	41	41	8	33	33	8	35	35	21	11	11

Note: Queue reported is the number of cars per lane.

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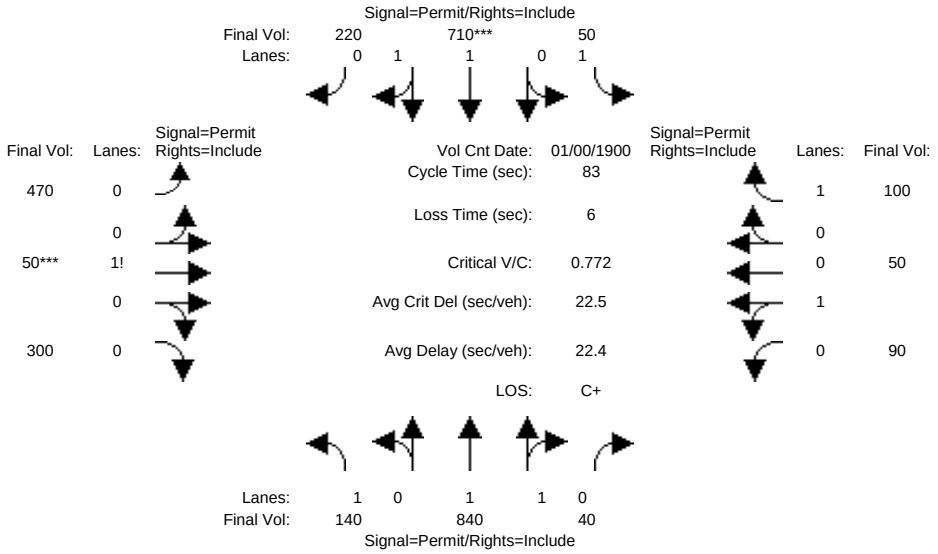
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	140	840	40	50	710	220	470	50	300	90	50	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:	140	840	40	50	710	220	470	50	300	90	50	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	840	40	50	710	220	470	50	300	90	50	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:	140	840	40	50	710	220	470	50	300	90	50	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	840	40	50	710	220	470	50	300	90	50	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
FinalVolume:	140	840	40	50	710	220	470	50	300	90	50	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.90	0.10	1.00	1.50	0.50	0.57	0.06	0.37	0.66	0.34	1.00
Final Sat.:	1750	3613	172	1750	2843	881	1008	107	643	1158	643	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.03	0.25	0.25	0.47	0.47	0.47	0.08	0.08	0.06
Crit Moves:					****			****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.25	0.72	0.72	0.09	0.77	0.77	0.77	0.77	0.77	0.13	0.13	0.09
Delay/Veh:	20.9	26.8	26.8	19.6	28.5	28.5	15.7	15.7	15.7	7.1	7.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	26.8	26.8	19.6	28.5	28.5	15.7	15.7	15.7	7.1	7.1	6.9
LOS by Move:	C+	C	C	B-	C	C	B	B	B	A	A	A
HCM2kAvgQ:	3	9	9	1	10	10	18	18	18	2	2	1

Note: Queue reported is the number of cars per lane.

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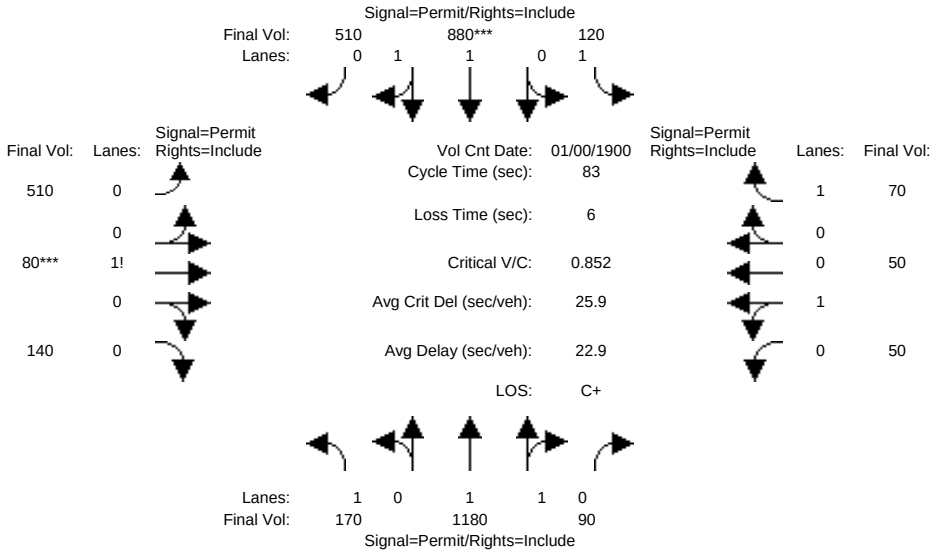
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1028: Moffett Boulevard and Central Avenue



Street Name:	Moffett Boulevard						Central 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:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	1180	90	120	880	510	510	80	140	50	50	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1180	90	120	880	510	510	80	140	50	50	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1180	90	120	880	510	510	80	140	50	50	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1180	90	120	880	510	510	80	140	50	50	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1180	90	120	880	510	510	80	140	50	50	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1180	90	120	880	510	510	80	140	50	50	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.85	0.15	1.00	1.23	0.77	0.71	0.10	0.19	0.52	0.48	1.00
Final Sat.:	1750	3509	268	1750	2332	1352	1233	193	339	911	911	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.07	0.38	0.38	0.41	0.41	0.41	0.05	0.05	0.04
Crit Moves:					****			****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.76	0.76	0.15	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.08
Delay/Veh:	14.4	21.5	21.5	13.9	25.3	25.3	27.0	27.0	27.0	11.7	11.7	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	21.5	21.5	13.9	25.3	25.3	27.0	27.0	27.0	11.7	11.7	11.5
LOS by Move:	B	C+	C+	B	C	C	C	C	C	B+	B+	B+
HCM2kAvgQ:	3	13	13	2	15	15	20	20	20	1	1	1

Note: Queue reported is the number of cars per lane.

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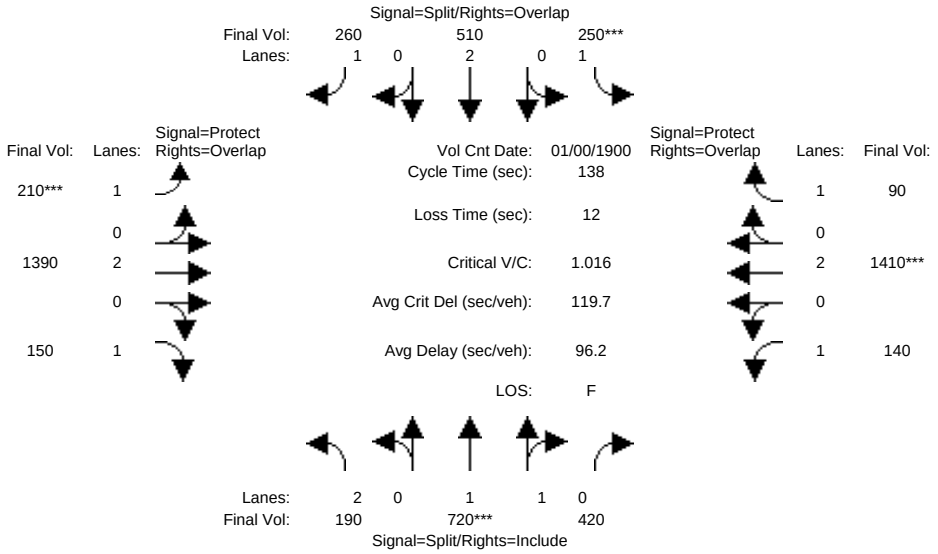
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	720	420	250	510	260	210	1390	150	140	1410	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	720	420	250	510	260	210	1390	150	140	1410	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	720	420	250	510	260	210	1390	150	140	1410	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	720	420	250	510	260	210	1390	150	140	1410	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	720	420	250	510	260	210	1390	150	140	1410	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	720	420	250	510	260	210	1390	150	140	1410	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2327	1357	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.14	0.13	0.15	0.12	0.37	0.09	0.08	0.37	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.24	0.13	0.44	0.68	0.13	0.44	0.56
Volume/Cap:	0.25	1.26	1.26	1.26	1.18	0.62	0.95	0.84	0.13	0.60	0.84	0.09
Delay/Veh:	50.8	189	189.2	223.3	176	59.6	120.2	45.8	9.3	72.7	45.0	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:	50.8	189	189.2	223.3	176	59.6	120.2	45.8	9.3	72.7	45.0	17.3
LOS by Move:	D	F	F	F	F	E+	F	D	A	E	D	B
HCM2kAvgQ:	5	46	46	20	18	12	15	33	3	7	32	2

Note: Queue reported is the number of cars per lane.

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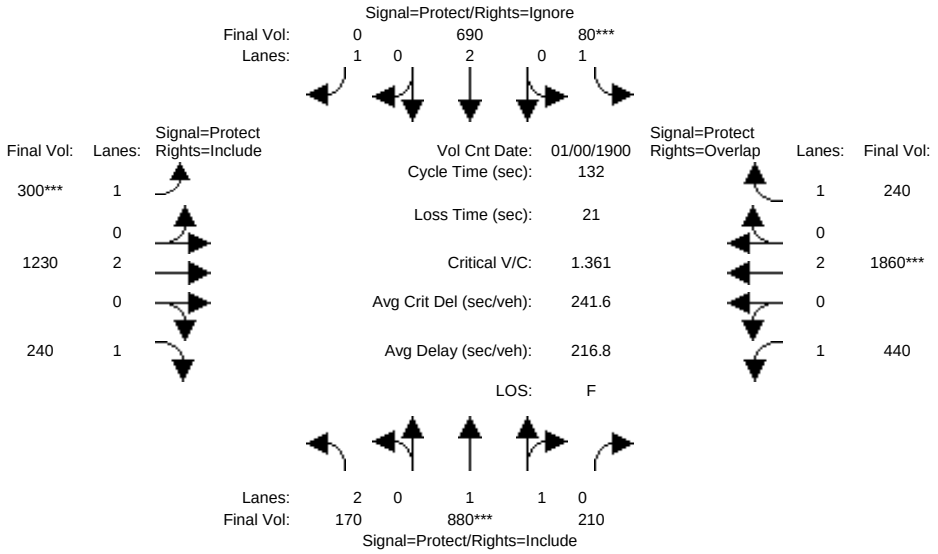
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	880	210	80	690	390	300	1230	240	440	1860	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	880	210	80	690	390	300	1230	240	440	1860	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	880	210	80	690	390	300	1230	240	440	1860	240
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:	170	880	210	80	690	0	300	1230	240	440	1860	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	880	210	80	690	0	300	1230	240	440	1860	240
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:	170	880	210	80	690	0	300	1230	240	440	1860	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	2.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2677	2565	612	1488	3230	1488	1488	3230	1488	1488	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.05	0.21	0.00	0.20	0.38	0.16	0.30	0.58	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.30	0.30	0.07	0.19	0.00	0.12	0.39	0.39	0.11	0.38	0.44
Volume/Cap:	0.36	1.14	1.14	0.82	1.12	0.00	1.71	0.99	0.42	2.66	1.52	0.36
Delay/Veh:	56.1	130	129.6	111.4	136	0.0	412.0	69.1	34.9	833.0	285	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:	56.1	130	129.6	111.4	136	0.0	412.0	69.1	34.9	833.0	285	28.5
LOS by Move:	E+	F	F	F	F	A	F	E	C-	F	F	C
HCM2kAvgQ:	5	37	37	4	21	0	33	34	11	58	79	10

Note: Queue reported is the number of cars per lane.

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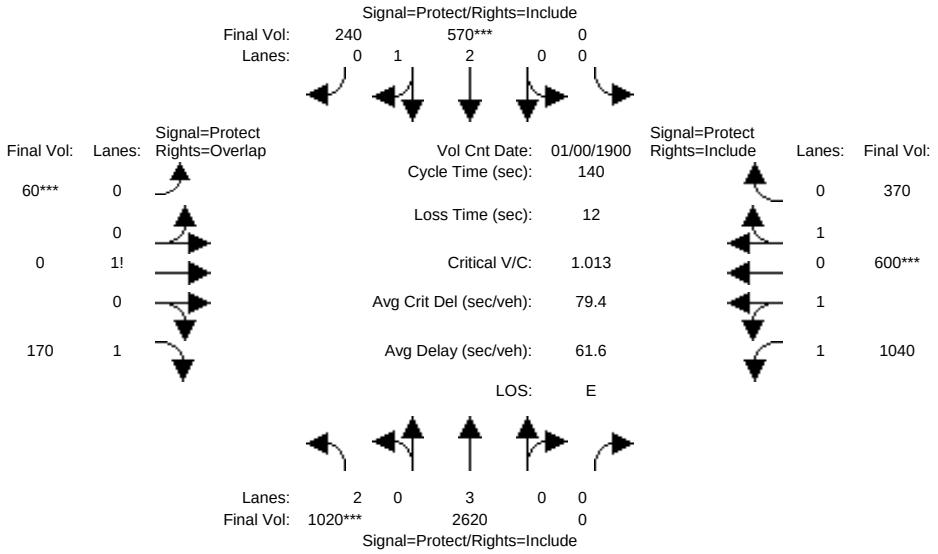
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1020	2620	0	0	570	240	60	0	170	1040	600	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	2620	0	0	570	240	60	0	170	1040	600	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	2620	0	0	570	240	60	0	170	1040	600	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1020	2620	0	0	570	240	60	0	170	1040	600	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	2620	0	0	570	240	60	0	170	1040	600	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	2620	0	0	570	240	60	0	170	1040	600	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.06	0.94	0.41	0.00	1.59	1.59	0.84	0.57
Final Sat.:	3150	5700	0	0	3912	1647	724	0	2776	2782	1605	990
Capacity Analysis Module:												
Vol/Sat:	0.32	0.46	0.00	0.00	0.15	0.15	0.08	0.00	0.06	0.37	0.37	0.37
Crit Moves:	****				****		****				****	
Green/Cycle:	0.32	0.46	0.00	0.00	0.14	0.14	0.08	0.00	0.40	0.45	0.37	0.37
Volume/Cap:	1.01	0.99	0.00	0.00	1.01	1.01	1.01	0.00	0.15	0.83	1.01	1.01
Delay/Veh:	79.3	52.9	0.0	0.0	95.0	95.0	127.4	0.0	26.8	36.3	67.7	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:	79.3	52.9	0.0	0.0	95.0	95.0	127.4	0.0	26.8	36.3	67.7	67.7
LOS by Move:	E-	D-	A	A	F	F	F	A	C	D+	E	E
HCM2kAvgQ:	31	42	0	0	17	17	11	0	3	28	38	38

Note: Queue reported is the number of cars per lane.

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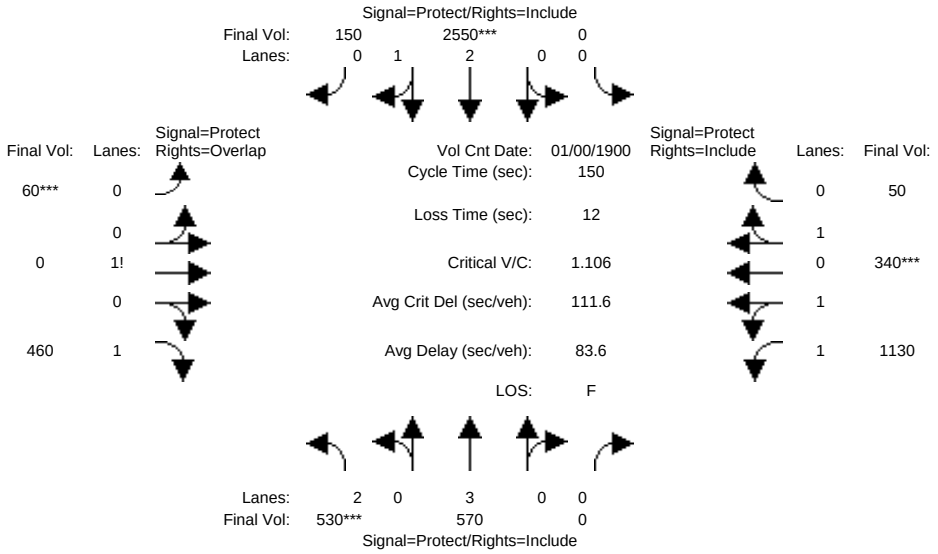
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	530	570	0	0	2550	150	60	0	460	1130	340	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	570	0	0	2550	150	60	0	460	1130	340	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	570	0	0	2550	150	60	0	460	1130	340	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	570	0	0	2550	150	60	0	460	1130	340	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	570	0	0	2550	150	60	0	460	1130	340	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	570	0	0	2550	150	60	0	460	1130	340	50
Saturation 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	0.00	0.00	2.82	0.18	0.21	0.00	1.79	2.00	0.86	0.14
Final Sat.:	3150	5700	0	0	5358	315	362	0	3138	3500	1638	241
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.00	0.48	0.48	0.17	0.00	0.15	0.32	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.58	0.00	0.00	0.43	0.43	0.15	0.00	0.30	0.34	0.19	0.19
Volume/Cap:	1.11	0.17	0.00	0.00	1.11	1.11	1.11	0.00	0.49	0.96	1.11	1.11
Delay/Veh:	136.8	14.5	0.0	0.0	97.1	97.1	137.3	0.0	43.2	62.3	120	119.7
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:	136.8	14.5	0.0	0.0	97.1	97.1	137.3	0.0	43.2	62.3	120	119.7
LOS by Move:	F	B	A	A	F	F	F	A	D	E	F	F
HCM2kAvgQ:	20	4	0	0	55	55	22	0	10	32	26	26

Note: Queue reported is the number of cars per lane.

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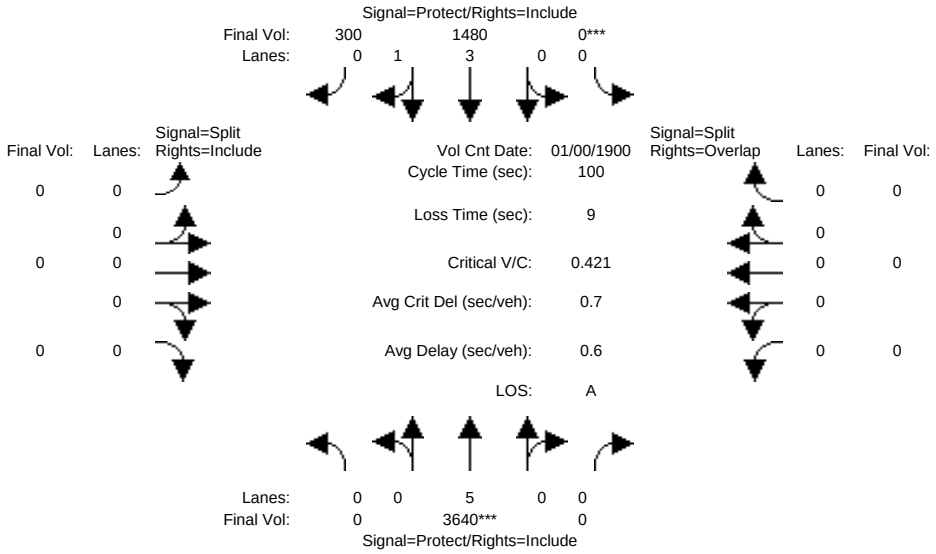
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	3640	0	0	1480	300	0	0	0	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	3640	0	0	1480	300	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3640	0	0	1480	300	0	0	0	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	3640	0	0	1480	300	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3640	0	0	1480	300	0	0	0	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	3640	0	0	1480	300	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	5.00	0.00	0.00	3.28	0.72	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	6229	1263	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.91	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.6	0.6	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	0.7	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	2	2	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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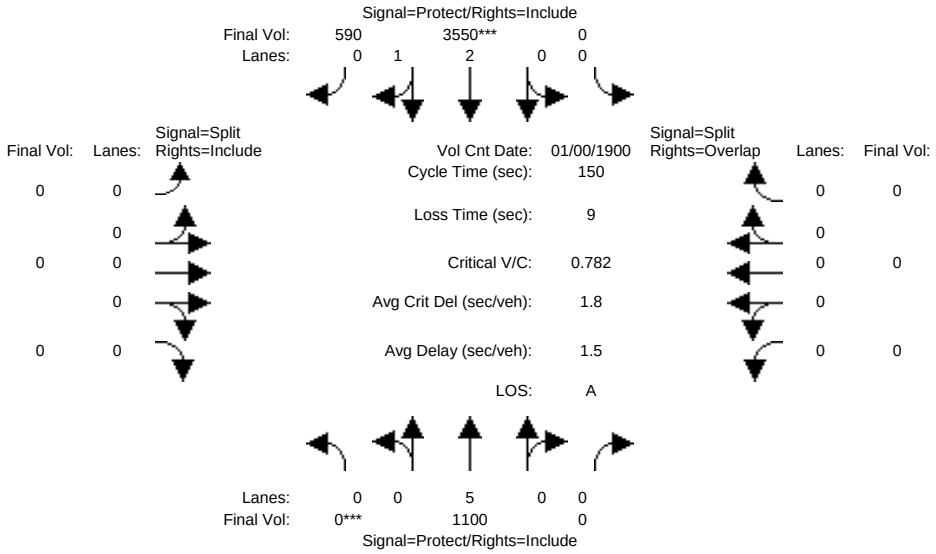
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1031: Mathilda Avenue and SR 237 WB Ramps



Street Name:	Mathilda Avenue						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1100	0	0	3550	590	0	0	0	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	1100	0	0	3550	590	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1100	0	0	3550	590	0	0	0	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	1100	0	0	3550	590	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	0	0	3550	590	0	0	0	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	1100	0	0	3550	590	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	5.00	0.00	0.00	2.54	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	4829	803	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.94	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.12	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	1.8	1.8	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	0.3	0.0	0.0	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	14	14	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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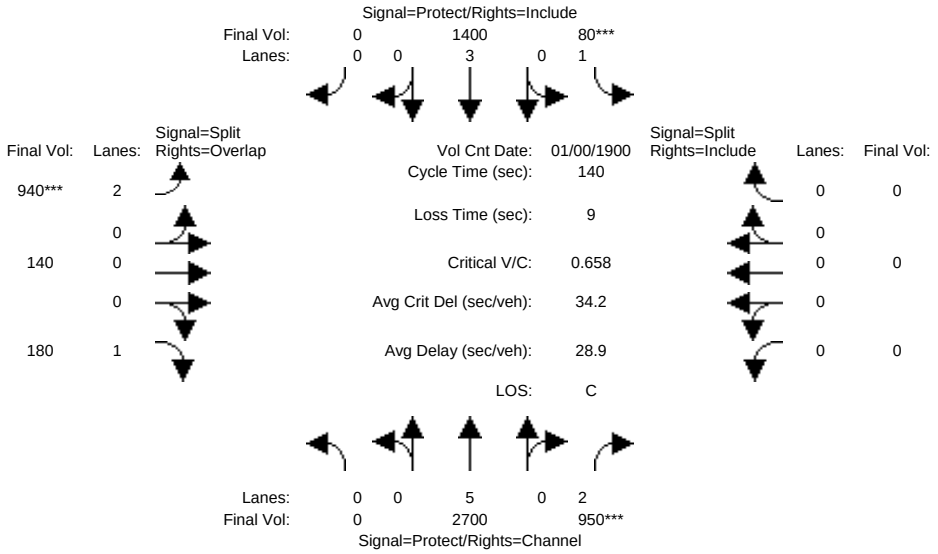
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2700	950	80	1400	0	940	140	180	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	2700	950	80	1400	0	940	140	180	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2700	950	80	1400	0	940	140	180	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	2700	950	80	1400	0	940	140	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2700	950	80	1400	0	940	140	180	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	2700	950	80	1400	0	940	140	180	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	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.42	0.58	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3500	793	1020	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.30	0.05	0.25	0.00	0.27	0.18	0.18	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.46	0.46	0.07	0.53	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.66	0.66	0.47	0.00	0.66	0.43	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	30.5	76.0	20.8	0.0	34.4	29.9	29.9	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	29.0	30.5	76.0	20.8	0.0	34.4	29.9	29.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E-	C+	A	C-	C	C	A	A	A
HCM2kAvgQ:	0	17	18	4	12	0	18	10	10	0	0	0

Note: Queue reported is the number of cars per lane.

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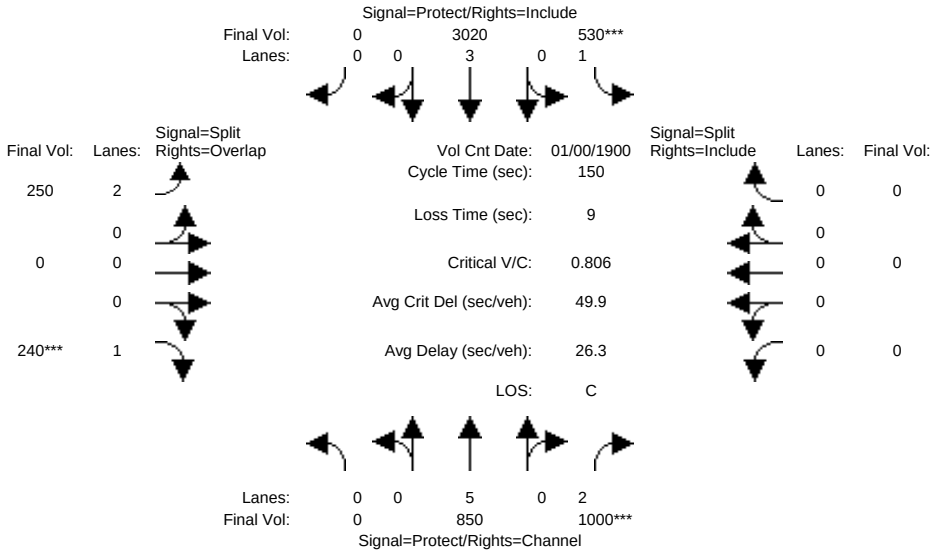
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1032: Mathilda Avenue and SR 237 EB Ramps



Street Name:	Mathilda Avenue						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	850	1000	530	3020	0	250	0	240	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	850	1000	530	3020	0	250	0	240	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	850	1000	530	3020	0	250	0	240	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	850	1000	530	3020	0	250	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	850	1000	530	3020	0	250	0	240	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	850	1000	530	3020	0	250	0	240	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	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.32	0.30	0.53	0.00	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.39	0.39	0.38	0.77	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.81	0.81	0.69	0.00	0.47	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	44.3	49.1	8.9	0.0	56.7	0.0	74.6	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	30.3	44.3	49.1	8.9	0.0	56.7	0.0	74.6	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	E+	A	E	A	A	A
HCM2kAvgQ:	0	5	25	23	22	0	7	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

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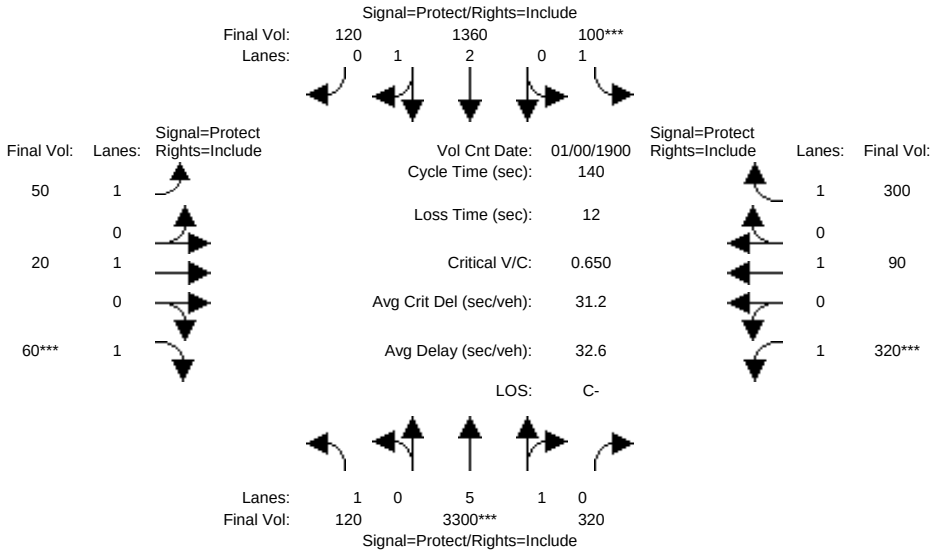
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	3300	320	100	1360	120	50	20	60	320	90	300
Growth Adj:	1.00	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	3300	320	100	1360	120	50	20	60	320	90	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	3300	320	100	1360	120	50	20	60	320	90	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3300	320	100	1360	120	50	20	60	320	90	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3300	320	100	1360	120	50	20	60	320	90	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	3300	320	100	1360	120	50	20	60	320	90	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	5.43	0.57	1.00	2.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	xxxx	1000	1750	5202	459	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.06	0.26	0.26	0.03	0.01	0.03	0.18	0.05	0.17
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.48	0.48	0.09	0.45	0.45	0.08	0.07	0.07	0.28	0.27	0.27
Volume/Cap:	0.58	0.66	0.66	0.66	0.58	0.58	0.36	0.15	0.48	0.66	0.18	0.64
Delay/Veh:	62.6	28.0	28.0	72.7	29.0	29.0	62.9	61.5	65.4	48.5	39.5	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	28.0	28.0	72.7	29.0	29.0	62.9	61.5	65.4	48.5	39.5	48.2
LOS by Move:	E	C	C	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	5	18	18	5	15	15	3	1	3	14	3	13

Note: Queue reported is the number of cars per lane.

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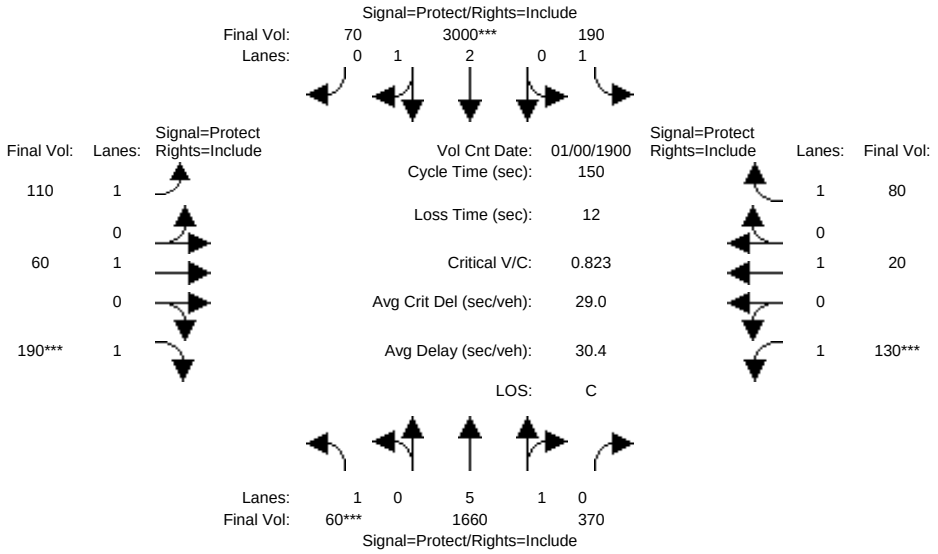
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1033: Mathida Ave and Ross Drive



Street Name:	Mathilda Avenue						Ross Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	1660	370	190	3000	70	110	60	190	130	20	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:	60	1660	370	190	3000	70	110	60	190	130	20	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1660	370	190	3000	70	110	60	190	130	20	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:	60	1660	370	190	3000	70	110	60	190	130	20	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1660	370	190	3000	70	110	60	190	130	20	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
FinalVolume:	60	1660	370	190	3000	70	110	60	190	130	20	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	5.00	1.00	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	9500	1750	1750	5559	130	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.21	0.11	0.54	0.54	0.06	0.03	0.11	0.07	0.01	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.46	0.46	0.24	0.65	0.65	0.11	0.13	0.13	0.09	0.11	0.11
Volume/Cap:	0.73	0.38	0.46	0.46	0.83	0.83	0.59	0.24	0.83	0.83	0.09	0.40
Delay/Veh:	99.5	26.4	27.6	49.8	21.3	21.3	68.5	59.0	84.8	96.1	59.7	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:	99.5	26.4	27.6	49.8	21.3	21.3	68.5	59.0	84.8	96.1	59.7	63.1
LOS by Move:	F	C	C	D	C+	C+	E	E+	F	F	E+	E
HCM2kAvgQ:	3	9	12	8	35	35	6	3	11	9	1	4

Note: Queue reported is the number of cars per lane.

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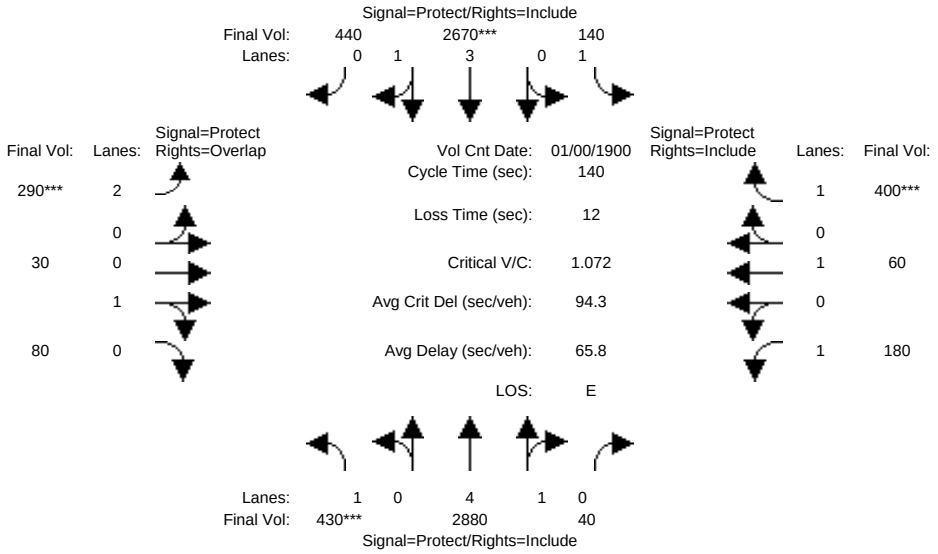
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	430	2880	40	140	2670	440	290	30	80	180	60	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	2880	40	140	2670	440	290	30	80	180	60	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	2880	40	140	2670	440	290	30	80	180	60	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2880	40	140	2670	440	290	30	80	180	60	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	2880	40	140	2670	440	290	30	80	180	60	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	2880	40	140	2670	440	290	30	80	180	60	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.93	0.07	1.00	3.39	0.61	2.00	0.26	0.74	1.00	1.00	1.00
Final Sat.:	1750	9359	130	1750	6447	1062	3150	488	1301	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.31	0.31	0.08	0.41	0.41	0.09	0.06	0.06	0.10	0.03	0.23
Crit Moves:	****				****		****					****
Green/Cycle:	0.23	0.49	0.49	0.13	0.39	0.39	0.09	0.12	0.35	0.18	0.21	0.21
Volume/Cap:	1.07	0.63	0.63	0.63	1.07	1.07	1.07	0.50	0.17	0.58	0.15	1.07
Delay/Veh:	119.6	26.8	26.8	63.7	83.0	83.0	139.3	59.3	31.5	55.8	44.9	122.3
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:	119.6	26.8	26.8	63.7	83.0	83.0	139.3	59.3	31.5	55.8	44.9	122.3
LOS by Move:	F	C	C	E	F	F	F	E+	C	E+	D	F
HCM2kAvgQ:	25	18	18	6	41	41	12	5	3	8	2	26

Note: Queue reported is the number of cars per lane.

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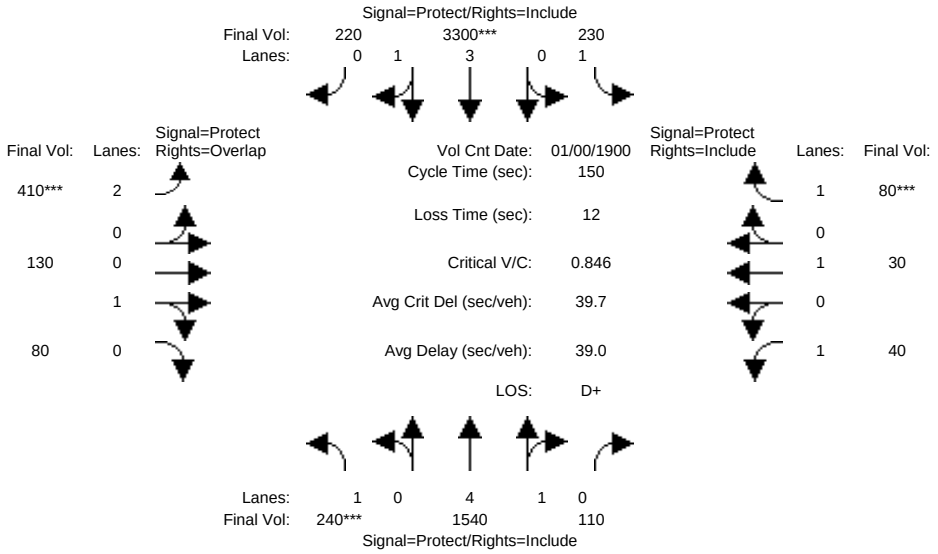
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	240	1540	110	230	3300	220	410	130	80	40	30	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:	240	1540	110	230	3300	220	410	130	80	40	30	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1540	110	230	3300	220	410	130	80	40	30	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:	240	1540	110	230	3300	220	410	130	80	40	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1540	110	230	3300	220	410	130	80	40	30	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
FinalVolume:	240	1540	110	230	3300	220	410	130	80	40	30	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.64	0.36	1.00	3.73	0.27	2.00	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	8816	630	1750	7087	472	3150	1139	701	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.13	0.47	0.47	0.13	0.11	0.11	0.02	0.02	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.16	0.40	0.40	0.30	0.54	0.54	0.15	0.15	0.31	0.06	0.07	0.07
Volume/Cap:	0.86	0.44	0.44	0.44	0.86	0.86	0.86	0.74	0.36	0.36	0.24	0.69
Delay/Veh:	83.8	32.7	32.7	42.7	31.4	31.4	76.5	70.1	40.2	69.3	67.3	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:	83.8	32.7	32.7	42.7	31.4	31.4	76.5	70.1	40.2	69.3	67.3	84.1
LOS by Move:	F	C-	C-	D	C	C	E-	E	D	E	E	F
HCM2kAvgQ:	12	11	11	8	32	32	14	11	8	2	1	5

Note: Queue reported is the number of cars per lane.

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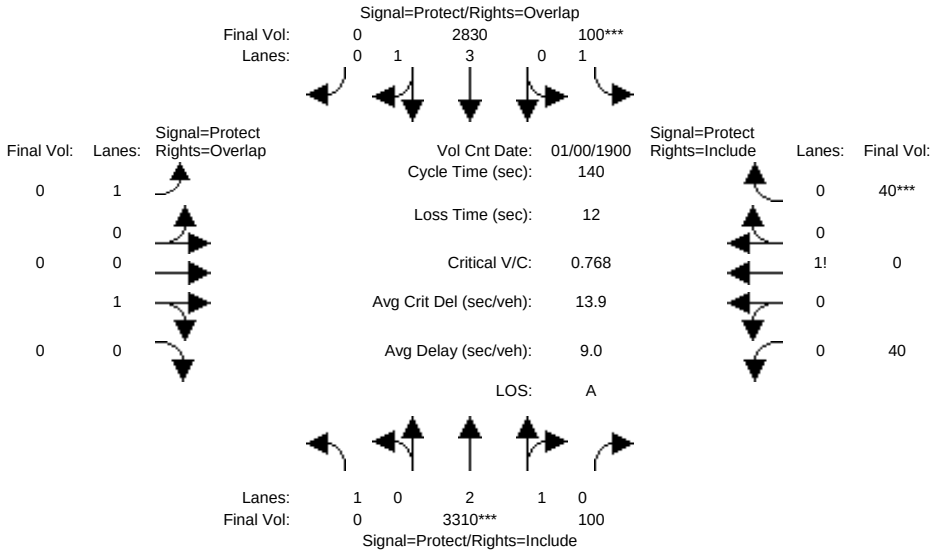
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	3310	100	100	2830	0	0	0	0	40	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3310	100	100	2830	0	0	0	0	40	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3310	100	100	2830	0	0	0	0	40	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3310	100	100	2830	0	0	0	0	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3310	100	100	2830	0	0	0	0	40	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3310	100	100	2830	0	0	0	0	40	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	4.00	0.00	1.00	1.00	0.00	0.50	0.00	0.50
Final Sat.:	1750	5519	167	1750	7600	0	1750	1900	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.06	0.37	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.77	0.77	0.07	0.84	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.78	0.78	0.78	0.44	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	10.2	10.2	89.4	2.8	0.0	0.0	0.0	0.0	73.9	0.0	73.9
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	10.2	10.2	89.4	2.8	0.0	0.0	0.0	0.0	73.9	0.0	73.9
LOS by Move:	A	B+	B+	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	29	29	4	7	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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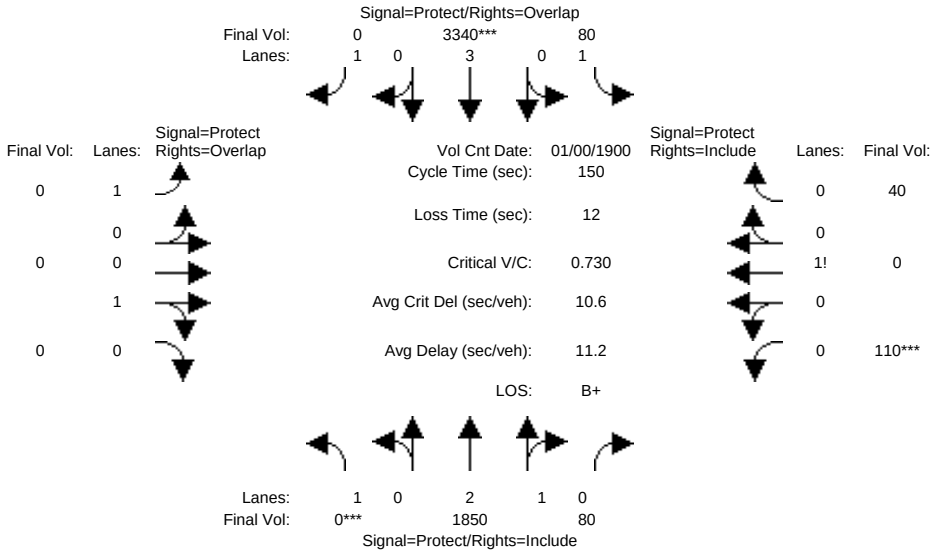
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1035: Mathilda Avenue and San Aleso Ave



Street Name:	Mathilda Avenue						San Aleso 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1850	80	80	3340	0	0	0	0	110	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1850	80	80	3340	0	0	0	0	110	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1850	80	80	3340	0	0	0	0	110	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1850	80	80	3340	0	0	0	0	110	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1850	80	80	3340	0	0	0	0	110	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1850	80	80	3340	0	0	0	0	110	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	1.00	3.00	1.00	1.00	1.00	0.00	0.73	0.00	0.27
Final Sat.:	1750	5444	235	1750	5700	1750	1750	1900	0	1283	0	467
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.05	0.59	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.71	0.71	0.10	0.80	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.48	0.48	0.47	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	9.9	9.9	66.2	7.7	0.0	0.0	0.0	0.0	76.4	0.0	76.4
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	9.9	9.9	66.2	7.7	0.0	0.0	0.0	0.0	76.4	0.0	76.4
LOS by Move:	A	A	A	E	A	A	A	A	A	E-	A	E-
HCM2kAvgQ:	0	13	13	4	23	0	0	0	0	9	0	9

Note: Queue reported is the number of cars per lane.

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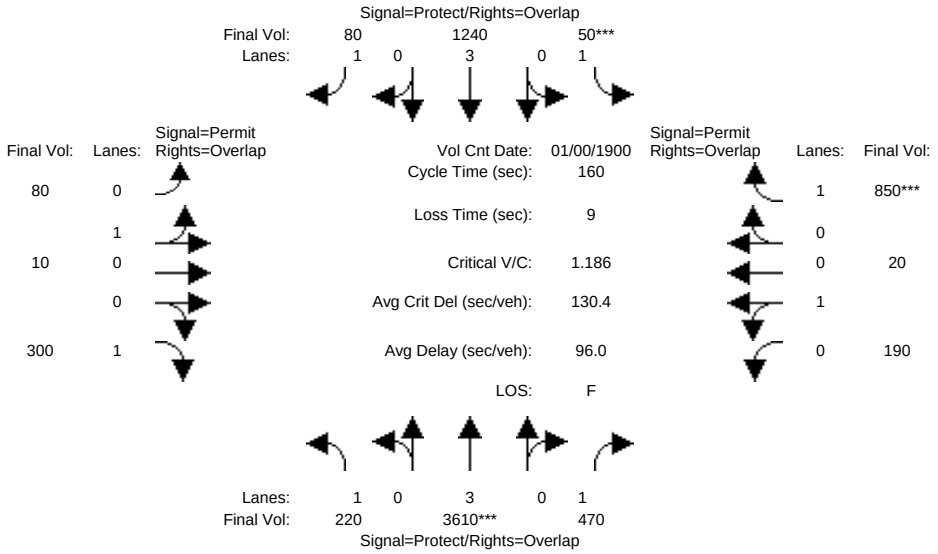
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	3610	470	50	1240	80	80	10	300	190	20	850
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	3610	470	50	1240	80	80	10	300	190	20	850
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	3610	470	50	1240	80	80	10	300	190	20	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	3610	470	50	1240	80	80	10	300	190	20	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	3610	470	50	1240	80	80	10	300	190	20	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	3610	470	50	1240	80	80	10	300	190	20	850
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.90	0.10	1.00	0.91	0.09	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1569	196	1750	1595	168	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.63	0.27	0.03	0.22	0.05	0.05	0.05	0.17	0.12	0.12	0.49
Crit Moves:		****		****								****
Green/Cycle:	0.21	0.53	0.53	0.04	0.36	0.36	0.37	0.37	0.58	0.37	0.37	0.41
Volume/Cap:	0.60	1.19	0.51	0.65	0.60	0.13	0.14	0.14	0.30	0.32	0.32	1.17
Delay/Veh:	59.8	129	24.6	93.7	41.9	34.0	33.6	33.6	17.2	36.3	36.3	139.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	129	24.6	93.7	41.9	34.0	33.6	33.6	17.2	36.3	36.3	139.5
LOS by Move:	E+	F	C	F	D	C-	C-	C-	B	D+	D+	F
HCM2kAvgQ:	11	83	16	3	16	3	3	3	8	8	8	63

Note: Queue reported is the number of cars per lane.

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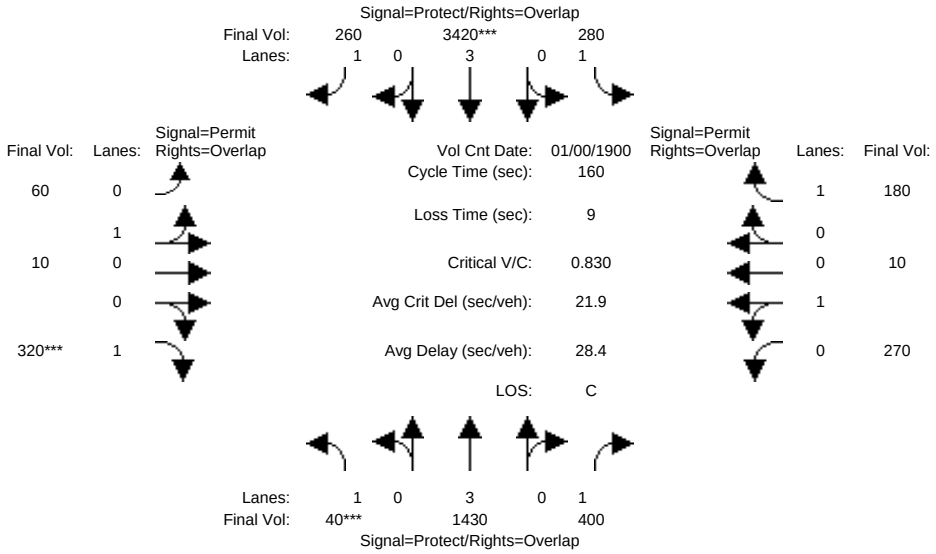
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	1430	400	280	3420	260	60	10	320	270	10	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:	40	1430	400	280	3420	260	60	10	320	270	10	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1430	400	280	3420	260	60	10	320	270	10	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:	40	1430	400	280	3420	260	60	10	320	270	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1430	400	280	3420	260	60	10	320	270	10	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
FinalVolume:	40	1430	400	280	3420	260	60	10	320	270	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1517	253	1750	1692	63	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.23	0.16	0.60	0.15	0.04	0.04	0.18	0.16	0.16	0.10
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.47	0.47	0.30	0.73	0.73	0.17	0.17	0.21	0.17	0.17	0.47
Volume/Cap:	0.52	0.53	0.48	0.53	0.82	0.20	0.23	0.23	0.86	0.94	0.94	0.22
Delay/Veh:	81.3	29.9	29.3	47.5	15.9	6.9	57.9	57.9	78.3	102.6	103	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:	81.3	29.9	29.3	47.5	15.9	6.9	57.9	57.9	78.3	102.6	103	25.1
LOS by Move:	F	C	C	D	B	A	E+	E+	E-	F	F	C
HCM2kAvgQ:	3	16	14	11	35	4	3	3	19	18	18	5

Note: Queue reported is the number of cars per lane.

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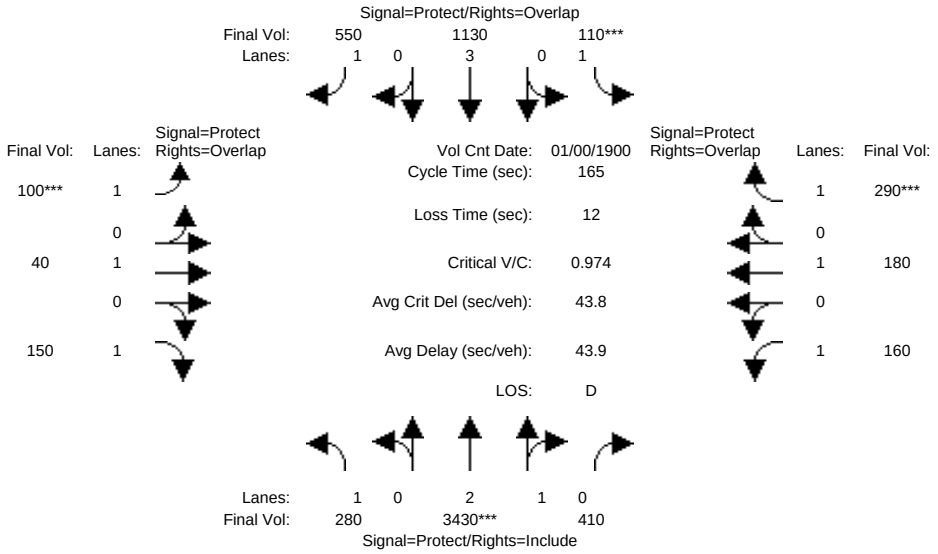
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	280	3430	410	110	1130	550	100	40	150	160	180	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	3430	410	110	1130	550	100	40	150	160	180	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	3430	410	110	1130	550	100	40	150	160	180	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	3430	410	110	1130	550	100	40	150	160	180	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	3430	410	110	1130	550	100	40	150	160	180	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	3430	410	110	1130	550	100	40	150	160	180	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.66	0.34	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5045	603	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.68	0.68	0.06	0.20	0.31	0.06	0.02	0.09	0.09	0.09	0.17
Crit Moves:		****			****			****				****
Green/Cycle:	0.29	0.70	0.70	0.06	0.47	0.53	0.06	0.07	0.36	0.10	0.11	0.17
Volume/Cap:	0.55	0.97	0.97	0.97	0.42	0.59	0.97	0.32	0.24	0.93	0.90	0.97
Delay/Veh:	50.4	32.6	32.6	153.0	29.0	27.7	157.5	75.1	37.4	120.9	109	112.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	32.6	32.6	153.0	29.0	27.7	157.5	75.1	37.4	120.9	109	112.8
LOS by Move:	D	C-	C-	F	C	C	F	E-	D+	F	F	F
HCM2kAvgQ:	13	66	66	9	12	20	8	2	6	12	12	20

Note: Queue reported is the number of cars per lane.

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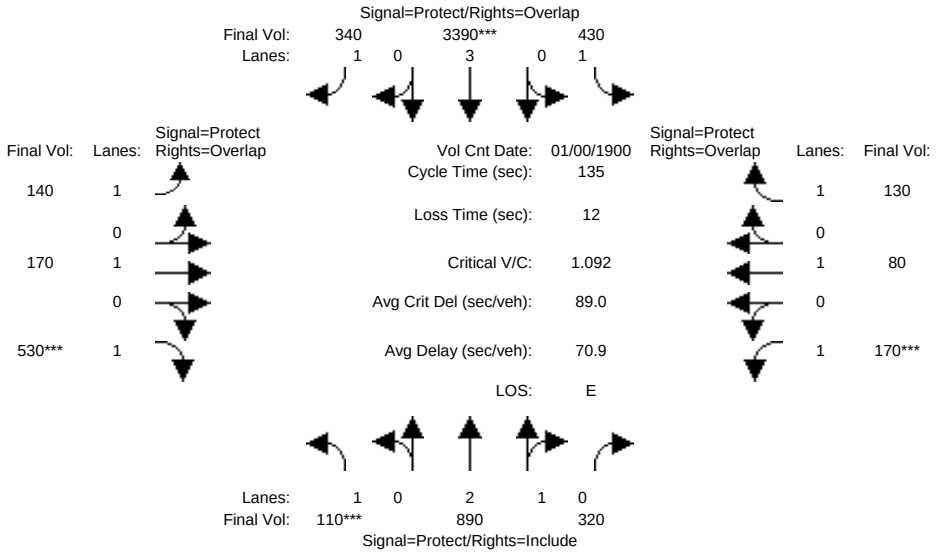
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	890	320	430	3390	340	140	170	530	170	80	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	320	430	3390	340	140	170	530	170	80	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	890	320	430	3390	340	140	170	530	170	80	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	320	430	3390	340	140	170	530	170	80	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	320	430	3390	340	140	170	530	170	80	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	320	430	3390	340	140	170	530	170	80	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.16	0.84	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4100	1474	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.25	0.59	0.19	0.08	0.09	0.30	0.10	0.04	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.28	0.28	0.32	0.54	0.71	0.16	0.22	0.28	0.09	0.15	0.47
Volume/Cap:	1.09	0.77	0.77	0.77	1.09	0.28	0.50	0.41	1.09	1.09	0.28	0.16
Delay/Veh:	180.2	46.7	46.7	47.8	78.1	7.4	53.1	45.8	116.8	160.3	51.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.2	46.7	46.7	47.8	78.1	7.4	53.1	45.8	116.8	160.3	51.7	20.7
LOS by Move:	F	D	D	D	E-	A	D-	D	F	F	D-	C+
HCM2kAvgQ:	9	17	17	19	62	5	6	6	34	13	3	3

Note: Queue reported is the number of cars per lane.

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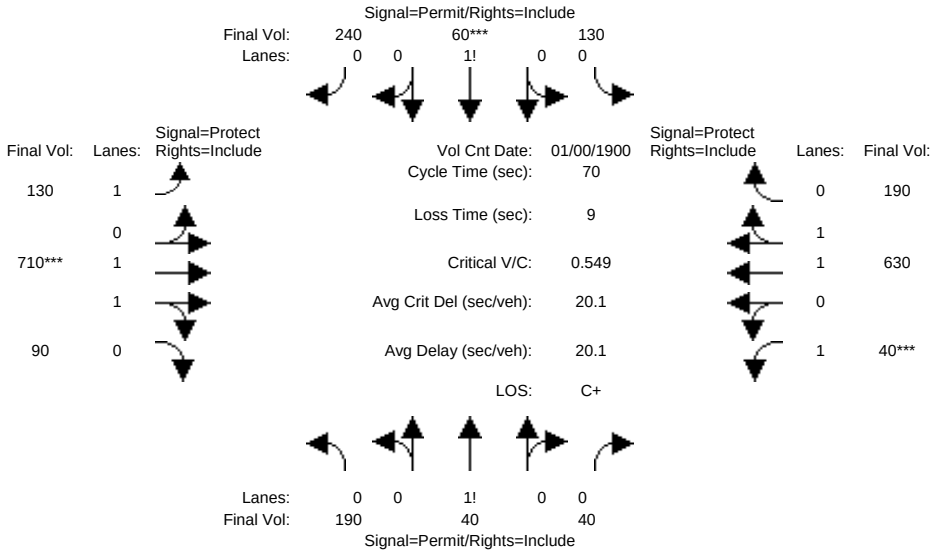
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	40	40	130	60	240	130	710	90	40	630	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	40	40	130	60	240	130	710	90	40	630	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	40	40	130	60	240	130	710	90	40	630	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	40	40	130	60	240	130	710	90	40	630	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	40	40	130	60	240	130	710	90	40	630	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	40	40	130	60	240	130	710	90	40	630	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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:	0.71	0.14	0.15	0.31	0.13	0.56	1.00	1.76	0.24	1.00	1.51	0.49
Final Sat.:	1246	262	262	535	247	988	1750	3340	423	1750	2863	863
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.24	0.24	0.24	0.07	0.21	0.21	0.02	0.22	0.22
Crit Moves:					****			****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.12	0.34	0.34	0.14	0.36	0.36
Volume/Cap:	0.39	0.39	0.39	0.63	0.63	0.63	0.61	0.63	0.63	0.16	0.61	0.61
Delay/Veh:	15.8	15.8	15.8	19.1	19.1	19.1	34.2	20.3	20.3	26.6	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:	15.8	15.8	15.8	19.1	19.1	19.1	34.2	20.3	20.3	26.6	19.1	19.1
LOS by Move:	B	B	B	B-	B-	B-	C-	C+	C+	C	B-	B-
HCM2kAvgQ:	5	5	5	9	9	9	3	7	7	1	7	7

Note: Queue reported is the number of cars per lane.

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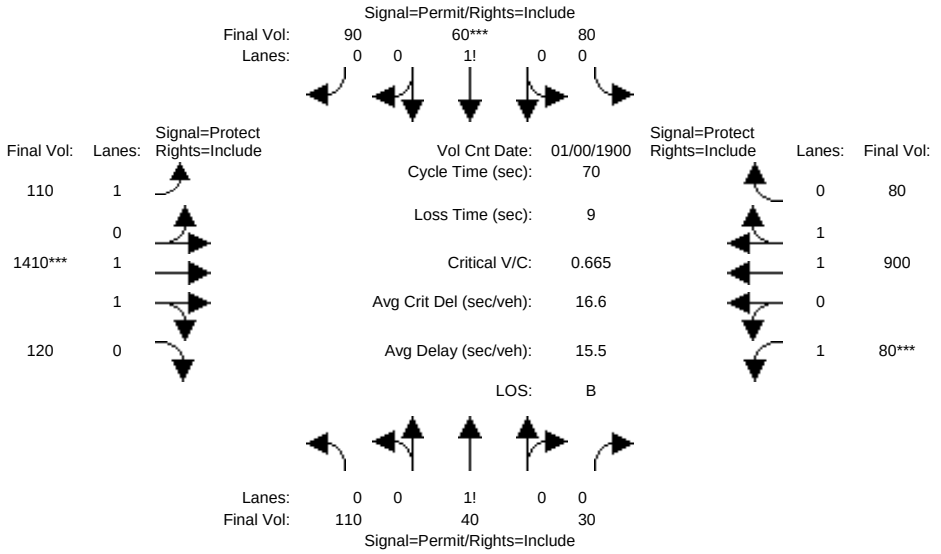
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1038: Middlefield Road and Easy Street



Street Name:	Easy Street						Middlefield Road					
Approach:	North 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	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	40	30	80	60	90	110	1410	120	80	900	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:	110	40	30	80	60	90	110	1410	120	80	900	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	40	30	80	60	90	110	1410	120	80	900	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:	110	40	30	80	60	90	110	1410	120	80	900	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	40	30	80	60	90	110	1410	120	80	900	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
FinalVolume:	110	40	30	80	60	90	110	1410	120	80	900	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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.62	0.21	0.17	0.35	0.25	0.40	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	1089	396	297	621	466	699	1750	3479	296	1750	3466	308
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.06	0.41	0.41	0.05	0.26	0.26
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.14	0.55	0.55	0.14	0.56	0.56
Volume/Cap:	0.58	0.58	0.58	0.73	0.73	0.73	0.46	0.73	0.73	0.32	0.46	0.46
Delay/Veh:	29.1	29.1	29.1	35.9	35.9	35.9	29.3	13.1	13.1	27.7	9.3	9.3
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:	29.1	29.1	29.1	35.9	35.9	35.9	29.3	13.1	13.1	27.7	9.3	9.3
LOS by Move:	C	C	C	D+	D+	D+	C	B	B	C	A	A
HCM2kAvgQ:	5	5	5	7	7	7	2	11	11	2	6	6

Note: Queue reported is the number of cars per lane.

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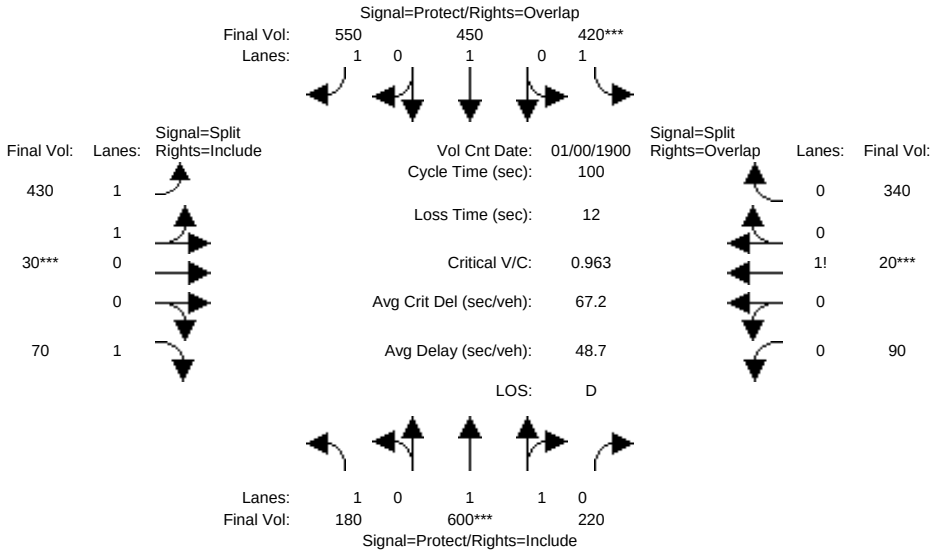
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	600	220	420	450	550	430	30	70	90	20	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	220	420	450	550	430	30	70	90	20	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	220	420	450	550	430	30	70	90	20	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	600	220	420	450	550	430	30	70	90	20	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	220	420	450	550	430	30	70	90	20	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	220	420	450	550	430	30	70	90	20	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.00	1.00	1.88	0.12	1.00	0.20	0.04	0.76
Final Sat.:	1750	2718	997	1750	1900	1750	3289	229	1750	351	78	1327
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.24	0.24	0.31	0.13	0.13	0.04	0.26	0.26	0.26
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.23	0.23	0.25	0.33	0.47	0.14	0.14	0.14	0.27	0.27	0.52
Volume/Cap:	0.71	0.96	0.96	0.96	0.71	0.67	0.96	0.96	0.29	0.96	0.96	0.50
Delay/Veh:	49.8	60.4	60.4	70.7	32.9	22.7	74.8	74.8	39.6	68.5	68.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	60.4	60.4	70.7	32.9	22.7	74.8	74.8	39.6	68.5	68.5	16.2
LOS by Move:	D	E	E	E	C-	C+	E	E	D	E	E	B
HCM2kAvgQ:	7	18	18	19	13	15	12	12	2	20	20	10

Note: Queue reported is the number of cars per lane.

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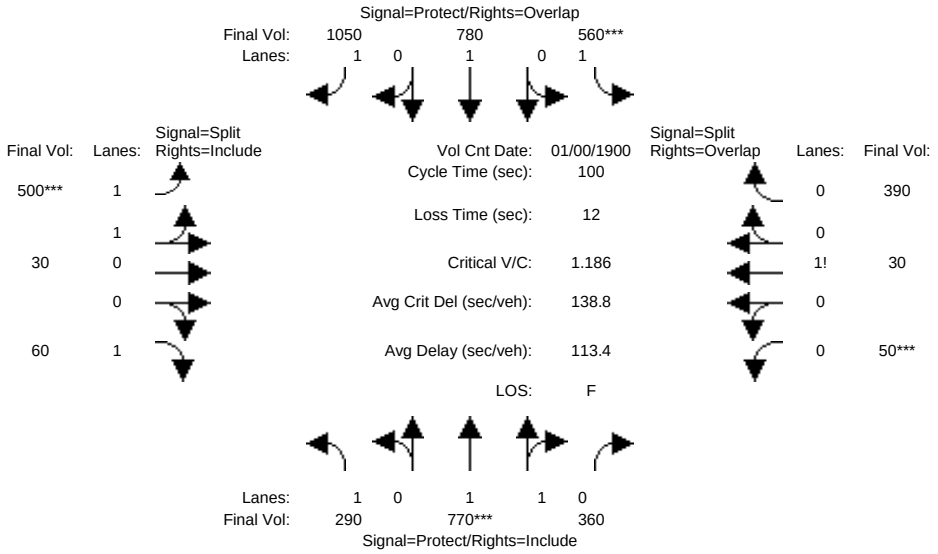
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	770	360	560	780	1050	500	30	60	50	30	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	770	360	560	780	1050	500	30	60	50	30	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	770	360	560	780	1050	500	30	60	50	30	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	770	360	560	780	1050	500	30	60	50	30	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	770	360	560	780	1050	500	30	60	50	30	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	770	360	560	780	1050	500	30	60	50	30	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.33	0.67	1.00	1.00	1.00	1.90	0.10	1.00	0.11	0.06	0.83
Final Sat.:	1750	2521	1178	1750	1900	1750	3317	199	1750	187	112	1459
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.32	0.41	0.60	0.15	0.15	0.03	0.27	0.27	0.27
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.26	0.26	0.27	0.39	0.51	0.13	0.13	0.13	0.23	0.23	0.50
Volume/Cap:	1.17	1.19	1.19	1.19	1.07	1.17	1.19	1.19	0.27	1.19	1.19	0.54
Delay/Veh:	152.2	131	131.4	139.8	82.8	113.1	147.9	148	40.1	145.1	145	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:	152.2	131	131.4	139.8	82.8	113.1	147.9	148	40.1	145.1	145	14.1
LOS by Move:	F	F	F	F	F	F	F	F	D	F	F	B
HCM2kAvgQ:	18	32	32	33	35	58	17	17	2	28	28	9

Note: Queue reported is the number of cars per lane.

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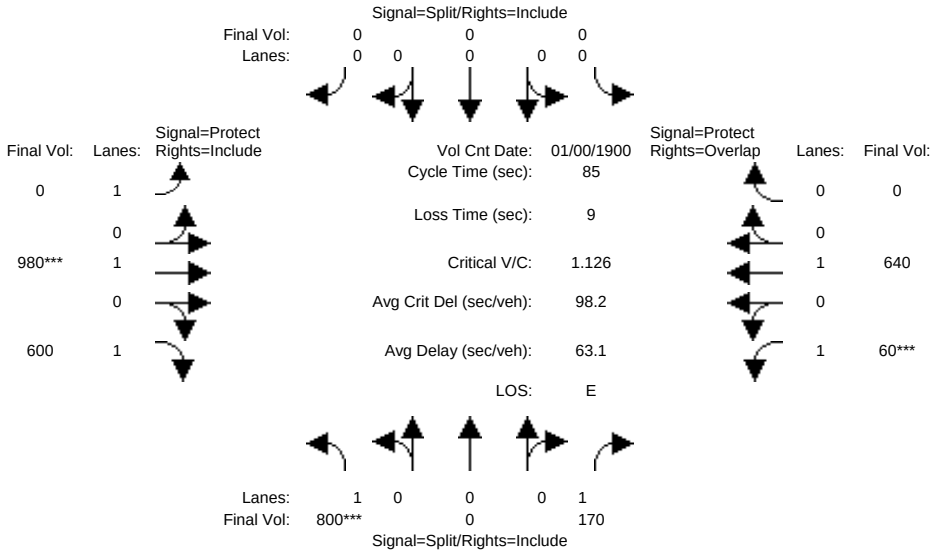
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	800	0	170	0	0	0	0	980	600	60	640	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:	800	0	170	0	0	0	0	980	600	60	640	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	0	170	0	0	0	0	980	600	60	640	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:	800	0	170	0	0	0	0	980	600	60	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	170	0	0	0	0	980	600	60	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	0	170	0	0	0	0	980	600	60	640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.10	0.00	0.00	0.00	0.00	0.52	0.34	0.03	0.34	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.46	0.46	0.03	0.49	0.00
Volume/Cap:	1.13	0.00	0.24	0.00	0.00	0.00	0.00	1.13	0.75	1.13	0.69	0.00
Delay/Veh:	99.5	0.0	16.8	0.0	0.0	0.0	0.0	90.6	19.6	203.6	15.4	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:	99.5	0.0	16.8	0.0	0.0	0.0	0.0	90.6	19.6	203.6	15.4	0.0
LOS by Move:	F	A	B	A	A	A	A	F	B-	F	B	A
HCM2kAvgQ:	39	0	3	0	0	0	0	43	14	3	10	0

Note: Queue reported is the number of cars per lane.

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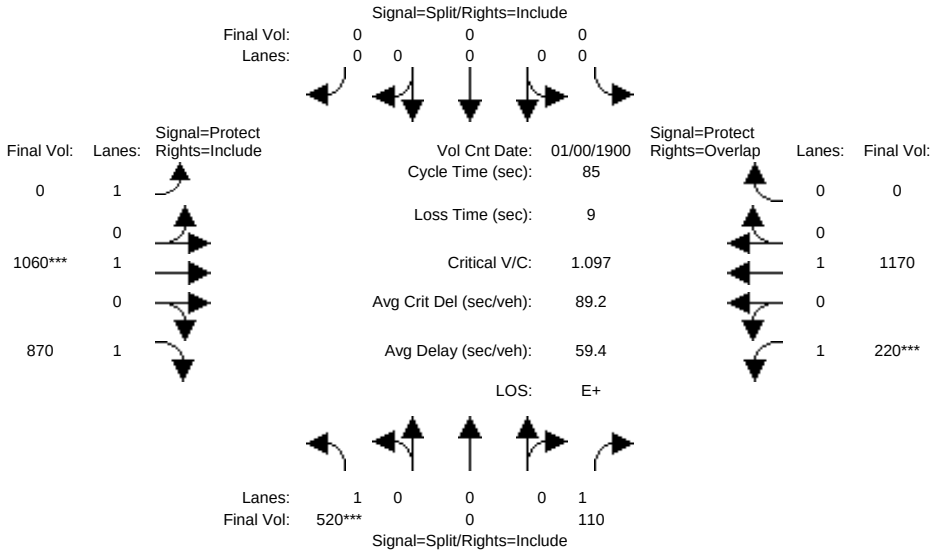
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.06	0.00	0.00	0.00	0.00	0.56	0.50	0.13	0.62	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.51	0.51	0.11	0.62	0.00
Volume/Cap:	1.10	0.00	0.23	0.00	0.00	0.00	0.00	1.10	0.98	1.10	0.99	0.00
Delay/Veh:	101.3	0.0	24.4	0.0	0.0	0.0	0.0	74.9	40.0	129.5	31.3	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:	101.3	0.0	24.4	0.0	0.0	0.0	0.0	74.9	40.0	129.5	31.3	0.0
LOS by Move:	F	A	C	A	A	A	A	E	D	F	C	A
HCM2kAvgQ:	25	0	2	0	0	0	0	44	31	9	28	0

Note: Queue reported is the number of cars per lane.

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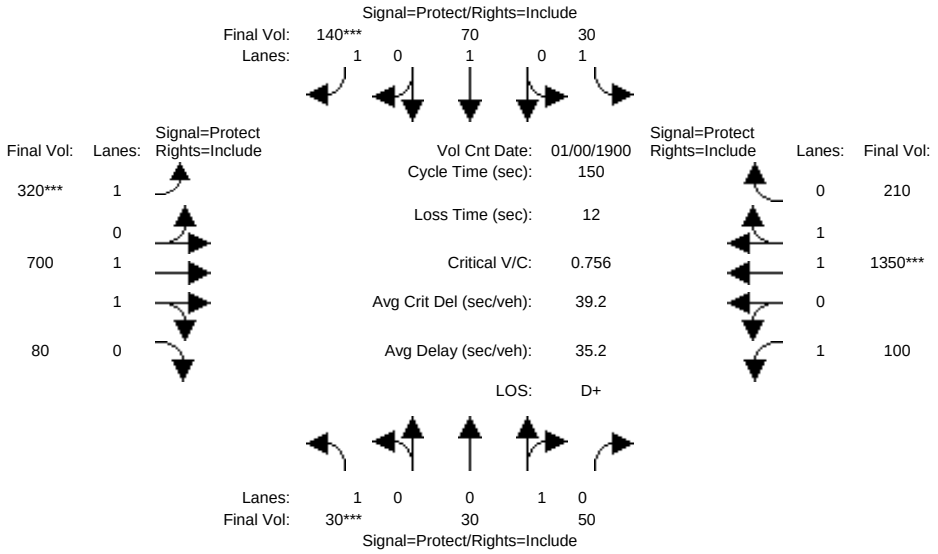
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	30	30	50	30	70	140	320	700	80	100	1350	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	50	30	70	140	320	700	80	100	1350	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	50	30	70	140	320	700	80	100	1350	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	50	30	70	140	320	700	80	100	1350	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	50	30	70	140	320	700	80	100	1350	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	50	30	70	140	320	700	80	100	1350	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.36	0.64	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.71	0.29
Final Sat.:	1750	676	1127	1750	1900	1750	1750	3381	386	1750	3251	506
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.04	0.08	0.18	0.21	0.21	0.06	0.42	0.42
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.09	0.09	0.06	0.10	0.10	0.24	0.60	0.60	0.17	0.53	0.53
Volume/Cap:	0.37	0.50	0.50	0.28	0.36	0.78	0.78	0.34	0.34	0.34	0.78	0.78
Delay/Veh:	72.1	67.8	67.8	68.6	63.8	84.5	62.7	14.9	14.9	56.0	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:	72.1	67.8	67.8	68.6	63.8	84.5	62.7	14.9	14.9	56.0	29.7	29.7
LOS by Move:	E	E	E	E	E	F	E	B	B	E+	C	C
HCM2kAvgQ:	2	4	4	2	3	9	15	9	9	4	26	26

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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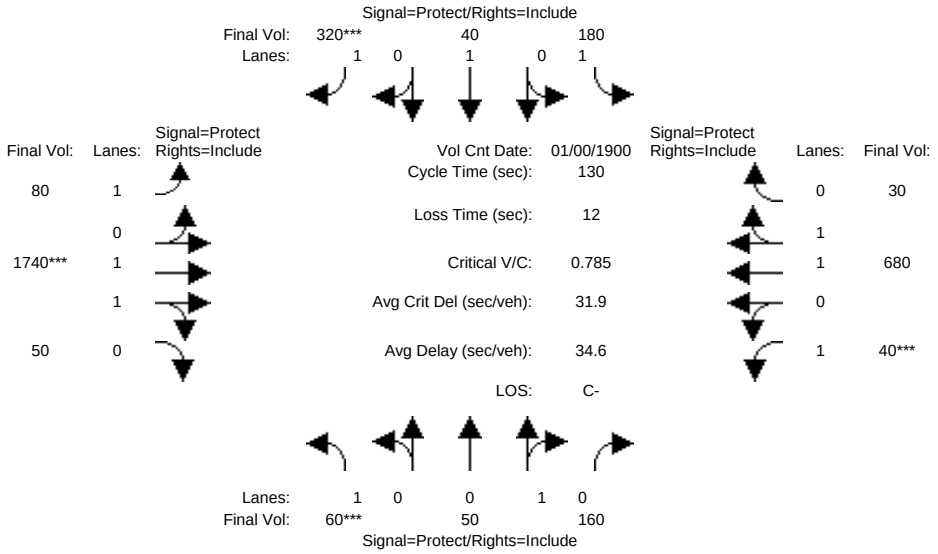
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1041: Maude Street and Pastoria Avenue



Street Name:	Pastoria Avenue						Maude Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	60	50	160	180	40	320	80	1740	50	40	680	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:	60	50	160	180	40	320	80	1740	50	40	680	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	50	160	180	40	320	80	1740	50	40	680	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	50	160	180	40	320	80	1740	50	40	680	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	50	160	180	40	320	80	1740	50	40	680	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	50	160	180	40	320	80	1740	50	40	680	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.91	0.09
Final Sat.:	1750	425	1359	1750	1900	1750	1750	3685	106	1750	3626	160
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.10	0.02	0.18	0.05	0.47	0.47	0.02	0.19	0.19
Crit Moves:	****					****		****		****		
Green/Cycle:	0.05	0.15	0.15	0.13	0.22	0.22	0.14	0.58	0.58	0.05	0.49	0.49
Volume/Cap:	0.64	0.80	0.80	0.80	0.09	0.82	0.32	0.82	0.82	0.42	0.38	0.38
Delay/Veh:	73.8	68.9	68.9	72.5	40.1	60.8	51.1	24.6	24.6	62.6	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:	73.8	68.9	68.9	72.5	40.1	60.8	51.1	24.6	24.6	62.6	21.0	21.0
LOS by Move:	E	E	E	E	D	E	D-	C	C	E	C+	C+
HCM2kAvgQ:	4	11	11	10	1	15	3	26	26	2	9	9

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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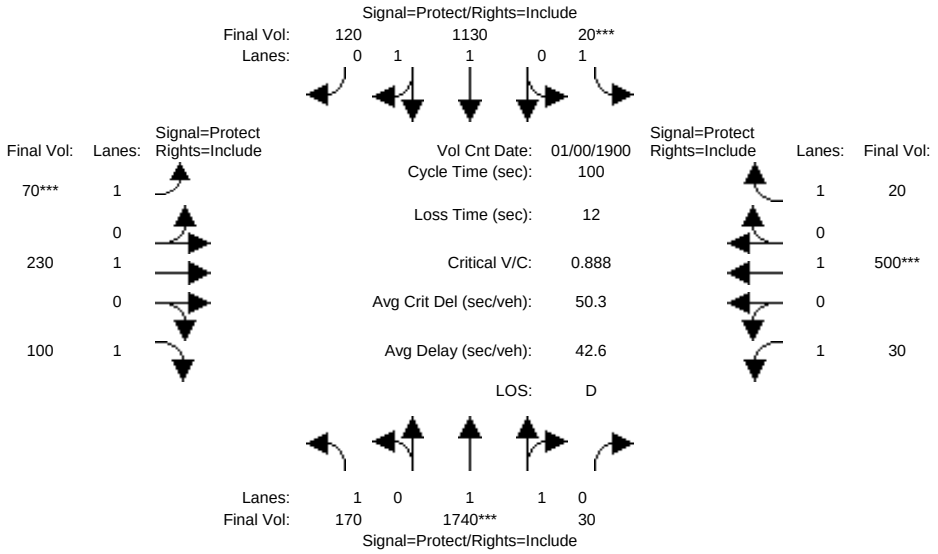
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	170	1740	30	20	1130	120	70	230	100	30	500	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:	170	1740	30	20	1130	120	70	230	100	30	500	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1740	30	20	1130	120	70	230	100	30	500	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1740	30	20	1130	120	70	230	100	30	500	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1740	30	20	1130	120	70	230	100	30	500	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
FinalVolume:	170	1740	30	20	1130	120	70	230	100	30	500	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3730	64	1750	3407	362	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.01	0.33	0.33	0.04	0.12	0.06	0.02	0.26	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.47	0.47	0.07	0.42	0.42	0.07	0.21	0.21	0.12	0.27	0.27
Volume/Cap:	0.79	0.99	0.99	0.16	0.79	0.79	0.57	0.57	0.27	0.14	0.99	0.04
Delay/Veh:	60.2	44.0	44.0	44.4	27.9	27.9	51.4	37.1	33.2	39.4	72.7	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:	60.2	44.0	44.0	44.4	27.9	27.9	51.4	37.1	33.2	39.4	72.7	27.2
LOS by Move:	E	D	D	D	C	C	D-	D+	C-	D	E	C
HCM2kAvgQ:	5	27	27	1	18	18	3	7	3	1	21	0

Note: Queue reported is the number of cars per lane.

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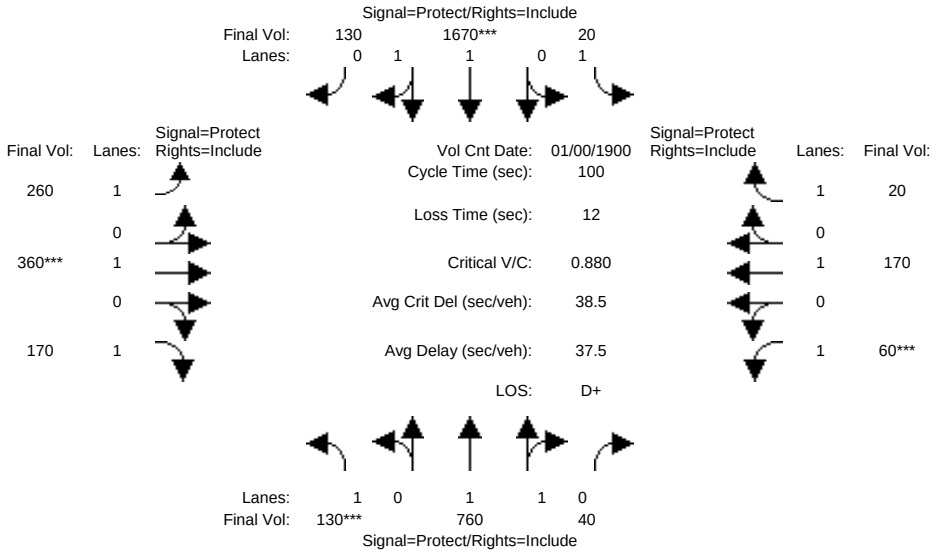
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1042: Maude Avenue and Fair Oaks Avenue



Street Name:	Maude Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	760	40	20	1670	130	260	360	170	60	170	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:	130	760	40	20	1670	130	260	360	170	60	170	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	760	40	20	1670	130	260	360	170	60	170	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	760	40	20	1670	130	260	360	170	60	170	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	760	40	20	1670	130	260	360	170	60	170	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
FinalVolume:	130	760	40	20	1670	130	260	360	170	60	170	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3595	189	1750	3504	273	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.01	0.48	0.48	0.15	0.19	0.10	0.03	0.09	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.45	0.45	0.15	0.52	0.52	0.17	0.21	0.21	0.07	0.11	0.11
Volume/Cap:	0.91	0.47	0.47	0.08	0.91	0.91	0.90	0.91	0.47	0.49	0.80	0.10
Delay/Veh:	96.0	19.2	19.2	36.7	29.0	29.0	68.9	64.1	35.8	47.8	62.7	40.2
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:	96.0	19.2	19.2	36.7	29.0	29.0	68.9	64.1	35.8	47.8	62.7	40.2
LOS by Move:	F	B-	B-	D+	C	C	E	E	D+	D	E	D
HCM2kAvgQ:	5	8	8	1	30	30	12	15	5	3	7	1

Note: Queue reported is the number of cars per lane.

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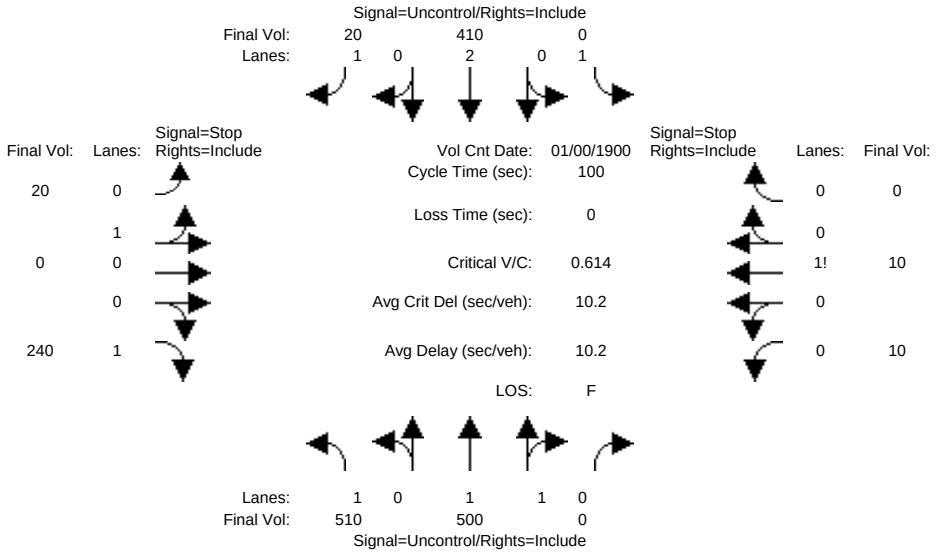
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP AM

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	510	500	0	0	410	20	20	0	240	10	10	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:	510	500	0	0	410	20	20	0	240	10	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	500	0	0	410	20	20	0	240	10	10	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:	510	500	0	0	410	20	20	0	240	10	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	510	500	0	0	410	20	20	0	240	10	10	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	430	xxxx	xxxxx	xxxx	xxxx	xxxxx	1685	1930	205	1725	1950	xxxxx
Potent Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	67	808	58	65	xxxxx
Move Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	37	808	27	36	xxxxx
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	0.61	0.00	0.30	0.38	0.28	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	xxxx	xxxxx	31	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	2.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	223.8	xxxx	xxxxx	246.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			27.7			246.1		
ApproachLOS:	*			*			D			F		

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
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Cumulative Plus Project

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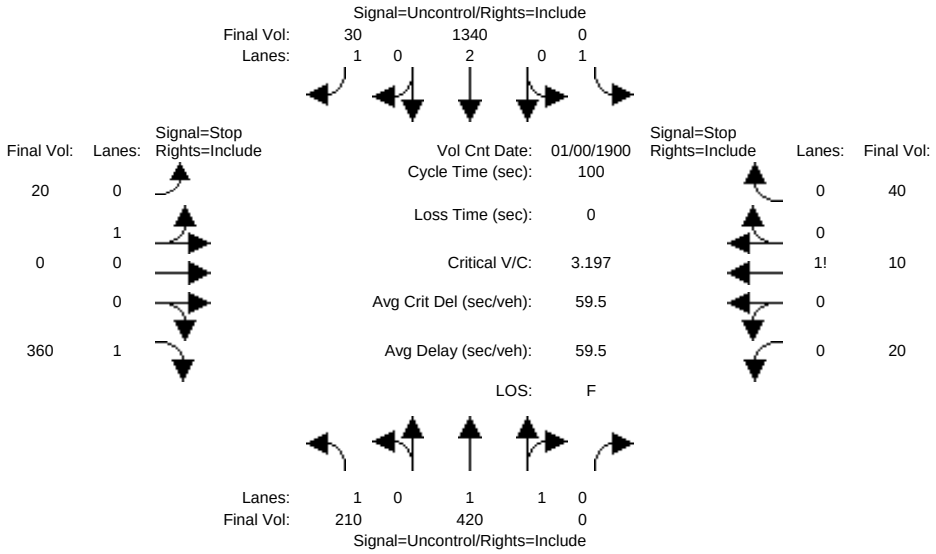
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #1043: Maude Avenue and Wolfe Road



Street Name:	Maude Avenue						Wolfe Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	210	420	0	0	1340	30	20	0	360	20	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	420	0	0	1340	30	20	0	360	20	10	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	420	0	0	1340	30	20	0	360	20	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	420	0	0	1340	30	20	0	360	20	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	210	420	0	0	1340	30	20	0	360	20	10	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	1975	2180	670	1510	2210	210
Potent Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	47	404	84	45	802
Move Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	27	404	6	26	802
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	1.14	0.00	0.89	3.20	0.38	0.05
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxxx
Control Del:	17.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	53.9	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	xxxx	xxxxx	xxxx	19	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	566.7	xxxx	xxxxx	xxxxx	1592	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			80.9			1592.1		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
SJ17-1724
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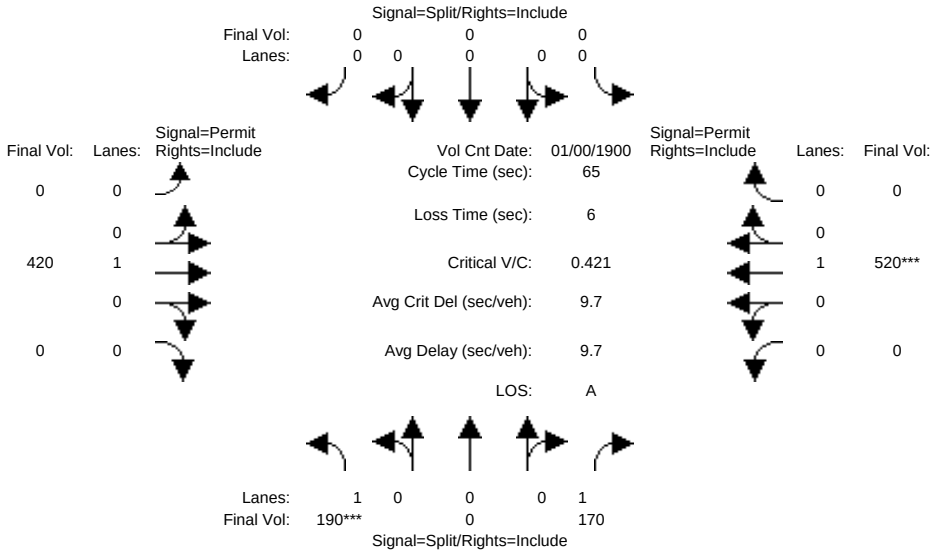
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	190	0	170	0	0	0	0	420	0	0	520	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:	190	0	170	0	0	0	0	420	0	0	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	170	0	0	0	0	420	0	0	520	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:	190	0	170	0	0	0	0	420	0	0	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	170	0	0	0	0	420	0	0	520	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:	190	0	170	0	0	0	0	420	0	0	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.27	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Volume/Cap:	0.42	0.00	0.38	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.42	0.00
Delay/Veh:	20.7	0.0	20.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.7	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:	20.7	0.0	20.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.7	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	3	0	0	0	0	4	0	0	5	0

Note: Queue reported is the number of cars per lane.

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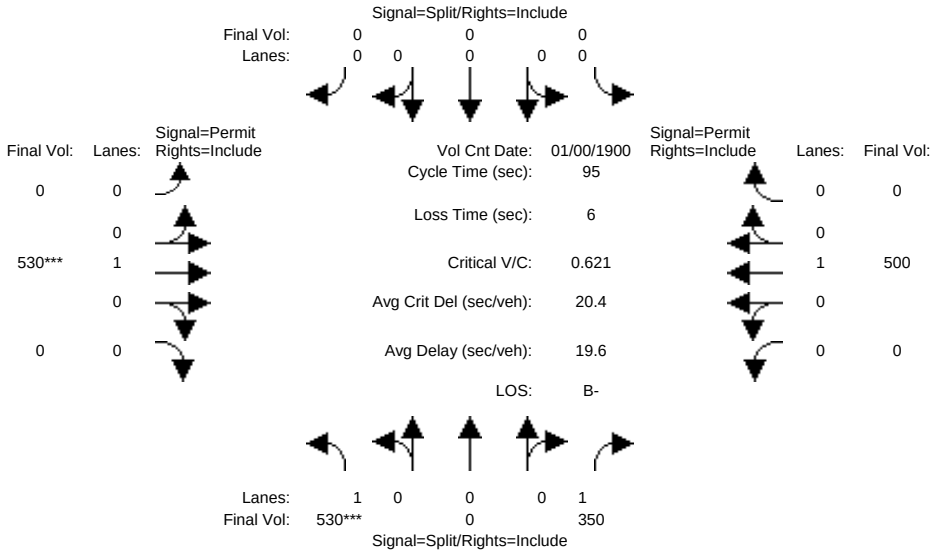
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1044: Evelyn Avenue and Mathilda Avenue SB Ramp



Street Name:	Mathilda Avenue SB Ramp						Evelyn 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:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	530	0	350	0	0	0	0	530	0	0	500	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:	530	0	350	0	0	0	0	530	0	0	500	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	350	0	0	0	0	530	0	0	500	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:	530	0	350	0	0	0	0	530	0	0	500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	0	350	0	0	0	0	530	0	0	500	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:	530	0	350	0	0	0	0	530	0	0	500	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.26	0.00
Crit Moves:	****							****				
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.00
Volume/Cap:	0.62	0.00	0.41	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.59	0.00
Delay/Veh:	19.3	0.0	15.9	0.0	0.0	0.0	0.0	21.4	0.0	0.0	20.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	0.0	15.9	0.0	0.0	0.0	0.0	21.4	0.0	0.0	20.6	0.0
LOS by Move:	B-	A	B	A	A	A	A	C+	A	A	C+	A
HCM2kAvgQ:	13	0	7	0	0	0	0	12	0	0	11	0

Note: Queue reported is the number of cars per lane.

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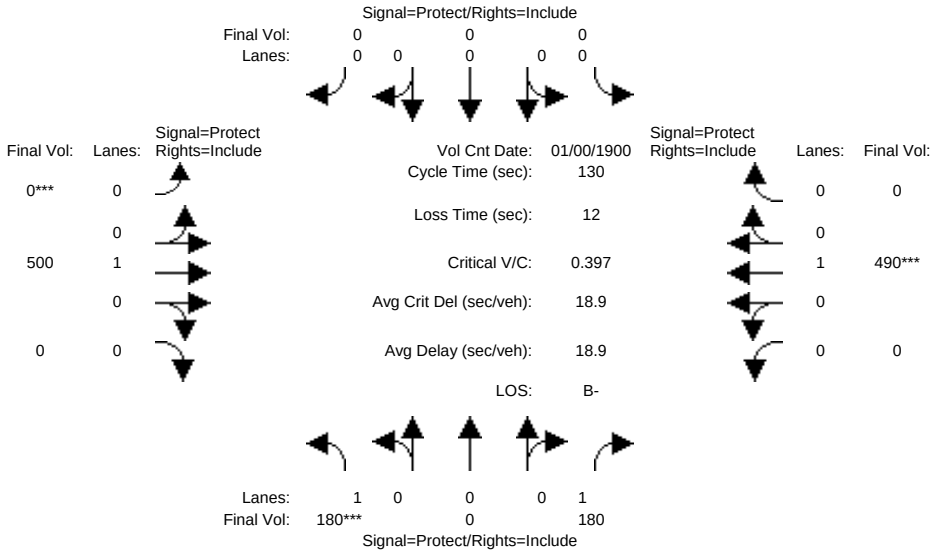
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	0	180	0	0	0	0	500	0	0	490	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:	180	0	180	0	0	0	0	500	0	0	490	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	180	0	0	0	0	500	0	0	490	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:	180	0	180	0	0	0	0	500	0	0	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	180	0	0	0	0	500	0	0	490	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:	180	0	180	0	0	0	0	500	0	0	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Volume/Cap:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.40	0.00
Delay/Veh:	40.4	0.0	40.4	0.0	0.0	0.0	0.0	11.1	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:	40.4	0.0	40.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	6	0	6	0	0	0	0	9	0	0	9	0

Note: Queue reported is the number of cars per lane.

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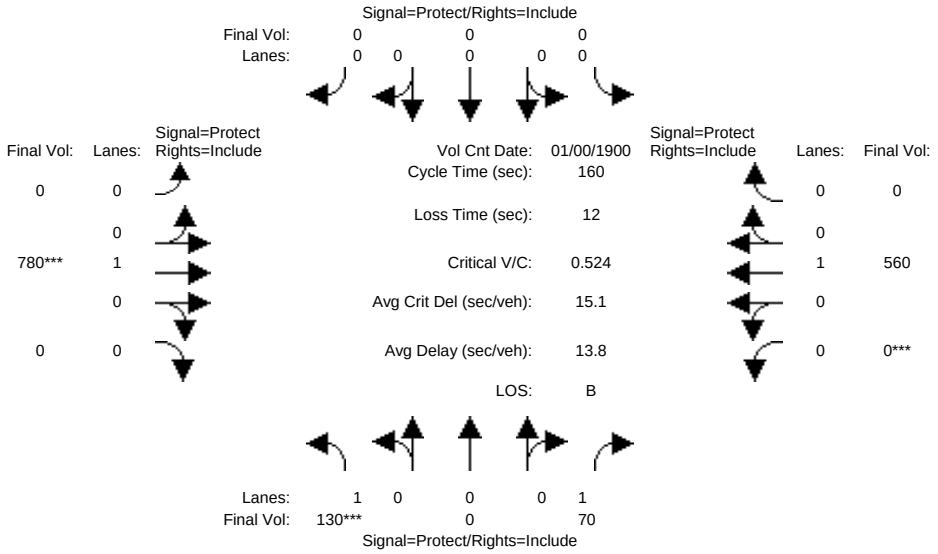
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1045: Evelyn Avenue and Mathilda Avenue NB Ramp



Street Name:	Mathilda Avenue NB Ramp						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	70	0	0	0	0	780	0	0	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	70	0	0	0	0	780	0	0	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	70	0	0	0	0	780	0	0	560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	70	0	0	0	0	780	0	0	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	70	0	0	0	0	780	0	0	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	0	70	0	0	0	0	780	0	0	560	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.78	0.00
Volume/Cap:	0.52	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.38	0.00
Delay/Veh:	65.7	0.0	62.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.5	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:	65.7	0.0	62.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	0	3	0	0	0	0	14	0	0	8	0

Note: Queue reported is the number of cars per lane.

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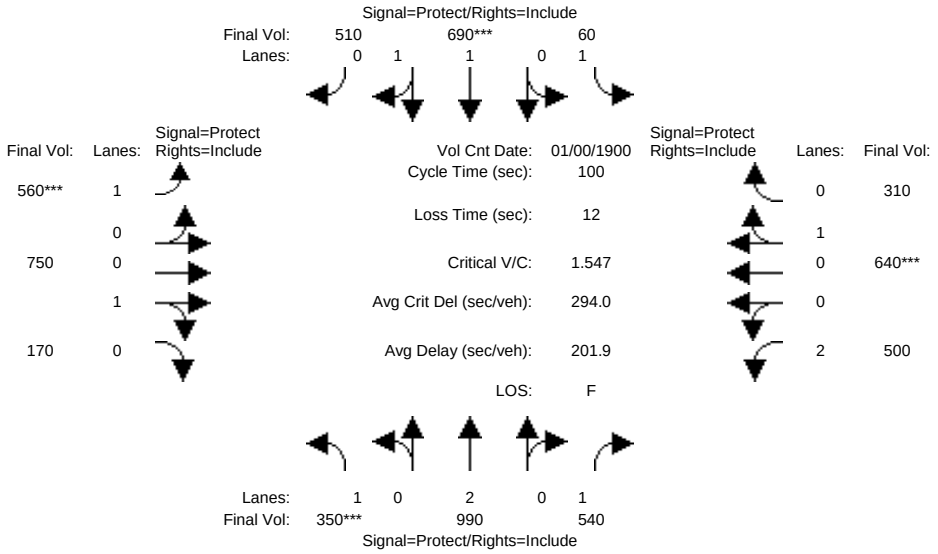
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	350	990	540	60	690	510	560	750	170	500	640	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	990	540	60	690	510	560	750	170	500	640	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	990	540	60	690	510	560	750	170	500	640	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	990	540	60	690	510	560	750	170	500	640	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	990	540	60	690	510	560	750	170	500	640	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	990	540	60	690	510	560	750	170	500	640	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.11	0.89	1.00	0.80	0.20	2.00	0.66	0.34
Final Sat.:	1750	3800	1750	1750	2108	1558	1750	1525	346	3150	1245	603
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.31	0.03	0.33	0.33	0.32	0.49	0.49	0.16	0.51	0.51
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.27	0.27	0.07	0.21	0.21	0.21	0.41	0.41	0.13	0.33	0.33
Volume/Cap:	1.55	0.96	1.14	0.49	1.55	1.55	1.55	1.21	1.21	1.21	1.55	1.55
Delay/Veh:	310.4	55.4	121.9	47.8	292	291.9	299.1	135	134.9	157.2	288	287.5
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:	310.4	55.4	121.9	47.8	292	291.9	299.1	135	134.9	157.2	288	287.5
LOS by Move:	F	E+	F	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	30	20	30	2	45	45	46	51	51	19	73	73

Note: Queue reported is the number of cars per lane.

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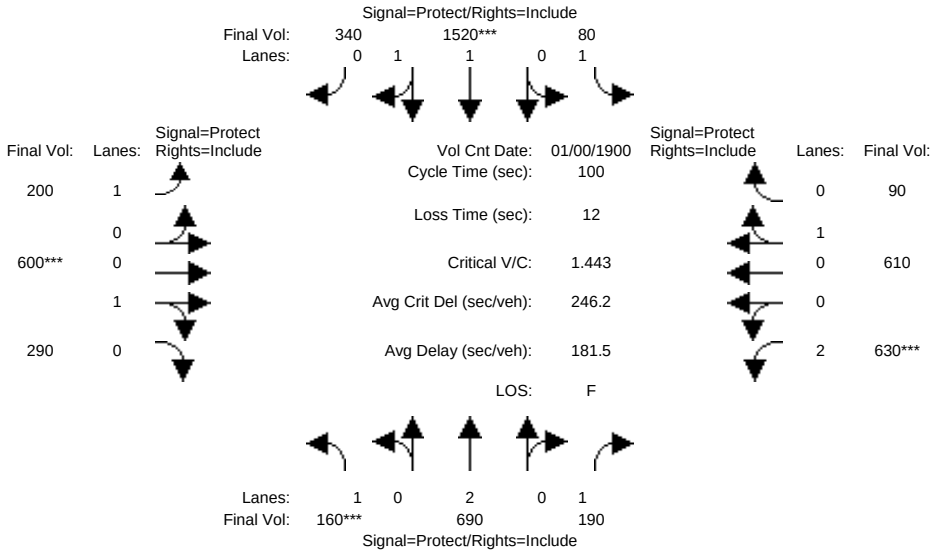
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	690	190	80	1520	340	200	600	290	630	610	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	690	190	80	1520	340	200	600	290	630	610	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	690	190	80	1520	340	200	600	290	630	610	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	690	190	80	1520	340	200	600	290	630	610	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	690	190	80	1520	340	200	600	290	630	610	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	690	190	80	1520	340	200	600	290	630	610	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	0.66	0.34	2.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3057	684	1750	1246	602	3150	1638	242
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.11	0.05	0.50	0.50	0.11	0.48	0.48	0.20	0.37	0.37
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.30	0.30	0.11	0.34	0.34	0.11	0.33	0.33	0.14	0.36	0.36
Volume/Cap:	1.31	0.61	0.37	0.40	1.46	1.46	1.04	1.46	1.46	1.46	1.04	1.04
Delay/Veh:	231.1	31.2	28.1	42.4	242	242.1	120.1	247	247.3	260.5	77.4	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	231.1	31.2	28.1	42.4	242	242.1	120.1	247	247.3	260.5	77.4	77.4
LOS by Move:	F	C	C	D	F	F	F	F	F	F	E-	E-
HCM2kAvgQ:	13	10	5	2	64	64	12	64	64	28	31	31

Note: Queue reported is the number of cars per lane.

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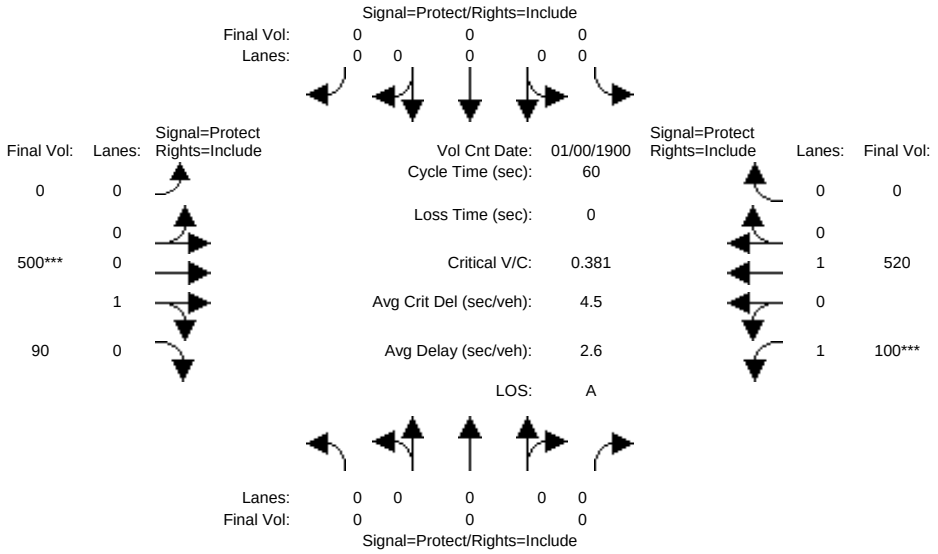
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	500	90	100	520	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	0	0	0	0	500	90	100	520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	500	90	100	520	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	0	0	0	0	500	90	100	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	500	90	100	520	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	0	0	0	0	500	90	100	520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1556	280	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.27	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.84	0.16	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	23.6	0.1	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	0.0	0.0	0.0	0.0	1.3	1.3	23.6	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	2	0	0

Note: Queue reported is the number of cars per lane.

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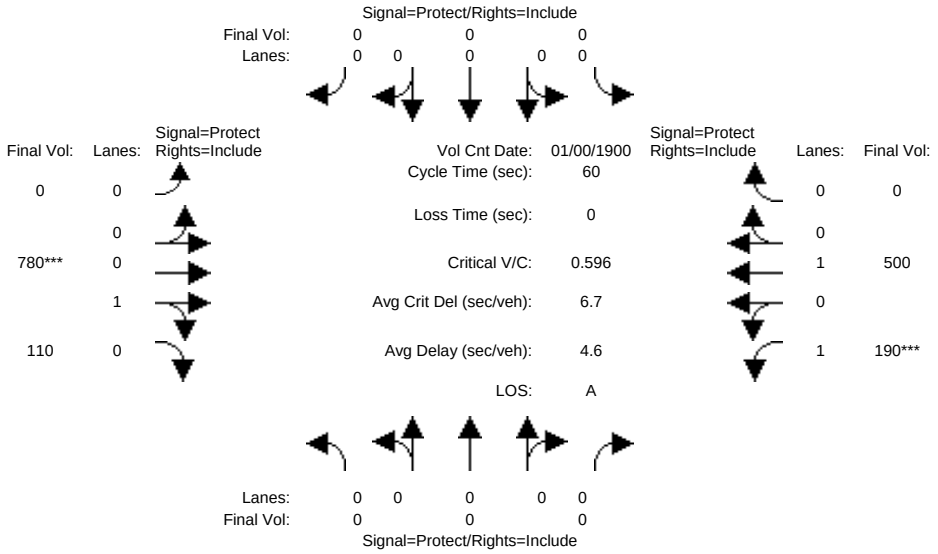
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1047: Evelyn Ave and Mathilda On Ramp



Street Name:	Evelyn Ave						Mathilda On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	780	110	190	500	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	0	0	0	0	780	110	190	500	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	780	110	190	500	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	0	0	0	0	780	110	190	500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	780	110	190	500	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	0	0	0	0	780	110	190	500	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.91	0.88	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1620	228	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.11	0.26	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.81	0.19	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	2.8	25.2	0.1	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	0.0	0.0	0.0	0.0	2.8	2.8	25.2	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	6	4	0	0

Note: Queue reported is the number of cars per lane.

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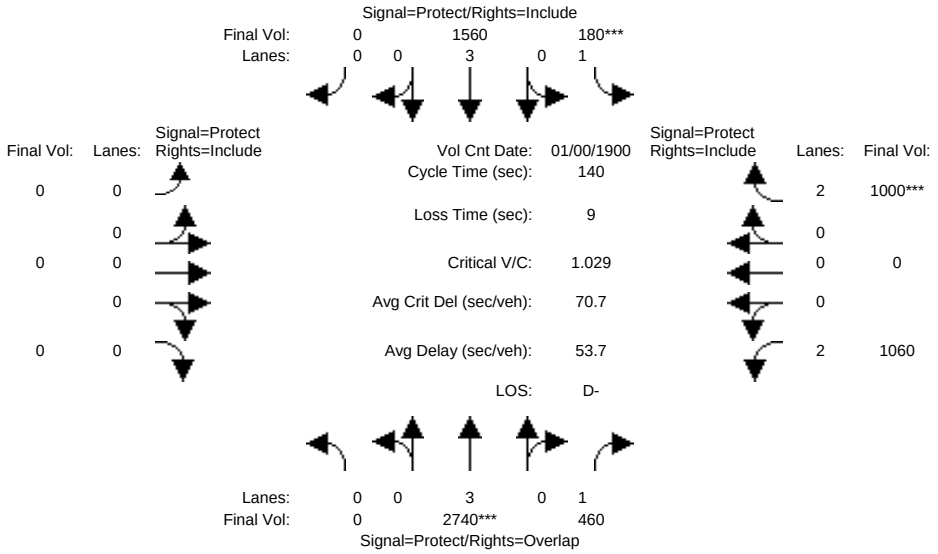
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1048: Mathilda Ave and 101 NB Off Ramp



Street Name:	Mathilda Avenue						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2740	460	180	1560	0	0	0	0	1060	0	1000
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2740	460	180	1560	0	0	0	0	1060	0	1000
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2740	460	180	1560	0	0	0	0	1060	0	1000
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2740	460	180	1560	0	0	0	0	1060	0	1000
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2740	460	180	1560	0	0	0	0	1060	0	1000
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2740	460	180	1560	0	0	0	0	1060	0	1000
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.70
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1488	1663	5700	0	0	0	0	2992	0	2677
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.31	0.11	0.27	0.00	0.00	0.00	0.00	0.35	0.00	0.37
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.47	0.83	0.11	0.57	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	1.03	0.37	1.03	0.48	0.00	0.00	0.00	0.00	0.98	0.00	1.03
Delay/Veh:	0.0	62.5	3.1	138.4	17.7	0.0	0.0	0.0	0.0	65.5	0.0	81.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.5	3.1	138.4	17.7	0.0	0.0	0.0	0.0	65.5	0.0	81.0
LOS by Move:	A	E	A	F	B	A	A	A	A	E	A	F
HCM2kAvgQ:	0	48	5	10	13	0	0	0	0	33	0	33

Note: Queue reported is the number of cars per lane.

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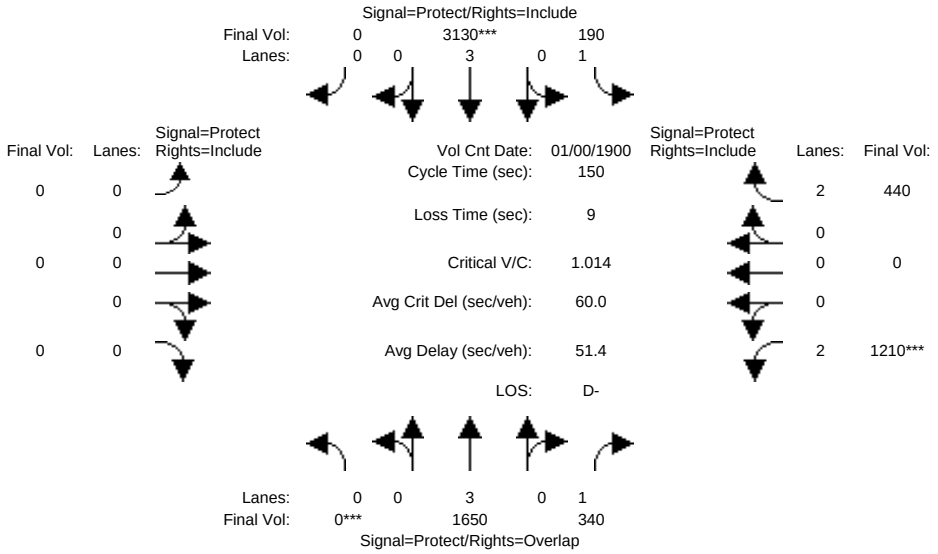
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1048: Mathilda Ave and 101 NB Off Ramp



Street Name:	Mathilda Avenue						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1650	340	190	3130	0	0	0	0	1210	0	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	340	190	3130	0	0	0	0	1210	0	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1650	340	190	3130	0	0	0	0	1210	0	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1650	340	190	3130	0	0	0	0	1210	0	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	340	190	3130	0	0	0	0	1210	0	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1650	340	190	3130	0	0	0	0	1210	0	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.70
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1488	1663	5700	0	0	0	0	2992	0	2677
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.23	0.11	0.55	0.00	0.00	0.00	0.00	0.40	0.00	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.39	0.79	0.15	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.75	0.29	0.75	1.01	0.00	0.00	0.00	0.00	1.01	0.00	0.41
Delay/Veh:	0.0	40.9	4.6	72.1	54.3	0.0	0.0	0.0	0.0	74.8	0.0	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:	0.0	40.9	4.6	72.1	54.3	0.0	0.0	0.0	0.0	74.8	0.0	32.7
LOS by Move:	A	D	A	E	D-	A	A	A	A	E	A	C-
HCM2kAvgQ:	0	22	5	9	52	0	0	0	0	41	0	9

Note: Queue reported is the number of cars per lane.

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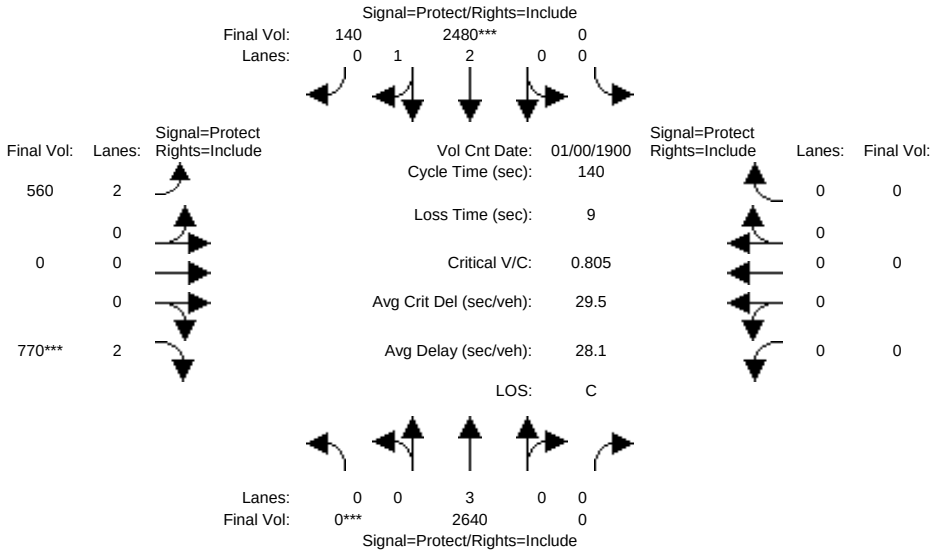
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1049: Mathilda Ave and 101 SB Off Ramps



Street Name:	Mathilda Avenue						101 SB Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	2640	0	0	2480	140	560	0	770	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	2640	0	0	2480	140	560	0	770	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2640	0	0	2480	140	560	0	770	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	2640	0	0	2480	140	560	0	770	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2640	0	0	2480	140	560	0	770	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	2640	0	0	2480	140	560	0	770	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	0.99	0.91	0.79	1.00	0.70	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.83	0.17	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5328	301	2992	0	2677	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.47	0.47	0.19	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.58	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.80	0.80	0.52	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	0.0	0.0	24.8	24.8	36.0	0.0	45.6	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	24.7	0.0	0.0	24.8	24.8	36.0	0.0	45.6	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	C	D+	A	D	A	A	A
HCM2kAvgQ:	0	29	0	0	31	31	11	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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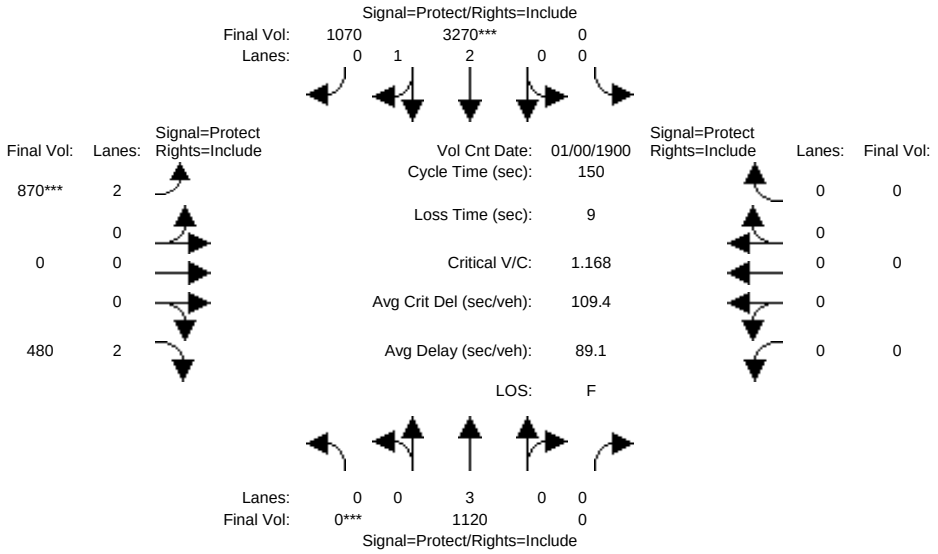
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1049: Mathilda Ave and 101 SB Off Ramps



Street Name: Mathilda Avenue 101 SB Off Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1120	0	0	3270	1070	870	0	480	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	1120	0	0	3270	1070	870	0	480	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1120	0	0	3270	1070	870	0	480	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	1120	0	0	3270	1070	870	0	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1120	0	0	3270	1070	870	0	480	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	1120	0	0	3270	1070	870	0	480	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	0.96	0.89	0.79	1.00	0.70	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	2.21	0.79	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	4050	1325	2992	0	2677	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.81	0.81	0.29	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.69	0.00	0.00	0.69	0.69	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.00	0.00	1.17	1.17	1.17	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	0.0	0.0	102	102.1	146.2	0.0	55.4	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	8.9	0.0	0.0	102	102.1	146.2	0.0	55.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	F	F	F	A	E+	A	A	A
HCM2kAvgQ:	0	6	0	0	94	94	36	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

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APPENDIX D: FREEWAY LOS CALCULATION SHEETS

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																							
Cottle Road to Blossom Hill Road	AM	22	45	2	1	**78**	48	**F**	E	2	1	4600	1650	**78**	48	**F**	E	17	8	0.4%	0.5%	NO	NO
Cottle Road to Blossom Hill Road	PM	65	70	2	1	29	10	D	A	2	1	4600	1650	29	10	D	A	5	1	0.1%	0.1%	NO	NO
Blossom Hill Road to State Route 87	AM	13	14	2	1	**103**	**101**	**F**	**F**	2	1	4600	1650	**104**	**102**	**F**	**F**	26	10	0.6%	0.6%	NO	NO
Blossom Hill Road to State Route 87	PM	66	70	2	1	25	11	C	A	2	1	4600	1650	25	11	C	A	11	2	0.2%	0.1%	NO	NO
State Route 87 to Almaden Expressway	AM	10	13	2	1	**116**	**102**	**F**	**F**	2	1	4600	1650	**116**	**103**	**F**	**F**	8	11	0.2%	0.7%	NO	NO
State Route 87 to Almaden Expressway	PM	67	70	2	1	25	17	C	B	2	1	4600	1650	25	17	C	B	2	2	0.0%	0.1%	NO	NO
Almaden Expressway to Camden Avenue	AM	12	14	2	1	**107**	**100**	**F**	**F**	2	1	4600	1650	**107**	**101**	**F**	**F**	10	15	0.2%	0.9%	NO	NO
Almaden Expressway to Camden Avenue	PM	65	70	2	1	28	12	D	B	2	1	4600	1650	28	12	D	B	6	3	0.1%	0.2%	NO	NO
Camden Avenue to Union Avenue	AM	12	21	2	1	**107**	**81**	**F**	**F**	2	1	4600	1650	**108**	**82**	**F**	**F**	16	18	0.3%	1.1%	NO	**YES**
Camden Avenue to Union Avenue	PM	66	70	2	1	32	13	D	B	2	1	4600	1650	32	13	D	B	16	4	0.3%	0.2%	NO	NO
Union Avenue to S. Bascom Avenue	AM	17	14	2	1	**91**	**100**	**F**	**F**	2	1	4600	1650	**92**	**101**	**F**	**F**	21	20	0.5%	1.2%	NO	**YES**
Union Avenue to S. Bascom Avenue	PM	66	70	2	1	24	14	C	B	2	1	4600	1650	24	14	C	B	21	4	0.5%	0.2%	NO	NO
S. Bascom Avenue to State Route 17	AM	10	10	2	1	**114**	**116**	**F**	**F**	2	1	4600	1650	**116**	**118**	**F**	**F**	30	20	0.7%	1.2%	NO	**YES**
S. Bascom Avenue to State Route 17	PM	66	70	2	1	16	22	B	C	2	1	4600	1650	16	22	B	C	43	4	0.9%	0.2%	NO	NO
State Route 17 to Winchester Boulevard	AM	10	9	2	1	**117**	**122**	**F**	**F**	3	1	6900	1650	**118**	**124**	**F**	**F**	28	22	0.4%	1.3%	NO	**YES**
State Route 17 to Winchester Boulevard	PM	64	70	2	1	15	8	B	A	3	1	6900	1650	15	8	B	A	44	5	0.6%	0.3%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	21	29	2	1	**81**	**65**	**F**	**F**	2	1	4600	1650	**82**	**66**	**F**	**F**	28	26	0.6%	1.6%	NO	**YES**
Winchester Boulevard to Saratoga Avenue	PM	66	70	2	1	31	10	D	A	2	1	4600	1650	31	10	D	A	48	8	1.0%	0.5%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	30	42	2	1	**64**	50	**F**	E	2	1	4600	1650	**65**	51	**F**	E	38	29	0.8%	1.8%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	67	70	2	1	21	9	C	A	2	1	4600	1650	21	9	C	A	64	10	1.4%	0.6%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	43	64	2	1	49	33	E	D	2	1	4600	1650	50	34	E	D	61	35	1.3%	2.1%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	67	70	2	1	22	7	C	A	2	1	4600	1650	23	7	C	A	84	13	1.8%	0.8%	NO	NO
Stevens Creek Boulevard to I-280	AM	25	12	2	1	**72**	**106**	**F**	**F**	2	1	4600	1650	**73**	**109**	**F**	**F**	62	33	1.3%	2.0%	**YES**	**YES**
Stevens Creek Boulevard to I-280	PM	65	70	2	1	10	13	A	B	2	1	4600	1650	11	13	A	B	96	0	2.1%	0.0%	NO	NO
I-280 to Homestead Road	AM	11	8	2	1	**111**	**126**	**F**	**F**	2	1	4600	1650	**116**	**131**	**F**	**F**	116	38	2.5%	2.3%	**YES**	**YES**
I-280 to Homestead Road	PM	66	70	2	1	15	4	B	A	2	1	4600	1650	16	4	B	A	190	15	4.1%	0.9%	NO	NO
Homestead Road to Fremont Avenue	AM	13	12	2	1	**103**	**109**	**F**	**F**	2	1	4600	1650	**107**	**113**	**F**	**F**	106	51	2.3%	3.1%	**YES**	**YES**
Homestead Road to Fremont Avenue	PM	66	70	2	1	41	13	D	B	2	1	4600	1650	42	13	D	B	190	27	4.1%	1.6%	NO	NO
Fremont Avenue to El Camino Real	AM	25	22	2	1	**73**	**78**	**F**	**F**	2	1	4600	1650	**75**	**80**	**F**	**F**	111	52	2.4%	3.2%	**YES**	**YES**
Fremont Avenue to El Camino Real	PM	67	70	2	1	29	8	D	A	2	1	4600	1650	31	8	D	A	205	28	4.5%	1.7%	NO	NO
El Camino Real to 237 Ramps	AM	54	52	2	1	41	42	D	D	2	1	4600	1650	43	42	D	D	170	13	3.7%	0.8%	NO	NO
El Camino Real to 237 Ramps	PM	67	70	2	1	25	10	C	A	2	1	4600	1650	27	10	D	A	254	3	5.5%	0.2%	NO	NO
237 Ramps to Central Expressway	AM	66	66	2	1	21	22	C	C	2	1	4600	1650	21	22	C	C	26	10	0.6%	0.6%	NO	NO
237 Ramps to Central Expressway	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	17	7	B	A	23	2	0.5%	0.1%	NO	NO
Central Expressway to US 101	AM	63	64	2	1	34	32	D	D	2	1	4600	1650	34	32	D	D	24	3	0.5%	0.2%	NO	NO
Central Expressway to US 101	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	18	7	B	A	157	16	3.4%	1.0%	NO	NO

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																							
US 101 to Central Expressway	AM	67	67	2	1	16	5	B	A	2	1	4600	1650	17	5	B	A	102	1	2.2%	0.1%	NO	NO
US 101 to Central Expressway	PM	21	20	2	1	**81**	**84**	**F**	**F**	2	1	4600	1650	**81**	**84**	**F**	**F**	5	0	0.1%	0.0%	NO	NO
Central Expressway to 237 Ramps	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	15	7	B	A	1	1	0.0%	0.1%	NO	NO
Central Expressway to 237 Ramps	PM	12	30	2	1	**108**	**77**	**F**	**F**	2	1	4600	1650	**108**	**77**	**F**	**F**	0	2	0.0%	0.1%	NO	NO
237 Ramps to El Camino Real	AM	65	67	3	1	31	14	D	B	2	1	4600	1650	32	15	D	B	178	38	3.9%	2.3%	NO	NO
237 Ramps to El Camino Real	PM	8	40	3	1	**124**	**60**	**F**	**F**	2	1	4600	1650	**131**	**61**	**F**	**F**	172	45	3.7%	2.7%	**YES**	**YES**
El Camino Real to Fremont Avenue	AM	58	67	2	1	38	16	D	B	2	1	4600	1650	39	16	D	B	168	30	3.7%	1.8%	NO	NO
El Camino Real to Fremont Avenue	PM	29	50	2	1	**66**	47	**F**	E	2	1	4600	1650	**69**	48	**F**	E	166	42	3.6%	2.5%	**YES**	NO
Fremont Avenue to Homestead Road	AM	57	67	2	1	39	18	D	B	2	1	4600	1650	40	18	D	B	156	28	3.4%	1.7%	NO	NO
Fremont Avenue to Homestead Road	PM	40	60	2	1	52	40	E	D	2	1	4600	1650	54	41	E	D	160	41	3.5%	2.5%	NO	NO
Homestead Road to I-280	AM	67	67	2	1	17	9	B	A	2	1	4600	1650	18	9	B	A	114	11	2.5%	0.7%	NO	NO
Homestead Road to I-280	PM	66	70	2	1	21	29	C	D	2	1	4600	1650	22	29	C	D	122	28	2.7%	1.7%	NO	NO
I-280 to Stevens Creek Boulevard	AM	67	67	2	1	14	9	B	A	3	1	6900	1650	15	9	B	A	92	11	1.3%	0.7%	NO	NO
I-280 to Stevens Creek Boulevard	PM	20	20	2	1	**82**	**108**	**F**	**F**	3	1	6900	1650	**85**	**109**	**F**	**F**	103	25	1.5%	1.5%	**YES**	**YES**
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	15	7	B	A	62	11	1.3%	0.7%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	15	30	2	1	**97**	**71**	**F**	**F**	2	1	4600	1650	**100**	**72**	**F**	**F**	81	25	1.8%	1.5%	**YES**	**YES**
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	67	67	2	1	18	8	B	A	2	1	4600	1650	18	8	B	A	51	6	1.1%	0.4%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	25	40	2	1	**73**	54	**F**	E	2	1	4600	1650	**74**	54	**F**	E	61	18	1.3%	1.1%	**YES**	NO
Saratoga Avenue to Winchester Boulevard	AM	66	67	2	1	24	7	C	A	2	1	4600	1650	24	7	C	A	36	6	0.8%	0.4%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	35	60	2	1	58	39	E	D	2	1	4600	1650	**59**	39	**F**	D	47	18	1.0%	1.1%	**YES**	NO
Winchester Boulevard to State Route 17	AM	67	67	2	1	12	10	B	A	2	1	4600	1650	12	10	B	A	32	3	0.7%	0.2%	NO	NO
Winchester Boulevard to State Route 17	PM	16	50	2	1	**94**	46	**F**	D	2	1	4600	1650	**95**	46	**F**	D	37	14	0.8%	0.8%	NO	NO
State Route 17 to S. Bascom Avenue	AM	67	67	2	1	18	11	B	A	2	1	4600	1650	18	11	B	A	22	2	0.5%	0.1%	NO	NO
State Route 17 to S. Bascom Avenue	PM	9	20	2	1	**122**	**88**	**F**	**F**	2	1	4600	1650	**124**	**89**	**F**	**F**	41	13	0.9%	0.8%	NO	NO
S. Bascom Avenue to Union Avenue	AM	66	67	2	1	22	7	C	A	2	1	4600	1650	22	7	C	A	15	2	0.3%	0.1%	NO	NO
S. Bascom Avenue to Union Avenue	PM	14	30	2	1	**99**	**65**	**F**	**F**	2	1	4600	1650	**100**	**65**	**F**	**F**	37	12	0.8%	0.7%	NO	NO
Union Avenue to Camden Avenue	AM	64	67	2	1	33	5	D	A	2	1	4600	1650	33	5	D	A	12	2	0.3%	0.1%	NO	NO
Union Avenue to Camden Avenue	PM	36	60	2	1	56	41	E	D	2	1	4600	1650	56	41	E	D	28	12	0.6%	0.7%	NO	NO
Camden Avenue to Almaden Expressway	AM	66	67	2	1	21	6	C	A	2	1	4600	1650	21	6	C	A	7	1	0.2%	0.1%	NO	NO
Camden Avenue to Almaden Expressway	PM	55	70	2	1	40	32	D	D	2	1	4600	1650	40	32	D	D	17	8	0.4%	0.5%	NO	NO
Almaden Expressway to State Route 87	AM	67	67	2	1	14	8	B	A	2	1	4600	1650	14	8	B	A	4	0	0.1%	0.0%	NO	NO
Almaden Expressway to State Route 87	PM	64	70	2	1	32	21	D	C	2	1	4600	1650	32	21	D	C	12	7	0.3%	0.4%	NO	NO
State Route 87 to Blossom Hill Road	AM	65	67	2	1	31	10	C	A	2	1	4600	1650	31	10	D	A	6	0	0.1%	0.0%	NO	NO
State Route 87 to Blossom Hill Road	PM	28	60	2	1	**67**	42	**F**	D	2	1	4600	1650	**68**	42	**F**	D	28	7	0.6%	0.4%	NO	NO
Blossom Hill Road to Cottle Road	AM	64	67	2	1	32	8	D	A	2	1	4600	1650	32	8	D	A	2	0	0.0%	0.0%	NO	NO
Blossom Hill Road to Cottle Road	PM	65	70	2	1	21	15	D	C	2	1	4600	1650	21	15	C	B	11	5	0.2%	0.3%	NO	NO
State Route 237 - Eastbound																							
El Camino Real to 85 Ramps	AM	50		2	0	44	0	D	0	2	-	4400	-	45	-	D	-	77	-	1.8%	-	NO	-
El Camino Real to 85 Ramps	PM	66		2	0	19	0	C	0	2	-	4400	-	19	-	C	-	19	-	0.4%	-	NO	-
85 Ramps to Sylvan Avenue	AM	25		2	0	**73**	0	**F**	0	2	-	4400	-	**82**	-	**F**	-	450	-	10.2%	-	**YES**	-
85 Ramps to Sylvan Avenue	PM	66		2	0	25	0	C	0	2	-	4400	-	26	-	C	-	139	-	3.2%	-	NO	-
Sylvan Avenue to Maude Avenue	AM	41		2	0	51	0	E	0	2	-	4400	-	55	-	E	-	326	-	7.4%	-	NO	-
Sylvan Avenue to Maude Avenue	PM	64		2	0	33	0	D	0	2	-	4400	-	34	-	D	-	110	-	2.5%	-	NO	-
Maude Avenue to 101 Ramps	AM	66		2	0	23	0	C	0	2	-	4400	-	25	-	C	-	274	-	6.2%	-	NO	-
Maude Avenue to 101 Ramps	PM	14		2	0	**99**	0	**F**	0	2	-	4400	-	**107**	-	**F**	-	227	-	5.2%	-	**YES**	-
101 Ramps to Mathilda Avenue	AM	55		2	0	40	0	D	0	2	-	4400	-	42	-	D	-	224	-	5.1%	-	NO	-
101 Ramps to Mathilda Avenue	PM	9		2	0	**121**	0	**F**	0	2	-	4400	-	**131**	-	**F**	-	181	-	4.1%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	AM	64	67	2	1	33	12	D	B	2	-	4400	-	34	12	D	B	151	0	3.4%	-	NO	-
Mathilda Avenue to Fair Oaks Avenue	PM	14	20	2	1	**100**	**96**	**F**	**F**	2	-	4400	-	**108**	**96**	**F**	**F**	226	0	5.1%	-	**YES**	-
Fair Oaks Avenue to Lawrence Expressway	AM	64	66	2	1	33	19	D	C	2	1	4600	1650	35	19	D	C	192	32	4.2%	1.9%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	10	40	2	1	**115**	**62**	**F**	**F**	2	1	4600	1650	**125**	**63**	**F**	**F**	208	28	4.5%	1.7%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	AM	64	67	2	1	32	18	D	B	2	1	4600	1650	33	18	D	B	164	30	3.6%	1.8%	NO	NO
Lawrence Expressway to Great America Parkway	PM	14	30	2	1	**101**	**69**	**F**	**F**	2	1	4600	1650	**108**	**70**	**F**	**F**	190	27	4.1%	1.6%	**YES**	**YES**
Great America Parkway to North First Street	AM	64	66	2	1	32	21	D	C	2	1	4600	1650	33	21	D	C	159	30	3.5%	1.8%	NO	NO
Great America Parkway to North First Street	PM	12	30	2	1	**106**	**64**	**F**	**F**	2	1	4600	1650	**114**	**65**	**F**	**F**	187	27	4.1%	1.6%	**YES**	**YES**
North First Street to Zanker Road	AM	64	67	2	1	45	15	D	B	2	1	4600	1650	46	15	D	B	152	25	3.3%	1.5%	NO	NO
North First Street to Zanker Road	PM	25	50	2	1	**72**	47	**F**	E	2	1	4600	1650	**76**	48	**F**	E	186	26	4.0%	1.6%	**YES**	NO
Zanker Road to McCarthy Boulevard	AM	48	67	2	1	28	15	D	B	2	1	4600	1650	30	15	D	B	149	23	3.2%	1.4%	NO	NO
Zanker Road to McCarthy Boulevard	PM	52	70	2	1	42	28	D	D	2	1	4600	1650	44	28	D	D	192	25	4.2%	1.5%	NO	NO
McCarthy Boulevard to Interstate 880	AM	66	67	2	1	21	7	C	A	2	1	4600	1650	22	7	C	A	76	17	1.7%	1.0%	NO	NO
McCarthy Boulevard to Interstate 880	PM	66	60	2	1	20	38	C	D	2	1	4600	1650	21	38	C	D	91	19	2.0%	1.2%	NO	NO

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																							
Interstate 880 to McCarthy Boulevard	AM	11	29	2	1	**113**	**65**	**F**	**F**	2	1	4600	1650	**119**	**66**	**F**	F	124	22	2.7%	1.3%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	PM	66	70	2	1	20	9	C	A	2	1	4600	1650	21	9	C	A	131	8	2.8%	0.5%	NO	NO
McCarthy Boulevard to Zanker Road	AM	10	24	2	1	**115**	**74**	**F**	**F**	2	1	4600	1650	**125**	**75**	**F**	F	190	24	4.1%	1.5%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	PM	64	70	2	1	32	17	D	B	2	1	4600	1650	34	17	D	B	203	23	4.4%	1.4%	NO	NO
Zanker Road to North First Street	AM	15	26	2	1	**98**	**70**	**F**	**F**	2	1	4600	1650	**104**	**71**	**F**	F	180	32	3.9%	1.9%	**YES**	**YES**
Zanker Road to North First Street	PM	48	70	2	1	45	11	D	A	2	1	4600	1650	47	11	E	A	213	26	4.6%	1.6%	NO	NO
North First Street to Great America Parkway	AM	16	19	2	1	**92**	**84**	**F**	**F**	2	1	4600	1650	**98**	**86**	**F**	F	179	33	3.9%	2.0%	**YES**	**YES**
North First Street to Great America Parkway	PM	58	70	2	1	38	14	D	B	2	1	4600	1650	40	14	D	B	218	29	4.7%	1.8%	NO	NO
Great America Parkway to Lawrence Expressway	AM	13	20	2	1	**103**	**82**	**F**	**F**	2	1	4600	1650	**110**	**84**	**F**	F	169	34	3.7%	2.1%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	PM	66	70	2	1	27	15	D	B	2	1	4600	1650	29	15	D	B	219	30	4.8%	1.8%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	15	16	2	1	**95**	**93**	**F**	**F**	3	1	6900	1650	**102**	**95**	**F**	**F**	207	33	3.0%	2.0%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	32	60	2	1	**61**	38	**F**	D	3	1	6900	1650	**65**	39	**F**	D	245	30	3.6%	1.8%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	AM	18		3	0	**89**	0	**F**	0	3	-	6900	-	**93**	-	**F**	-	211	0	3.1%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	PM	19		3	0	**84**	0	**F**	0	3	1	6900	1650	**89**	-	**F**	-	262	32	3.8%	1.9%	**YES**	NO
Mathilda Avenue to 101 Ramps	AM	41		2	0	51	0	E	0	2	-	4400	-	53	-	E	-	169	0	3.8%	-	NO	-
Mathilda Avenue to 101 Ramps	PM	20		2	0	**82**	0	**F**	0	2	1	4600	1650	**89**	-	**F**	-	272	33	5.9%	2.0%	**YES**	NO
101 Ramps to Maude Avenue	AM	61		2	0	36	0	D	0	2	-	4400	-	38	-	D	-	203	-	4.6%	-	NO	-
101 Ramps to Maude Avenue	PM	15		2	0	**95**	0	**F**	0	2	-	4400	-	**108**	-	**F**	-	388	-	8.8%	-	**YES**	-
Maude Avenue to Sylvan Avenue	AM	57		2	0	39	0	D	0	2	-	4400	-	40	-	D	-	73	-	1.7%	-	NO	-
Maude Avenue to Sylvan Avenue	PM	23		2	0	**77**	0	**F**	0	2	-	4400	-	**83**	-	**F**	-	284	-	6.5%	-	**YES**	-
Sylvan Avenue to 85 Ramps	AM	66		2	0	28	0	D	0	2	-	4400	-	29	-	D	-	110	-	2.5%	-	NO	-
Sylvan Avenue to 85 Ramps	PM	30		2	0	**64**	0	**F**	0	2	-	4400	-	**74**	-	**F**	-	619	-	14.1%	-	**YES**	-
85 Ramps to El Camino Real	AM	29		2	0	**65**	0	**F**	0	2	-	4400	-	**65**	-	**F**	-	21	-	0.5%	-	NO	-
85 Ramps to El Camino Real	PM	51		2	0	43	0	D	0	2	-	4400	-	45	-	D	-	166	-	3.8%	-	NO	-
Interstate 880- Northbound																							
1st Street to US 101	AM	28		3	-	**67**	-	**F**	-	3	-	6900	1650	**67**	-	**F**	-	0	-	0.0%	-	NO	-
1st Street to US 101	PM	19		3	-	**85**	-	**F**	-	3	-	6900	1650	**85**	-	**F**	-	4	-	0.1%	-	NO	-
US 101 to E. Brokaw Road	AM	45	67	3	1	48	14	E	B	3	-	6900	1650	48	14	E	B	2	1	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	65	70	3	1	31	15	D	B	3	-	6900	1650	31	15	D	B	4	3	0.1%	0.2%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	24	18	C	B	3	-	6900	1650	24	18	C	B	3	2	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	23	12	C	B	3	-	6900	1650	23	12	C	B	0	0	0.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	66	67	3	1	22	17	C	B	3	-	6900	1650	22	17	C	B	14	6	0.2%	0.4%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	66	70	3	1	28	13	D	B	3	-	6900	1650	28	13	D	B	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to State Route 237	AM	66	66	3	1	27	27	D	D	3	-	6900	1650	27	27	D	D	9	5	0.1%	0.3%	NO	NO
Great Mall Parkway to State Route 237	PM	63	70	3	1	34	20	D	C	3	-	6900	1650	34	20	D	C	0	1	0.0%	0.1%	NO	NO
State Route 237 to Dixon Landing Road	AM	66	67	3	1	24	11	C	A	3	-	6900	1650	24	11	C	A	23	11	0.3%	0.7%	NO	NO
State Route 237 to Dixon Landing Road	PM	47	60	3	1	46	39	**D**	D	3	-	6900	1650	46	39	D	D	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 262	AM	N/A	N/A	4	1	N/A	N/A	A	A	3	2	6900	3300	N/A	N/A	A	A	242	175	3.5%	5.3%	NO	NO
Dixon Landing Road to State Route 262	PM	N/A	N/A	4	1	N/A	N/A	**F**	**F**	3	2	6900	3300	N/A	N/A	**F**	**F**	35	33	0.5%	1.0%	NO	NO
State Route 262 to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	70	15	1.0%	0.9%	NO	NO
State Route 262 to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	112	20	1.6%	1.2%	NO	NO
Fremont Boulevard to Auto Mall Parkway	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	59	13	0.9%	0.8%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	96	18	1.4%	1.1%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	50	12	0.7%	0.7%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM	N/A	N/A	3	1	N/A	N/A	D	C	3	1	6900	1650	N/A	N/A	D	C	89	17	1.3%	1.0%	NO	NO
Stevenson Boulevard to Mowry Avenue	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	48	11	0.7%	0.7%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM	N/A	N/A	3	1	N/A	N/A	E	D	3	1	6900	1650	N/A	N/A	E	D	75	15	1.1%	0.9%	NO	NO
Mowry Avenue to Thorton Avenue	AM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	45	9	0.6%	0.5%	NO	NO
Mowry Avenue to Thorton Avenue	PM	N/A	N/A	3	1	N/A	N/A	E	D	3.5	1	8050	1650	N/A	N/A	E	D	72	13	0.9%	0.8%	NO	NO
Thorton Avenue to Decoto Road	AM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	39	8	0.5%	0.5%	NO	NO
Thorton Avenue to Decoto Road	PM	N/A	N/A	3	1	N/A	N/A	E	D	3.5	1	8050	1650	N/A	N/A	E	D	55	13	0.7%	0.8%	NO	NO
Fremont Boulevard to Decoto Road	AM	N/A	N/A	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	C	A	39	8	0.6%	0.5%	NO	NO
Fremont Boulevard to Decoto Road	PM	N/A	N/A	3	1	N/A	N/A	**F**	E	3	1	6900	1650	N/A	N/A	**F**	E	62	14	0.9%	0.8%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	AM	N/A	N/A	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	D	A	39	8	0.6%	0.5%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	62	14	0.9%	0.8%	NO	NO
Whipple Road to Alvarado-Niles Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	38	8	0.4%	0.5%	NO	NO
Whipple Road to Alvarado-Niles Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	55	11	0.6%	0.7%	NO	NO
Industrial Parkway W to Whipple Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	36	6	0.4%	0.4%	NO	NO
Industrial Parkway W to Whipple Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	51	9	0.6%	0.5%	NO	NO
Industrial Parkway W to Tennyson Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	36	6	0.4%	0.4%	NO	NO
Industrial Parkway W to Tennyson Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	51	9	0.6%	0.5%	NO	NO

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880- Southbound																							
Tennyson Road to Industrial Parkway W	AM	N/A	N/A	4	1	N/A	N/A	**F**	D	4	1	9200	1650	N/A	N/A	**F**	D	50	7	0.5%	0.4%	NO	NO
Tennyson Road to Industrial Parkway W	PM	N/A	N/A	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	B	45	4	0.5%	0.2%	NO	NO
Whilpple Road to Industrial Parkway W	AM	N/A	N/A	3	1	N/A	N/A	**F**	D	3	1	6900	1650	N/A	N/A	**F**	D	48	9	0.7%	0.5%	NO	NO
Whilpple Road to Industrial Parkway W	PM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	44	5	0.6%	0.3%	NO	NO
Alvarado-Niles Road to Whipple Road	AM	N/A	N/A	4	1	N/A	N/A	**F**	D	4	1	9200	1650	N/A	N/A	**F**	D	55	9	0.6%	0.5%	NO	NO
Alvarado-Niles Road to Whipple Road	PM	N/A	N/A	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	B	50	5	0.5%	0.3%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	D	3	1	6900	1650	N/A	N/A	**F**	D	62	14	0.9%	0.8%	NO	NO
Fremont Boulevard to Alvardo Boulevard	PM	N/A	N/A	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	C	A	56	7	0.8%	0.4%	NO	NO
Decoto Road to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	62	14	0.9%	0.8%	NO	NO
Decoto Road to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	D	A	56	7	0.8%	0.4%	NO	NO
Decoto Road to Thorton Avenue	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	60	13	0.9%	0.8%	NO	NO
Decoto Road to Thorton Avenue	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	58	7	0.8%	0.4%	NO	NO
Thorton Avenu to Mowry Avenue	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	61	16	0.9%	1.0%	NO	NO
Thorton Avenu to Mowry Avenue	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	67	9	1.0%	0.5%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	71	16	1.0%	1.0%	NO	NO
Mowry Avenue to Stevenson Boulevard	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	71	8	1.0%	0.5%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM	N/A	N/A	3	1	N/A	N/A	E	C	3.5	1	8050	1650	N/A	N/A	E	C	97	18	1.2%	1.1%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	PM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	82	8	1.0%	0.5%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	91	19	1.3%	1.2%	NO	NO
Auto Mall Parkway to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	86	6	1.2%	0.4%	NO	NO
Fremont Boulevard to State Route 262	AM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	106	19	1.5%	1.2%	NO	NO
Fremont Boulevard to State Route 262	PM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	104	7	1.5%	0.4%	NO	NO
State Route 262 to Dixon Landing Road	AM	N/A	N/A	4	1	N/A	N/A	C	B	3	1	6900	1650	N/A	N/A	C	B	0	0	0.0%	0.0%	NO	NO
State Route 262 to Dixon Landing Road	PM	N/A	N/A	4	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	27	12	0.4%	0.7%	NO	NO
Dixon Landing Road to State Route 237	AM	36	9	3	1	57	**122**	E	**F**	3	1	6900	1650	57	**122**	E	**F**	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 237	PM	65	70	3	1	29	19	D	C	3	1	6900	1650	29	19	D	C	69	9	1.0%	0.5%	NO	NO
State Route 237 to Great Mall Parkway	AM	50	61	3	1	44	36	D	D	3	1	6900	1650	44	36	D	D	0	1	0.0%	0.1%	NO	NO
State Route 237 to Great Mall Parkway	PM	20	60	3	1	**82**	38	**F**	D	3	1	6900	1650	**82**	38	**F**	D	6	2	0.1%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	33	65	3	1	**60**	30	**F**	D	3	1	6900	1650	**60**	30	**F**	D	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	27	70	3	1	**68**	28	**F**	D	3	1	6900	1650	**68**	28	**F**	D	7	2	0.1%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	17	66	3	1	**91**	21	**F**	C	3	1	6900	1650	**91**	21	**F**	C	1	1	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	19	60	3	1	**84**	40	**F**	D	3	1	6900	1650	**84**	40	**F**	D	2	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	16	27	3	1	**92**	**68**	**F**	**F**	3	1	6900	1650	**92**	**68**	**F**	**F**	1	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	PM	24	60	3	1	**75**	41	**F**	D	3	1	6900	1650	**75**	41	**F**	D	0	0	0.0%	0.0%	NO	NO
US 101 to 1st Street	AM	15		3	-	**97**	-	**F**	-	3	1	6900	1650	**97**	-	**F**	-	14	-	0.2%	-	NO	-
US 101 to 1st Street	PM	29		**3**	-	**65**	-	**F**	-	3	1	6900	1650	**65**	-	**F**	-	1	-	0.0%	-	NO	-

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																							
Tully Road to Story Road	AM	22	19	3	1	**78**	**84**	**F**	**F**	3	1	6900	1650	**79**	**84**	**F**	**F**	50	4	0.7%	0.2%	NO	NO
Tully Road to Story Road	PM	66	70	3	1	22	8	C	A	3	1	6900	1650	22	8	C	A	36	3	0.5%	0.2%	NO	NO
Story Road to I-280	AM	18	19	3	1	**89**	**84**	**F**	**F**	3	1	6900	1650	**90**	**84**	**F**	**F**	67	7	1.0%	0.4%	NO	NO
Story Road to I-280	PM	67	70	3	1	15	7	B	A	3	1	6900	1650	15	7	B	A	50	7	0.7%	0.4%	NO	NO
I-280 to Santa Clara Street	AM	9	9	3	1	**120**	**122**	**F**	**F**	3	1	6900	1650	**123**	**124**	**F**	**F**	78	16	1.1%	1.0%	**YES**	NO
I-280 to Santa Clara Street	PM	66	70	3	1	19	12	C	B	3	1	6900	1650	19	12	C	B	53	10	0.8%	0.6%	NO	NO
Santa Clara Street to McKee Road	AM	11	15	3	1	**110**	**97**	**F**	**F**	3	1	6900	1650	**113**	**98**	**F**	**F**	94	16	1.4%	1.0%	**YES**	NO
Santa Clara Street to McKee Road	PM	66	70	3	1	21	10	C	A	3	1	6900	1650	21	10	C	A	59	10	0.9%	0.6%	NO	NO
McKee Road to Oakland Road	AM	11	18	3	1	**112**	**87**	**F**	**F**	3	1	6900	1650	**116**	**88**	**F**	**F**	117	16	1.7%	1.0%	**YES**	NO
McKee Road to Oakland Road	PM	66	70	3	1	23	7	C	A	3	1	6900	1650	23	7	C	A	72	10	1.0%	0.6%	NO	NO
Oakland Road to I-880	AM	12	14	3	1	**107**	**100**	**F**	**F**	3	1	6900	1650	**110**	**102**	**F**	**F**	124	22	1.8%	1.3%	**YES**	**YES**
Oakland Road to I-880	PM	66	70	3	1	20	5	C	A	3	1	6900	1650	20	5	C	A	93	1	1.3%	0.1%	NO	NO
I-880 to Old Bayshore Highway	AM	8	15	3	1	**127**	**98**	**F**	**F**	3	1	9200	1650	**132**	**100**	**F**	**F**	122	23	1.3%	1.4%	**YES**	**YES**
I-880 to Old Bayshore Highway	PM	67	70	3	1	16	12	B	B	3	1	9200	1650	16	12	B	B	83	14	0.9%	0.8%	NO	NO
Old Bayshore Highway to N 1st Street	AM	9	12	3	1	**122**	**108**	**F**	**F**	3	1	6900	1650	**127**	**110**	**F**	**F**	138	25	2.0%	1.5%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	PM	67	70	3	1	17	8	B	BA	3	1	6900	1650	17	8	B	A	88	14	1.3%	0.8%	NO	NO
N 1st Street to Guadalupe Parkway	AM	12	11	3	1	**108**	**110**	**F**	**F**	3	1	9200	1650	**113**	**112**	**F**	**F**	184	25	2.0%	1.5%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	PM	67	70	3	1	14	9	B	A	3	1	9200	1650	15	9	B	A	116	14	1.3%	0.8%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	8	12	3	1	**127**	**107**	**F**	**F**	3	1	6900	1650	**133**	**109**	**F**	**F**	145	28	2.1%	1.7%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	PM	66	70	3	1	19	9	C	A	3	1	6900	1650	20	9	C	A	149	17	2.2%	1.0%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	23	26	3	1	**76**	**71**	**F**	**F**	3	1	6900	1650	**79**	**72**	**F**	**F**	195	35	2.8%	2.1%	**YES**	**YES**
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	25	11	C	A	205	26	3.0%	1.6%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	15	19	3	1	**97**	**86**	**F**	**F**	3	1	6900	1650	**101**	**88**	**F**	**F**	189	40	2.7%	2.4%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	66	70	3	1	28	11	D	A	3	1	6900	1650	29	11	D	A	205	34	3.0%	2.1%	NO	NO
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	16	21	3	1	**93**	**81**	**F**	**F**	3	1	9200	1650	**98**	**83**	**F**	**F**	238	40	2.6%	2.4%	**YES**	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	65	70	3	1	29	16	D	B	3	1	9200	1650	30	17	D	B	283	36	3.1%	2.2%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	19	25	3	1	**84**	**73**	**F**	**F**	3	1	6900	1650	**88**	**75**	**F**	**F**	250	44	3.6%	2.7%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	65	70	3	1	29	12	D	B	3	1	6900	1650	31	13	D	B	309	42	4.5%	2.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	33	38	3	1	**60**	54	**F**	E	3	1	6900	1650	**63**	55	**F**	E	284	42	4.1%	2.5%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	26	12	C	B	321	44	4.7%	2.7%	NO	NO
Mathilda Avenue to 237 Ramps	AM	43	26	3	1	**49**	**71**	**F**	**F**	3	1	6900	1650	51	**73**	E	**F**	260	42	3.8%	2.5%	NO	**YES**
Mathilda Avenue to 237 Ramps	PM	66	70	3	1	24	20	C	C	3	1	6900	1650	26	21	C	C	320	44	4.6%	2.7%	NO	NO
237 Ramps to Ellis Street	AM	28	30	3	1	**67**	**64**	**F**	**F**	3	1	6900	1650	**70**	**65**	**F**	**F**	262	37	3.8%	2.2%	**YES**	**YES**
237 Ramps to Ellis Street	PM	39	70	3	1	53	33	E	D	3	1	6900	1650	55	33	E	D	246	34	3.6%	2.1%	NO	NO
Moffett Boulevard to 85 Ramps	AM	15	28	3	1	**97**	**67**	**F**	**F**	3	1	6900	1650	**98**	**67**	**F**	**F**	39	7	0.6%	0.4%	NO	NO
Moffett Boulevard to 85 Ramps	PM	16	70	3	1	**93**	36	**F**	D	3	1	6900	1650	**99**	37	**F**	D	289	40	4.2%	2.4%	**YES**	NO
85 Ramps to Shoreline Boulevard	AM	24	63	4	1	**75**	34	**F**	D	4	1	6900	1650	**75**	34	**F**	D	43	7	0.6%	0.4%	NO	NO
85 Ramps to Shoreline Boulevard	PM	27	70	4	1	**68**	34	**F**	D	4	1	6900	1650	**71**	35	**F**	D	327	50	4.7%	3.0%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	AM	26	63	3	2	**70**	34	**F**	D	3	2	6900	1650	**71**	34	**F**	D	65	8	0.9%	0.5%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	PM	11	70	3	2	**112**	18	**F**	B	3	2	6900	1650	**124**	18	**F**	B	407	52	5.9%	3.2%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	AM	38	66	3	2	54	25	E	C	3	2	6900	1650	55	25	E	C	143	17	2.1%	1.0%	NO	NO
Rengstorff Avenue to San Antonio Avenue	PM	17	70	3	2	**91**	23	**F**	C	3	2	6900	1650	**95**	23	**F**	C	190	24	2.8%	1.5%	**YES**	NO
San Antonio Avenue to Oregon Expressway	AM	35	55	3	2	58	40	E	D	3	2	6900	1650	**59**	40	**F**	D	135	16	2.0%	1.0%	**YES**	NO
San Antonio Avenue to Oregon Expressway	PM	23	50	3	2	**77**	45	**F**	D	3	2	6900	1650	**80**	45	**F**	D	187	23	2.7%	1.4%	**YES**	NO
Oregon Expressway to Embarcadero Road	AM	27	25	3	1	**68**	**72**	**F**	**F**	3	1	6900	1650	**69**	**73**	**F**	**F**	117	16	1.7%	1.0%	**YES**	NO
Oregon Expressway to Embarcadero Road	PM	32	30	3	1	**61**	**66**	**F**	**F**	3	1	6900	1650	**63**	**67**	**F**	**F**	163	23	2.4%	1.4%	**YES**	**YES**

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																							
Embarcadero Road to University Ave*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	118	16	1.7%	1.0%	**YES**	NO
Embarcadero Road to University Ave*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	164	23	2.4%	1.4%	**YES**	**YES**
University Avenue to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	106	14	1.5%	0.8%	**YES**	NO
University Avenue to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	153	19	2.2%	1.2%	**YES**	**YES**
Willow Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	93	13	1.3%	0.8%	**YES**	NO
Willow Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	137	19	2.0%	1.2%	**YES**	**YES**
Marsh Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	88	8	1.3%	0.5%	**YES**	NO
Marsh Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	129	14	1.9%	0.8%	**YES**	NO
Woodside Road to Whipple Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	76	8	1.1%	0.5%	**YES**	NO
Woodside Road to Whipple Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	113	14	1.6%	0.8%	**YES**	NO
Whipple Road to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	75	0	0.8%	-	NO	-
Whipple Road to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	111	0	1.2%	-	**YES**	-
Holly Street to Marine Parkway*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	67	0	0.7%	-	NO	-
Holly Street to Marine Parkway*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	104	0	1.1%	-	**YES**	-
Marine Parkway to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	65	0	0.6%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	95	0	0.8%	-	NO	-
E Hillsdale Boulevard to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	55	0	0.5%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	79	0	0.7%	-	NO	-
State Route 92 to Kehoe Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	50	0	0.4%	-	NO	-
State Route 92 to Kehoe Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	68	0	0.6%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	66	0	0.6%	-	NO	-
E 3rd Avenue to Dore Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
E 3rd Avenue to Dore Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	63	0	0.5%	-	NO	-
Dore Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	44	0	0.4%	-	NO	-
Dore Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	60	0	0.5%	-	NO	-
Broadway to Millbrae Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	41	0	0.4%	-	NO	-
Broadway to Millbrae Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	59	0	0.5%	-	NO	-
US 101 - Southbound (San Mateo County)																							
Millbrae Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	54	0	0.5%	-	NO	-
Millbrae Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
Broadway to Poplar Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	56	0	0.5%	-	NO	-
Broadway to Poplar Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	52	0	0.5%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	58	0	0.5%	-	NO	-
Poplar Avenue to 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	53	0	0.5%	-	NO	-
E 3rd Avenue to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	65	0	0.6%	-	NO	-
E 3rd Avenue to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	59	0	0.5%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	75	0	0.7%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	66	0	0.6%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	89	0	0.8%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	77	0	0.7%	-	NO	-
Marine Parkway to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	93	0	1.0%	-	NO	-
Marine Parkway to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	84	0	0.9%	-	NO	-
Holly Street to Whipple Road*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	110	0	1.2%	-	**YES**	-
Holly Street to Whipple Road*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	104	0	1.1%	-	**YES**	-
Whipple Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	103	17	1.5%	1.0%	**YES**	NO
Whipple Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	96	11	1.4%	0.7%	**YES**	NO
Woodside Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	124	18	1.8%	1.1%	**YES**	**YES**
Woodside Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	115	12	1.7%	0.7%	**YES**	NO
Marsh Road to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	125	22	1.8%	1.3%	**YES**	**YES**
Marsh Road to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	115	16	1.7%	1.0%	**YES**	NO
Willow Road to University Avenue*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	142	24	2.1%	1.5%	**YES**	**YES**
Willow Road to University Avenue*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	133	17	1.9%	1.0%	**YES**	NO
University Ave to Embarcadero Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	152	24	2.2%	1.5%	**YES**	**YES**
University Ave to Embarcadero Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	150	17	2.2%	1.0%	**YES**	NO

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																							
Embarcadero Road to Oregon Expressway	AM	66	61	3	1	27	36	D	D	3	1	6900	1650	28	36	D	D	150	25	2.2%	1.5%	NO	NO
Embarcadero Road to Oregon Expressway	PM	14	20	3	1	**100**	**86**	**F**	**F**	3	1	6900	1650	**104**	**87**	**F**	**F**	148	18	2.1%	1.1%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	AM	59	66	3	1	37	19	D	C	3	1	6900	1650	38	19	D	C	167	28	2.4%	1.7%	NO	NO
Oregon Expressway to San Antonio Avenue	PM	15	70	3	1	**95**	34	**F**	D	3	1	6900	1650	**99**	34	**F**	D	167	20	2.4%	1.2%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	AM	42	66	3	1	50	19	E	C	3	1	6900	1650	51	19	E	C	166	28	2.4%	1.7%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	16	70	3	1	**92**	20	**F**	C	3	1	6900	1650	**95**	20	**F**	C	165	20	2.4%	1.2%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	AM	58	66	3	1	38	22	D	C	3	1	6900	1650	41	23	D	C	440	71	6.4%	4.3%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	PM	29	70	3	1	**66**	25	**F**	C	3	1	6900	1650	**67**	25	**F**	C	99	11	1.4%	0.7%	**YES**	NO
Shoreline Boulevard to 85 Ramps	AM	58	59	3	1	38	37	D	D	3	1	6900	1650	40	38	D	D	280	67	4.1%	4.1%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	27	50	3	1	**68**	51	**F**	E	3	1	6900	1650	**69**	51	**F**	E	89	10	1.3%	0.6%	**YES**	NO
85 Ramps to Moffett Boulevard	AM	65	67	3	1	31	17	D	B	3	1	6900	1650	32	18	D	B	280	52	4.1%	3.2%	NO	NO
85 Ramps to Moffett Boulevard	PM	15	20	3	1	**95**	**84**	**F**	**F**	3	1	6900	1650	**97**	**84**	**F**	**F**	89	9	1.3%	0.5%	**YES**	NO
Ellis Street to 237 Ramps	AM	50	65	3	1	44	31	D	D	3	1	6900	1650	46	32	D	D	267	61	3.9%	3.7%	NO	NO
Ellis Street to 237 Ramps	PM	23	40	3	1	**76**	57	**F**	E	3	1	6900	1650	**79**	58	**F**	E	215	40	3.1%	2.4%	**YES**	NO
237 Ramps to Mathilda Avenue	AM	66	55	3	1	23	40	C	D	3	1	6900	1650	25	41	C	D	302	53	4.4%	3.2%	NO	NO
237 Ramps to Mathilda Avenue	PM	18	40	3	1	**87**	**60**	**F**	**F**	3	1	6900	1650	**92**	**61**	**F**	**F**	244	45	3.5%	2.7%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	25	19	C	C	289	55	4.2%	3.3%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	25	30	3	1	**72**	**68**	**F**	**F**	3	1	6900	1650	**76**	**70**	**F**	**F**	294	47	4.3%	2.8%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	66	67	3	1	28	17	D	B	3	1	6900	1650	29	18	D	B	285	42	4.1%	2.5%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	16	20	3	1	**92**	**106**	**F**	**F**	3	1	6900	1650	**98**	**108**	**F**	**F**	280	42	4.1%	2.5%	**YES**	**YES**
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	62	67	3	1	35	15	D	B	3	1	6900	1650	36	16	D	B	260	35	3.8%	2.1%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	11	20	3	1	**111**	**102**	**F**	**F**	3	1	6900	1650	**119**	**104**	**F**	**F**	265	40	3.8%	2.4%	**YES**	**YES**
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	21	14	C	B	3	1	6900	1650	22	15	C	B	175	35	2.5%	2.1%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	12	20	3	1	**108**	**109**	**F**	**F**	3	1	6900	1650	**114**	**111**	**F**	**F**	211	40	3.1%	2.4%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	62	67	3	1	25	11	C	A	3	1	6900	1650	26	11	C	A	179	25	2.6%	1.5%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	11	30	3	1	**111**	**71**	**F**	**F**	3	1	6900	1650	**118**	**72**	**F**	**F**	234	36	3.4%	2.2%	**YES**	**YES**
De La Cruz Boulevard to Guadalupe Parkway	AM	66	67	3	1	25	6	C	A	3	1	6900	1650	26	6	C	A	129	15	1.9%	0.9%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	40	70	3	1	52	36	E	D	3	1	6900	1650	54	36	E	D	234	28	3.4%	1.7%	NO	NO
Guadalupe Parkway to N 1st Street	AM	66	67	3	1	16	3	B	A	3	1	6900	1650	16	3	B	A	93	11	1.3%	0.7%	NO	NO
Guadalupe Parkway to N 1st Street	PM	24	30	3	1	**75**	**73**	**F**	**F**	3	1	6900	1650	**78**	**74**	**F**	**F**	222	24	3.2%	1.5%	**YES**	**YES**
N 1st Street to Old Bayshore Highway	AM	66	67	3	1	13	2	B	A	3	1	6900	1650	13	2	B	A	63	11	0.9%	0.7%	NO	NO
N 1st Street to Old Bayshore Highway	PM	6	20	3	1	**160**	**108**	**F**	**F**	3	1	6900	1650	**170**	**109**	**F**	**F**	183	24	2.7%	1.5%	**YES**	**YES**
Old Bayshore Highway to I-880	AM	67	67	3	1	18	6	B	A	4	1	9200	1650	18	6	B	A	63	11	0.7%	0.7%	NO	NO
Old Bayshore Highway to I-880	PM	6	20	3	1	**136**	**90**	**F**	**F**	4	1	9200	1650	**146**	**91**	**F**	**F**	185	23	2.0%	1.4%	**YES**	**YES**
I-880 to Oakland Road	AM	67	67	3	1	18	7	B	A	3	1	6900	1650	18	7	B	A	57	11	0.8%	0.7%	NO	NO
I-880 to Oakland Road	PM	12	30	3	1	**109**	**77**	**F**	**F**	3	1	6900	1650	**114**	**78**	**F**	**F**	173	23	2.5%	1.4%	**YES**	**YES**
Oakland Road to McKee Road	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	16	4	B	A	49	7	0.7%	0.4%	NO	NO
Oakland Road to McKee Road	PM	36	70	3	1	56	36	E	D	3	1	6900	1650	57	36	E	D	144	19	2.1%	1.2%	NO	NO
McKee Road to Santa Clara Street	AM	66	66	3	1	19	10	C	A	3	1	6900	1650	19	10	C	A	58	1	0.8%	0.1%	NO	NO
McKee Road to Santa Clara Street	PM	40	50	3	1	52	46	E	D	3	1	6900	1650	53	46	E	D	135	16	2.0%	1.0%	NO	NO
Santa Clara Street to I-280	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	16	4	B	A	44	1	0.6%	0.1%	NO	NO
Santa Clara Street to I-280	PM	39	60	3	1	53	38	E	D	3	1	6900	1650	54	38	E	D	121	16	1.8%	1.0%	NO	NO
I-280 to Story Road	AM	67	67	3	1	14	5	B	A	3	1	6900	1650	14	5	B	A	33	5	0.5%	0.3%	NO	NO
I-280 to Story Road	PM	65	70	3	1	31	34	D	D	3	1	6900	1650	31	34	D	D	96	10	1.4%	0.6%	NO	NO
Story Road to Tully Road	AM	66	67	3	1	19	4	C	A	3	1	6900	1650	19	4	C	A	27	0	0.4%	0.0%	NO	NO
Story Road to Tully Road	PM	52	70	3	1	42	28	D	D	3	1	6900	1650	42	28	D	D	64	4	0.9%	0.2%	NO	NO

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																							
Bird Avenue to Merdian Avenue	AM	13	-	4	-	**102**	-	**F**	-	5	-	11500	-	**102**	-	**F**	-	11	0	0.1%	-	NO	-
Bird Avenue to Merdian Avenue	PM	57	-	4	-	39	-	D	-	5	-	11500	-	39	-	D	-	2	0	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	10	13	3	1	**114**	**103**	**F**	**F**	4	1	9200	1650	**115**	**103**	**F**	**F**	28	2	0.3%	0.1%	NO	NO
Merdian Avenue to Interstate 880	PM	66	70	3	1	21	10	C	A	4	1	9200	1650	21	10	C	A	7	1	0.1%	0.1%	NO	NO
Interstate 880 to Winchester Boulevard	AM	12	15	3	1	**107**	**95**	**F**	**F**	3	1	6900	1650	**108**	**95**	**F**	**F**	27	4	0.4%	0.2%	NO	NO
Interstate 880 to Winchester Boulevard	PM	51	70	3	1	43	20	D	C	3	1	6900	1650	43	20	D	C	15	2	0.2%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	17	20	3	1	**90**	**82**	**F**	**F**	3	1	6900	1650	**91**	**82**	**F**	**F**	37	5	0.5%	0.3%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	55	70	3	1	40	16	D	B	3	1	6900	1650	40	16	D	B	25	2	0.4%	0.1%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	22	26	3	1	**78**	**70**	**F**	**F**	3	1	6900	1650	**79**	**70**	**F**	**F**	41	7	0.6%	0.4%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	66	70	3	1	27	15	D	B	3	1	6900	1650	27	15	D	B	37	3	0.5%	0.2%	NO	NO
Lawrence Expressway to Wolfe Road	AM	25	26	3	1	**72**	**70**	**F**	**F**	3	1	6900	1650	**73**	**70**	**F**	**F**	40	8	0.6%	0.5%	NO	NO
Lawrence Expressway to Wolfe Road	PM	66	70	3	1	25	12	C	B	3	1	6900	1650	25	12	C	B	47	4	0.7%	0.2%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	24	45	3	1	75	48	F	E	3	1	6900	1650	**75**	48	**F**	E	14	10	0.2%	0.6%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	66	70	3	1	27	14	D	B	3	1	6900	1650	27	14	D	B	55	6	0.8%	0.4%	NO	NO
N De Anza Boulevard to State Route 85	AM	23	47	3	1	76	46	F	D	3	1	6900	1650	**76**	46	**F**	D	11	5	0.2%	0.3%	NO	NO
N De Anza Boulevard to State Route 85	PM	66	70	3	1	27	10	D	A	3	1	6900	1650	27	10	D	A	63	7	0.9%	0.4%	NO	NO
State Route 85 to Foothill Expressway	AM	26	33	3	1	70	60	F	F	3	1	6900	1650	**70**	**60**	**F**	**F**	5	3	0.1%	0.2%	NO	NO
State Route 85 to Foothill Expressway	PM	66	70	3	1	28	12	D	B	3	1	6900	1650	28	12	D	B	6	3	0.1%	0.2%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	45	36	3	1	48	56	E	E	3	1	6900	1650	48	56	E	E	1	1	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	64	70	3	1	23	13	C	B	3	1	6900	1650	23	13	C	B	1	2	0.0%	0.1%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	41		4	-	51	-	E	-	3	1	6900	-	51	-	E	-	3	0	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	66		4	-	33	-	D	-	3	1	6900	-	33	-	D	-	3	0	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	AM	52		4	-	45	-	E	-	4	-	9200	-	45	-	D	-	5	0	0.1%	-	NO	-
S El Monte Ave to Page Mill Road	PM	66		4	-	20	-	C	-	4	-	9200	-	20	-	C	-	25	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	AM	66		4	-	21	-	C	-	4	-	9200	-	21	-	C	-	18	0	0.2%	-	NO	-
Page Mill Road to Alpine Road	PM	29		4	-	**66**	-	**F**	-	4	-	9200	-	**66**	-	**F**	-	53	0	0.6%	-	NO	-
Interstate 280 - Southbound																							
Alpine Road to Page Mill Road	AM	65		4	-	29	-	D	-	4	-	9200	-	29	-	D	-	48	-	0.5%	-	NO	-
Alpine Road to Page Mill Road	PM	65		4	-	29	-	D	-	4	-	9200	-	29	-	D	-	14	-	0.2%	-	NO	-
Page Mill Road to S El Monte Ave	AM	66		4	-	15	-	B	-	4	-	9200	-	15	-	B	-	13	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	PM	20		4	-	83	-	F	-	4	-	9200	-	**83**	-	**F**	-	6	-	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	67		3	-	24	-	C	-	3	-	6900	-	24	-	C	-	2	-	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	22		3	-	79	-	F	-	3	-	6900	-	79	-	F	-	2	-	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	66	67	3	1	25	12	C	A	3	1	6900	1650	25	12	C	B	1	1	0.0%	0.1%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	65	70	3	1	31	22	D	C	3	1	6900	1650	31	22	D	C	1	1	0.0%	0.1%	NO	NO
Foothill Expressway to State Route 85	AM	66	67	3	1	23	11	C	A	3	1	6900	1650	23	11	C	A	5	2	0.1%	0.1%	NO	NO
Foothill Expressway to State Route 85	PM	26	60	3	1	71	40	F	D	3	1	6900	1650	71	40	F	D	4	2	0.1%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	66	67	3	1	22	12	C	B	3	1	6900	1650	22	12	C	B	38	6	0.6%	0.4%	NO	NO
State Route 85 to N De Anza Boulevard	PM	12	20	3	1	106	83	F	F	3	1	6900	1650	**107**	83	**F**	F	28	8	0.4%	0.5%	NO	NO
N De Anza Boulevard to Wolfe Road	AM	66	66	3	1	22	22	C	C	3	1	6900	1650	22	22	C	C	33	6	0.5%	0.4%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	24	40	3	1	74	63	F	F	3	1	6900	1650	**74**	**63**	**F**	**F**	31	8	0.4%	0.5%	NO	NO
Wolfe Road to Lawrence Expressway	AM	66	67	3	1	21	16	C	B	3	1	6900	1650	21	16	C	B	29	3	0.4%	0.2%	NO	NO
Wolfe Road to Lawrence Expressway	PM	32	60	3	1	**61**	42	**F**	D	3	1	6900	1650	**62**	42	**F**	D	52	5	0.8%	0.3%	NO	NO
Lawrence Expressway to Saratoga Avenue	AM	59	67	3	1	37	10	D	B	3	1	6900	1650	37	10	D	A	21	2	0.3%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	23	40	3	1	**77**	52	**F**	E	3	1	6900	1650	**78**	52	**F**	E	37	4	0.5%	0.2%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	63	67	3	1	34	10	D	B	3	1	6900	1650	34	10	D	A	12	2	0.2%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	15	40	3	1	**96**	63	**F**	F	3	1	6900	1650	**97**	**63**	**F**	**F**	24	4	0.3%	0.2%	NO	NO
Winchester Boulevard to Interstate 880	AM	66	67	3	1	22	14	C	B	3	1	6900	1650	22	14	C	B	26	1	0.4%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	PM	14	30	3	1	101	67	F	F	3	1	6900	1650	**101**	**67**	**F**	**F**	16	2	0.2%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	AM	66	67	3	1	23	18	C	B	4	1	9200	1650	23	18	C	B	3	0	0.0%	0.0%	NO	NO
Interstate 880 to Merdian Avenue	PM	13	30	3	1	102	81	D	F	4	1	9200	1650	**103**	**81**	**F**	**F**	20	1	0.2%	0.1%	NO	NO
Merdian Avenue to Bird Avenue	AM	47		4	-	46	-	D	-	5	-	11500	-	46	-	D	-	0	0	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	13		4	-	104	-	D	-	5	-	11500	-	**104**	-	**F**	-	10	0	0.1%	-	NO	-

Table D-1: Existing with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																							
Lark Avenue to State Route 85	AM	64	-	2	-	32	-	D	-	3	-	6900	-	32	-	D	-	8	0	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	66	-	2	-	20	-	C	-	3	-	6900	-	20	-	C	-	16	0	0.2%	-	NO	-
State Route 85 to Camden Avenue	AM	66	-	3	-	24	-	C	-	3	-	6900	-	24	-	C	-	4	0	0.1%	-	NO	-
State Route 85 to Camden Avenue	PM	66	-	3	-	19	-	C	-	3	-	6900	-	19	-	C	-	1	0	0.0%	-	NO	-
State Route 17 - Southbound																							
Camden Avenue to State Route 85	AM	66	-	3	-	19	-	C	-	3	-	6900	-	19	-	C	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	66	-	3	-	25	-	C	-	3	-	6900	-	25	-	C	-	4	0	0.1%	-	NO	-
State Route 85 to Lark Avenue	AM	66	-	2	-	19	-	C	-	2	-	4400	-	19	-	C	-	11	0	0.3%	-	NO	-
State Route 85 to Lark Avenue	PM	24	-	2	-	**74**	-	F	-	2	-	4400	-	**74**	-	**F**	-	9	0	0.2%	-	NO	-
State Route 87 - Northbound																							
Coleman Street to W. Julian Street	AM	13	31	2	1	**102**	**63**	**F**	**F**	2	1	4600	1650	**105**	**63**	**F**	**F**	66	4	1.4%	0.2%	**YES**	NO
Coleman Street to W. Julian Street	PM	63	70	2	1	34	13	D	B	2	1	4600	1650	34	13	D	B	42	3	0.9%	0.2%	NO	NO
Coleman Street to W Taylor Street	AM	41	47	2	1	51	46	E	D	2	1	4600	1650	52	46	E	D	56	7	1.2%	0.4%	NO	NO
Coleman Street to W Taylor Street	PM	66	70	2	1	21	7	C	A	2	1	4600	1650	21	7	C	A	58	6	1.3%	0.4%	NO	NO
W Taylor Street to Skyport Drive	AM	32	61	2	1	**62**	36	**F**	D	2	1	4600	1650	**63**	36	**F**	D	52	7	1.1%	0.4%	**YES**	NO
W Taylor Street to Skyport Drive	PM	67	70	2	1	17	4	B	A	2	1	4600	1650	18	4	B	A	67	7	1.5%	0.4%	NO	NO
Skyport Drive to US 101	AM	8	13	2	1	**128**	**102**	**F**	**F**	2	1	4600	1650	**131**	**103**	**F**	**F**	52	7	1.1%	0.4%	**YES**	NO
Skyport Drive to US 101	PM	66	70	2	1	25	8	C	A	2	1	4600	1650	26	8	C	A	71	8	1.5%	0.5%	NO	NO
State Route 87 - Southbound																							
US 101 to Skyport Drive	AM	66	67	2	1	21	8	C	A	2	1	4600	1650	21	8	C	A	64	9	1.4%	0.5%	NO	NO
US 101 to Skyport Drive	PM	14	70	2	1	**100**	36	**F**	D	2	1	4600	1650	**103**	36	**F**	D	75	6	1.6%	0.4%	**YES**	NO
Skyport Drive to W Taylor Street	AM	66	67	2	1	23	4	C	A	2	1	4600	1650	23	4	C	A	60	9	1.3%	0.5%	NO	NO
Skyport Drive to W Taylor Street	PM	14	70	2	1	**100**	28	**F**	D	2	1	4600	1650	**103**	28	**F**	D	74	7	1.6%	0.4%	**YES**	NO
W. Taylor Street to Coleman Street	AM	66	67	2	1	23	6	C	A	2	1	4600	1650	23	6	C	A	52	7	1.1%	0.4%	NO	NO
W. Taylor Street to Coleman Street	PM	16	70	2	1	**94**	36	**F**	D	2	1	4600	1650	**96**	36	**F**	D	70	6	1.5%	0.4%	**YES**	NO
W. Julian Street to Coleman Street	AM	65	67	2	1	30	7	D	A	2	1	4600	1650	30	7	D	A	30	5	0.7%	0.3%	NO	NO
W. Julian Street to Coleman Street	PM	37	70	2	1	55	28	E	D	2	1	4600	1650	56	28	E	D	65	6	1.4%	0.4%	NO	NO

Notes:
1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards.
Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650
*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2015 (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).

Bold and highlighted ndicates a significant impact (project adds >1% of segment capacity to segments with unacceptable operations).

Source: Monitoring & Conformance Report, VTA, 2016; Fehr & Peers, October, 2018.

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																									
Cottle Road to Blossom Hill Road	AM	22	45	2	1	**78**	48	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	0.9	**1.2**	**YES**	**YES**	10	4	0.2%	0.2%	NO	NO
Cottle Road to Blossom Hill Road	PM	65	70	2	1	29	10	D	A	2	1	4600	1650	0.8	0.5	0.8	0.5	NO	NO	1	0	0.0%	0.0%	NO	NO
Blossom Hill Road to State Route 87	AM	13	14	2	1	**103**	**101**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**1.2**	**1.2**	**YES**	**YES**	12	5	0.3%	0.3%	NO	NO
Blossom Hill Road to State Route 87	PM	66	70	2	1	25	11	C	A	2	1	4400	1650	1.0	0.6	1.0	0.6	NO	NO	1	0	0.0%	0.0%	NO	NO
State Route 87 to Almaden Expressway	AM	10	13	2	1	**116**	**102**	**F**	**F**	2	1	4600	1650	**1.1**	**>1.0**	**1.1**	0.9	**YES**	**YES**	12	5	0.3%	0.3%	NO	NO
State Route 87 to Almaden Expressway	PM	67	70	2	1	25	17	C	B	2	1	4600	1650	0.9	0.4	0.9	0.4	NO	NO	0	0	0.0%	0.0%	NO	NO
Almaden Expressway to Camden Avenue	AM	12	14	2	1	**107**	**100**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	12	7	0.3%	0.4%	NO	NO
Almaden Expressway to Camden Avenue	PM	65	70	2	1	28	12	D	B	2	1	4600	1650	0.8	0.6	0.8	0.6	NO	NO	0	1	0.0%	0.1%	NO	NO
Camden Avenue to Union Avenue	AM	12	21	2	1	**107**	**81**	**F**	**F**	2	1	4600	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	13	8	0.3%	0.5%	NO	NO
Camden Avenue to Union Avenue	PM	66	70	2	1	32	13	D	B	2	1	4600	1650	0.8	0.6	0.8	0.6	NO	NO	1	1	0.0%	0.1%	NO	NO
Union Avenue to S. Bascom Avenue	AM	17	14	2	1	**91**	**100**	**F**	**F**	2	1	4600	1650	**1.3**	**1.2**	**1.3**	**1.2**	**YES**	**YES**	16	10	0.3%	0.6%	NO	NO
Union Avenue to S. Bascom Avenue	PM	66	70	2	1	24	14	C	B	2	1	4600	1650	1.0	0.4	1.0	0.4	NO	NO	2	1	0.0%	0.1%	NO	NO
S. Bascom Avenue to State Route 17	AM	10	10	2	1	**114**	**116**	**F**	**F**	2	1	4600	1650	**1.3**	**1.2**	**1.3**	**1.2**	**YES**	**YES**	17	10	0.4%	0.6%	NO	NO
S. Bascom Avenue to State Route 17	PM	66	70	2	1	16	22	B	C	2	1	4600	1650	1.0	0.4	1.0	0.4	NO	NO	3	1	0.1%	0.1%	NO	NO
State Route 17 to Winchester Boulevard	AM	10	9	2	1	**117**	**122**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	0.7	**1.3**	**YES**	**YES**	17	11	0.2%	0.7%	NO	NO
State Route 17 to Winchester Boulevard	PM	64	70	2	1	15	8	B	A	3	1	6900	1650	0.5	0.5	0.5	0.5	NO	NO	3	1	0.0%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	21	29	2	1	**81**	**65**	**F**	**F**	2	1	4600	1650	**1.1**	**1.2**	**1.1**	**1.2**	**YES**	**YES**	17	11	0.4%	0.7%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	66	70	2	1	31	10	D	A	2	1	4600	1650	0.9	0.5	0.9	0.5	NO	NO	3	1	0.1%	0.1%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	30	42	2	1	**64**	50	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	19	13	0.4%	0.8%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	67	70	2	1	21	9	C	A	2	1	4600	1650	0.8	0.5	0.8	0.5	NO	NO	4	1	0.1%	0.1%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	43	64	2	1	49	33	E	D	2	1	4600	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	23	15	0.5%	0.9%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	67	70	2	1	22	7	C	A	2	1	4600	1650	0.9	0.6	0.9	0.6	NO	NO	7	2	0.2%	0.1%	NO	NO
Stevens Creek Boulevard to I-280	AM	25	12	2	1	**72**	**106**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	0.6	0.7	**YES**	**YES**	25	13	0.5%	0.8%	NO	NO
Stevens Creek Boulevard to I-280	PM	65	70	2	1	10	13	A	B	2	1	4600	1650	0.5	0.2	0.5	0.2	NO	NO	7	1	0.2%	0.1%	NO	NO
I-280 to Homestead Road	AM	11	8	2	1	**111**	**126**	**F**	**F**	2	1	4600	1650	**1.1**	**>1.0**	**1.1**	1.0	**YES**	**YES**	54	16	1.2%	1.0%	**YES**	NO
I-280 to Homestead Road	PM	66	70	2	1	15	4	B	A	2	1	4600	1650	0.9	0.5	0.9	0.5	NO	NO	14	2	0.3%	0.1%	NO	NO
Homestead Road to Fremont Avenue	AM	13	12	2	1	**103**	**109**	**F**	**F**	2	1	4600	1650	**1.2**	**1.1**	**1.2**	**1.1**	**YES**	**YES**	54	20	1.2%	1.2%	**YES**	**YES**
Homestead Road to Fremont Avenue	PM	66	70	2	1	41	13	D	B	2	1	4600	1650	0.9	0.6	0.9	0.6	NO	NO	15	3	0.3%	0.2%	NO	NO
Fremont Avenue to El Camino Real	AM	25	22	2	1	**73**	**78**	**F**	**F**	2	1	4600	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	45	22	1.0%	1.3%	NO	**YES**
Fremont Avenue to El Camino Real	PM	67	70	2	1	29	8	D	A	2	1	4600	1650	0.8	0.6	0.8	0.6	NO	NO	14	3	0.3%	0.2%	NO	NO
El Camino Real to 237 Ramps	AM	54	52	2	1	41	42	D	D	2	1	4600	1650	**1.4**	**1.2**	**1.4**	**1.2**	**YES**	**YES**	63	8	1.4%	0.5%	**YES**	NO
El Camino Real to 237 Ramps	PM	67	70	2	1	25	10	C	A	2	1	4600	1650	1.0	0.3	1.0	0.3	NO	NO	19	0	0.4%	0.0%	NO	NO
237 Ramps to Central Expressway	AM	66	66	2	1	21	22	C	C	2	1	4600	1650	1.0	**1.1**	1.0	**1.1**	NO	**YES**	17	6	0.4%	0.4%	NO	NO
237 Ramps to Central Expressway	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.6	0.3	0.6	0.3	NO	NO	3	0	0.1%	0.0%	NO	NO
Central Expressway to US 101	AM	63	64	2	1	34	32	D	D	2	1	4600	1650	**1.1**	1.0	**1.1**	1.0	**YES**	NO	25	2	0.5%	0.1%	NO	NO
Central Expressway to US 101	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.6	0.3	0.6	0.3	NO	NO	44	6	1.0%	0.4%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																									
US 101 to Central Expressway	AM	67	67	2	1	16	5	B	A	2	1	4600	1650	0.6	0.6	0.6	0.6	NO	NO	14	0	0.3%	0.0%	NO	NO
US 101 to Central Expressway	PM	21	20	2	1	**81**	**84**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	0.7	0.9	**YES**	**YES**	8	0	0.2%	0.0%	NO	NO
Central Expressway to 237 Ramps	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.6	0.7	0.6	0.7	NO	NO	1	0	0.0%	0.0%	NO	NO
Central Expressway to 237 Ramps	PM	12	30	2	1	**108**	**77**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	0.8	0.9	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
237 Ramps to El Camino Real	AM	65	67	3	1	31	14	D	B	2	1	4600	1650	0.8	**1.1**	0.8	**1.1**	NO	**YES**	12	3	0.3%	0.2%	NO	NO
237 Ramps to El Camino Real	PM	8	40	3	1	**124**	**60**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	73	12	1.6%	0.7%	**YES**	NO
El Camino Real to Fremont Avenue	AM	58	67	2	1	38	16	D	B	2	1	4600	1650	0.8	0.8	0.8	0.8	NO	NO	11	2	0.2%	0.1%	NO	NO
El Camino Real to Fremont Avenue	PM	29	50	2	1	**66**	47	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	63	14	1.4%	0.8%	**YES**	NO
Fremont Avenue to Homestead Road	AM	57	67	2	1	39	18	D	B	2	1	4600	1650	1.0	0.8	1.0	0.8	NO	NO	11	2	0.2%	0.1%	NO	NO
Fremont Avenue to Homestead Road	PM	40	60	2	1	52	40	E	D	2	1	4600	1650	**1.2**	**1.1**	**1.2**	**1.1**	**YES**	**YES**	63	13	1.4%	0.8%	**YES**	NO
Homestead Road to I-280	AM	67	67	2	1	17	9	B	A	2	1	4600	1650	0.5	0.4	0.5	0.4	NO	NO	7	1	0.2%	0.1%	NO	NO
Homestead Road to I-280	PM	66	70	2	1	21	29	C	D	2	1	4600	1650	0.7	0.7	0.7	0.7	NO	NO	43	11	0.9%	0.7%	NO	NO
I-280 to Stevens Creek Boulevard	AM	67	67	2	1	14	9	B	A	3	1	6900	1650	0.7	0.6	0.7	0.6	NO	NO	6	1	0.1%	0.1%	NO	NO
I-280 to Stevens Creek Boulevard	PM	20	20	2	1	**82**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	0.8	1.0	**YES**	**YES**	35	10	0.5%	0.6%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.9	0.6	0.9	0.6	NO	NO	3	1	0.1%	0.1%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	15	30	2	1	**97**	**71**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.1**	1.0	**1.1**	**YES**	**YES**	28	10	0.6%	0.6%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	67	67	2	1	18	8	B	A	2	1	4600	1650	0.8	0.5	0.8	0.5	NO	NO	3	1	0.1%	0.1%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	25	40	2	1	**73**	54	**F**	E	2	1	4600	1650	**>1.0**	1.0	1.0	1.0	**YES**	NO	26	8	0.6%	0.5%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	66	67	2	1	24	7	C	A	2	1	4600	1650	0.8	0.5	0.8	0.5	NO	NO	2	1	0.0%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	35	60	2	1	58	39	E	D	2	1	4600	1650	1.0	1.0	1.0	1.0	NO	NO	21	8	0.5%	0.5%	NO	NO
Winchester Boulevard to State Route 17	AM	67	67	2	1	12	10	B	A	2	1	4600	1650	0.7	0.6	0.7	0.6	NO	NO	1	1	0.0%	0.1%	NO	NO
Winchester Boulevard to State Route 17	PM	16	50	2	1	**94**	46	**F**	D	2	1	4600	1650	**>1.0**	**1.1**	0.7	**1.1**	**YES**	**YES**	16	7	0.3%	0.4%	NO	NO
State Route 17 to S. Bascom Avenue	AM	67	67	2	1	18	11	B	A	2	1	4600	1650	0.7	0.5	0.7	0.5	NO	NO	2	0	0.0%	0.0%	NO	NO
State Route 17 to S. Bascom Avenue	PM	9	20	2	1	**122**	**88**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	1.0	1.0	**YES**	**YES**	21	7	0.5%	0.4%	NO	NO
S. Bascom Avenue to Union Avenue	AM	66	67	2	1	22	7	C	A	2	1	4600	1650	0.9	0.7	0.9	0.7	NO	NO	1	0	0.0%	0.0%	NO	NO
S. Bascom Avenue to Union Avenue	PM	14	30	2	1	**99**	**65**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**1.2**	**1.2**	**YES**	**YES**	24	6	0.5%	0.4%	NO	NO
Union Avenue to Camden Avenue	AM	64	67	2	1	33	5	D	A	2	1	4600	1650	0.9	0.7	0.9	0.7	NO	NO	1	0	0.0%	0.0%	NO	NO
Union Avenue to Camden Avenue	PM	36	60	2	1	56	41	E	D	2	1	4600	1650	0.9	**1.2**	0.9	**1.2**	NO	**YES**	18	6	0.4%	0.4%	NO	NO
Camden Avenue to Almaden Expressway	AM	66	67	2	1	21	6	C	A	2	1	4600	1650	0.9	0.6	0.9	0.6	NO	NO	1	0	0.0%	0.0%	NO	NO
Camden Avenue to Almaden Expressway	PM	55	70	2	1	40	32	D	D	2	1	4600	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	17	5	0.4%	0.3%	NO	NO
Almaden Expressway to State Route 87	AM	67	67	2	1	14	8	B	A	2	1	4600	1650	**1.1**	0.5	**1.1**	0.5	**YES**	NO	1	0	0.0%	0.0%	NO	NO
Almaden Expressway to State Route 87	PM	64	70	2	1	32	21	D	C	2	1	4600	1650	**1.2**	0.8	**1.2**	0.8	**YES**	NO	16	4	0.3%	0.2%	NO	NO
State Route 87 to Blossom Hill Road	AM	65	67	2	1	31	10	C	A	2	1	4600	1650	**1.1**	0.5	**1.1**	0.5	**YES**	NO	1	0	0.0%	0.0%	NO	NO
State Route 87 to Blossom Hill Road	PM	28	60	2	1	**67**	42	**F**	D	2	1	4400	1650	**1.3**	0.8	**1.3**	0.8	**YES**	NO	17	4	0.4%	0.2%	NO	NO
Blossom Hill Road to Cottle Road	AM	64	67	2	1	32	8	D	A	2	1	4600	1650	0.8	0.5	0.8	0.5	NO	NO	0	0	0.0%	0.0%	NO	NO
Blossom Hill Road to Cottle Road	PM	65	70	2	1	21	15	D	C	2	1	4600	1650	0.9	0.9	0.9	0.9	NO	NO	11	3	0.2%	0.2%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																									
El Camino Real to 85 Ramps	AM	50		2	0	44	0	D	0	2	-	4400	-	0.5	-	0.5	-	NO	-	5	0	0.1%	-	NO	-
El Camino Real to 85 Ramps	PM	66		2	0	19	0	C	0	2	-	4400	-	0.5	-	0.5	-	NO	-	2	0	0.0%	-	NO	-
85 Ramps to Sylvan Avenue	AM	25		2	0	**73**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	0.7	0.7	**YES**	NO	32	10	0.7%	0.6%	NO	NO
85 Ramps to Sylvan Avenue	PM	66		2	0	25	0	C	0	2	1	4600	1650	0.7	0.7	0.7	0.7	NO	NO	16	2	0.3%	0.1%	NO	NO
Sylvan Avenue to Maude Avenue	AM	41		2	0	51	0	E	0	2	1	4600	1650	0.9	0.9	0.9	0.9	NO	NO	26	9	0.6%	0.5%	NO	NO
Sylvan Avenue to Maude Avenue	PM	64		2	0	33	0	D	0	2	1	4600	1650	0.9	0.8	0.9	0.8	NO	NO	14	2	0.3%	0.1%	NO	NO
Maude Avenue to 101 Ramps	AM	66		2	0	23	0	C	0	2	1	4600	1650	0.9	0.9	0.9	0.9	NO	NO	8	1	0.2%	0.1%	NO	NO
Maude Avenue to 101 Ramps	PM	14		2	0	**99**	0	**F**	0	2	1	4600	1650	**1.9**	0.9	**1.9**	0.9	**YES**	NO	105	5	2.3%	0.3%	**YES**	NO
101 Ramps to Mathilda Avenue	AM	55		2	0	40	0	D	0	2	1	4600	1650	**1.2**	0.9	**1.2**	0.9	**YES**	NO	10	1	0.2%	0.1%	NO	NO
101 Ramps to Mathilda Avenue	PM	9		2	0	**121**	0	**F**	0	2	1	4600	1650	**1.2**	1.0	**1.2**	1.0	**YES**	NO	49	5	1.1%	0.3%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	AM	64	67	2	1	33	12	D	B	2	1	4600	1650	**1.3**	**1.3**	**1.3**	**1.3**	**YES**	**YES**	9	1	0.2%	0.1%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	14	20	2	1	**100**	**96**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**1.2**	**1.2**	**YES**	**YES**	52	9	1.1%	0.5%	**YES**	NO
Fair Oaks Avenue to Lawrence Expressway	AM	64	66	2	1	33	19	D	C	2	1	4600	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	9	1	0.2%	0.1%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	10	40	2	1	**115**	**62**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	45	10	1.0%	0.6%	NO	NO
Lawrence Expressway to Great America Parkway	AM	64	67	2	1	32	18	D	B	2	1	4600	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	10	1	0.2%	0.1%	NO	NO
Lawrence Expressway to Great America Parkway	PM	14	30	2	1	**101**	**69**	**F**	**F**	2	1	4600	1650	**1.3**	**1.3**	**1.3**	**1.3**	**YES**	**YES**	61	8	1.3%	0.5%	**YES**	NO
Great America Parkway to North First Street	AM	64	66	2	1	32	21	D	C	2	1	4600	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	9	1	0.2%	0.1%	NO	NO
Great America Parkway to North First Street	PM	12	30	2	1	**106**	**64**	**F**	**F**	2	1	4600	1650	**1.4**	**1.3**	**1.4**	**1.3**	**YES**	**YES**	58	9	1.3%	0.5%	**YES**	NO
North First Street to Zanker Road	AM	64	67	2	1	45	15	D	B	2	1	4600	1650	**1.1**	**1.6**	**1.1**	**1.6**	**YES**	**YES**	7	1	0.2%	0.1%	NO	NO
North First Street to Zanker Road	PM	25	50	2	1	**72**	47	**F**	E	2	1	4600	1650	**1.3**	**1.7**	**1.3**	**1.7**	**YES**	**YES**	51	11	1.1%	0.7%	**YES**	NO
Zanker Road to McCarthy Boulevard	AM	48	67	2	1	28	15	D	B	2	1	4600	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	8	1	0.2%	0.1%	NO	NO
Zanker Road to McCarthy Boulevard	PM	52	70	2	1	42	28	D	D	2	1	4600	1650	**1.9**	**1.8**	**1.9**	**1.8**	**YES**	**YES**	58	10	1.3%	0.6%	**YES**	NO
McCarthy Boulevard to Interstate 880	AM	66	67	2	1	21	7	C	A	2	1	4600	1650	0.8	**1.1**	0.8	**1.1**	NO	**YES**	4	1	0.1%	0.1%	NO	NO
McCarthy Boulevard to Interstate 880	PM	66	60	2	1	20	38	C	D	2	1	4600	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	35	8	0.8%	0.5%	NO	NO
State Route 237 - Westbound																									
Interstate 880 to McCarthy Boulevard	AM	11	29	2	1	**113**	**65**	**F**	**F**	2	1	4600	1650	**1.4**	**1.7**	**1.4**	**1.7**	**YES**	**YES**	43	15	0.9%	0.9%	NO	NO
Interstate 880 to McCarthy Boulevard	PM	66	70	2	1	20	9	C	A	2	1	4600	1650	0.9	1.0	0.9	1.0	NO	NO	9	1	0.2%	0.1%	NO	NO
McCarthy Boulevard to Zanker Road	AM	10	24	2	1	**115**	**74**	**F**	**F**	2	1	4600	1650	**2.4**	**1.6**	**2.4**	**1.6**	**YES**	**YES**	69	13	1.5%	0.8%	**YES**	NO
McCarthy Boulevard to Zanker Road	PM	64	70	2	1	32	17	D	B	2	1	4600	1650	**1.5**	1.0	**1.5**	1.0	**YES**	NO	14	1	0.3%	0.1%	NO	NO
Zanker Road to North First Street	AM	15	26	2	1	**98**	**70**	**F**	**F**	2	1	4600	1650	**1.8**	**1.8**	**1.8**	**1.8**	**YES**	**YES**	60	16	1.3%	1.0%	**YES**	NO
Zanker Road to North First Street	PM	48	70	2	1	45	11	D	A	2	1	4600	1650	**1.3**	**1.3**	**1.3**	**1.3**	**YES**	**YES**	14	2	0.3%	0.1%	NO	NO
North First Street to Great America Parkway	AM	16	19	2	1	**92**	**84**	**F**	**F**	2	1	4600	1650	**1.6**	**1.6**	**1.6**	**1.6**	**YES**	**YES**	61	16	1.3%	1.0%	**YES**	NO
North First Street to Great America Parkway	PM	58	70	2	1	38	14	D	B	2	1	4600	1650	**1.3**	**1.3**	**1.3**	**1.3**	**YES**	**YES**	14	2	0.3%	0.1%	NO	NO
Great America Parkway to Lawrence Expressway	AM	13	20	2	1	**103**	**82**	**F**	**F**	2	1	4600	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	57	18	1.2%	1.1%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	PM	66	70	2	1	27	15	D	B	2	1	4600	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	14	2	0.3%	0.1%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	15	16	2	1	**95**	**93**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	0.8	**1.2**	**YES**	**YES**	76	14	1.1%	0.8%	**YES**	NO
Lawrence Expressway to Fair Oaks Avenue	PM	32	60	2	1	**61**	38	**F**	D	3	1	6900	1650	**>1.0**	1.0	0.8	1.0	**YES**	NO	18	2	0.3%	0.1%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	18		3	0	**89**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.2**	0.9	**1.2**	**YES**	**YES**	89	17	1.3%	1.0%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	PM	19		3	0	**84**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.1**	0.8	**1.1**	**YES**	**YES**	19	2	0.3%	0.1%	NO	NO
Mathilda Avenue to 101 Ramps	AM	41		2	0	51	0	E	0	2	1	4600	1650	1.0	**1.1**	1.0	**1.1**	NO	**YES**	84	17	1.8%	1.0%	NO	NO
Mathilda Avenue to 101 Ramps	PM	20		2	0	**82**	0	**F**	0	2	1	4600	1650	**>1.0**	1.0	0.9	1.0	**YES**	NO	18	3	0.4%	0.2%	NO	NO
101 Ramps to Maude Avenue	AM	61		2	0	36	0	D	0	2	1	4600	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	94	20	2.0%	1.2%	NO	**YES**
101 Ramps to Maude Avenue	PM	15		2	0	**95**	0	**F**	0	2	1	4600	1650	**>1.0**	0.8	0.8	0.8	**YES**	NO	24	5	0.5%	0.3%	NO	NO
Maude Avenue to Sylvan Avenue	AM	57		2	0	39	0	D	0	2	1	4600	1650	0.7	1.0	0.7	1.0	NO	NO	17	5	0.4%	0.3%	NO	NO
Maude Avenue to Sylvan Avenue	PM	23		2	0	**77**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	0.7	0.7	**YES**	NO	20	6	0.4%	0.4%	NO	NO
Sylvan Avenue to 85 Ramps	AM	66		2	0	28	0	D	0	2	1	4600	1650	0.6	0.7	0.6	0.7	NO	NO	18	1	0.4%	0.1%	NO	NO
Sylvan Avenue to 85 Ramps	PM	30		2	0	**64**	0	**F**	0	2	1	4600	1650	**>1.0**	0.5	0.6	0.5	**YES**	NO	87	5	1.9%	0.3%	**YES**	NO
85 Ramps to El Camino Real	AM	29		2	0	**65**	0	**F**	0	2	-	4400	-	**>1.0**	-	0.5	-	**YES**	-	1	0	0.0%	-	NO	-
85 Ramps to El Camino Real	PM	51		2	0	43	0	D	0	2	-	4400	-	0.5	-	0.5	-	NO	-	12	0	0.3%	-	NO	-

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Intestate 880-Northbound																									
1st Street to US 101	AM	28	0	3	-	**67**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	1	0	0.0%	-	NO	-
1st Street to US 101	PM	19	0	3	-	**85**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**1.2**	**-**	**YES**	-	3	0	0.0%	-	NO	-
US 101 to E. Brokaw Road	AM	45	67	3	1	48	14	E	B	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
US 101 to E. Brokaw Road	PM	65	70	3	1	31	15	D	B	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	6	2	0.1%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	0	0	0.0%	0.0%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	23	12	C	B	3	1	6900	1650	**1.1**	**1.6**	**1.1**	**1.6**	**YES**	**YES**	6	2	0.1%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	66	67	3	1	22	17	C	B	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	66	70	3	1	28	13	D	B	3	1	6900	1650	**1.3**	**1.8**	**1.3**	**1.8**	**YES**	**YES**	10	3	0.1%	0.2%	NO	NO
Great Mall Parkway to State Route 237	AM	66	66	3	1	27	27	D	D	3	1	6900	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
Great Mall Parkway to State Route 237	PM	63	70	3	1	34	20	D	C	3	1	6900	1650	**1.5**	**1.6**	**1.5**	**1.6**	**YES**	**YES**	12	3	0.2%	0.2%	NO	NO
State Route 237 to Dixon Landing Road	AM	66	67	3	1	24	11	C	A	3	1	6900	1650	**2.1**	**1.8**	**2.1**	**1.8**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
State Route 237 to Dixon Landing Road	PM	47	60	3	1	46	39	**D**	D	3	1	6900	1650	**2.4**	**2.1**	**2.4**	**2.1**	**YES**	**YES**	48	10	0.7%	0.6%	NO	NO
Dixon Landing Road to State Route 262	AM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.2**	**1.9**	**2.2**	**1.9**	**YES**	**YES**	6	1	0.1%	0.1%	NO	NO
Dixon Landing Road to State Route 262	PM			4	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**2.5**	**2.2**	**2.5**	**2.2**	**YES**	**YES**	51	10	0.7%	0.6%	NO	NO
State Route 262 to Fremont Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.5**	**2.2**	**1.5**	**2.2**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
State Route 262 to Fremont Boulevard	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.7**	**2.4**	**1.7**	**2.4**	**YES**	**YES**	37	9	0.5%	0.5%	NO	NO
Fremont Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.3**	**1.8**	**1.3**	**1.8**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.5**	**2.2**	**1.5**	**2.2**	**YES**	**YES**	32	7	0.5%	0.4%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	3	1	0.0%	0.1%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM			3	1	N/A	N/A	D	C	3	1	6900	1650	**1.5**	**2.2**	**1.5**	**2.2**	**YES**	**YES**	31	7	0.4%	0.4%	NO	NO
Stevenson Boulevard to Mowry Avenue	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	1.0	**1.4**	1.0	**1.4**	NO	**YES**	3	0	0.0%	0.0%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM			3	1	N/A	N/A	E	D	3	1	6900	1650	**1.4**	**1.9**	**1.4**	**1.9**	**YES**	**YES**	26	7	0.4%	0.4%	NO	NO
Mowry Avenue to Thorton Avenue	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.2**	0.9	**1.2**	NO	**YES**	3	0	0.0%	0.0%	NO	NO
Mowry Avenue to Thorton Avenue	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.2**	**1.7**	**1.2**	**1.7**	**YES**	**YES**	25	5	0.3%	0.3%	NO	NO
Thorton Avenue to Decoto Road	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.3**	0.9	**1.3**	NO	**YES**	2	0	0.0%	0.0%	NO	NO
Thorton Avenue to Decoto Road	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.2**	**1.7**	**1.2**	**1.7**	**YES**	**YES**	20	5	0.2%	0.3%	NO	NO
Decoto Road to Paseo Padre Parkway	AM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.4**	**2.0**	**1.4**	**2.0**	**YES**	**YES**	2	0	0.0%	0.0%	NO	NO
Decoto Road to Paseo Padre Parkway	PM			3	1	N/A	N/A	**F**	E	3	1	6900	1650	**1.6**	**2.4**	**1.6**	**2.4**	**YES**	**YES**	20	6	0.3%	0.4%	NO	NO
Alvardo Boulevard to Fremont Boulevard	AM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.4**	**2.0**	**1.4**	**2.0**	**YES**	**YES**	2	0	0.0%	0.0%	NO	NO
Alvardo Boulevard to Fremont Boulevard	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.6**	**2.4**	**1.6**	**2.4**	**YES**	**YES**	20	6	0.3%	0.4%	NO	NO
Whipple Road to Alvarado-Niles Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.9**	**1.2**	**1.9**	**YES**	**YES**	2	0	0.0%	0.0%	NO	NO
Whipple Road to Alvarado-Niles Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**2.1**	**1.3**	**2.1**	**YES**	**YES**	18	5	0.2%	0.3%	NO	NO
Industrial Parkway W to Whipple Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**1.2**	**1.7**	**YES**	**YES**	2	0	0.0%	0.0%	NO	NO
Industrial Parkway W to Whipple Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.9**	**1.3**	**1.9**	**YES**	**YES**	17	4	0.2%	0.2%	NO	NO
Industrial Parkway W to Tennyson Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**1.2**	**1.7**	**YES**	**YES**	2	0	0.0%	0.0%	NO	NO
Industrial Parkway W to Tennyson Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.9**	**1.3**	**1.9**	**YES**	**YES**	17	4	0.2%	0.2%	NO	NO
Interstate 880-Southbound																									
Tennyson Road to Industrial Parkway W	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.3**	**1.8**	**1.3**	**1.8**	**YES**	**YES**	20	5	0.2%	0.3%	NO	NO
Tennyson Road to Industrial Parkway W	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	1.0	**1.4**	1.0	**1.4**	NO	**YES**	3	0	0.0%	0.0%	NO	NO
Whilpple Road to Industrial Parkway W	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.2**	**1.6**	**2.2**	**YES**	**YES**	18	6	0.3%	0.4%	NO	NO
Whilpple Road to Industrial Parkway W	PM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.3**	**1.8**	**1.3**	**1.8**	**YES**	**YES**	3	1	0.0%	0.1%	NO	NO
Alvarado-Niles Road to Whipple Road	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.4**	**2.1**	**1.4**	**2.1**	**YES**	**YES**	22	5	0.2%	0.3%	NO	NO
Alvarado-Niles Road to Whipple Road	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	**1.1**	**1.7**	**1.1**	**1.7**	**YES**	**YES**	4	1	0.0%	0.1%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.3**	**1.6**	**2.3**	**YES**	**YES**	24	8	0.3%	0.5%	NO	NO
Fremont Boulevard to Alvardo Boulevard	PM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
Paseo Padre Parkway to Decoto Road	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.6**	**2.3**	**1.6**	**2.3**	**YES**	**YES**	24	8	0.3%	0.5%	NO	NO
Paseo Padre Parkway to Decoto Road	PM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
Decoto Road to Thorton Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**2.0**	**1.5**	**2.0**	**YES**	**YES**	23	8	0.3%	0.5%	NO	NO
Decoto Road to Thorton Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
Thorton Avenu to Mowry Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.4**	**1.9**	**1.4**	**1.9**	**YES**	**YES**	25	8	0.4%	0.5%	NO	NO
Thorton Avenu to Mowry Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	0.9	**1.3**	0.9	**1.3**	NO	**YES**	5	1	0.1%	0.1%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**1.9**	**1.5**	**1.9**	**YES**	**YES**	29	9	0.4%	0.5%	NO	NO
Mowry Avenue to Stevenson Boulevard	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	0.9	**1.3**	0.9	**1.3**	NO	**YES**	5	1	0.1%	0.1%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	E	C	3.5	1	8050	1650	**1.7**	**2.0**	**1.7**	**2.0**	**YES**	**YES**	42	10	0.5%	0.6%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	7	1	0.1%	0.1%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.7**	**2.3**	**1.7**	**2.3**	**YES**	**YES**	35	12	0.5%	0.7%	NO	NO
Auto Mall Parkway to Fremont Boulevard	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.7**	**1.2**	**1.7**	**YES**	**YES**	8	1	0.1%	0.1%	NO	NO
Fremont Boulevard to State Route 262	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**2.0**	**2.3**	**2.0**	**2.3**	**YES**	**YES**	43	11	0.6%	0.7%	NO	NO
Fremont Boulevard to State Route 262	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.5**	**1.7**	**1.5**	**1.7**	**YES**	**YES**	9	1	0.1%	0.1%	NO	NO
State Route 262 to Dixon Landing Road	AM			4	1	N/A	N/A	C	B	3	1	6900	1650	**2.8**	**2.3**	**2.8**	**2.3**	**YES**	**YES**	62	12	0.9%	0.7%	NO	NO
State Route 262 to Dixon Landing Road	PM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.0**	**1.8**	**2.0**	**1.8**	**YES**	**YES**	11	2	0.2%	0.1%	NO	NO
Dixon Landing Road to State Route 237	AM	36	9	3	1	57	**122**	E	**F**	3	2	6900	3300	**2.0**	**3.0**	**2.0**	**3.0**	**YES**	**YES**	45	32	0.7%	1.0%	NO	NO
Dixon Landing Road to State Route 237	PM	65	70	3	1	29	19	D	C	3	2	6900	3300	**1.4**	**2.1**	**1.4**	**2.1**	**YES**	**YES**	7	6	0.1%	0.2%	NO	NO
State Route 237 to Great Mall Parkway	AM	50	61	3	1	44	36	D	D	3	1	6900	1650	**1.3**	**1.6**	**1.3**	**1.6**	**YES**	**YES**	9	2	0.1%	0.1%	NO	NO
State Route 237 to Great Mall Parkway	PM	20	60	3	1	**82**	38	**F**	D	3	1	6900	1650	**>1.0**	0.9	1.0	0.9	**YES**	NO	1	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	33	65	3	1	**60**	30	**F**	D	3	1	6900	1650	**1.3**	**1.8**	**1.3**	**1.8**	**YES**	**YES**	9	2	0.1%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	27	70	3	1	**68**	28	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	17	66	3	1	**91**	21	**F**	C	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	7	2	0.1%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	19	60	3	1	**84**	40	**F**	D	3	1	6900	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	0	0	0.0%	0.0%	NO	NO
E. Brokaw Road to US 101	AM	16	27	3	1	**92**	**68**	**F**	**F**	3	1	6900	1650	**1.2**	**1.5**	**1.2**	**1.5**	**YES**	**YES**	5	2	0.1%	0.1%	NO	NO
E. Brokaw Road to US 101	PM	24	60	3	1	**75**	41	**F**	D	3	1	6900	1650	**>1.0**	**1.3**	1.0	**1.3**	**YES**	**YES**	0	0	0.0%	0.0%	NO	NO
US 101 to 1st Street	AM	15		3	-	**97**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**1.2**	**-**	**YES**	-	5	0	0.1%	-	NO	-
US 101 to 1st Street	PM	29		**3**	-	**65**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	0	0	0.0%	-	NO	-

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																									
Tully Road to Story Road	AM	22	19	3	1	**78**	**84**	**F**	**F**	3	1	6900	1650	**1.5**	**>1.0**	**1.5**	0.9	**YES**	**YES**	18	4	0.3%	0.2%	NO	NO
Tully Road to Story Road	PM	66	70	3	1	22	8	C	A	3	1	6900	1650	**1.1**	0.4	**1.1**	0.4	**YES**	NO	5	1	0.1%	0.1%	NO	NO
Story Road to I-280	AM	18	19	3	1	**89**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	0.9	0.9	**YES**	**YES**	20	4	0.3%	0.2%	NO	NO
Story Road to I-280	PM	67	70	3	1	15	7	B	A	3	1	6900	1650	0.5	0.4	0.5	0.4	NO	NO	6	1	0.1%	0.1%	NO	NO
I-280 to Santa Clara Street	AM	9	9	3	1	**120**	**122**	**F**	**F**	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	25	10	0.4%	0.6%	NO	NO
I-280 to Santa Clara Street	PM	66	70	3	1	19	12	C	B	3	1	6900	1650	0.6	0.5	0.6	0.5	NO	NO	6	1	0.1%	0.1%	NO	NO
Santa Clara Street to McKee Road	AM	11	15	3	1	**110**	**97**	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**1.2**	**1.4**	**YES**	**YES**	32	10	0.5%	0.6%	NO	NO
Santa Clara Street to McKee Road	PM	66	70	3	1	21	10	C	A	3	1	6900	1650	0.6	0.5	0.6	0.5	NO	NO	7	1	0.1%	0.1%	NO	NO
McKee Road to Oakland Road	AM	11	18	3	1	**112**	**87**	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	45	10	0.7%	0.6%	NO	NO
McKee Road to Oakland Road	PM	66	70	3	1	23	7	C	A	3	1	6900	1650	0.6	0.5	0.6	0.5	NO	NO	9	1	0.1%	0.1%	NO	NO
Oakland Road to I-880	AM	12	14	3	1	**107**	**100**	**F**	**F**	3	1	6900	1650	**1.4**	**1.3**	**1.4**	**1.3**	**YES**	**YES**	49	12	0.7%	0.7%	NO	NO
Oakland Road to I-880	PM	66	70	3	1	20	5	C	A	3	1	6900	1650	0.7	0.4	0.7	0.4	NO	NO	9	2	0.1%	0.1%	NO	NO
I-880 to Old Bayshore Highway	AM	8	15	3	1	**127**	**98**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	49	13	0.5%	0.8%	NO	NO
I-880 to Old Bayshore Highway	PM	67	70	3	1	16	12	B	B	4	1	9200	1650	0.3	0.4	0.3	0.4	NO	NO	9	2	0.1%	0.1%	NO	NO
Old Bayshore Highway to N 1st Street	AM	9	12	3	1	**122**	**108**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	61	15	0.9%	0.9%	NO	NO
Old Bayshore Highway to N 1st Street	PM	67	70	3	1	17	8	B	BA	3	1	6900	1650	0.6	0.5	0.6	0.5	NO	NO	11	2	0.2%	0.1%	NO	NO
N 1st Street to Guadalupe Parkway	AM	12	11	3	1	**108**	**110**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	78	15	0.8%	0.9%	NO	NO
N 1st Street to Guadalupe Parkway	PM	67	70	3	1	14	9	B	A	4	1	9200	1650	0.5	0.5	0.5	0.5	NO	NO	12	2	0.1%	0.1%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	8	12	3	1	**127**	**107**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	0.9	**1.4**	**YES**	**YES**	64	16	0.9%	1.0%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	PM	66	70	3	1	19	9	C	A	3	1	6900	1650	0.6	0.5	0.6	0.5	NO	NO	14	3	0.2%	0.2%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	23	26	3	1	**76**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	68	20	1.0%	1.2%	NO	**YES**
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.8	0.6	0.8	0.6	NO	NO	15	3	0.2%	0.2%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	15	19	3	1	**97**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	0.9	**1.4**	**YES**	**YES**	72	21	1.0%	1.3%	NO	**YES**
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	66	70	3	1	28	11	D	A	3	1	6900	1650	0.7	**1.1**	0.7	**1.1**	NO	**YES**	15	4	0.2%	0.2%	NO	NO
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	16	21	3	1	**93**	**81**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.2**	0.8	**1.2**	**YES**	**YES**	92	20	1.0%	1.2%	NO	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	65	70	3	1	29	16	D	B	4	1	9200	1650	0.7	0.9	0.7	0.9	NO	NO	21	4	0.2%	0.2%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	19	25	3	1	**84**	**73**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	90	23	1.3%	1.4%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	65	70	3	1	29	12	D	B	3	1	6900	1650	0.8	1.0	0.8	1.0	NO	NO	21	5	0.3%	0.3%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	33	38	3	1	**60**	54	**F**	E	3	1	6900	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	90	21	1.3%	1.3%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.9	1.0	0.9	1.0	NO	NO	23	4	0.3%	0.2%	NO	NO
Mathilda Avenue to 237 Ramps	AM	43	26	3	1	**49**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.2**	**1.1**	**1.2**	**YES**	**YES**	82	21	1.2%	1.3%	**YES**	**YES**
Mathilda Avenue to 237 Ramps	PM	66	70	3	1	24	20	C	C	3	1	6900	1650	0.9	1.0	0.9	1.0	NO	NO	20	4	0.3%	0.2%	NO	NO
237 Ramps to Ellis Street	AM	28	30	3	1	**67**	**64**	**F**	**F**	3	1	6900	1650	**1.1**	**1.6**	**1.1**	**1.6**	**YES**	**YES**	74	16	1.1%	1.0%	**YES**	NO
237 Ramps to Ellis Street	PM	39	70	3	1	53	33	E	D	3	1	6900	1650	0.9	**1.3**	0.9	**1.3**	NO	**YES**	15	2	0.2%	0.1%	NO	NO
Moffett Boulevard to 85 Ramps	AM	15	28	3	1	**97**	**67**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	0.8	**1.4**	**YES**	**YES**	4	0	0.1%	0.0%	NO	NO
Moffett Boulevard to 85 Ramps	PM	16	70	3	1	**93**	36	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	0.8	**1.2**	**YES**	**YES**	30	3	0.4%	0.2%	NO	NO
85 Ramps to Shoreline Boulevard	AM	24	63	4	1	**75**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	7	1	0.1%	0.1%	NO	NO
85 Ramps to Shoreline Boulevard	PM	27	70	4	1	**68**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.1**	0.8	**1.1**	**YES**	**YES**	55	7	0.8%	0.4%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	AM	26	63	3	2	**70**	34	**F**	D	3	1	6900	1650	**1.2**	**1.6**	**1.2**	**1.6**	**YES**	**YES**	9	1	0.1%	0.1%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	PM	11	70	3	2	**112**	18	**F**	B	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	70	9	1.0%	0.5%	NO	NO
Rengstorff Avenue to San Antonio Avenue	AM	38	66	3	2	54	25	E	C	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
Rengstorff Avenue to San Antonio Avenue	PM	17	70	3	2	**91**	23	**F**	C	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	68	9	1.0%	0.5%	NO	NO
San Antonio Avenue to Oregon Expressway	AM	35	55	3	2	58	40	E	D	3	1	6900	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
San Antonio Avenue to Oregon Expressway	PM	23	50	3	2	**77**	45	**F**	D	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	68	9	1.0%	0.5%	NO	NO
Oregon Expressway to Embarcadero Road	AM	27	25	3	1	**68**	**72**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
Oregon Expressway to Embarcadero Road	PM	32	30	3	1	**61**	**66**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.5**	1.0	**1.5**	**YES**	**YES**	67	9	1.0%	0.5%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																									
Embarcadero Road to University Ave*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
Embarcadero Road to University Ave*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.5**	**1.3**	**1.5**	**YES**	**YES**	68	9	1.0%	0.5%	NO	NO
University Avenue to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**1.2**	**1.4**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
University Avenue to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	62	7	0.9%	0.4%	NO	NO
Willow Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	4	1	0.1%	0.1%	NO	NO
Willow Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	53	7	0.8%	0.4%	NO	NO
Marsh Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.4**	**1.6**	**1.4**	**YES**	**YES**	4	0	0.1%	0.0%	NO	NO
Marsh Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**1.5**	**1.4**	**YES**	**YES**	50	6	0.7%	0.4%	NO	NO
Woodside Road to Whipple Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.3**	**1.5**	**1.3**	**YES**	**YES**	3	0	0.0%	0.0%	NO	NO
Woodside Road to Whipple Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**1.5**	**1.4**	**YES**	**YES**	46	6	0.7%	0.4%	NO	NO
Whipple Road to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	-	**1.3**	-	**YES**	-	3	0	0.0%	-	NO	-
Whipple Road to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	-	**1.3**	-	**YES**	-	45	0	0.5%	-	NO	-
Holly Street to Marine Parkway*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.2**	-	**1.2**	-	**YES**	-	3	0	0.0%	-	NO	-
Holly Street to Marine Parkway*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	-	**1.3**	-	**YES**	-	42	0	0.5%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	-	1.0	-	**YES**	-	2	0	0.0%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	41	0	0.4%	-	NO	-
E Hillsdale Boulevard to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	2	0	0.0%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	35	0	0.3%	-	NO	-
State Route 92 to Kehoe Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	2	0	0.0%	-	NO	-
State Route 92 to Kehoe Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	33	0	0.3%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	2	0	0.0%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	31	0	0.3%	-	NO	-
E 3rd Avenue to Dore Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	2	0	0.0%	-	NO	-
E 3rd Avenue to Dore Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	29	0	0.3%	-	NO	-
Dore Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	1	0	0.0%	-	NO	-
Dore Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	28	0	0.2%	-	NO	-
Broadway to Millbrae Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	1	0	0.0%	-	NO	-
Broadway to Millbrae Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	-	**1.1**	-	**YES**	-	27	0	0.2%	-	NO	-
US 101 - Southbound (San Mateo County)																									
Millbrae Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	26	0	0.2%	-	NO	-
Millbrae Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	2	0	0.0%	-	NO	-
Broadway to Poplar Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	26	0	0.2%	-	NO	-
Broadway to Poplar Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	2	0	0.0%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.4**	-	**1.4**	-	**YES**	-	28	0	0.2%	-	NO	-
Poplar Avenue to 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	2	0	0.0%	-	NO	-
E 3rd Avenue to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	-	**1.3**	-	**YES**	-	30	0	0.3%	-	NO	-
E 3rd Avenue to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	3	0	0.0%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	32	0	0.3%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	-	1.0	-	**YES**	-	3	0	0.0%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	-	**1.2**	-	**YES**	-	40	0	0.3%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	-	1.0	-	**YES**	-	4	0	0.0%	-	NO	-
Marine Parkway to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	-	**1.5**	-	**YES**	-	41	0	0.4%	-	NO	-
Marine Parkway to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	-	**1.3**	-	**YES**	-	5	0	0.1%	-	NO	-
Holly Street to Whipple Road*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	-	**1.5**	-	**YES**	-	49	0	0.5%	-	NO	-
Holly Street to Whipple Road*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.4**	-	**1.4**	-	**YES**	-	5	0	0.1%	-	NO	-
Whipple Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.5**	**1.6**	**1.5**	**YES**	**YES**	44	8	0.6%	0.5%	NO	NO
Whipple Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**1.4**	**1.4**	**YES**	**YES**	5	1	0.1%	0.1%	NO	NO
Woodside Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.7**	**1.5**	**1.7**	**1.5**	**YES**	**YES**	50	8	0.7%	0.5%	NO	NO
Woodside Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**1.5**	**1.4**	**YES**	**YES**	6	1	0.1%	0.1%	NO	NO
Marsh Road to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.5**	**1.5**	**1.5**	**YES**	**YES**	52	8	0.8%	0.5%	NO	NO
Marsh Road to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	6	1	0.1%	0.1%	NO	NO
Willow Road to University Avenue*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.6**	**1.5**	**1.6**	**YES**	**YES**	56	9	0.8%	0.5%	NO	NO
Willow Road to University Avenue*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	7	1	0.1%	0.1%	NO	NO
University Ave to Embarcadero Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.6**	**1.4**	**1.6**	**YES**	**YES**	63	9	0.9%	0.5%	NO	NO
University Ave to Embarcadero Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	8	1	0.1%	0.1%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																									
Embarcadero Road to Oregon Expressway	AM	66	61	3	1	27	36	D	D	3	1	6900	1650	1.0	**1.5**	1.0	**1.5**	NO	**YES**	57	9	0.8%	0.5%	NO	NO
Embarcadero Road to Oregon Expressway	PM	14	20	3	1	**100**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	0.8	**1.3**	**YES**	**YES**	7	1	0.1%	0.1%	NO	NO
Oregon Expressway to San Antonio Avenue	AM	59	66	3	1	37	19	D	C	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	62	10	0.9%	0.6%	NO	NO
Oregon Expressway to San Antonio Avenue	PM	15	70	3	1	**95**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	8	1	0.1%	0.1%	NO	NO
San Antonio Avenue to Rengstorff Avenue	AM	42	66	3	1	50	19	E	C	3	1	6900	1650	0.9	**1.5**	0.9	**1.5**	NO	**YES**	57	10	0.8%	0.6%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	16	70	3	1	**92**	20	**F**	C	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	8	1	0.1%	0.1%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	AM	58	66	3	1	38	22	D	C	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	48	8	0.7%	0.5%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	PM	29	70	3	1	**66**	25	**F**	C	3	1	6900	1650	**1.1**	**1.6**	**1.1**	**1.6**	**YES**	**YES**	11	1	0.2%	0.1%	NO	NO
Shoreline Boulevard to 85 Ramps	AM	58	59	3	1	38	37	D	D	3	1	6900	1650	1.0	**1.5**	1.0	**1.5**	NO	**YES**	43	8	0.6%	0.5%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	27	50	3	1	**68**	51	**F**	E	3	1	6900	1650	**>1.0**	**1.5**	1.0	**1.5**	**YES**	**YES**	8	2	0.1%	0.1%	NO	NO
85 Ramps to Moffett Boulevard	AM	65	67	3	1	31	17	D	B	3	1	6900	1650	1.0	0.9	1.0	0.9	NO	NO	43	4	0.6%	0.2%	NO	NO
85 Ramps to Moffett Boulevard	PM	15	20	3	1	**95**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	1.0	0.5	**YES**	**YES**	8	0	0.1%	0.0%	NO	NO
Ellis Street to 237 Ramps	AM	50	65	3	1	44	31	D	D	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	21	0	0.3%	0.0%	NO	NO
Ellis Street to 237 Ramps	PM	23	40	3	1	**76**	57	**F**	E	3	1	6900	1650	**1.2**	**1.4**	**1.2**	**1.4**	**YES**	**YES**	86	8	1.2%	0.5%	**YES**	NO
237 Ramps to Mathilda Avenue	AM	66	55	3	1	23	40	C	D	3	1	6900	1650	0.8	**1.2**	0.8	**1.2**	NO	**YES**	13	3	0.2%	0.2%	NO	NO
237 Ramps to Mathilda Avenue	PM	18	40	3	1	**87**	**60**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	68	21	1.0%	1.3%	NO	**YES**
Mathilda Avenue to Fair Oaks Avenue	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	16	3	0.2%	0.2%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	25	30	3	1	**72**	**68**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	1.0	**1.3**	**YES**	**YES**	72	21	1.0%	1.3%	NO	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	66	67	3	1	28	17	D	B	3	1	6900	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	14	3	0.2%	0.2%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	16	20	3	1	**92**	**106**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	0.9	**1.2**	**YES**	**YES**	70	16	1.0%	1.0%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	62	67	3	1	35	15	D	B	3	1	6900	1650	0.8	1.0	0.8	1.0	NO	NO	11	3	0.2%	0.2%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	11	20	3	1	**111**	**102**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	0.8	**1.2**	**YES**	**YES**	57	16	0.8%	1.0%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	21	14	C	B	3	1	6900	1650	0.7	1.0	0.7	1.0	NO	NO	10	3	0.1%	0.2%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	12	20	3	1	**108**	**109**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	0.9	**1.2**	**YES**	**YES**	57	16	0.8%	1.0%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	62	67	3	1	25	11	C	A	3	1	6900	1650	0.7	1.0	0.7	1.0	NO	NO	9	2	0.1%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	11	30	3	1	**111**	**71**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	0.9	**1.4**	**YES**	**YES**	53	16	0.8%	1.0%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	AM	66	67	3	1	25	6	C	A	3	1	6900	1650	0.8	0.8	0.8	0.8	NO	NO	9	2	0.1%	0.1%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	40	70	3	1	52	36	E	D	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	67	13	1.0%	0.8%	NO	NO
Guadalupe Parkway to N 1st Street	AM	66	67	3	1	16	3	B	A	3	1	6900	1650	0.7	0.7	0.7	0.7	NO	NO	8	2	0.1%	0.1%	NO	NO
Guadalupe Parkway to N 1st Street	PM	24	30	3	1	**75**	**73**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	69	12	1.0%	0.7%	NO	NO
N 1st Street to Old Bayshore Highway	AM	66	67	3	1	13	2	B	A	3	1	6900	1650	0.5	0.7	0.5	0.7	NO	NO	7	2	0.1%	0.1%	NO	NO
N 1st Street to Old Bayshore Highway	PM	6	20	3	1	**160**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	0.9	**1.3**	**YES**	**YES**	59	12	0.9%	0.7%	NO	NO
Old Bayshore Highway to I-880	AM	67	67	3	1	18	6	B	A	4	1	9200	1650	0.5	0.4	0.5	0.4	NO	NO	7	1	0.1%	0.1%	NO	NO
Old Bayshore Highway to I-880	PM	6	20	3	1	**136**	**90**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.1**	0.9	**1.1**	**YES**	**YES**	61	10	0.7%	0.6%	NO	NO
I-880 to Oakland Road	AM	67	67	3	1	18	7	B	A	3	1	6900	1650	0.7	0.4	0.7	0.4	NO	NO	7	1	0.1%	0.1%	NO	NO
I-880 to Oakland Road	PM	12	30	3	1	**109**	**77**	**F**	**F**	3	1	6900	1650	**1.3**	**1.1**	**1.3**	**1.1**	**YES**	**YES**	54	10	0.8%	0.6%	NO	NO
Oakland Road to McKee Road	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.6	0.4	0.6	0.4	NO	NO	6	1	0.1%	0.1%	NO	NO
Oakland Road to McKee Road	PM	36	70	3	1	56	36	E	D	3	1	6900	1650	**1.2**	**1.2**	**1.2**	**1.2**	**YES**	**YES**	46	7	0.7%	0.4%	NO	NO
McKee Road to Santa Clara Street	AM	66	66	3	1	19	10	C	A	3	1	6900	1650	0.6	0.4	0.6	0.4	NO	NO	5	1	0.1%	0.1%	NO	NO
McKee Road to Santa Clara Street	PM	40	50	3	1	52	46	E	D	3	1	6900	1650	1.0	**1.2**	1.0	**1.2**	NO	**YES**	34	7	0.5%	0.4%	NO	NO
Santa Clara Street to I-280	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.7	0.4	0.7	0.4	NO	NO	4	1	0.1%	0.1%	NO	NO
Santa Clara Street to I-280	PM	39	60	3	1	53	38	E	D	3	1	6900	1650	**1.1**	**1.2**	**1.1**	**1.2**	**YES**	**YES**	30	7	0.4%	0.4%	NO	NO
I-280 to Story Road	AM	67	67	3	1	14	5	B	A	3	1	6900	1650	0.5	0.4	0.5	0.4	NO	NO	3	0	0.0%	0.0%	NO	NO
I-280 to Story Road	PM	65	70	3	1	31	34	D	D	3	1	6900	1650	0.8	0.8	0.8	0.8	NO	NO	16	3	0.2%	0.2%	NO	NO
Story Road to Tully Road	AM	66	67	3	1	19	4	C	A	4	1	9200	1650	**1.3**	0.4	**1.3**	0.4	**YES**	NO	4	0	0.0%	0.0%	NO	NO
Story Road to Tully Road	PM	52	70	3	1	42	28	D	D	4	1	9200	1650	**1.4**	0.8	**1.4**	0.8	**YES**	NO	14	3	0.2%	0.2%	NO	NO

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																									
Bird Avenue to Merdian Avenue	AM	13	-	4	-	**102**	-	**F**	-	5	-	11500	-	**>1.0**	**-**	1.0	**-**	**YES**	-	12	0	0.1%	-	NO	-
Bird Avenue to Merdian Avenue	PM	57	-	4	-	39	-	D	-	5	-	11500	-	0.9	**-**	0.9	**-**	NO	-	0	0	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	10	13	3	1	**114**	**103**	**F**	**F**	4	1	9200	1650	**1.1**	**1.3**	**1.1**	**1.3**	**YES**	**YES**	16	2	0.2%	0.1%	NO	NO
Merdian Avenue to Interstate 880	PM	66	70	3	1	21	10	C	A	4	1	9200	1650	0.8	0.7	0.8	0.7	NO	NO	1	0	0.0%	0.0%	NO	NO
Interstate 880 to Winchester Boulevard	AM	12	15	3	1	**107**	**95**	**F**	**F**	3	1	6900	1650	**1.1**	**1.5**	**1.1**	**1.5**	**YES**	**YES**	19	3	0.3%	0.2%	NO	NO
Interstate 880 to Winchester Boulevard	PM	51	70	3	1	43	20	D	C	3	1	6900	1650	0.8	0.9	0.8	0.9	NO	NO	1	0	0.0%	0.0%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	17	20	3	1	**90**	**82**	**F**	**F**	3	1	6900	1650	**1.2**	**1.3**	**1.2**	**1.3**	**YES**	**YES**	20	3	0.3%	0.2%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	55	70	3	1	40	16	D	B	3	1	6900	1650	1.0	0.8	1.0	0.8	NO	NO	2	0	0.0%	0.0%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	22	26	3	1	**78**	**70**	**F**	**F**	3	1	6900	1650	**1.1**	**1.2**	**1.1**	**1.2**	**YES**	**YES**	20	3	0.3%	0.2%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	66	70	3	1	27	15	D	B	3	1	6900	1650	1.0	0.9	1.0	0.9	NO	NO	2	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Wolfe Road	AM	25	26	3	1	**72**	**70**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.1**	1.0	**1.1**	**YES**	**YES**	16	3	0.2%	0.2%	NO	NO
Lawrence Expressway to Wolfe Road	PM	66	70	3	1	25	12	C	B	3	1	6900	1650	0.9	0.9	0.9	0.9	NO	NO	3	0	0.0%	0.0%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	24	45	3	1	75	48	F	E	3	1	6900	1650	**>1.0**	**1.3**	1.0	**1.3**	**YES**	**YES**	8	3	0.1%	0.2%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	66	70	3	1	27	14	D	B	3	1	6900	1650	0.9	1.0	0.9	1.0	NO	NO	3	1	0.0%	0.1%	NO	NO
N De Anza Boulevard to State Route 85	AM	23	47	3	1	76	46	F	D	3	1	6900	1650	**1.1**	1.0	**1.1**	1.0	**YES**	NO	8	1	0.1%	0.1%	NO	NO
N De Anza Boulevard to State Route 85	PM	66	70	3	1	27	10	D	A	3	1	6900	1650	1.0	0.9	1.0	0.9	NO	NO	3	1	0.0%	0.1%	NO	NO
State Route 85 to Foothill Expressway	AM	26	33	3	1	70	60	F	F	3	1	6900	1650	**1.5**	**1.5**	**1.5**	**1.5**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
State Route 85 to Foothill Expressway	PM	66	70	3	1	28	12	D	B	3	1	6900	1650	**1.3**	**1.3**	**1.3**	**1.3**	**YES**	**YES**	3	1	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	45	36	3	1	48	56	E	E	3	1	6900	1650	**1.1**	**1.4**	**1.1**	**1.4**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	64	70	3	1	23	13	C	B	3	1	6900	1650	0.9	**1.2**	0.9	**1.2**	NO	**YES**	2	1	0.0%	0.1%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	41		4	-	51	-	E	-	3	-	6900	-	**1.4**	**-**	**1.4**	**-**	**YES**	-	0	0	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	66		4	-	33	-	D	-	3	-	6900	-	**1.2**	**-**	**1.2**	**-**	**YES**	-	3	0	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	AM	52		4	-	45	-	E	-	4	-	9200	-	1.0	**-**	1.0	**-**	NO	-	1	0	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	PM	66		4	-	20	-	C	-	4	-	9200	-	1.0	**-**	1.0	**-**	NO	-	6	0	0.1%	-	NO	-
Page Mill Road to Alpine Road	AM	66		4	-	21	-	C	-	4	-	9200	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	2	0	0.0%	-	NO	-
Page Mill Road to Alpine Road	PM	29		4	-	**66**	-	**F**	-	4	-	9200	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	19	0	0.2%	-	NO	-
Interstate 280 - Southbound																									
Alpine Road to Page Mill Road	AM	65		4	-	29	-	D	-	4	-	9200	-	**1.2**	**-**	**1.2**	**-**	**YES**	-	29	0	0.3%	-	NO	-
Alpine Road to Page Mill Road	PM	65		4	-	29	-	D	-	4	-	9200	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	3	0	0.0%	-	NO	-
Page Mill Road to S El Monte Ave	AM	66		4	-	15	-	B	-	4	-	9200	-	**1.1**	**-**	**1.1**	**-**	**YES**	-	13	0	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	PM	20		4	-	83	-	F	-	4	-	9200	-	**>1.0**	**-**	**1.0**	**-**	**YES**	-	1	0	0.0%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	67		3	-	24	-	C	-	3	-	6900	-	**1.3**	**-**	**1.3**	**-**	**YES**	-	6	0	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	22		3	-	79	-	F	-	3	-	6900	-	**1.3**	**-**	**1.3**	**-**	**YES**	-	1	0	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	66	67	3	1	25	12	C	A	3	1	6900	1650	1.0	**1.3**	1.0	**1.3**	NO	**YES**	3	1	0.0%	0.1%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	65	70	3	1	31	22	D	C	3	1	6900	1650	1.0	**1.4**	1.0	**1.4**	NO	**YES**	0	0	0.0%	0.0%	NO	NO
Foothill Expressway to State Route 85	AM	66	67	3	1	23	11	C	A	3	1	6900	1650	**1.3**	**1.4**	**1.3**	**1.4**	**YES**	**YES**	4	2	0.1%	0.1%	NO	NO
Foothill Expressway to State Route 85	PM	26	60	3	1	71	40	F	D	3	1	6900	1650	**1.3**	**1.5**	**1.3**	**1.5**	**YES**	**YES**	1	0	0.0%	0.0%	NO	NO
State Route 85 to N De Anza Boulevard	AM	66	67	3	1	22	12	C	B	3	1	6900	1650	1.0	**1.1**	1.0	**1.1**	NO	**YES**	3	0	0.0%	0.0%	NO	NO
State Route 85 to N De Anza Boulevard	PM	12	20	3	1	106	83	F	F	3	1	6900	1650	**>1.0**	**1.1**	1.0	**1.1**	**YES**	**YES**	11	1	0.2%	0.1%	NO	NO
N De Anza Boulevard to Wolfe Road	AM	66	66	3	1	22	22	C	C	3	1	6900	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	2	0	0.0%	0.0%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	24	40	3	1	74	63	F	F	3	1	6900	1650	**>1.0**	**1.2**	0.9	**1.2**	**YES**	**YES**	14	1	0.2%	0.1%	NO	NO
Wolfe Road to Lawrence Expressway	AM	66	67	3	1	21	16	C	B	3	1	6900	1650	0.9	0.9	0.9	0.9	NO	NO	2	0	0.0%	0.0%	NO	NO
Wolfe Road to Lawrence Expressway	PM	32	60	3	1	**61**	42	**F**	D	3	1	6900	1650	**>1.0**	**1.1**	1.0	**1.1**	**YES**	**YES**	20	1	0.3%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	AM	59	67	3	1	37	10	D	B	3	1	6900	1650	1.0	1.0	1.0	1.0	NO	NO	2	0	0.0%	0.0%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	23	40	3	1	**77**	52	**F**	E	3	1	6900	1650	**1.1**	**1.2**	**1.1**	**1.2**	**YES**	**YES**	19	1	0.3%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	63	67	3	1	34	10	D	B	3	1	6900	1650	0.9	**1.1**	0.9	**1.1**	NO	**YES**	1	0	0.0%	0.0%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	15	40	3	1	**96**	63	**F**	F	3	1	6900	1650	**>1.0**	**1.4**	1.0	**1.4**	**YES**	**YES**	17	1	0.2%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	AM	66	67	3	1	22	14	C	B	3	1	6900	1650	0.9	1.0	0.9	1.0	NO	NO	6	0	0.1%	0.0%	NO	NO
Winchester Boulevard to Interstate 880	PM	14	30	3	1	101	67	F	F	3	1	6900	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	16	1	0.2%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	AM	66	67	3	1	23	18	C	B	4	1	9200	1650	0.8	0.7	0.8	0.7	NO	NO	1	0	0.0%	0.0%	NO	NO
Interstate 880 to Merdian Avenue	PM	13	30	3	1	102	81	D	F	4	1	9200	1650	**1.1**	**1.1**	**1.1**	**1.1**	**YES**	**YES**	22	1	0.2%	0.1%	NO	NO
Merdian Avenue to Bird Avenue	AM	47		4	-	46	-	D	-	5	-	11500	-	0.9	**-**	0.9	**-**	NO	-	0	0	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	13		4	-	104	-	D	-	5	-	11500	-	1.0	**-**	1.0	**-**	NO	-	14	0	0.1%	-	NO	-

Table D-2: Year 2030 Cumulative No Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative															
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																									
Lark Avenue to State Route 85	AM	64	-	2	-	32	-	D	-	3	-	6900	-	0.8	-	0.8	-	NO	-	1	0	0.0%	-	NO	-
Lark Avenue to State Route 85	PM	66	-	2	-	20	-	C	-	3	-	6900	-	0.8	-	0.8	-	NO	-	0	0	0.0%	-	NO	-
State Route 85 to Camden Avenue	AM	66	-	3	-	24	-	C	-	3	-	6900	-	0.8	-	0.8	-	NO	-	3	0	0.0%	-	NO	-
State Route 85 to Camden Avenue	PM	66	-	3	-	19	-	C	-	3	-	6900	-	0.8	-	0.8	-	NO	-	0	0	0.0%	-	NO	-
State Route 17 - Southbound																									
Camden Avenue to State Route 85	AM	66	-	3	-	19	-	C	-	3	-	6900	-	0.7	-	0.7	-	NO	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	66	-	3	-	25	-	C	-	3	-	6900	-	0.9	-	0.9	-	NO	-	5	0	0.1%	-	NO	-
State Route 85 to Lark Avenue	AM	66	-	2	-	19	-	C	-	2	-	4600	-	**1.2**	-	**1.2**	-	**YES**	-	0	0	0.0%	-	NO	-
State Route 85 to Lark Avenue	PM	24	-	2	-	**74**	-	F	-	2	-	4400	-	**1.3**	-	**1.3**	-	**YES**	-	2	0	0.0%	-	NO	-
State Route 87 - Northbound																									
Coleman Street to W. Julian Street	AM	13	31	2	1	**102**	**63**	**F**	**F**	2	1	4400	1650	**1.7**	**>1.0**	**1.7**	0.9	**YES**	**YES**	11	3	0.3%	0.2%	NO	NO
Coleman Street to W. Julian Street	PM	63	70	2	1	34	13	D	B	2	1	4600	1650	1.0	0.2	1.0	0.2	NO	NO	0	0	0.0%	0.0%	NO	NO
Coleman Street to W Taylor Street	AM	41	47	2	1	51	46	E	D	2	1	4400	1650	**1.3**	**1.2**	**1.3**	**1.2**	**YES**	**YES**	10	5	0.2%	0.3%	NO	NO
Coleman Street to W Taylor Street	PM	66	70	2	1	21	7	C	A	2	1	4600	1650	0.7	0.4	0.7	0.4	NO	NO	0	0	0.0%	0.0%	NO	NO
W Taylor Street to Skyport Drive	AM	32	61	2	1	**62**	36	**F**	D	2	1	4400	1650	**>1.0**	**1.2**	1.0	**1.2**	**YES**	**YES**	8	6	0.2%	0.4%	NO	NO
W Taylor Street to Skyport Drive	PM	67	70	2	1	17	4	B	A	2	1	4600	1650	0.5	0.2	0.5	0.2	NO	NO	5	1	0.1%	0.1%	NO	NO
Skyport Drive to US 101	AM	8	13	2	1	**128**	**102**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	0.8	1.0	**YES**	**YES**	9	6	0.2%	0.4%	NO	NO
Skyport Drive to US 101	PM	66	70	2	1	25	8	C	A	2	1	4600	1650	0.5	0.3	0.5	0.3	NO	NO	5	1	0.1%	0.1%	NO	NO
State Route 87 - Southbound																									
US 101 to Skyport Drive	AM	66	67	2	1	21	8	C	A	2	1	4600	1650	0.6	0.3	0.6	0.3	NO	NO	4	0	0.1%	0.0%	NO	NO
US 101 to Skyport Drive	PM	14	70	2	1	**100**	36	**F**	D	2	1	4600	1650	**>1.0**	0.7	0.7	0.7	**YES**	NO	10	6	0.2%	0.4%	NO	NO
Skyport Drive to W Taylor Street	AM	66	67	2	1	23	4	C	A	2	1	4400	1650	0.6	0.3	0.6	0.3	NO	NO	3	0	0.1%	0.0%	NO	NO
Skyport Drive to W Taylor Street	PM	14	70	2	1	**100**	28	**F**	D	2	1	4600	1650	**>1.0**	0.9	0.9	0.9	**YES**	NO	8	6	0.2%	0.4%	NO	NO
W. Taylor Street to Coleman Street	AM	66	67	2	1	23	6	C	A	2	1	4400	1650	0.7	0.4	0.7	0.4	NO	NO	3	0	0.1%	0.0%	NO	NO
W. Taylor Street to Coleman Street	PM	16	70	2	1	**94**	36	**F**	D	2	1	4600	1650	**1.1**	0.9	**1.1**	0.9	**YES**	NO	0	0	0.0%	0.0%	NO	NO
W. Julian Street to Coleman Street	AM	65	67	2	1	30	7	D	A	2	1	4400	1650	0.6	0.4	0.6	0.4	NO	NO	3	0	0.1%	0.0%	NO	NO
W. Julian Street to Coleman Street	PM	37	70	2	1	55	28	E	D	2	1	4600	1650	**1.1**	**1.1**	**1.1**	**1.1**	**YES**	**YES**	0	0	0.0%	0.0%	NO	NO

Notes:

1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes.
6. v/c is assumed to be > 1.0 if operating at LOS F under Existing Conditions.

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2015 (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Bold text indicates v/c > 1.0.

Bold and highlighted dicates a significant impact (project adds >1% of segment capacity to segments with a V/C ratio greater than one).

Source: Monitoring & Conformance Report, VTA, 2016; Fehr & Peers, October, 2018.

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																							
Cottle Road to Blossom Hill Road	AM	22	45	2	1	**78**	48	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	26	13	0.6%	0.8%	NO	NO
Cottle Road to Blossom Hill Road	PM	65	70	2	1	29	10	D	A	2	1	4600	1650	0.8	0.5	NO	NO	5	3	0.1%	0.2%	NO	NO
Blossom Hill Road to State Route 87	AM	13	14	2	1	**103**	**101**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	33	13	0.7%	0.8%	NO	NO
Blossom Hill Road to State Route 87	PM	66	70	2	1	25	11	C	A	2	1	4600	1650	1.0	0.6	NO	NO	9	4	0.2%	0.2%	NO	NO
State Route 87 to Almaden Expressway	AM	10	13	2	1	**116**	**102**	**F**	**F**	2	1	4600	1650	**1.1**	**>1.0**	**YES**	**YES**	31	15	0.7%	0.9%	NO	NO
State Route 87 to Almaden Expressway	PM	67	70	2	1	25	17	C	B	2	1	4600	1650	1.0	0.4	NO	NO	2	4	0.0%	0.2%	NO	NO
Almaden Expressway to Camden Avenue	AM	12	14	2	1	**107**	**100**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.3**	**YES**	**YES**	31	20	0.7%	1.2%	NO	**YES**
Almaden Expressway to Camden Avenue	PM	65	70	2	1	28	12	D	B	2	1	4600	1650	0.8	0.6	NO	NO	5	5	0.1%	0.3%	NO	NO
Camden Avenue to Union Avenue	AM	12	21	2	1	**107**	**81**	**F**	**F**	2	1	4600	1650	**1.1**	**1.4**	**YES**	**YES**	40	23	0.9%	1.4%	NO	**YES**
Camden Avenue to Union Avenue	PM	66	70	2	1	32	13	D	B	2	1	4600	1650	0.8	0.6	NO	NO	13	7	0.3%	0.4%	NO	NO
Union Avenue to S. Bascom Avenue	AM	17	14	2	1	**91**	**100**	**F**	**F**	2	1	4600	1650	**1.3**	**1.2**	**YES**	**YES**	44	26	1.0%	1.6%	NO	**YES**
Union Avenue to S. Bascom Avenue	PM	66	70	2	1	24	14	C	B	2	1	4600	1650	1.0	0.4	NO	NO	17	7	0.4%	0.4%	NO	NO
S. Bascom Avenue to State Route 17	AM	10	10	2	1	**114**	**116**	**F**	**F**	2	1	4600	1650	**1.3**	**1.2**	**YES**	**YES**	44	26	1.0%	1.6%	NO	**YES**
S. Bascom Avenue to State Route 17	PM	66	70	2	1	16	22	B	C	2	1	4600	1650	1.0	0.4	NO	NO	27	7	0.6%	0.4%	NO	NO
State Route 17 to Winchester Boulevard	AM	10	9	2	1	**117**	**122**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	41	30	0.6%	1.8%	NO	**YES**
State Route 17 to Winchester Boulevard	PM	64	70	2	1	15	8	B	A	3	1	6900	1650	0.5	0.5	NO	NO	26	8	0.4%	0.5%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	21	29	2	1	**81**	**65**	**F**	**F**	2	1	4600	1650	**1.1**	**1.2**	**YES**	**YES**	40	31	0.9%	1.9%	NO	**YES**
Winchester Boulevard to Saratoga Avenue	PM	66	70	2	1	31	10	D	A	2	1	4600	1650	0.9	0.5	NO	NO	29	11	0.6%	0.7%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	30	42	2	1	**64**	50	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	44	35	1.0%	2.1%	NO	**YES**
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	67	70	2	1	21	9	C	A	2	1	4600	1650	0.8	0.5	NO	NO	42	13	0.9%	0.8%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	43	64	2	1	49	33	E	D	2	1	4600	1650	**1.1**	**1.3**	**YES**	**YES**	54	41	1.2%	2.5%	**YES**	**YES**
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	67	70	2	1	22	7	C	A	2	1	4600	1650	0.9	0.6	NO	NO	66	17	1.4%	1.0%	NO	NO
Stevens Creek Boulevard to I-280	AM	25	12	2	1	**72**	**106**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	55	35	1.2%	2.1%	**YES**	**YES**
Stevens Creek Boulevard to I-280	PM	65	70	2	1	10	13	A	B	2	1	4600	1650	0.5	0.1	NO	NO	73	9	1.6%	0.5%	NO	NO
I-280 to Homestead Road	AM	11	8	2	1	**111**	**126**	**F**	**F**	2	1	4600	1650	**1.2**	**>1.0**	**YES**	**YES**	136	45	3.0%	2.7%	**YES**	**YES**
I-280 to Homestead Road	PM	66	70	2	1	15	4	B	A	2	1	4600	1650	0.9	0.4	NO	NO	150	18	3.3%	1.1%	NO	NO
Homestead Road to Fremont Avenue	AM	13	12	2	1	**103**	**109**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	138	52	3.0%	3.2%	**YES**	**YES**
Homestead Road to Fremont Avenue	PM	66	70	2	1	41	13	D	B	2	1	4600	1650	0.9	0.6	NO	NO	154	30	3.3%	1.8%	NO	NO
Fremont Avenue to El Camino Real	AM	25	22	2	1	**73**	**78**	**F**	**F**	2	1	4600	1650	**1.1**	**1.3**	**YES**	**YES**	131	54	2.8%	3.3%	**YES**	**YES**
Fremont Avenue to El Camino Real	PM	67	70	2	1	29	8	D	A	2	1	4600	1650	0.8	0.6	NO	NO	165	32	3.6%	1.9%	NO	NO
El Camino Real to 237 Ramps	AM	54	52	2	1	41	42	D	D	2	1	4600	1650	**1.5**	**1.1**	**YES**	**YES**	183	10	4.0%	0.6%	**YES**	NO
El Camino Real to 237 Ramps	PM	67	70	2	1	25	10	C	A	2	1	4600	1650	**1.1**	0.3	**YES**	NO	201	9	4.4%	0.5%	**YES**	NO
237 Ramps to Central Expressway	AM	66	66	2	1	21	22	C	C	2	1	4600	1650	1.0	1.0	NO	NO	17	9	0.4%	0.5%	NO	NO
237 Ramps to Central Expressway	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.6	0.3	NO	NO	28	3	0.6%	0.2%	NO	NO
Central Expressway to US 101	AM	63	64	2	1	34	32	D	D	2	1	4600	1650	**1.1**	1.0	**YES**	NO	72	13	1.6%	0.8%	**YES**	NO
Central Expressway to US 101	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.7	0.3	NO	NO	280	38	6.1%	2.3%	NO	NO

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																							
US 101 to Central Expressway	AM	67	67	2	1	16	5	B	A	2	1	4600	1650	0.7	0.6	NO	NO	198	4	4.3%	0.2%	NO	NO
US 101 to Central Expressway	PM	21	20	2	1	**81**	**84**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	34	1	0.7%	0.1%	NO	NO
Central Expressway to 237 Ramps	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.6	0.6	NO	NO	23	4	0.5%	0.2%	NO	NO
Central Expressway to 237 Ramps	PM	12	30	2	1	**108**	**77**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	11	2	0.2%	0.1%	NO	NO
237 Ramps to El Camino Real	AM	65	67	3	1	31	14	D	B	2	1	4600	1650	0.8	**1.1**	NO	**YES**	175	37	3.8%	2.2%	NO	**YES**
237 Ramps to El Camino Real	PM	8	40	3	1	**124**	**60**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.3**	**YES**	**YES**	208	40	4.5%	2.4%	**YES**	**YES**
El Camino Real to Fremont Avenue	AM	58	67	2	1	38	16	D	B	2	1	4600	1650	0.9	0.8	NO	NO	159	33	3.5%	2.0%	NO	NO
El Camino Real to Fremont Avenue	PM	29	50	2	1	**66**	47	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	178	46	3.9%	2.8%	**YES**	**YES**
Fremont Avenue to Homestead Road	AM	57	67	2	1	39	18	D	B	2	1	4600	1650	1.0	0.8	NO	NO	146	30	3.2%	1.8%	NO	NO
Fremont Avenue to Homestead Road	PM	40	60	2	1	52	40	E	D	2	1	4600	1650	**1.2**	**1.1**	**YES**	**YES**	187	43	4.1%	2.6%	**YES**	**YES**
Homestead Road to I-280	AM	67	67	2	1	17	9	B	A	2	1	4600	1650	0.5	0.4	NO	NO	99	22	2.2%	1.3%	NO	NO
Homestead Road to I-280	PM	66	70	2	1	21	29	C	D	2	1	4600	1650	0.7	0.7	NO	NO	123	38	2.7%	2.3%	NO	NO
I-280 to Stevens Creek Boulevard	AM	67	67	2	1	14	9	B	A	3	1	6900	1650	0.7	0.6	NO	NO	86	15	1.2%	0.9%	NO	NO
I-280 to Stevens Creek Boulevard	PM	20	20	2	1	**82**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	103	34	1.5%	2.1%	**YES**	**YES**
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.9	0.6	NO	NO	45	15	1.0%	0.9%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	15	30	2	1	**97**	**71**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.1**	**YES**	**YES**	75	35	1.6%	2.1%	**YES**	**YES**
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	67	67	2	1	18	8	B	A	2	1	4600	1650	0.8	0.6	NO	NO	34	9	0.7%	0.5%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	25	40	2	1	**73**	54	**F**	E	2	1	4600	1650	**>1.0**	1.0	**YES**	NO	83	27	1.8%	1.6%	**YES**	NO
Saratoga Avenue to Winchester Boulevard	AM	66	67	2	1	24	7	C	A	2	1	4600	1650	0.8	0.6	NO	NO	23	9	0.5%	0.5%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	35	60	2	1	58	39	E	D	2	1	4600	1650	1.0	1.0	NO	NO	66	27	1.4%	1.6%	NO	NO
Winchester Boulevard to State Route 17	AM	67	67	2	1	12	10	B	A	2	1	4600	1650	0.7	0.5	NO	NO	18	7	0.4%	0.4%	NO	NO
Winchester Boulevard to State Route 17	PM	16	50	2	1	**94**	46	**F**	D	2	1	4600	1650	**>1.0**	**1.1**	**YES**	**YES**	51	25	1.1%	1.5%	**YES**	**YES**
State Route 17 to S. Bascom Avenue	AM	67	67	2	1	18	11	B	A	2	1	4600	1650	0.8	0.5	NO	NO	21	5	0.5%	0.3%	NO	NO
State Route 17 to S. Bascom Avenue	PM	9	20	2	1	**122**	**88**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	67	22	1.5%	1.3%	**YES**	**YES**
S. Bascom Avenue to Union Avenue	AM	66	67	2	1	22	7	C	A	2	1	4600	1650	0.9	0.7	NO	NO	14	5	0.3%	0.3%	NO	NO
S. Bascom Avenue to Union Avenue	PM	14	30	2	1	**99**	**65**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	75	20	1.6%	1.2%	**YES**	**YES**
Union Avenue to Camden Avenue	AM	64	67	2	1	33	5	D	A	2	1	4600	1650	0.9	0.7	NO	NO	11	5	0.2%	0.3%	NO	NO
Union Avenue to Camden Avenue	PM	36	60	2	1	56	41	E	D	2	1	4600	1650	0.9	**1.2**	NO	**YES**	56	20	1.2%	1.2%	NO	**YES**
Camden Avenue to Almaden Expressway	AM	66	67	2	1	21	6	C	A	2	1	4600	1650	0.9	0.6	NO	NO	7	3	0.2%	0.2%	NO	NO
Camden Avenue to Almaden Expressway	PM	55	70	2	1	40	32	D	D	2	1	4600	1650	0.9	**1.1**	NO	**YES**	52	15	1.1%	0.9%	NO	NO
Almaden Expressway to State Route 87	AM	67	67	2	1	14	8	B	A	2	1	4600	1650	**1.1**	0.5	**YES**	NO	6	3	0.1%	0.2%	NO	NO
Almaden Expressway to State Route 87	PM	64	70	2	1	32	21	D	C	2	1	4600	1650	**1.2**	0.8	**YES**	NO	50	13	1.1%	0.8%	**YES**	NO
State Route 87 to Blossom Hill Road	AM	65	67	2	1	31	10	C	A	2	1	4600	1650	**1.1**	0.5	**YES**	NO	10	3	0.2%	0.2%	NO	NO
State Route 87 to Blossom Hill Road	PM	28	60	2	1	**67**	42	**F**	D	2	1	4600	1650	**1.3**	0.8	**YES**	NO	56	13	1.2%	0.8%	**YES**	NO
Blossom Hill Road to Cottle Road	AM	64	67	2	1	32	8	D	A	2	1	4600	1650	0.8	0.5	NO	NO	4	2	0.1%	0.1%	NO	NO
Blossom Hill Road to Cottle Road	PM	65	70	2	1	21	15	D	C	2	1	4600	1650	0.9	0.9	NO	NO	38	10	0.8%	0.6%	NO	NO

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Eastbound																							
El Camino Real to 85 Ramps	AM	50		2	0	44	0	D	0	2	-	4400	-	0.5	-	NO	-	104	0	2.4%	-	NO	-
El Camino Real to 85 Ramps	PM	66		2	0	19	0	C	0	2	-	4400	-	0.5	-	NO	-	4	0	0.1%	-	NO	-
85 Ramps to Sylvan Avenue	AM	25		2	0	**73**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	331	104	7.2%	6.3%	**YES**	NO
85 Ramps to Sylvan Avenue	PM	66		2	0	25	0	C	0	2	1	4600	1650	0.7	0.7	NO	NO	92	13	2.0%	0.8%	NO	NO
Sylvan Avenue to Maude Avenue	AM	41		2	0	51	0	E	0	2	1	4600	1650	0.8	0.8	NO	NO	275	86	6.0%	5.2%	NO	NO
Sylvan Avenue to Maude Avenue	PM	64		2	0	33	0	D	0	2	1	4600	1650	0.8	0.8	NO	NO	62	10	1.3%	0.6%	NO	NO
Maude Avenue to 101 Ramps	AM	66		2	0	23	0	C	0	2	1	4600	1650	**1.8**	0.8	**YES**	NO	345	24	7.5%	1.5%	**YES**	NO
Maude Avenue to 101 Ramps	PM	14		2	0	**99**	0	**F**	0	2	1	4600	1650	**1.8**	0.9	**YES**	NO	363	17	7.9%	1.0%	**YES**	NO
101 Ramps to Mathilda Avenue	AM	55		2	0	40	0	D	0	2	1	4600	1650	**1.2**	0.8	**YES**	NO	171	21	3.7%	1.3%	**YES**	NO
101 Ramps to Mathilda Avenue	PM	9		2	0	**121**	0	**F**	0	2	1	4600	1650	**1.2**	1.0	**YES**	NO	159	18	3.5%	1.1%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	AM	64	67	2	1	33	12	D	B	2	1	4600	1650	**1.3**	**1.2**	**YES**	**YES**	161	27	3.5%	1.6%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	PM	14	20	2	1	**100**	**96**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	166	28	3.6%	1.7%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	64	66	2	1	33	19	D	C	2	1	4600	1650	**1.1**	**1.5**	**YES**	**YES**	142	31	3.1%	1.9%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	PM	10	40	2	1	**115**	**62**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.4**	**YES**	**YES**	143	30	3.1%	1.8%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	AM	64	67	2	1	32	18	D	B	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	169	26	3.7%	1.6%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	PM	14	30	2	1	**101**	**69**	**F**	**F**	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	187	28	4.1%	1.7%	**YES**	**YES**
Great America Parkway to North First Street	AM	64	66	2	1	32	21	D	C	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	158	25	3.4%	1.5%	**YES**	**YES**
Great America Parkway to North First Street	PM	12	30	2	1	**106**	**64**	**F**	**F**	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	177	27	3.8%	1.6%	**YES**	**YES**
North First Street to Zanker Road	AM	64	67	2	1	45	15	D	B	2	1	4600	1650	**1.1**	**1.6**	**YES**	**YES**	125	24	2.7%	1.5%	**YES**	**YES**
North First Street to Zanker Road	PM	25	50	2	1	**72**	47	**F**	E	2	1	4600	1650	**1.2**	**1.7**	**YES**	**YES**	162	33	3.5%	2.0%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	AM	48	67	2	1	28	15	D	B	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	129	18	2.8%	1.1%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	PM	52	70	2	1	42	28	D	D	2	1	4600	1650	**1.8**	**1.8**	**YES**	**YES**	178	31	3.9%	1.9%	**YES**	**YES**
McCarthy Boulevard to Interstate 880	AM	66	67	2	1	21	7	C	A	2	1	4600	1650	0.8	**1.1**	NO	**YES**	67	13	1.5%	0.8%	NO	NO
McCarthy Boulevard to Interstate 880	PM	66	60	2	1	20	38	C	D	2	1	4600	1650	**1.1**	**1.5**	**YES**	**YES**	96	24	2.1%	1.5%	**YES**	**YES**
State Route 237 - Westbound																							
Interstate 880 to McCarthy Boulevard	AM	11	29	2	1	**113**	**65**	**F**	**F**	2	1	4600	1650	**1.5**	**1.7**	**YES**	**YES**	136	44	3.0%	2.7%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	PM	66	70	2	1	20	9	C	A	2	1	4600	1650	1.0	1.0	NO	NO	119	17	2.6%	1.0%	NO	NO
McCarthy Boulevard to Zanker Road	AM	10	24	2	1	**115**	**74**	**F**	**F**	2	1	4600	1650	**2.4**	**1.6**	**YES**	**YES**	209	40	4.5%	2.4%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	PM	64	70	2	1	32	17	D	B	2	1	4600	1650	**1.5**	1.0	**YES**	NO	176	16	3.8%	1.0%	**YES**	NO
Zanker Road to North First Street	AM	15	26	2	1	**98**	**70**	**F**	**F**	2	1	4600	1650	**1.8**	**1.8**	**YES**	**YES**	180	53	3.9%	3.2%	**YES**	**YES**
Zanker Road to North First Street	PM	48	70	2	1	45	11	D	A	2	1	4600	1650	**1.4**	**1.3**	**YES**	**YES**	173	23	3.8%	1.4%	**YES**	**YES**
North First Street to Great America Parkway	AM	16	19	2	1	**92**	**84**	**F**	**F**	2	1	4600	1650	**1.6**	**1.6**	**YES**	**YES**	184	49	4.0%	3.0%	**YES**	**YES**
North First Street to Great America Parkway	PM	58	70	2	1	38	14	D	B	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	179	27	3.9%	1.6%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	AM	13	20	2	1	**103**	**82**	**F**	**F**	2	1	4600	1650	**1.2**	**1.6**	**YES**	**YES**	167	53	3.6%	3.2%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	PM	66	70	2	1	27	15	D	B	2	1	4600	1650	**1.1**	**1.4**	**YES**	**YES**	179	30	3.9%	1.8%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	AM	15	16	2	1	**95**	**93**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	226	41	3.3%	2.5%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	32	60	2	1	**61**	38	**F**	D	3	1	6900	1650	**>1.0**	1.0	**YES**	NO	235	24	3.4%	1.5%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	AM	18		3	0	**89**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	252	46	3.7%	2.8%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	PM	19		3	0	**84**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	252	29	3.7%	1.8%	**YES**	**YES**
Mathilda Avenue to 101 Ramps	AM	41		2	0	51	0	E	0	2	1	4600	1650	1.0	**1.1**	NO	**YES**	241	44	5.2%	2.7%	NO	**YES**
Mathilda Avenue to 101 Ramps	PM	20		2	0	**82**	0	**F**	0	2	1	4600	1650	**>1.0**	0.9	**YES**	NO	258	32	5.6%	1.9%	**YES**	NO
101 Ramps to Maude Avenue	AM	61		2	0	36	0	D	0	2	1	4600	1650	0.9	**1.1**	NO	**YES**	276	58	6.0%	3.5%	NO	**YES**
101 Ramps to Maude Avenue	PM	15		2	0	**95**	0	**F**	0	2	1	4600	1650	**>1.0**	0.8	**YES**	NO	301	57	6.5%	3.5%	**YES**	NO
Maude Avenue to Sylvan Avenue	AM	57		2	0	39	0	D	0	2	1	4600	1650	0.7	0.9	NO	NO	67	11	1.5%	0.7%	NO	NO
Maude Avenue to Sylvan Avenue	PM	23		2	0	**77**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	130	38	2.8%	2.3%	**YES**	NO
Sylvan Avenue to 85 Ramps	AM	66		2	0	28	0	D	0	2	1	4600	1650	0.6	0.7	NO	NO	95	4	2.1%	0.2%	NO	NO
Sylvan Avenue to 85 Ramps	PM	30		2	0	**64**	0	**F**	0	2	1	4600	1650	**>1.0**	0.5	**YES**	NO	458	28	10.0%	1.7%	**YES**	NO
85 Ramps to El Camino Real	AM	29		2	0	**65**	0	**F**	0	2	-	4400	-	**>1.0**	-	**YES**	-	6	0	0.1%	-	NO	-
85 Ramps to El Camino Real	PM	51		2	0	43	0	D	0	2	-	4400	-	0.5	-	NO	-	55	0	1.3%	-	NO	-

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880-Northbound																							
1st Street to US 101	AM	28		3	-	**67**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**YES**	-	2	0	0.0%	-	NO	-
1st Street to US 101	PM	19		3	-	**85**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**YES**	-	18	0	0.3%	-	NO	-
US 101 to E. Brokaw Road	AM	45	67	3	1	48	14	E	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	1	2	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	65	70	3	1	31	15	D	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	58	14	0.8%	0.8%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	1	2	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	23	12	C	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	67	14	1.0%	0.8%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	66	67	3	1	22	17	C	B	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	3	2	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	66	70	3	1	28	13	D	B	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	93	19	1.3%	1.2%	**YES**	**YES**
Great Mall Parkway to State Route 237	AM	66	66	3	1	27	27	D	D	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	3	1	0.0%	0.1%	NO	NO
Great Mall Parkway to State Route 237	PM	63	70	3	1	34	20	D	C	3	1	6900	1650	**1.5**	**1.7**	**YES**	**YES**	97	18	1.4%	1.1%	**YES**	**YES**
State Route 237 to Dixon Landing Road	AM	66	67	3	1	24	11	C	A	3	1	6900	1650	**2.1**	**1.8**	**YES**	**YES**	87	19	1.3%	1.2%	**YES**	**YES**
State Route 237 to Dixon Landing Road	PM	47	60	3	1	46	39	**D**	D	3	1	6900	1650	**2.5**	**2.0**	**YES**	**YES**	155	31	2.2%	1.9%	**YES**	**YES**
Dixon Landing Road to State Route 262	AM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.2**	**1.9**	**YES**	**YES**	92	21	1.3%	1.3%	**YES**	**YES**
Dixon Landing Road to State Route 262	PM			4	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**2.5**	**2.1**	**YES**	**YES**	157	36	2.3%	2.2%	**YES**	**YES**
State Route 262 to Fremont Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.5**	**2.2**	**YES**	**YES**	68	14	1.0%	0.8%	NO	NO
State Route 262 to Fremont Boulevard	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.7**	**2.4**	**YES**	**YES**	112	28	1.6%	1.7%	**YES**	**YES**
Fremont Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	56	11	0.8%	0.7%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.5**	**2.1**	**YES**	**YES**	101	25	1.5%	1.5%	**YES**	**YES**
Auto Mall Parkway to Stevenson Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	51	10	0.7%	0.6%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM			3	1	N/A	N/A	D	C	3	1	6900	1650	**1.5**	**2.2**	**YES**	**YES**	97	24	1.4%	1.5%	**YES**	**YES**
Stevenson Boulevard to Mowry Avenue	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	1.0	**1.4**	NO	**YES**	44	8	0.6%	0.5%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM			3	1	N/A	N/A	E	D	3	1	6900	1650	**1.4**	**1.9**	**YES**	**YES**	82	19	1.2%	1.2%	**YES**	**YES**
Mowry Avenue to Thorton Avenue	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.3**	NO	**YES**	41	7	0.5%	0.4%	NO	NO
Mowry Avenue to Thorton Avenue	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.2**	**1.7**	**YES**	**YES**	77	17	1.0%	1.0%	NO	NO
Thorton Avenue to Decoto Road	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.3**	NO	**YES**	32	6	0.4%	0.4%	NO	NO
Thorton Avenue to Decoto Road	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.2**	**1.7**	**YES**	**YES**	68	16	0.8%	1.0%	NO	NO
Fremont Boulevard to Decoto Road	AM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	34	8	0.5%	0.5%	NO	NO
Fremont Boulevard to Decoto Road	PM			3	1	N/A	N/A	**F**	E	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	68	19	1.0%	1.2%	NO	**YES**
Alvarado-Niles Road to Alvarado-Niles Road	AM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	34	8	0.5%	0.5%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	68	19	1.0%	1.2%	NO	**YES**
Whipple Road to Alvarado-Niles Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.9**	**YES**	**YES**	32	7	0.3%	0.4%	NO	NO
Whipple Road to Alvarado-Niles Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**2.0**	**YES**	**YES**	62	15	0.7%	0.9%	NO	NO
Industrial Parkway W to Whipple Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**YES**	**YES**	30	6	0.3%	0.4%	NO	NO
Industrial Parkway W to Whipple Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.9**	**YES**	**YES**	56	14	0.6%	0.8%	NO	NO
Industrial Parkway W to Tennyson Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**YES**	**YES**	30	6	0.3%	0.4%	NO	NO
Industrial Parkway W to Tennyson Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.9**	**YES**	**YES**	59	14	0.6%	0.8%	NO	NO
Interstate 880-Southbound																							
Tennyson Road to Industrial Parkway W	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.4**	**1.8**	**YES**	**YES**	60	13	0.7%	0.8%	NO	NO
Tennyson Road to Industrial Parkway W	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	1.0	**1.4**	NO	**YES**	42	6	0.5%	0.4%	NO	NO
Whilpple Road to Industrial Parkway W	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.2**	**YES**	**YES**	55	16	0.8%	1.0%	NO	NO
Whilpple Road to Industrial Parkway W	PM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	41	7	0.6%	0.4%	NO	NO
Alvarado-Niles Road to Whipple Road	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.4**	**2.1**	**YES**	**YES**	64	15	0.7%	0.9%	NO	NO
Alvarado-Niles Road to Whipple Road	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	**1.1**	**1.7**	**YES**	**YES**	46	7	0.5%	0.4%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	71	23	1.0%	1.4%	NO	**YES**
Fremont Boulevard to Alvardo Boulevard	PM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.1**	**1.6**	**YES**	**YES**	52	9	0.8%	0.5%	NO	NO
Decoto Road to Fremont Boulevard	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	71	23	1.0%	1.4%	NO	**YES**
Decoto Road to Fremont Boulevard	PM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.1**	**1.6**	**YES**	**YES**	52	9	0.8%	0.5%	NO	NO
Decoto Road to Thorton Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**2.0**	**YES**	**YES**	70	22	1.0%	1.3%	NO	**YES**
Decoto Road to Thorton Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	1.0	**1.4**	NO	**YES**	53	8	0.8%	0.5%	NO	NO
Thorton Avenu to Mowry Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	76	24	1.1%	1.5%	**YES**	**YES**
Thorton Avenu to Mowry Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	0.9	**1.3**	NO	**YES**	55	8	0.8%	0.5%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**1.9**	**YES**	**YES**	83	26	1.2%	1.6%	**YES**	**YES**
Mowry Avenue to Stevenson Boulevard	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	1.0	**1.3**	NO	**YES**	60	9	0.9%	0.5%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	E	C	3.5	1	8050	1650	**1.7**	**2.0**	**YES**	**YES**	117	28	1.5%	1.7%	**YES**	**YES**
Stevenson Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	**1.1**	**1.3**	**YES**	**YES**	78	10	1.0%	0.6%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.7**	**2.3**	**YES**	**YES**	98	31	1.4%	1.9%	**YES**	**YES**
Auto Mall Parkway to Fremont Boulevard	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.7**	**YES**	**YES**	84	14	1.2%	0.8%	**YES**	NO
Fremont Boulevard to State Route 262	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**2.0**	**2.2**	**YES**	**YES**	120	30	1.7%	1.8%	**YES**	**YES**
Fremont Boulevard to State Route 262	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.6**	**1.7**	**YES**	**YES**	109	15	1.6%	0.9%	**YES**	NO
State Route 262 to Dixon Landing Road	AM			4	1	N/A	N/A	C	B	3	1	6900	1650	**2.8**	**2.4**	**YES**	**YES**	172	37	2.5%	2.2%	**YES**	**YES**
State Route 262 to Dixon Landing Road	PM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.0**	**1.8**	**YES**	**YES**	129	31	1.9%	1.9%	**YES**	**YES**
Dixon Landing Road to State Route 237	AM	36	9	3	1	57	**122**	E	**F**	3	2	6900	3300	**2.0**	**3.0**	**YES**	**YES**	134	93	1.9%	2.8%	**YES**	**YES**
Dixon Landing Road to State Route 237	PM	65	70	3	1	29	19	D	C	3	2	6900	3300	**1.4**	**2.1**	**YES**	**YES**	86	72	1.2%	2.2%	**YES**	**YES**

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 to Great Mall Parkway	AM	50	61	3	1	44	36	D	D	3	1	6900	1650	**1.4**	**1.5**	**YES**	**YES**	57	7	0.8%	0.4%	NO	NO
State Route 237 to Great Mall Parkway	PM	20	60	3	1	**82**	38	**F**	D	3	1	6900	1650	**>1.0**	0.9	**YES**	NO	2	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	33	65	3	1	**60**	30	**F**	D	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	55	11	0.8%	0.7%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	27	70	3	1	**68**	28	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	1	1	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	17	66	3	1	**91**	21	**F**	C	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	46	8	0.7%	0.5%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	19	60	3	1	**84**	40	**F**	D	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	0	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	16	27	3	1	**92**	**68**	**F**	**F**	3	1	6900	1650	**1.2**	**1.5**	**YES**	**YES**	29	9	0.4%	0.5%	NO	NO
E. Brokaw Road to US 101	PM	24	60	3	1	**75**	41	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	2	2	0.0%	0.1%	NO	NO
US 101 to 1st Street	AM	15		3	-	**97**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**YES**	-	29	0	0.4%	-	NO	-
US 101 to 1st Street	PM	29		**3**	-	**65**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**YES**	-	3	0	0.0%	-	NO	-

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																							
Tully Road to Story Road	AM	22	19	3	1	**78**	**84**	**F**	**F**	3	1	6900	1650	**1.5**	**>1.0**	**YES**	**YES**	56	10	0.8%	0.6%	NO	NO
Tully Road to Story Road	PM	66	70	3	1	22	8	C	A	3	1	6900	1650	**1.1**	0.4	**YES**	NO	49	6	0.7%	0.4%	NO	NO
Story Road to I-280	AM	18	19	3	1	**89**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	61	10	0.9%	0.6%	NO	NO
Story Road to I-280	PM	67	70	3	1	15	7	B	A	3	1	6900	1650	0.5	0.4	NO	NO	57	6	0.8%	0.4%	NO	NO
I-280 to Santa Clara Street	AM	9	9	3	1	**120**	**122**	**F**	**F**	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	79	27	1.1%	1.6%	**YES**	**YES**
I-280 to Santa Clara Street	PM	66	70	3	1	19	12	C	B	3	1	6900	1650	0.6	0.5	NO	NO	60	9	0.9%	0.5%	NO	NO
Santa Clara Street to McKee Road	AM	11	15	3	1	**110**	**97**	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	105	27	1.5%	1.6%	**YES**	**YES**
Santa Clara Street to McKee Road	PM	66	70	3	1	21	10	C	A	3	1	6900	1650	0.5	0.5	NO	NO	72	9	1.0%	0.5%	NO	NO
McKee Road to Oakland Road	AM	11	18	3	1	**112**	**87**	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	135	27	2.0%	1.6%	**YES**	**YES**
McKee Road to Oakland Road	PM	66	70	3	1	23	7	C	A	3	1	6900	1650	0.6	0.5	NO	NO	85	9	1.2%	0.5%	NO	NO
Oakland Road to I-880	AM	12	14	3	1	**107**	**100**	**F**	**F**	3	1	6900	1650	**1.4**	**1.3**	**YES**	**YES**	145	35	2.1%	2.1%	**YES**	**YES**
Oakland Road to I-880	PM	66	70	3	1	20	5	C	A	3	1	6900	1650	0.7	0.3	NO	NO	92	14	1.3%	0.8%	NO	NO
I-880 to Old Bayshore Highway	AM	8	15	3	1	**127**	**98**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.3**	**YES**	**YES**	146	36	1.6%	2.2%	**YES**	**YES**
I-880 to Old Bayshore Highway	PM	67	70	3	1	16	12	B	B	4	1	9200	1650	0.3	0.3	NO	NO	92	15	1.0%	0.9%	NO	NO
Old Bayshore Highway to N 1st Street	AM	9	12	3	1	**122**	**108**	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	175	40	2.5%	2.4%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	PM	67	70	3	1	17	8	B	BA	3	1	6900	1650	0.6	0.5	NO	NO	113	19	1.6%	1.2%	NO	NO
N 1st Street to Guadalupe Parkway	AM	12	11	3	1	**108**	**110**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.4**	**YES**	**YES**	225	40	2.4%	2.4%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	PM	67	70	3	1	14	9	B	A	4	1	9200	1650	0.5	0.5	NO	NO	133	19	1.4%	1.2%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	8	12	3	1	**127**	**107**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	186	44	2.7%	2.7%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	PM	66	70	3	1	19	9	C	A	3	1	6900	1650	0.6	0.5	NO	NO	162	22	2.3%	1.3%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	23	26	3	1	**76**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	203	55	2.9%	3.3%	**YES**	**YES**
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.8	0.6	NO	NO	182	31	2.6%	1.9%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	15	19	3	1	**97**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	206	58	3.0%	3.5%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	66	70	3	1	28	11	D	A	3	1	6900	1650	0.7	**1.1**	NO	**YES**	199	48	2.9%	2.9%	NO	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	16	21	3	1	**93**	**81**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.2**	**YES**	**YES**	280	53	3.0%	3.2%	**YES**	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	65	70	3	1	29	16	D	B	4	1	9200	1650	0.7	0.9	NO	NO	272	50	3.0%	3.0%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	19	25	3	1	**84**	**73**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	273	61	4.0%	3.7%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	65	70	3	1	29	12	D	B	3	1	6900	1650	0.9	1.0	NO	NO	279	57	4.0%	3.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	33	38	3	1	**60**	54	**F**	E	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	301	50	4.4%	3.0%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.9	1.0	NO	NO	302	55	4.4%	3.3%	NO	NO
Mathilda Avenue to 237 Ramps	AM	43	26	3	1	**49**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	257	50	3.7%	3.0%	**YES**	**YES**
Mathilda Avenue to 237 Ramps	PM	66	70	3	1	24	20	C	C	3	1	6900	1650	0.9	1.0	NO	NO	268	55	3.9%	3.3%	NO	NO
237 Ramps to Ellis Street	AM	28	30	3	1	**67**	**64**	**F**	**F**	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	227	46	3.3%	2.8%	**YES**	**YES**
237 Ramps to Ellis Street	PM	39	70	3	1	53	33	E	D	3	1	6900	1650	1.0	**1.3**	NO	**YES**	239	24	3.5%	1.5%	NO	**YES**
Moffett Boulevard to 85 Ramps	AM	15	28	3	1	**97**	**67**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	36	7	0.5%	0.4%	NO	NO
Moffett Boulevard to 85 Ramps	PM	16	70	3	1	**93**	36	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	213	25	3.1%	1.5%	**YES**	**YES**
85 Ramps to Shoreline Boulevard	AM	24	63	4	1	**75**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	53	12	0.8%	0.7%	NO	NO
85 Ramps to Shoreline Boulevard	PM	27	70	4	1	**68**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	338	43	4.9%	2.6%	**YES**	**YES**
Shoreline Boulevard to Rengstorff Avenue	AM	26	63	3	2	**70**	34	**F**	D	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	67	10	1.0%	0.6%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	PM	11	70	3	2	**112**	18	**F**	B	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	417	51	6.0%	3.1%	**YES**	**YES**
Rengstorff Avenue to San Antonio Avenue	AM	38	66	3	2	54	25	E	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	104	16	1.5%	1.0%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	PM	17	70	3	2	**91**	23	**F**	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	218	28	3.2%	1.7%	**YES**	**YES**
San Antonio Avenue to Oregon Expressway	AM	35	55	3	2	58	40	E	D	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	96	15	1.4%	0.9%	**YES**	NO
San Antonio Avenue to Oregon Expressway	PM	23	50	3	2	**77**	45	**F**	D	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	215	28	3.1%	1.7%	**YES**	**YES**
Oregon Expressway to Embarcadero Road	AM	27	25	3	1	**68**	**72**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	78	15	1.1%	0.9%	**YES**	NO
Oregon Expressway to Embarcadero Road	PM	32	30	3	1	**61**	**66**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.5**	**YES**	**YES**	210	28	3.0%	1.7%	**YES**	**YES**

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																							
Embarcadero Road to University Ave*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	82	15	1.2%	0.9%	**YES**	NO
Embarcadero Road to University Ave*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.5**	**YES**	**YES**	216	28	3.1%	1.7%	**YES**	**YES**
University Avenue to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	78	13	1.1%	0.8%	**YES**	NO
University Avenue to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	196	24	2.8%	1.5%	**YES**	**YES**
Willow Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	71	11	1.0%	0.7%	NO	NO
Willow Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	168	22	2.4%	1.3%	**YES**	**YES**
Marsh Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.4**	**YES**	**YES**	70	8	1.0%	0.5%	NO	NO
Marsh Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**YES**	**YES**	157	20	2.3%	1.2%	**YES**	**YES**
Woodside Road to Whipple Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.3**	**YES**	**YES**	55	8	0.8%	0.5%	NO	NO
Woodside Road to Whipple Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.3**	**YES**	**YES**	143	18	2.1%	1.1%	**YES**	**YES**
Whipple Road to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	57	0	0.6%	-	NO	-
Whipple Road to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	144	0	1.6%	-	**YES**	-
Holly Street to Marine Parkway*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.2**	**-**	**YES**	-	50	0	0.5%	-	NO	-
Holly Street to Marine Parkway*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	136	0	1.5%	-	**YES**	-
Marine Parkway to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	48	0	0.4%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	134	0	1.2%	-	**YES**	-
E Hillsdale Boulevard to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	42	0	0.4%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	116	0	1.0%	-	NO	-
State Route 92 to Kehoe Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	35	0	0.3%	-	NO	-
State Route 92 to Kehoe Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	107	0	0.9%	-	NO	-
Kehoe Avenue to E 3rd Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	33	0	0.3%	-	NO	-
Kehoe Avenue to E 3rd Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	102	0	0.9%	-	NO	-
E 3rd Avenue to Dore Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	36	0	0.3%	-	NO	-
E 3rd Avenue to Dore Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	93	0	0.8%	-	NO	-
Dore Avenue to Broadway	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	28	0	0.2%	-	NO	-
Dore Avenue to Broadway	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	94	0	0.8%	-	NO	-
Broadway to Millbrae Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	25	0	0.2%	-	NO	-
Broadway to Millbrae Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	89	0	0.8%	-	NO	-
US 101 - Southbound (San Mateo County)																							
Millbrae Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	73	0	0.6%	-	NO	-
Millbrae Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	28	0	0.2%	-	NO	-
Broadway to Poplar Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	76	0	0.7%	-	NO	-
Broadway to Poplar Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	31	0	0.3%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	157	0	1.4%	-	**YES**	-
Poplar Avenue to 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	33	0	0.3%	-	NO	-
E 3rd Avenue to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	89	0	0.8%	-	NO	-
E 3rd Avenue to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	39	0	0.3%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	97	0	0.8%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	43	0	0.4%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	113	0	1.0%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	55	0	0.5%	-	NO	-
Marine Parkway to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	**-**	**YES**	-	118	0	1.3%	-	**YES**	-
Marine Parkway to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	62	0	0.7%	-	NO	-
Holly Street to Whipple Road*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	**-**	**YES**	-	143	0	1.6%	-	**YES**	-
Holly Street to Whipple Road*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.4**	**-**	**YES**	-	77	0	0.8%	-	NO	-
Whipple Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.5**	**YES**	**YES**	127	23	1.8%	1.4%	**YES**	**YES**
Whipple Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	73	9	1.1%	0.5%	**YES**	NO
Woodside Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.6**	**YES**	**YES**	143	23	2.1%	1.4%	**YES**	**YES**
Woodside Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.3**	**YES**	**YES**	81	9	1.2%	0.5%	**YES**	NO
Marsh Road to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.6**	**YES**	**YES**	153	23	2.2%	1.4%	**YES**	**YES**
Marsh Road to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.3**	**YES**	**YES**	91	9	1.3%	0.5%	**YES**	NO
Willow Road to University Avenue*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.6**	**YES**	**YES**	164	26	2.4%	1.6%	**YES**	**YES**
Willow Road to University Avenue*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.2**	**1.3**	**YES**	**YES**	99	10	1.4%	0.6%	**YES**	NO
University Ave to Embarcadero Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.6**	**YES**	**YES**	178	26	2.6%	1.6%	**YES**	**YES**
University Ave to Embarcadero Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	107	10	1.6%	0.6%	**YES**	NO

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																							
Embarcadero Road to Oregon Expressway	AM	66	61	3	1	27	36	D	D	3	1	6900	1650	1.0	**1.6**	NO	**YES**	161	29	2.3%	1.8%	NO	**YES**
Embarcadero Road to Oregon Expressway	PM	14	20	3	1	**100**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	96	10	1.4%	0.6%	**YES**	NO
Oregon Expressway to San Antonio Avenue	AM	59	66	3	1	37	19	D	C	3	1	6900	1650	**1.2**	**1.5**	**YES**	**YES**	175	31	2.5%	1.9%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	PM	15	70	3	1	**95**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	114	13	1.7%	0.8%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	AM	42	66	3	1	50	19	E	C	3	1	6900	1650	1.0	**1.5**	NO	**YES**	150	31	2.2%	1.9%	NO	**YES**
San Antonio Avenue to Rengstorff Avenue	PM	16	70	3	1	**92**	20	**F**	C	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	113	13	1.6%	0.8%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	AM	58	66	3	1	38	22	D	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	347	63	5.0%	3.8%	**YES**	**YES**
Rengstorff Avenue to Shoreline Boulevard	PM	29	70	3	1	**66**	25	**F**	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	83	12	1.2%	0.7%	**YES**	NO
Shoreline Boulevard to 85 Ramps	AM	58	59	3	1	38	37	D	D	3	1	6900	1650	1.0	**1.6**	NO	**YES**	292	71	4.2%	4.3%	NO	**YES**
Shoreline Boulevard to 85 Ramps	PM	27	50	3	1	**68**	51	**F**	E	3	1	6900	1650	**>1.0**	**1.5**	**YES**	**YES**	56	12	0.8%	0.7%	NO	NO
85 Ramps to Moffett Boulevard	AM	65	67	3	1	31	17	D	B	3	1	6900	1650	1.0	0.9	NO	NO	292	31	4.2%	1.9%	NO	NO
85 Ramps to Moffett Boulevard	PM	15	20	3	1	**95**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	56	2	0.8%	0.1%	NO	NO
Ellis Street to 237 Ramps	AM	50	65	3	1	44	31	D	D	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	291	15	4.2%	0.9%	**YES**	NO
Ellis Street to 237 Ramps	PM	23	40	3	1	**76**	57	**F**	E	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	270	14	3.9%	0.8%	**YES**	NO
237 Ramps to Mathilda Avenue	AM	66	55	3	1	23	40	C	D	3	1	6900	1650	0.8	**1.3**	NO	**YES**	207	81	3.0%	4.9%	NO	**YES**
237 Ramps to Mathilda Avenue	PM	18	40	3	1	**87**	**60**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	205	58	3.0%	3.5%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	0.9	**1.1**	NO	**YES**	265	73	3.8%	4.4%	NO	**YES**
Mathilda Avenue to Fair Oaks Avenue	PM	25	30	3	1	**72**	**68**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	227	58	3.3%	3.5%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	66	67	3	1	28	17	D	B	3	1	6900	1650	0.9	**1.1**	NO	**YES**	251	57	3.6%	3.5%	NO	**YES**
Fair Oaks Avenue to Lawrence Expressway	PM	16	20	3	1	**92**	**106**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	209	53	3.0%	3.2%	**YES**	**YES**
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	62	67	3	1	35	15	D	B	3	1	6900	1650	0.8	1.0	NO	NO	179	49	2.6%	3.0%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	11	20	3	1	**111**	**102**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	179	49	2.6%	3.0%	**YES**	**YES**
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	21	14	C	B	3	1	6900	1650	0.7	1.0	NO	NO	157	49	2.3%	3.0%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	12	20	3	1	**108**	**109**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	188	49	2.7%	3.0%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	62	67	3	1	25	11	C	A	3	1	6900	1650	0.7	1.0	NO	NO	139	34	2.0%	2.1%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	11	30	3	1	**111**	**71**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	185	52	2.7%	3.2%	**YES**	**YES**
De La Cruz Boulevard to Guadalupe Parkway	AM	66	67	3	1	25	6	C	A	3	1	6900	1650	0.8	0.8	NO	NO	135	22	2.0%	1.3%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	40	70	3	1	52	36	E	D	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	235	44	3.4%	2.7%	**YES**	**YES**
Guadalupe Parkway to N 1st Street	AM	66	67	3	1	16	3	B	A	3	1	6900	1650	0.7	0.7	NO	NO	101	18	1.5%	1.1%	NO	NO
Guadalupe Parkway to N 1st Street	PM	24	30	3	1	**75**	**73**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	243	40	3.5%	2.4%	**YES**	**YES**
N 1st Street to Old Bayshore Highway	AM	66	67	3	1	13	2	B	A	3	1	6900	1650	0.5	0.7	NO	NO	74	18	1.1%	1.1%	NO	NO
N 1st Street to Old Bayshore Highway	PM	6	20	3	1	**160**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	203	40	2.9%	2.4%	**YES**	**YES**
Old Bayshore Highway to I-880	AM	67	67	3	1	18	6	B	A	4	1	9200	1650	0.5	0.4	NO	NO	78	14	0.8%	0.8%	NO	NO
Old Bayshore Highway to I-880	PM	6	20	3	1	**136**	**90**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.1**	**YES**	**YES**	210	36	2.3%	2.2%	**YES**	**YES**
I-880 to Oakland Road	AM	67	67	3	1	18	7	B	A	3	1	6900	1650	0.7	0.4	NO	NO	68	14	1.0%	0.8%	NO	NO
I-880 to Oakland Road	PM	12	30	3	1	**109**	**77**	**F**	**F**	3	1	6900	1650	**1.3**	**1.1**	**YES**	**YES**	175	36	2.5%	2.2%	**YES**	**YES**
Oakland Road to McKee Road	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.6	0.4	NO	NO	58	8	0.8%	0.5%	NO	NO
Oakland Road to McKee Road	PM	36	70	3	1	56	36	E	D	3	1	6900	1650	**1.2**	**1.1**	**YES**	**YES**	141	25	2.0%	1.5%	**YES**	**YES**
McKee Road to Santa Clara Street	AM	66	66	3	1	19	10	C	A	3	1	6900	1650	0.6	0.4	NO	NO	51	8	0.7%	0.5%	NO	NO
McKee Road to Santa Clara Street	PM	40	50	3	1	52	46	E	D	3	1	6900	1650	1.0	**1.1**	NO	**YES**	106	25	1.5%	1.5%	NO	**YES**
Santa Clara Street to I-280	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.7	0.4	NO	NO	42	8	0.6%	0.5%	NO	NO
Santa Clara Street to I-280	PM	39	60	3	1	53	38	E	D	3	1	6900	1650	**1.1**	**1.1**	**YES**	**YES**	91	25	1.3%	1.5%	**YES**	**YES**
I-280 to Story Road	AM	67	67	3	1	14	5	B	A	3	1	6900	1650	0.5	0.4	NO	NO	35	5	0.5%	0.3%	NO	NO
I-280 to Story Road	PM	65	70	3	1	31	34	D	D	3	1	6900	1650	0.8	0.8	NO	NO	56	9	0.8%	0.5%	NO	NO
Story Road to Tully Road	AM	66	67	3	1	19	4	C	A	4	1	9200	1650	**1.3**	0.4	**YES**	NO	33	5	0.4%	0.3%	NO	NO
Story Road to Tully Road	PM	52	70	3	1	42	28	D	D	4	1	9200	1650	**1.4**	0.8	**YES**	NO	46	9	0.5%	0.5%	NO	NO

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																							
Bird Avenue to Merdian Avenue	AM	13	-	4	-	**102**	-	**F**	-	5	-	11500	0	**1.1**	**-**	**YES**	-	36	0	0.3%	-	NO	-
Bird Avenue to Merdian Avenue	PM	57	-	4	-	39	-	D	-	5	-	11500	0	0.9	**-**	NO	-	4	0	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	10	13	3	1	**114**	**103**	**F**	**F**	4	1	9200	1650	**1.1**	**1.3**	**YES**	**YES**	52	5	0.6%	0.3%	NO	NO
Merdian Avenue to Interstate 880	PM	66	70	3	1	21	10	C	A	4	1	9200	1650	0.8	0.7	NO	NO	9	1	0.1%	0.1%	NO	NO
Interstate 880 to Winchester Boulevard	AM	12	15	3	1	**107**	**95**	**F**	**F**	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	55	8	0.8%	0.5%	NO	NO
Interstate 880 to Winchester Boulevard	PM	51	70	3	1	43	20	D	C	3	1	6900	1650	0.9	0.9	NO	NO	14	2	0.2%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	17	20	3	1	**90**	**82**	**F**	**F**	3	1	6900	1650	**1.2**	**1.3**	**YES**	**YES**	59	7	0.9%	0.4%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	55	70	3	1	40	16	D	B	3	1	6900	1650	1.0	0.8	NO	NO	21	3	0.3%	0.2%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	22	26	3	1	**78**	**70**	**F**	**F**	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	56	7	0.8%	0.4%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	66	70	3	1	27	15	D	B	3	1	6900	1650	1.0	0.9	NO	NO	28	4	0.4%	0.2%	NO	NO
Lawrence Expressway to Wolfe Road	AM	25	26	3	1	**72**	**70**	**F**	**F**	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	48	6	0.7%	0.4%	NO	NO
Lawrence Expressway to Wolfe Road	PM	66	70	3	1	25	12	C	B	3	1	6900	1650	0.9	0.9	NO	NO	34	6	0.5%	0.4%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	24	45	3	1	75	48	F	E	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	22	7	0.3%	0.4%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	66	70	3	1	27	14	D	B	3	1	6900	1650	0.9	1.0	NO	NO	32	8	0.5%	0.5%	NO	NO
N De Anza Boulevard to State Route 85	AM	23	47	3	1	76	46	F	D	3	1	6900	1650	**1.1**	**1.1**	**YES**	**YES**	22	1	0.3%	0.1%	NO	NO
N De Anza Boulevard to State Route 85	PM	66	70	3	1	27	10	D	A	3	1	6900	1650	1.0	0.9	NO	NO	37	8	0.5%	0.5%	NO	NO
State Route 85 to Foothill Expressway	AM	26	33	3	1	70	60	F	F	3	1	6900	1650	**1.5**	**1.5**	**YES**	**YES**	16	2	0.2%	0.1%	NO	NO
State Route 85 to Foothill Expressway	PM	66	70	3	1	28	12	D	B	3	1	6900	1650	**1.3**	**1.3**	**YES**	**YES**	17	6	0.2%	0.4%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	45	36	3	1	48	56	E	E	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	11	1	0.2%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	64	70	3	1	23	13	C	B	3	1	6900	1650	0.9	**1.2**	NO	**YES**	11	5	0.2%	0.3%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	41		4	-	51	-	E	-	3	-	6900	0	**1.4**	**-**	**YES**	-	8	0	0.1%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	66		4	-	33	-	D	-	3	-	6900	0	**1.3**	**-**	**YES**	-	20	0	0.3%	-	NO	-
S El Monte Ave to Page Mill Road	AM	52		4	-	45	-	E	-	4	-	9200	0	1.0	**-**	NO	-	11	0	0.1%	-	NO	-
S El Monte Ave to Page Mill Road	PM	66		4	-	20	-	C	-	4	-	9200	0	1.0	**-**	NO	-	32	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	AM	66		4	-	21	-	C	-	4	-	9200	0	**1.1**	**-**	**YES**	-	28	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	PM	29		4	-	**66**	-	**F**	-	4	-	9200	0	**1.1**	**-**	**YES**	-	73	0	0.8%	-	NO	-
Interstate 280 - Southbound																							
Alpine Road to Page Mill Road	AM	65		4	-	29	-	D	-	4	-	9200	0	**1.2**	**-**	**YES**	-	88	0	1.0%	-	NO	-
Alpine Road to Page Mill Road	PM	65		4	-	29	-	D	-	4	-	9200	0	**1.1**	**-**	**YES**	-	33	0	0.4%	-	NO	-
Page Mill Road to S El Monte Ave	AM	66		4	-	15	-	B	-	4	-	9200	0	**1.1**	**-**	**YES**	-	43	0	0.5%	-	NO	-
Page Mill Road to S El Monte Ave	PM	20		4	-	83	-	F	-	4	-	9200	0	**>1.0**	**-**	**YES**	-	5	0	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	67		3	-	24	-	C	-	3	-	6900	0	**1.3**	**-**	**YES**	-	17	0	0.2%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	22		3	-	79	-	F	-	3	-	6900	0	**1.3**	**-**	**YES**	-	2	0	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	66	67	3	1	25	12	C	A	3	1	6900	1650	1.0	**1.3**	NO	**YES**	8	4	0.1%	0.2%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	65	70	3	1	31	22	D	C	3	1	6900	1650	1.0	**1.4**	NO	**YES**	1	0	0.0%	0.0%	NO	NO
Foothill Expressway to State Route 85	AM	66	67	3	1	23	11	C	A	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	13	5	0.2%	0.3%	NO	NO
Foothill Expressway to State Route 85	PM	26	60	3	1	71	40	F	D	3	1	6900	1650	**1.3**	**1.5**	**YES**	**YES**	6	1	0.1%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	66	67	3	1	22	12	C	B	3	1	6900	1650	1.0	**1.1**	NO	**YES**	38	5	0.6%	0.3%	NO	NO
State Route 85 to N De Anza Boulevard	PM	12	20	3	1	106	83	F	F	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	33	4	0.5%	0.2%	NO	NO
N De Anza Boulevard to Wolfe Road	AM	66	66	3	1	22	22	C	C	3	1	6900	1650	0.9	**1.2**	NO	**YES**	28	5	0.4%	0.3%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	24	40	3	1	74	63	F	F	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	38	4	0.6%	0.2%	NO	NO
Wolfe Road to Lawrence Expressway	AM	66	67	3	1	21	16	C	B	3	1	6900	1650	0.9	0.9	NO	NO	31	3	0.4%	0.2%	NO	NO
Wolfe Road to Lawrence Expressway	PM	32	60	3	1	**61**	42	**F**	D	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	59	3	0.9%	0.2%	NO	NO
Lawrence Expressway to Saratoga Avenue	AM	59	67	3	1	37	10	D	B	3	1	6900	1650	1.0	1.0	NO	NO	24	2	0.3%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	23	40	3	1	**77**	52	**F**	E	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	57	3	0.8%	0.2%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	63	67	3	1	34	10	D	B	3	1	6900	1650	0.9	**1.1**	NO	**YES**	15	2	0.2%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	15	40	3	1	**96**	63	**F**	F	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	51	3	0.7%	0.2%	NO	NO
Winchester Boulevard to Interstate 880	AM	66	67	3	1	22	14	C	B	3	1	6900	1650	1.0	0.9	NO	NO	58	1	0.8%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	PM	14	30	3	1	101	67	F	F	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	49	3	0.7%	0.2%	NO	NO
Interstate 880 to Merdian Avenue	AM	66	67	3	1	23	18	C	B	4	1	9200	1650	0.8	0.7	NO	NO	11	0	0.1%	0.0%	NO	NO
Interstate 880 to Merdian Avenue	PM	13	30	3	1	102	81	D	F	4	1	9200	1650	**1.1**	**1.1**	**YES**	**YES**	64	2	0.7%	0.1%	NO	NO
Merdian Avenue to Bird Avenue	AM	47		4	-	46	-	D	-	5	-	11500	0	0.9	**-**	NO	-	7	0	0.1%	-	NO	-
Merdian Avenue to Bird Avenue	PM	13		4	-	104	-	D	-	5	-	11500	0	1.0	**-**	NO	-	44	0	0.4%	-	NO	-

Table D-3: Year 2030 Cumulative with Project Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Project													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																							
Lark Avenue to State Route 85	AM	64	-	2	-	32	-	D	-	3	-	6900	-	0.8	-	NO	-	4	0	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	66	-	2	-	20	-	C	-	3	-	6900	-	0.8	-	NO	-	4	0	0.1%	-	NO	-
State Route 85 to Camden Avenue	AM	66	-	3	-	24	-	C	-	3	-	6900	-	0.8	-	NO	-	13	0	0.2%	-	NO	-
State Route 85 to Camden Avenue	PM	66	-	3	-	19	-	C	-	3	-	6900	-	0.8	-	NO	-	3	0	0.0%	-	NO	-
State Route 17 - Southbound																							
Camden Avenue to State Route 85	AM	66	-	3	-	19	-	C	-	3	-	6900	-	0.7	-	NO	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	66	-	3	-	25	-	C	-	3	-	6900	-	0.9	-	NO	-	20	0	0.3%	-	NO	-
State Route 85 to Lark Avenue	AM	66	-	2	-	19	-	C	-	2	-	4400	-	**1.2**	-	**YES**	-	2	0	0.0%	-	NO	-
State Route 85 to Lark Avenue	PM	24	-	2	-	**74**	-	F	-	2	-	4400	-	**1.3**	-	**YES**	-	5	0	0.1%	-	NO	-
State Route 87 - Northbound																							
Coleman Street to W. Julian Street	AM	13	31	2	1	**102**	**63**	**F**	**F**	2	1	4600	1650	**1.6**	**>1.0**	**YES**	**YES**	34	9	0.7%	0.5%	NO	NO
Coleman Street to W. Julian Street	PM	63	70	2	1	34	13	D	B	2	1	4600	1650	1.0	0.2	NO	NO	54	4	1.2%	0.2%	NO	NO
Coleman Street to W Taylor Street	AM	41	47	2	1	51	46	E	D	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	30	14	0.7%	0.8%	NO	NO
Coleman Street to W Taylor Street	PM	66	70	2	1	21	7	C	A	2	1	4600	1650	0.7	0.4	NO	NO	67	8	1.5%	0.5%	NO	NO
W Taylor Street to Skyport Drive	AM	32	61	2	1	**62**	36	**F**	D	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	23	18	0.5%	1.1%	NO	**YES**
W Taylor Street to Skyport Drive	PM	67	70	2	1	17	4	B	A	2	1	4600	1650	0.5	0.2	NO	NO	71	9	1.5%	0.5%	NO	NO
Skyport Drive to US 101	AM	8	13	2	1	**128**	**102**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	25	18	0.5%	1.1%	NO	**YES**
Skyport Drive to US 101	PM	66	70	2	1	25	8	C	A	2	1	4600	1650	0.5	0.2	NO	NO	75	10	1.6%	0.6%	NO	NO
State Route 87 - Southbound																							
US 101 to Skyport Drive	AM	66	67	2	1	21	8	C	A	2	1	4600	1650	0.6	0.4	NO	NO	66	11	1.4%	0.7%	NO	NO
US 101 to Skyport Drive	PM	14	70	2	1	**100**	36	**F**	D	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	40	14	0.9%	0.8%	NO	NO
Skyport Drive to W Taylor Street	AM	66	67	2	1	23	4	C	A	2	1	4600	1650	0.6	0.3	NO	NO	61	11	1.3%	0.7%	NO	NO
Skyport Drive to W Taylor Street	PM	14	70	2	1	**100**	28	**F**	D	2	1	4600	1650	**>1.0**	0.9	**YES**	NO	34	14	0.7%	0.8%	NO	NO
W. Taylor Street to Coleman Street	AM	66	67	2	1	23	6	C	A	2	1	4600	1650	0.7	0.4	NO	NO	55	9	1.2%	0.5%	NO	NO
W. Taylor Street to Coleman Street	PM	16	70	2	1	**94**	36	**F**	D	2	1	4600	1650	**1.1**	0.9	**YES**	NO	32	11	0.7%	0.7%	NO	NO
W. Julian Street to Coleman Street	AM	65	67	2	1	30	7	D	A	2	1	4600	1650	0.6	0.4	NO	NO	38	7	0.8%	0.4%	NO	NO
W. Julian Street to Coleman Street	PM	37	70	2	1	55	28	E	D	2	1	4600	1650	**1.1**	**1.1**	**YES**	**YES**	30	9	0.7%	0.5%	NO	NO

Notes:
1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes.
6. v/c is assumed to be > 1.0 if operating at LOS F under Existing Conditions.

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2015 (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Bold text indicates v/c > 1.0.

Bold and highlighted indicates a significant impact (project adds >1% of segment capacity to segments with a V/C ratio greater than one).

Source: Monitoring & Conformance Report, VTA, 2016; Fehr & Peers, October, 2018.

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																							
Cottle Road to Blossom Hill Road	AM	22	45	2	1	**78**	48	**F**	E	2	1	4600	1650	**78**	48	**F**	E	15	7	0.3%	0.4%	NO	NO
Cottle Road to Blossom Hill Road	PM	65	70	2	1	29	10	D	A	2	1	4600	1650	29	10	D	A	5	1	0.1%	0.1%	NO	NO
Blossom Hill Road to State Route 87	AM	13	14	2	1	**103**	**101**	**F**	**F**	2	1	4600	1650	**104**	**102**	**F**	**F**	24	9	0.5%	0.5%	NO	NO
Blossom Hill Road to State Route 87	PM	66	70	2	1	25	11	C	A	2	1	4600	1650	25	11	C	A	11	2	0.2%	0.1%	NO	NO
State Route 87 to Almaden Expressway	AM	10	13	2	1	**116**	**102**	**F**	**F**	2	1	4600	1650	**116**	**103**	**F**	**F**	7	10	0.2%	0.6%	NO	NO
State Route 87 to Almaden Expressway	PM	67	70	2	1	25	17	C	B	2	1	4600	1650	25	17	C	B	2	1	0.0%	0.1%	NO	NO
Almaden Expressway to Camden Avenue	AM	12	14	2	1	**107**	**100**	**F**	**F**	2	1	4600	1650	**107**	**101**	**F**	**F**	9	13	0.2%	0.8%	NO	NO
Almaden Expressway to Camden Avenue	PM	65	70	2	1	28	12	D	B	2	1	4600	1650	28	12	D	B	5	2	0.1%	0.1%	NO	NO
Camden Avenue to Union Avenue	AM	12	21	2	1	**107**	**81**	**F**	**F**	2	1	4600	1650	**108**	**82**	**F**	**F**	16	16	0.3%	1.0%	NO	NO
Camden Avenue to Union Avenue	PM	66	70	2	1	32	13	D	B	2	1	4600	1650	32	13	D	B	15	3	0.3%	0.2%	NO	NO
Union Avenue to S. Bascom Avenue	AM	17	14	2	1	**91**	**100**	**F**	**F**	2	1	4600	1650	**92**	**101**	**F**	**F**	22	18	0.5%	1.1%	NO	**YES**
Union Avenue to S. Bascom Avenue	PM	66	70	2	1	24	14	C	B	2	1	4600	1650	24	14	C	B	19	4	0.4%	0.2%	NO	NO
S. Bascom Avenue to State Route 17	AM	10	10	2	1	**114**	**116**	**F**	**F**	2	1	4600	1650	**115**	**118**	**F**	**F**	29	18	0.6%	1.1%	NO	**YES**
S. Bascom Avenue to State Route 17	PM	66	70	2	1	16	22	B	C	2	1	4600	1650	16	22	B	C	41	4	0.9%	0.2%	NO	NO
State Route 17 to Winchester Boulevard	AM	10	9	2	1	**117**	**122**	**F**	**F**	3	1	6900	1650	**118**	**124**	**F**	**F**	27	20	0.4%	1.2%	NO	**YES**
State Route 17 to Winchester Boulevard	PM	64	70	2	1	15	8	B	A	3	1	6900	1650	15	8	B	A	42	4	0.6%	0.2%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	21	29	2	1	**81**	**65**	**F**	**F**	2	1	4600	1650	**82**	**66**	**F**	**F**	27	24	0.6%	1.5%	NO	**YES**
Winchester Boulevard to Saratoga Avenue	PM	66	70	2	1	31	10	D	A	2	1	4600	1650	31	10	D	A	45	7	1.0%	0.4%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	30	42	2	1	**64**	50	**F**	E	2	1	4600	1650	**65**	51	**F**	E	37	27	0.8%	1.6%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	67	70	2	1	21	9	C	A	2	1	4600	1650	21	9	C	A	61	9	1.3%	0.5%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	43	64	2	1	49	33	E	D	2	1	4600	1650	50	34	E	D	61	32	1.3%	1.9%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	67	70	2	1	22	7	C	A	2	1	4600	1650	23	7	C	A	79	12	1.7%	0.7%	NO	NO
Stevens Creek Boulevard to I-280	AM	25	12	2	1	**72**	**106**	**F**	**F**	2	1	4600	1650	**73**	**109**	**F**	**F**	62	31	1.3%	1.9%	**YES**	**YES**
Stevens Creek Boulevard to I-280	PM	65	70	2	1	10	13	A	B	2	1	4600	1650	11	13	A	B	91	0	2.0%	0.0%	NO	NO
I-280 to Homestead Road	AM	11	8	2	1	**111**	**126**	**F**	**F**	2	1	4600	1650	**116**	**130**	**F**	**F**	116	35	2.5%	2.1%	**YES**	**YES**
I-280 to Homestead Road	PM	66	70	2	1	15	4	B	A	2	1	4600	1650	16	4	B	A	183	14	4.0%	0.8%	NO	NO
Homestead Road to Fremont Avenue	AM	13	12	2	1	**103**	**109**	**F**	**F**	2	1	4600	1650	**107**	**113**	**F**	**F**	107	47	2.3%	2.8%	**YES**	**YES**
Homestead Road to Fremont Avenue	PM	66	70	2	1	41	13	D	B	2	1	4600	1650	42	13	D	B	183	25	4.0%	1.5%	NO	NO
Fremont Avenue to El Camino Real	AM	25	22	2	1	**73**	**78**	**F**	**F**	2	1	4600	1650	**75**	**80**	**F**	**F**	110	48	2.4%	2.9%	**YES**	**YES**
Fremont Avenue to El Camino Real	PM	67	70	2	1	29	8	D	A	2	1	4600	1650	30	8	D	A	197	26	4.3%	1.6%	NO	NO
El Camino Real to 237 Ramps	AM	54	52	2	1	41	42	D	D	2	1	4600	1650	43	42	D	D	162	13	3.5%	0.8%	NO	NO
El Camino Real to 237 Ramps	PM	67	70	2	1	25	10	C	A	2	1	4600	1650	27	10	D	A	242	3	5.3%	0.2%	NO	NO
237 Ramps to Central Expressway	AM	66	66	2	1	21	22	C	C	2	1	4600	1650	21	22	C	C	23	10	0.5%	0.6%	NO	NO
237 Ramps to Central Expressway	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	17	7	B	A	21	3	0.5%	0.2%	NO	NO
Central Expressway to US 101	AM	63	64	2	1	34	32	D	D	2	1	4600	1650	34	32	D	D	31	4	0.7%	0.2%	NO	NO
Central Expressway to US 101	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	18	7	B	A	144	14	3.1%	0.8%	NO	NO

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																							
US 101 to Central Expressway	AM	67	67	2	1	16	5	B	A	2	1	4600	1650	17	5	B	A	87	1	1.9%	0.1%	NO	NO
US 101 to Central Expressway	PM	21	20	2	1	**81**	**84**	**F**	**F**	2	1	4600	1650	**81**	**84**	**F**	**F**	6	0	0.1%	0.0%	NO	NO
Central Expressway to 237 Ramps	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	15	7	B	A	3	0	0.1%	0.0%	NO	NO
Central Expressway to 237 Ramps	PM	12	30	2	1	**108**	**77**	**F**	**F**	2	1	4600	1650	**108**	**77**	**F**	**F**	2	2	0.0%	0.1%	NO	NO
237 Ramps to El Camino Real	AM	65	67	3	1	31	14	D	B	2	1	4600	1650	32	15	D	B	176	38	3.8%	2.3%	NO	NO
237 Ramps to El Camino Real	PM	8	40	3	1	**124**	**60**	**F**	**F**	2	1	4600	1650	**130**	**61**	**F**	**F**	155	40	3.4%	2.4%	**YES**	**YES**
El Camino Real to Fremont Avenue	AM	58	67	2	1	38	16	D	B	2	1	4600	1650	39	16	D	B	162	29	3.5%	1.8%	NO	NO
El Camino Real to Fremont Avenue	PM	29	50	2	1	**66**	47	**F**	E	2	1	4600	1650	**69**	48	**F**	E	146	38	3.2%	2.3%	**YES**	NO
Fremont Avenue to Homestead Road	AM	57	67	2	1	39	18	D	B	2	1	4600	1650	40	18	D	B	152	28	3.3%	1.7%	NO	NO
Fremont Avenue to Homestead Road	PM	40	60	2	1	52	40	E	D	2	1	4600	1650	54	41	E	D	141	36	3.1%	2.2%	NO	NO
Homestead Road to I-280	AM	67	67	2	1	17	9	B	A	2	1	4600	1650	18	9	B	A	111	11	2.4%	0.7%	NO	NO
Homestead Road to I-280	PM	66	70	2	1	21	29	C	D	2	1	4600	1650	22	29	C	D	109	25	2.4%	1.5%	NO	NO
I-280 to Stevens Creek Boulevard	AM	67	67	2	1	14	9	B	A	3	1	6900	1650	15	9	B	A	90	11	1.3%	0.7%	NO	NO
I-280 to Stevens Creek Boulevard	PM	20	20	2	1	**82**	**108**	**F**	**F**	3	1	6900	1650	**84**	**109**	**F**	**F**	91	23	1.3%	1.4%	**YES**	**YES**
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	15	7	B	A	60	11	1.3%	0.7%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	15	30	2	1	**97**	**71**	**F**	**F**	2	1	4600	1650	**99**	**72**	**F**	**F**	72	23	1.6%	1.4%	**YES**	**YES**
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	67	67	2	1	18	8	B	A	2	1	4600	1650	18	8	B	A	49	6	1.1%	0.4%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	25	40	2	1	**73**	54	**F**	E	2	1	4600	1650	**74**	54	**F**	E	54	16	1.2%	1.0%	**YES**	NO
Saratoga Avenue to Winchester Boulevard	AM	66	67	2	1	24	7	C	A	2	1	4600	1650	24	7	C	A	35	6	0.8%	0.4%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	35	60	2	1	58	39	E	D	2	1	4600	1650	**59**	39	**F**	D	41	16	0.9%	1.0%	**YES**	NO
Winchester Boulevard to State Route 17	AM	67	67	2	1	12	10	B	A	2	1	4600	1650	12	10	B	A	31	3	0.7%	0.2%	NO	NO
Winchester Boulevard to State Route 17	PM	16	50	2	1	**94**	46	**F**	D	2	1	4600	1650	**95**	46	**F**	D	32	13	0.7%	0.8%	NO	NO
State Route 17 to S. Bascom Avenue	AM	67	67	2	1	18	11	B	A	2	1	4600	1650	18	11	B	A	21	2	0.5%	0.1%	NO	NO
State Route 17 to S. Bascom Avenue	PM	9	20	2	1	**122**	**88**	**F**	**F**	2	1	4600	1650	**124**	**89**	**F**	**F**	36	11	0.8%	0.7%	NO	NO
S. Bascom Avenue to Union Avenue	AM	66	67	2	1	22	7	C	A	2	1	4600	1650	22	7	C	A	15	2	0.3%	0.1%	NO	NO
S. Bascom Avenue to Union Avenue	PM	14	30	2	1	**99**	**65**	**F**	**F**	2	1	4600	1650	**100**	**65**	**F**	**F**	32	11	0.7%	0.7%	NO	NO
Union Avenue to Camden Avenue	AM	64	67	2	1	33	5	D	A	2	1	4600	1650	33	5	D	A	12	2	0.3%	0.1%	NO	NO
Union Avenue to Camden Avenue	PM	36	60	2	1	56	41	E	D	2	1	4600	1650	56	41	E	D	23	11	0.5%	0.7%	NO	NO
Camden Avenue to Almaden Expressway	AM	66	67	2	1	21	6	C	A	2	1	4600	1650	21	6	C	A	7	1	0.2%	0.1%	NO	NO
Camden Avenue to Almaden Expressway	PM	55	70	2	1	40	32	D	D	2	1	4600	1650	40	32	D	D	13	7	0.3%	0.4%	NO	NO
Almaden Expressway to State Route 87	AM	67	67	2	1	14	8	B	A	2	1	4600	1650	14	8	B	A	4	0	0.1%	0.0%	NO	NO
Almaden Expressway to State Route 87	PM	64	70	2	1	32	21	D	C	2	1	4600	1650	32	21	D	C	10	6	0.2%	0.4%	NO	NO
State Route 87 to Blossom Hill Road	AM	65	67	2	1	31	10	C	A	2	1	4600	1650	31	10	D	A	6	0	0.1%	0.0%	NO	NO
State Route 87 to Blossom Hill Road	PM	28	60	2	1	**67**	42	**F**	D	2	1	4600	1650	**67**	42	**F**	D	26	6	0.6%	0.4%	NO	NO
Blossom Hill Road to Cottle Road	AM	64	67	2	1	32	8	D	A	2	1	4600	1650	32	8	D	A	2	0	0.0%	0.0%	NO	NO
Blossom Hill Road to Cottle Road	PM	65	70	2	1	21	15	D	C	2	1	4600	1650	21	15	C	B	10	5	0.2%	0.3%	NO	NO
State Route 237 - Eastbound																							
El Camino Real to 85 Ramps	AM	50		2	0	44	0	D	0	2	-	4400	-	45	-	D	-	65	-	1.5%	-	NO	-
El Camino Real to 85 Ramps	PM	66		2	0	19	0	C	0	2	-	4400	-	19	-	C	-	19	-	0.4%	-	NO	-
85 Ramps to Sylvan Avenue	AM	25		2	0	**73**	0	**F**	0	2	-	4400	-	**82**	-	**F**	-	425	-	9.7%	-	**YES**	-
85 Ramps to Sylvan Avenue	PM	66		2	0	25	0	C	0	2	-	4400	-	26	-	C	-	134	-	3.0%	-	NO	-
Sylvan Avenue to Maude Avenue	AM	41		2	0	51	0	E	0	2	-	4400	-	55	-	E	-	321	-	7.3%	-	NO	-
Sylvan Avenue to Maude Avenue	PM	64		2	0	33	0	D	0	2	-	4400	-	34	-	D	-	97	-	2.2%	-	NO	-
Maude Avenue to 101 Ramps	AM	66		2	0	23	0	C	0	2	-	4400	-	25	-	C	-	277	-	6.3%	-	NO	-
Maude Avenue to 101 Ramps	PM	14		2	0	**99**	0	**F**	0	2	-	4400	-	**106**	-	**F**	-	205	-	4.7%	-	**YES**	-
101 Ramps to Mathilda Avenue	AM	55		2	0	40	0	D	0	2	-	4400	-	42	-	D	-	216	-	4.9%	-	NO	-
101 Ramps to Mathilda Avenue	PM	9		2	0	**121**	0	**F**	0	2	-	4400	-	**131**	-	**F**	-	175	-	4.0%	-	**YES**	-
Mathilda Avenue to Fair Oaks Avenue	AM	64	67	2	1	33	12	D	B	2	-	4400	-	34	12	D	B	142	0	3.2%	-	NO	-
Mathilda Avenue to Fair Oaks Avenue	PM	14	20	2	1	**100**	**96**	**F**	**F**	2	-	4400	-	**107**	**96**	**F**	**F**	202	0	4.6%	-	**YES**	-
Fair Oaks Avenue to Lawrence Expressway	AM	64	66	2	1	33	19	D	C	2	1	4600	1650	34	19	D	C	182	32	4.0%	1.9%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	10	40	2	1	**115**	**62**	**F**	**F**	2	1	4600	1650	**124**	**63**	**F**	**F**	189	25	4.1%	1.5%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	AM	64	67	2	1	32	18	D	B	2	1	4600	1650	33	18	D	B	154	30	3.3%	1.8%	NO	NO
Lawrence Expressway to Great America Parkway	PM	14	30	2	1	**101**	**69**	**F**	**F**	2	1	4600	1650	**107**	**70**	**F**	**F**	169	26	3.7%	1.6%	**YES**	**YES**
Great America Parkway to North First Street	AM	64	66	2	1	32	21	D	C	2	1	4600	1650	33	21	D	C	150	29	3.3%	1.8%	NO	NO
Great America Parkway to North First Street	PM	12	30	2	1	**106**	**64**	**F**	**F**	2	1	4600	1650	**113**	**65**	**F**	**F**	167	26	3.6%	1.6%	**YES**	**YES**
North First Street to Zanker Road	AM	64	67	2	1	45	15	D	B	2	1	4600	1650	46	15	D	B	143	25	3.1%	1.5%	NO	NO
North First Street to Zanker Road	PM	25	50	2	1	**72**	47	**F**	E	2	1	4600	1650	**75**	48	**F**	E	164	25	3.6%	1.5%	**YES**	NO
Zanker Road to McCarthy Boulevard	AM	48	67	2	1	28	15	D	B	2	1	4600	1650	29	15	D	B	141	22	3.1%	1.3%	NO	NO
Zanker Road to McCarthy Boulevard	PM	52	70	2	1	42	28	D	D	2	1	4600	1650	44	28	D	D	171	23	3.7%	1.4%	NO	NO
McCarthy Boulevard to Interstate 880	AM	66	67	2	1	21	7	C	A	2	1	4600	1650	22	7	C	A	74	17	1.6%	1.0%	NO	NO
McCarthy Boulevard to Interstate 880	PM	66	60	2	1	20	38	C	D	2	1	4600	1650	21	38	C	D	81	17	1.8%	1.0%	NO	NO

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																							
Interstate 880 to McCarthy Boulevard	AM	11	29	2	1	**113**	**65**	**F**	**F**	2	1	4600	1650	**118**	**66**	**F**	F	112	18	2.4%	1.1%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	PM	66	70	2	1	20	9	C	A	2	1	4600	1650	21	9	C	A	131	6	2.8%	0.4%	NO	NO
McCarthy Boulevard to Zanker Road	AM	10	24	2	1	**115**	**74**	**F**	**F**	2	1	4600	1650	**124**	**75**	**F**	F	173	21	3.8%	1.3%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	PM	64	70	2	1	32	17	D	B	2	1	4600	1650	34	17	D	B	203	23	4.4%	1.4%	NO	NO
Zanker Road to North First Street	AM	15	26	2	1	**98**	**70**	**F**	**F**	2	1	4600	1650	**103**	**71**	**F**	F	161	29	3.5%	1.8%	**YES**	**YES**
Zanker Road to North First Street	PM	48	70	2	1	45	11	D	A	2	1	4600	1650	47	11	E	A	210	26	4.6%	1.6%	NO	NO
North First Street to Great America Parkway	AM	16	19	2	1	**92**	**84**	**F**	**F**	2	1	4600	1650	**97**	**86**	**F**	F	161	30	3.5%	1.8%	**YES**	**YES**
North First Street to Great America Parkway	PM	58	70	2	1	38	14	D	B	2	1	4600	1650	40	14	D	B	215	28	4.7%	1.7%	NO	NO
Great America Parkway to Lawrence Expressway	AM	13	20	2	1	**103**	**82**	**F**	**F**	2	1	4600	1650	**109**	**84**	**F**	F	155	31	3.4%	1.9%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	PM	66	70	2	1	27	15	D	B	2	1	4600	1650	29	15	D	B	217	29	4.7%	1.8%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	15	16	2	1	**95**	**93**	**F**	**F**	3	1	6900	1650	**101**	**95**	**F**	**F**	184	30	2.7%	1.8%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	32	60	2	1	**61**	38	**F**	D	3	1	6900	1650	**65**	38	**F**	D	242	29	3.5%	1.8%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	AM	18		3	0	**89**	0	**F**	0	3	-	6900	-	**93**	-	**F**	-	189	0	2.7%	-	**YES**	-
Fair Oaks Avenue to Mathilda Avenue	PM	19		3	0	**84**	0	**F**	0	3	1	6900	1650	**89**	-	**F**	-	259	32	3.8%	1.9%	**YES**	NO
Mathilda Avenue to 101 Ramps	AM	41		2	0	51	0	E	0	2	-	4400	-	53	-	E	-	143	0	3.3%	-	NO	-
Mathilda Avenue to 101 Ramps	PM	20		2	0	**82**	0	**F**	0	2	1	4600	1650	**89**	-	**F**	-	271	32	5.9%	1.9%	**YES**	NO
101 Ramps to Maude Avenue	AM	61		2	0	36	0	D	0	2	-	4400	-	37	-	D	-	171	-	3.9%	-	NO	-
101 Ramps to Maude Avenue	PM	15		2	0	**95**	0	**F**	0	2	-	4400	-	**108**	-	**F**	-	383	-	8.7%	-	**YES**	-
Maude Avenue to Sylvan Avenue	AM	57		2	0	39	0	D	0	2	-	4400	-	40	-	D	-	77	-	1.8%	-	NO	-
Maude Avenue to Sylvan Avenue	PM	23		2	0	**77**	0	**F**	0	2	-	4400	-	**83**	-	**F**	-	275	-	6.3%	-	**YES**	-
Sylvan Avenue to 85 Ramps	AM	66		2	0	28	0	D	0	2	-	4400	-	29	-	D	-	112	-	2.5%	-	NO	-
Sylvan Avenue to 85 Ramps	PM	30		2	0	**64**	0	**F**	0	2	-	4400	-	**73**	-	**F**	-	559	-	12.7%	-	**YES**	-
85 Ramps to El Camino Real	AM	29		2	0	**65**	0	**F**	0	2	-	4400	-	**65**	-	**F**	-	24	-	0.5%	-	NO	-
85 Ramps to El Camino Real	PM	51		2	0	43	0	D	0	2	-	4400	-	45	-	D	-	155	-	3.5%	-	NO	-
Interstate 880- Northbound																							
1st Street to US 101	AM	28		3	-	**67**	-	**F**	-	3	-	6900	1650	**67**	-	**F**	-	0	-	0.0%	-	NO	-
1st Street to US 101	PM	19		3	-	**85**	-	**F**	-	3	-	6900	1650	**85**	-	**F**	-	4	-	0.1%	-	NO	-
US 101 to E. Brokaw Road	AM	45	67	3	1	48	14	E	B	3	-	6900	1650	48	14	E	B	2	1	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	65	70	3	1	31	15	D	B	3	-	6900	1650	31	15	D	B	4	3	0.1%	0.2%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	24	18	C	B	3	-	6900	1650	24	18	C	B	3	2	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	23	12	C	B	3	-	6900	1650	23	12	C	B	0	0	0.0%	0.0%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	66	67	3	1	22	17	C	B	3	-	6900	1650	22	17	C	B	14	6	0.2%	0.4%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	66	70	3	1	28	13	D	B	3	-	6900	1650	28	13	D	B	0	0	0.0%	0.0%	NO	NO
Great Mall Parkway to State Route 237	AM	66	66	3	1	27	27	D	D	3	-	6900	1650	27	27	D	D	9	5	0.1%	0.3%	NO	NO
Great Mall Parkway to State Route 237	PM	63	70	3	1	34	20	D	C	3	-	6900	1650	34	20	D	C	0	1	0.0%	0.1%	NO	NO
State Route 237 to Dixon Landing Road	AM	66	67	3	1	24	11	C	A	3	-	6900	1650	24	11	C	A	23	11	0.3%	0.7%	NO	NO
State Route 237 to Dixon Landing Road	PM	47	60	3	1	46	39	**D**	D	3	-	6900	1650	46	39	D	D	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 262	AM	N/A	N/A	4	1	N/A	N/A	A	A	3	2	6900	3300	N/A	N/A	A	A	204	173	3.0%	5.2%	NO	NO
Dixon Landing Road to State Route 262	PM	N/A	N/A	4	1	N/A	N/A	**F**	**F**	3	2	6900	3300	N/A	N/A	**F**	**F**	37	29	0.5%	0.9%	NO	NO
State Route 262 to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	62	15	0.9%	0.9%	NO	NO
State Route 262 to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	99	18	1.4%	1.1%	NO	NO
Fremont Boulevard to Auto Mall Parkway	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	52	13	0.8%	0.8%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	86	16	1.2%	1.0%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	45	11	0.7%	0.7%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM	N/A	N/A	3	1	N/A	N/A	D	C	3	1	6900	1650	N/A	N/A	D	C	81	15	1.2%	0.9%	NO	NO
Stevenson Boulevard to Mowry Avenue	AM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	41	11	0.6%	0.7%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM	N/A	N/A	3	1	N/A	N/A	E	D	3	1	6900	1650	N/A	N/A	E	D	68	14	1.0%	0.8%	NO	NO
Mowry Avenue to Thorton Avenue	AM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	40	9	0.5%	0.5%	NO	NO
Mowry Avenue to Thorton Avenue	PM	N/A	N/A	3	1	N/A	N/A	E	D	3.5	1	8050	1650	N/A	N/A	E	D	66	12	0.8%	0.7%	NO	NO
Thorton Avenue to Decoto Road	AM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	35	8	0.4%	0.5%	NO	NO
Thorton Avenue to Decoto Road	PM	N/A	N/A	3	1	N/A	N/A	E	D	3.5	1	8050	1650	N/A	N/A	E	D	50	11	0.6%	0.7%	NO	NO
Fremont Boulevard to Decoto Road	AM	N/A	N/A	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	C	A	38	8	0.6%	0.5%	NO	NO
Fremont Boulevard to Decoto Road	PM	N/A	N/A	3	1	N/A	N/A	**F**	E	3	1	6900	1650	N/A	N/A	**F**	E	57	13	0.8%	0.8%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	AM	N/A	N/A	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	D	A	38	8	0.6%	0.5%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM	N/A	N/A	3	1	N/A	N/A	E	E	3	1	6900	1650	N/A	N/A	E	E	57	13	0.8%	0.8%	NO	NO
Whipple Road to Alvarado-Niles Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	36	7	0.4%	0.4%	NO	NO
Whipple Road to Alvarado-Niles Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	49	10	0.5%	0.6%	NO	NO
Industrial Parkway W to Whipple Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	35	6	0.4%	0.4%	NO	NO
Industrial Parkway W to Whipple Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	45	9	0.5%	0.5%	NO	NO
Industrial Parkway W to Tennyson Road	AM	N/A	N/A	4	1	N/A	N/A	E	B	4	1	9200	1650	N/A	N/A	E	B	35	6	0.4%	0.4%	NO	NO
Industrial Parkway W to Tennyson Road	PM	N/A	N/A	4	1	N/A	N/A	**F**	E	4	1	9200	1650	N/A	N/A	**F**	E	45	9	0.5%	0.5%	NO	NO

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880- Southbound																							
Tennyson Road to Industrial Parkway W	AM	N/A	N/A	4	1	N/A	N/A	**F**	D	4	1	9200	1650	N/A	N/A	**F**	D	47	6	0.5%	0.4%	NO	NO
Tennyson Road to Industrial Parkway W	PM	N/A	N/A	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	B	42	4	0.5%	0.2%	NO	NO
Whilpple Road to Industrial Parkway W	AM	N/A	N/A	3	1	N/A	N/A	**F**	D	3	1	6900	1650	N/A	N/A	**F**	D	46	8	0.7%	0.5%	NO	NO
Whilpple Road to Industrial Parkway W	PM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	41	5	0.6%	0.3%	NO	NO
Alvarado-Niles Road to Whipple Road	AM	N/A	N/A	4	1	N/A	N/A	**F**	D	4	1	9200	1650	N/A	N/A	**F**	D	53	8	0.6%	0.5%	NO	NO
Alvarado-Niles Road to Whipple Road	PM	N/A	N/A	4	1	N/A	N/A	D	B	4	1	9200	1650	N/A	N/A	D	B	48	5	0.5%	0.3%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	D	3	1	6900	1650	N/A	N/A	**F**	D	58	12	0.8%	0.7%	NO	NO
Fremont Boulevard to Alvardo Boulevard	PM	N/A	N/A	3	1	N/A	N/A	C	A	3	1	6900	1650	N/A	N/A	C	A	55	7	0.8%	0.4%	NO	NO
Decoto Road to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	58	12	0.8%	0.7%	NO	NO
Decoto Road to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	D	A	3	1	6900	1650	N/A	N/A	D	A	55	7	0.8%	0.4%	NO	NO
Decoto Road to Thorton Avenue	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	54	12	0.8%	0.7%	NO	NO
Decoto Road to Thorton Avenue	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	59	7	0.9%	0.4%	NO	NO
Thorton Avenu to Mowry Avenue	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	57	14	0.8%	0.8%	NO	NO
Thorton Avenu to Mowry Avenue	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	65	8	0.9%	0.5%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM	N/A	N/A	3	1	N/A	N/A	**F**	C	3	1	6900	1650	N/A	N/A	**F**	C	64	15	0.9%	0.9%	NO	NO
Mowry Avenue to Stevenson Boulevard	PM	N/A	N/A	3	1	N/A	N/A	B	A	3	1	6900	1650	N/A	N/A	B	A	69	8	1.0%	0.5%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM	N/A	N/A	3	1	N/A	N/A	E	C	3.5	1	8050	1650	N/A	N/A	E	C	87	16	1.1%	1.0%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	PM	N/A	N/A	3	1	N/A	N/A	A	A	3.5	1	8050	1650	N/A	N/A	A	A	79	8	1.0%	0.5%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	79	17	1.1%	1.0%	NO	NO
Auto Mall Parkway to Fremont Boulevard	PM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	83	6	1.2%	0.4%	NO	NO
Fremont Boulevard to State Route 262	AM	N/A	N/A	3	1	N/A	N/A	D	B	3	1	6900	1650	N/A	N/A	D	B	92	17	1.3%	1.0%	NO	NO
Fremont Boulevard to State Route 262	PM	N/A	N/A	3	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	101	7	1.5%	0.4%	NO	NO
State Route 262 to Dixon Landing Road	AM	N/A	N/A	4	1	N/A	N/A	C	B	3	1	6900	1650	N/A	N/A	C	B	0	0	0.0%	0.0%	NO	NO
State Route 262 to Dixon Landing Road	PM	N/A	N/A	4	1	N/A	N/A	A	A	3	1	6900	1650	N/A	N/A	A	A	27	12	0.4%	0.7%	NO	NO
Dixon Landing Road to State Route 237	AM	36	9	3	1	57	**122**	E	**F**	3	1	6900	1650	57	**122**	E	**F**	0	0	0.0%	0.0%	NO	NO
Dixon Landing Road to State Route 237	PM	65	70	3	1	29	19	D	C	3	1	6900	1650	29	19	D	C	66	9	1.0%	0.5%	NO	NO
State Route 237 to Great Mall Parkway	AM	50	61	3	1	44	36	D	D	3	1	6900	1650	44	36	D	D	0	1	0.0%	0.1%	NO	NO
State Route 237 to Great Mall Parkway	PM	20	60	3	1	**82**	38	**F**	D	3	1	6900	1650	**82**	38	**F**	D	2	2	0.0%	0.1%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	33	65	3	1	**60**	30	**F**	D	3	1	6900	1650	**60**	30	**F**	D	1	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	27	70	3	1	**68**	28	**F**	D	3	1	6900	1650	**68**	28	**F**	D	1	2	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	17	66	3	1	**91**	21	**F**	C	3	1	6900	1650	**91**	21	**F**	C	1	1	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	19	60	3	1	**84**	40	**F**	D	3	1	6900	1650	**84**	40	**F**	D	1	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	16	27	3	1	**92**	**68**	**F**	**F**	3	1	6900	1650	**92**	**68**	**F**	**F**	0	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	PM	24	60	3	1	**75**	41	**F**	D	3	1	6900	1650	**75**	41	**F**	D	0	0	0.0%	0.0%	NO	NO
US 101 to 1st Street	AM	15		3	-	**97**	-	**F**	-	3	1	6900	1650	**97**	-	**F**	-	16	-	0.2%	-	NO	-
US 101 to 1st Street	PM	29		**3**	-	**65**	-	**F**	-	3	1	6900	1650	**65**	-	**F**	-	1	-	0.0%	-	NO	-

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																							
Tully Road to Story Road	AM	22	19	3	1	**78**	**84**	**F**	**F**	3	1	6900	1650	**79**	**84**	**F**	**F**	46	4	0.7%	0.2%	NO	NO
Tully Road to Story Road	PM	66	70	3	1	22	8	C	A	3	1	6900	1650	22	8	C	A	34	3	0.5%	0.2%	NO	NO
Story Road to I-280	AM	18	19	3	1	**89**	**84**	**F**	**F**	3	1	6900	1650	**90**	**84**	**F**	**F**	63	7	0.9%	0.4%	NO	NO
Story Road to I-280	PM	67	70	3	1	15	7	B	A	3	1	6900	1650	15	7	B	A	47	6	0.7%	0.4%	NO	NO
I-280 to Santa Clara Street	AM	9	9	3	1	**120**	**122**	**F**	**F**	3	1	6900	1650	**123**	**124**	**F**	**F**	73	15	1.1%	0.9%	**YES**	NO
I-280 to Santa Clara Street	PM	66	70	3	1	19	12	C	B	3	1	6900	1650	19	12	C	B	50	9	0.7%	0.5%	NO	NO
Santa Clara Street to McKee Road	AM	11	15	3	1	**110**	**97**	**F**	**F**	3	1	6900	1650	**113**	**98**	**F**	**F**	86	15	1.2%	0.9%	**YES**	NO
Santa Clara Street to McKee Road	PM	66	70	3	1	21	10	C	A	3	1	6900	1650	21	10	C	A	56	9	0.8%	0.5%	NO	NO
McKee Road to Oakland Road	AM	11	18	3	1	**112**	**87**	**F**	**F**	3	1	6900	1650	**115**	**88**	**F**	**F**	107	15	1.6%	0.9%	**YES**	NO
McKee Road to Oakland Road	PM	66	70	3	1	23	7	C	A	3	1	6900	1650	23	7	C	A	68	9	1.0%	0.5%	NO	NO
Oakland Road to I-880	AM	12	14	3	1	**107**	**100**	**F**	**F**	3	1	6900	1650	**110**	**101**	**F**	**F**	115	19	1.7%	1.2%	**YES**	**YES**
Oakland Road to I-880	PM	66	70	3	1	20	5	C	A	3	1	6900	1650	20	5	C	A	88	0	1.3%	0.0%	NO	NO
I-880 to Old Bayshore Highway	AM	8	15	3	1	**127**	**98**	**F**	**F**	3	1	9200	1650	**132**	**99**	**F**	**F**	112	20	1.2%	1.2%	**YES**	**YES**
I-880 to Old Bayshore Highway	PM	67	70	3	1	16	12	B	B	3	1	9200	1650	16	12	B	B	78	13	0.8%	0.8%	NO	NO
Old Bayshore Highway to N 1st Street	AM	9	12	3	1	**122**	**108**	**F**	**F**	3	1	6900	1650	**127**	**110**	**F**	**F**	127	23	1.8%	1.4%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	PM	67	70	3	1	17	8	B	BA	3	1	6900	1650	17	8	B	A	83	13	1.2%	0.8%	NO	NO
N 1st Street to Guadalupe Parkway	AM	12	11	3	1	**108**	**110**	**F**	**F**	3	1	9200	1650	**113**	**112**	**F**	**F**	169	23	1.8%	1.4%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	PM	67	70	3	1	14	9	B	A	3	1	9200	1650	15	9	B	A	113	13	1.2%	0.8%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	8	12	3	1	**127**	**107**	**F**	**F**	3	1	6900	1650	**133**	**109**	**F**	**F**	141	27	2.0%	1.6%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	PM	66	70	3	1	19	9	C	A	3	1	6900	1650	20	9	C	A	149	16	2.2%	1.0%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	23	26	3	1	**76**	**71**	**F**	**F**	3	1	6900	1650	**79**	**72**	**F**	**F**	185	33	2.7%	2.0%	**YES**	**YES**
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	25	11	C	A	203	25	2.9%	1.5%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	15	19	3	1	**97**	**86**	**F**	**F**	3	1	6900	1650	**101**	**88**	**F**	**F**	185	38	2.7%	2.3%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	66	70	3	1	28	11	D	A	3	1	6900	1650	29	11	D	A	202	33	2.9%	2.0%	NO	NO
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	16	21	3	1	**93**	**81**	**F**	**F**	3	1	9200	1650	**98**	**83**	**F**	**F**	237	38	2.6%	2.3%	**YES**	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	65	70	3	1	29	16	D	B	3	1	9200	1650	30	17	D	B	282	35	3.1%	2.1%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	19	25	3	1	**84**	**73**	**F**	**F**	3	1	6900	1650	**88**	**75**	**F**	**F**	248	40	3.6%	2.4%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	65	70	3	1	29	12	D	B	3	1	6900	1650	31	13	D	B	309	41	4.5%	2.5%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	33	38	3	1	**60**	54	**F**	E	3	1	6900	1650	**63**	55	**F**	E	283	38	4.1%	2.3%	**YES**	NO
Fair Oaks Avenue to Mathilda Avenue	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	26	12	C	B	320	43	4.6%	2.6%	NO	NO
Mathilda Avenue to 237 Ramps	AM	43	26	3	1	**49**	**71**	**F**	**F**	3	1	6900	1650	51	**72**	E	**F**	275	38	4.0%	2.3%	NO	**YES**
Mathilda Avenue to 237 Ramps	PM	66	70	3	1	24	20	C	C	3	1	6900	1650	26	21	C	C	320	43	4.6%	2.6%	NO	NO
237 Ramps to Ellis Street	AM	28	30	3	1	**67**	**64**	**F**	**F**	3	1	6900	1650	**70**	**65**	**F**	**F**	275	38	4.0%	2.3%	**YES**	**YES**
237 Ramps to Ellis Street	PM	39	70	3	1	53	33	E	D	3	1	6900	1650	55	33	E	D	249	34	3.6%	2.1%	NO	NO
Moffett Boulevard to 85 Ramps	AM	15	28	3	1	**97**	**67**	**F**	**F**	3	1	6900	1650	**98**	**67**	**F**	**F**	36	6	0.5%	0.4%	NO	NO
Moffett Boulevard to 85 Ramps	PM	16	70	3	1	**93**	36	**F**	D	3	1	6900	1650	**99**	37	**F**	D	287	38	4.2%	2.3%	**YES**	NO
85 Ramps to Shoreline Boulevard	AM	24	63	4	1	**75**	34	**F**	D	4	1	6900	1650	**75**	34	**F**	D	40	8	0.6%	0.5%	NO	NO
85 Ramps to Shoreline Boulevard	PM	27	70	4	1	**68**	34	**F**	D	4	1	6900	1650	**71**	35	**F**	D	319	48	4.6%	2.9%	**YES**	NO
Shoreline Boulevard to Rengstorff Avenue	AM	26	63	3	2	**70**	34	**F**	D	3	2	6900	1650	**71**	34	**F**	D	66	8	1.0%	0.5%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	PM	11	70	3	2	**112**	18	**F**	B	3	2	6900	1650	**124**	18	**F**	B	395	49	5.7%	3.0%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	AM	38	66	3	2	54	25	E	C	3	2	6900	1650	55	25	E	C	144	18	2.1%	1.1%	NO	NO
Rengstorff Avenue to San Antonio Avenue	PM	17	70	3	2	**91**	23	**F**	C	3	2	6900	1650	**95**	23	**F**	C	185	23	2.7%	1.4%	**YES**	NO
San Antonio Avenue to Oregon Expressway	AM	35	55	3	2	58	40	E	D	3	2	6900	1650	**59**	40	**F**	D	135	16	2.0%	1.0%	**YES**	NO
San Antonio Avenue to Oregon Expressway	PM	23	50	3	2	**77**	45	**F**	D	3	2	6900	1650	**80**	45	**F**	D	182	22	2.6%	1.3%	**YES**	NO
Oregon Expressway to Embarcadero Road	AM	27	25	3	1	**68**	**72**	**F**	**F**	3	1	6900	1650	**69**	**73**	**F**	**F**	117	16	1.7%	1.0%	**YES**	NO
Oregon Expressway to Embarcadero Road	PM	32	30	3	1	**61**	**66**	**F**	**F**	3	1	6900	1650	**63**	**67**	**F**	**F**	160	22	2.3%	1.3%	**YES**	**YES**

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																							
Embarcadero Road to University Ave*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	120	16	1.7%	1.0%	**YES**	NO
Embarcadero Road to University Ave*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	160	22	2.3%	1.3%	**YES**	**YES**
University Avenue to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	106	14	1.5%	0.8%	**YES**	NO
University Avenue to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	150	18	2.2%	1.1%	**YES**	**YES**
Willow Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	92	13	1.3%	0.8%	**YES**	NO
Willow Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	135	18	2.0%	1.1%	**YES**	**YES**
Marsh Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	87	9	1.3%	0.5%	**YES**	NO
Marsh Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	123	13	1.8%	0.8%	**YES**	NO
Woodside Road to Whipple Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	76	8	1.1%	0.5%	**YES**	NO
Woodside Road to Whipple Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	107	13	1.6%	0.8%	**YES**	NO
Whipple Road to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	75	0	0.8%	-	NO	-
Whipple Road to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	105	0	1.1%	-	**YES**	-
Holly Street to Marine Parkway*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	68	0	0.7%	-	NO	-
Holly Street to Marine Parkway*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	99	0	1.1%	-	**YES**	-
Marine Parkway to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	65	0	0.6%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	90	0	0.8%	-	NO	-
E Hillsdale Boulevard to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	56	0	0.5%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	74	0	0.6%	-	NO	-
State Route 92 to Kehoe Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
State Route 92 to Kehoe Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	63	0	0.5%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	48	0	0.4%	-	NO	-
Kehoe Avenue to E 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	62	0	0.5%	-	NO	-
E 3rd Avenue to Dore Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
E 3rd Avenue to Dore Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	60	0	0.5%	-	NO	-
Dore Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	44	0	0.4%	-	NO	-
Dore Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	57	0	0.5%	-	NO	-
Broadway to Millbrae Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	40	0	0.3%	-	NO	-
Broadway to Millbrae Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	55	0	0.5%	-	NO	-
US 101 - Southbound (San Mateo County)																							
Millbrae Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	51	0	0.4%	-	NO	-
Millbrae Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	49	0	0.4%	-	NO	-
Broadway to Poplar Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	53	0	0.5%	-	NO	-
Broadway to Poplar Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	52	0	0.5%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	55	0	0.5%	-	NO	-
Poplar Avenue to 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	53	0	0.5%	-	NO	-
E 3rd Avenue to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	62	0	0.5%	-	NO	-
E 3rd Avenue to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	59	0	0.5%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	70	0	0.6%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	67	0	0.6%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	83	0	0.7%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	N/A	-	**F**	-	78	0	0.7%	-	NO	-
Marine Parkway to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	88	0	1.0%	-	NO	-
Marine Parkway to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	85	0	0.9%	-	NO	-
Holly Street to Whipple Road*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	102	0	1.1%	-	**YES**	-
Holly Street to Whipple Road*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	N/A	-	**F**	-	104	0	1.1%	-	**YES**	-
Whipple Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	94	15	1.4%	0.9%	**YES**	NO
Whipple Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	94	11	1.4%	0.7%	**YES**	NO
Woodside Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	114	17	1.7%	1.0%	**YES**	NO
Woodside Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	114	13	1.7%	0.8%	**YES**	NO
Marsh Road to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	113	20	1.6%	1.2%	**YES**	**YES**
Marsh Road to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	113	16	1.6%	1.0%	**YES**	NO
Willow Road to University Avenue*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	129	22	1.9%	1.3%	**YES**	**YES**
Willow Road to University Avenue*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	132	17	1.9%	1.0%	**YES**	NO
University Ave to Embarcadero Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	141	22	2.0%	1.3%	**YES**	**YES**
University Ave to Embarcadero Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	N/A	N/A	**F**	**F**	147	17	2.1%	1.0%	**YES**	NO

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																							
Embarcadero Road to Oregon Expressway	AM	66	61	3	1	27	36	D	D	3	1	6900	1650	28	36	D	D	135	23	2.0%	1.4%	NO	NO
Embarcadero Road to Oregon Expressway	PM	14	20	3	1	**100**	**86**	**F**	**F**	3	1	6900	1650	**103**	**87**	**F**	**F**	146	18	2.1%	1.1%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	AM	59	66	3	1	37	19	D	C	3	1	6900	1650	38	19	D	C	151	26	2.2%	1.6%	NO	NO
Oregon Expressway to San Antonio Avenue	PM	15	70	3	1	**95**	34	**F**	D	3	1	6900	1650	**99**	34	**F**	D	166	20	2.4%	1.2%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	AM	42	66	3	1	50	19	E	C	3	1	6900	1650	51	19	E	C	148	26	2.1%	1.6%	NO	NO
San Antonio Avenue to Rengstorff Avenue	PM	16	70	3	1	**92**	20	**F**	C	3	1	6900	1650	**95**	20	**F**	C	165	20	2.4%	1.2%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	AM	58	66	3	1	38	22	D	C	3	1	6900	1650	40	23	D	C	383	63	5.6%	3.8%	NO	NO
Rengstorff Avenue to Shoreline Boulevard	PM	29	70	3	1	**66**	25	**F**	C	3	1	6900	1650	**67**	25	**F**	C	103	11	1.5%	0.7%	**YES**	NO
Shoreline Boulevard to 85 Ramps	AM	58	59	3	1	38	37	D	D	3	1	6900	1650	39	38	D	D	249	61	3.6%	3.7%	NO	NO
Shoreline Boulevard to 85 Ramps	PM	27	50	3	1	**68**	51	**F**	E	3	1	6900	1650	**69**	51	**F**	E	98	10	1.4%	0.6%	**YES**	NO
85 Ramps to Moffett Boulevard	AM	65	67	3	1	31	17	D	B	3	1	6900	1650	32	18	D	B	249	48	3.6%	2.9%	NO	NO
85 Ramps to Moffett Boulevard	PM	15	20	3	1	**95**	**84**	**F**	**F**	3	1	6900	1650	**97**	**84**	**F**	**F**	98	9	1.4%	0.5%	**YES**	NO
Ellis Street to 237 Ramps	AM	50	65	3	1	44	31	D	D	3	1	6900	1650	46	32	D	D	233	55	3.4%	3.3%	NO	NO
Ellis Street to 237 Ramps	PM	23	40	3	1	**76**	57	**F**	E	3	1	6900	1650	**79**	58	**F**	E	234	44	3.4%	2.7%	**YES**	NO
237 Ramps to Mathilda Avenue	AM	66	55	3	1	23	40	C	D	3	1	6900	1650	24	41	C	D	281	49	4.1%	3.0%	NO	NO
237 Ramps to Mathilda Avenue	PM	18	40	3	1	**87**	**60**	**F**	**F**	3	1	6900	1650	**92**	**61**	**F**	**F**	262	42	3.8%	2.5%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	25	19	C	C	283	52	4.1%	3.2%	NO	NO
Mathilda Avenue to Fair Oaks Avenue	PM	25	30	3	1	**72**	**68**	**F**	**F**	3	1	6900	1650	**76**	**69**	**F**	**F**	315	44	4.6%	2.7%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	66	67	3	1	28	17	D	B	3	1	6900	1650	29	18	D	B	275	40	4.0%	2.4%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	16	20	3	1	**92**	**106**	**F**	**F**	3	1	6900	1650	**98**	**108**	**F**	**F**	285	38	4.1%	2.3%	**YES**	**YES**
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	62	67	3	1	35	15	D	B	3	1	6900	1650	36	16	D	B	252	34	3.7%	2.1%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	11	20	3	1	**111**	**102**	**F**	**F**	3	1	6900	1650	**119**	**104**	**F**	**F**	262	37	3.8%	2.2%	**YES**	**YES**
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	21	14	C	B	3	1	6900	1650	22	15	C	B	169	34	2.4%	2.1%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	12	20	3	1	**108**	**109**	**F**	**F**	3	1	6900	1650	**114**	**111**	**F**	**F**	208	37	3.0%	2.2%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	62	67	3	1	25	11	C	A	3	1	6900	1650	26	11	C	A	177	24	2.6%	1.5%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	11	30	3	1	**111**	**71**	**F**	**F**	3	1	6900	1650	**118**	**72**	**F**	**F**	229	33	3.3%	2.0%	**YES**	**YES**
De La Cruz Boulevard to Guadalupe Parkway	AM	66	67	3	1	25	6	C	A	3	1	6900	1650	26	6	C	A	125	15	1.8%	0.9%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	40	70	3	1	52	36	E	D	3	1	6900	1650	54	36	E	D	217	26	3.1%	1.6%	NO	NO
Guadalupe Parkway to N 1st Street	AM	66	67	3	1	16	3	B	A	3	1	6900	1650	16	3	B	A	92	11	1.3%	0.7%	NO	NO
Guadalupe Parkway to N 1st Street	PM	24	30	3	1	**75**	**73**	**F**	**F**	3	1	6900	1650	**78**	**74**	**F**	**F**	202	22	2.9%	1.3%	**YES**	**YES**
N 1st Street to Old Bayshore Highway	AM	66	67	3	1	13	2	B	A	3	1	6900	1650	13	2	B	A	61	11	0.9%	0.7%	NO	NO
N 1st Street to Old Bayshore Highway	PM	6	20	3	1	**160**	**108**	**F**	**F**	3	1	6900	1650	**169**	**109**	**F**	**F**	169	22	2.4%	1.3%	**YES**	**YES**
Old Bayshore Highway to I-880	AM	67	67	3	1	18	6	B	A	4	1	9200	1650	18	6	B	A	61	10	0.7%	0.6%	NO	NO
Old Bayshore Highway to I-880	PM	6	20	3	1	**136**	**90**	**F**	**F**	4	1	9200	1650	**145**	**91**	**F**	**F**	170	21	1.8%	1.3%	**YES**	**YES**
I-880 to Oakland Road	AM	67	67	3	1	18	7	B	A	3	1	6900	1650	18	7	B	A	55	10	0.8%	0.6%	NO	NO
I-880 to Oakland Road	PM	12	30	3	1	**109**	**77**	**F**	**F**	3	1	6900	1650	**114**	**78**	**F**	**F**	163	21	2.4%	1.3%	**YES**	**YES**
Oakland Road to McKee Road	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	16	4	B	A	46	7	0.7%	0.4%	NO	NO
Oakland Road to McKee Road	PM	36	70	3	1	56	36	E	D	3	1	6900	1650	57	36	E	D	133	17	1.9%	1.0%	NO	NO
McKee Road to Santa Clara Street	AM	66	66	3	1	19	10	C	A	3	1	6900	1650	19	10	C	A	46	1	0.7%	0.1%	NO	NO
McKee Road to Santa Clara Street	PM	40	50	3	1	52	46	E	D	3	1	6900	1650	53	46	E	D	125	15	1.8%	0.9%	NO	NO
Santa Clara Street to I-280	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	16	4	B	A	41	1	0.6%	0.1%	NO	NO
Santa Clara Street to I-280	PM	39	60	3	1	53	38	E	D	3	1	6900	1650	54	38	E	D	112	15	1.6%	0.9%	NO	NO
I-280 to Story Road	AM	67	67	3	1	14	5	B	A	3	1	6900	1650	14	5	B	A	31	5	0.4%	0.3%	NO	NO
I-280 to Story Road	PM	65	70	3	1	31	34	D	D	3	1	6900	1650	31	34	D	D	89	9	1.3%	0.5%	NO	NO
Story Road to Tully Road	AM	66	67	3	1	19	4	C	A	3	1	6900	1650	19	4	C	A	25	0	0.4%	0.0%	NO	NO
Story Road to Tully Road	PM	52	70	3	1	42	28	D	D	3	1	6900	1650	42	28	D	D	59	4	0.9%	0.2%	NO	NO

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																							
Bird Avenue to Merdian Avenue	AM	13	-	4	-	**102**	-	**F**	-	5	-	11500	-	**102**	-	**F**	-	10	0	0.1%	-	NO	-
Bird Avenue to Merdian Avenue	PM	57	-	4	-	39	-	D	-	5	-	11500	-	39	-	D	-	2	0	0.0%	-	NO	-
Merdian Avenue to Interstate 880	AM	10	13	3	1	**114**	**103**	**F**	**F**	4	1	9200	1650	**115**	**103**	**F**	**F**	26	2	0.3%	0.1%	NO	NO
Merdian Avenue to Interstate 880	PM	66	70	3	1	21	10	C	A	4	1	9200	1650	21	10	C	A	7	0	0.1%	0.0%	NO	NO
Interstate 880 to Winchester Boulevard	AM	12	15	3	1	**107**	**95**	**F**	**F**	3	1	6900	1650	**108**	**95**	**F**	**F**	25	3	0.4%	0.2%	NO	NO
Interstate 880 to Winchester Boulevard	PM	51	70	3	1	43	20	D	C	3	1	6900	1650	43	20	D	C	14	1	0.2%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	17	20	3	1	**90**	**82**	**F**	**F**	3	1	6900	1650	**91**	**82**	**F**	**F**	36	5	0.5%	0.3%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	55	70	3	1	40	16	D	B	3	1	6900	1650	40	16	D	B	24	2	0.3%	0.1%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	22	26	3	1	**78**	**70**	**F**	**F**	3	1	6900	1650	**79**	**70**	**F**	**F**	40	6	0.6%	0.4%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	66	70	3	1	27	15	D	B	3	1	6900	1650	27	15	D	B	35	3	0.5%	0.2%	NO	NO
Lawrence Expressway to Wolfe Road	AM	25	26	3	1	**72**	**70**	**F**	**F**	3	1	6900	1650	**73**	**70**	**F**	**F**	39	7	0.6%	0.4%	NO	NO
Lawrence Expressway to Wolfe Road	PM	66	70	3	1	25	12	C	B	3	1	6900	1650	25	12	C	B	45	4	0.7%	0.2%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	24	45	3	1	75	48	F	E	3	1	6900	1650	**75**	48	**F**	E	14	9	0.2%	0.5%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	66	70	3	1	27	14	D	B	3	1	6900	1650	27	14	D	B	54	6	0.8%	0.4%	NO	NO
N De Anza Boulevard to State Route 85	AM	23	47	3	1	76	46	F	D	3	1	6900	1650	**76**	46	**F**	D	14	4	0.2%	0.2%	NO	NO
N De Anza Boulevard to State Route 85	PM	66	70	3	1	27	10	D	A	3	1	6900	1650	27	10	D	A	62	7	0.9%	0.4%	NO	NO
State Route 85 to Foothill Expressway	AM	26	33	3	1	70	60	F	F	3	1	6900	1650	**70**	**60**	**F**	**F**	4	3	0.1%	0.2%	NO	NO
State Route 85 to Foothill Expressway	PM	66	70	3	1	28	12	D	B	3	1	6900	1650	28	12	D	B	6	2	0.1%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	45	36	3	1	48	56	E	E	3	1	6900	1650	48	56	E	E	1	1	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	64	70	3	1	23	13	C	B	3	1	6900	1650	23	13	C	B	1	1	0.0%	0.1%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	41		4	-	51	-	E	-	3	1	6900	-	51	-	E	-	3	0	0.0%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	66		4	-	33	-	D	-	3	1	6900	-	33	-	D	-	4	0	0.1%	-	NO	-
S El Monte Ave to Page Mill Road	AM	52		4	-	45	-	E	-	4	-	9200	-	45	-	D	-	3	0	0.0%	-	NO	-
S El Monte Ave to Page Mill Road	PM	66		4	-	20	-	C	-	4	-	9200	-	20	-	C	-	24	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	AM	66		4	-	21	-	C	-	4	-	9200	-	21	-	C	-	17	0	0.2%	-	NO	-
Page Mill Road to Alpine Road	PM	29		4	-	**66**	-	**F**	-	4	-	9200	-	**66**	-	**F**	-	48	0	0.5%	-	NO	-
Interstate 280 - Southbound																							
Alpine Road to Page Mill Road	AM	65		4	-	29	-	D	-	4	-	9200	-	29	-	D	-	45	-	0.5%	-	NO	-
Alpine Road to Page Mill Road	PM	65		4	-	29	-	D	-	4	-	9200	-	29	-	D	-	14	-	0.2%	-	NO	-
Page Mill Road to S El Monte Ave	AM	66		4	-	15	-	B	-	4	-	9200	-	15	-	B	-	12	-	0.1%	-	NO	-
Page Mill Road to S El Monte Ave	PM	20		4	-	83	-	F	-	4	-	9200	-	**83**	-	**F**	-	6	-	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	67		3	-	24	-	C	-	3	-	6900	-	24	-	C	-	4	-	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	22		3	-	79	-	F	-	3	-	6900	-	79	-	F	-	1	-	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	66	67	3	1	25	12	C	A	3	1	6900	1650	25	12	C	B	3	1	0.0%	0.1%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	65	70	3	1	31	22	D	C	3	1	6900	1650	31	22	D	C	1	1	0.0%	0.1%	NO	NO
Foothill Expressway to State Route 85	AM	66	67	3	1	23	11	C	A	3	1	6900	1650	23	11	C	A	5	2	0.1%	0.1%	NO	NO
Foothill Expressway to State Route 85	PM	26	60	3	1	71	40	F	D	3	1	6900	1650	71	40	F	D	4	2	0.1%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	66	67	3	1	22	12	C	B	3	1	6900	1650	22	12	C	B	37	6	0.5%	0.4%	NO	NO
State Route 85 to N De Anza Boulevard	PM	12	20	3	1	106	83	F	F	3	1	6900	1650	**107**	83	**F**	F	23	7	0.3%	0.4%	NO	NO
N De Anza Boulevard to Wolfe Road	AM	66	66	3	1	22	22	C	C	3	1	6900	1650	22	22	C	C	32	6	0.5%	0.4%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	24	40	3	1	74	63	F	F	3	1	6900	1650	**74**	**63**	**F**	**F**	24	7	0.3%	0.4%	NO	NO
Wolfe Road to Lawrence Expressway	AM	66	67	3	1	21	16	C	B	3	1	6900	1650	21	16	C	B	28	3	0.4%	0.2%	NO	NO
Wolfe Road to Lawrence Expressway	PM	32	60	3	1	**61**	42	**F**	D	3	1	6900	1650	**61**	42	**F**	D	41	5	0.6%	0.3%	NO	NO
Lawrence Expressway to Saratoga Avenue	AM	59	67	3	1	37	10	D	B	3	1	6900	1650	37	10	D	A	21	2	0.3%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	23	40	3	1	**77**	52	**F**	E	3	1	6900	1650	**77**	52	**F**	E	28	3	0.4%	0.2%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	63	67	3	1	34	10	D	B	3	1	6900	1650	34	10	D	A	11	2	0.2%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	15	40	3	1	**96**	63	**F**	F	3	1	6900	1650	**96**	**63**	**F**	**F**	17	3	0.2%	0.2%	NO	NO
Winchester Boulevard to Interstate 880	AM	66	67	3	1	22	14	C	B	3	1	6900	1650	22	14	C	B	28	1	0.4%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	PM	14	30	3	1	101	67	F	F	3	1	6900	1650	**101**	**67**	**F**	**F**	10	2	0.1%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	AM	66	67	3	1	23	18	C	B	4	1	9200	1650	23	18	C	B	3	0	0.0%	0.0%	NO	NO
Interstate 880 to Merdian Avenue	PM	13	30	3	1	102	81	D	F	4	1	9200	1650	**102**	**81**	**F**	**F**	15	1	0.2%	0.1%	NO	NO
Merdian Avenue to Bird Avenue	AM	47		4	-	46	-	D	-	5	-	11500	-	46	-	D	-	1	0	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	13		4	-	104	-	D	-	5	-	11500	-	**104**	-	**F**	-	6	0	0.1%	-	NO	-

Table D-4: Existing with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Existing with Reduced Office													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		Density[3]		LOS[4]		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																							
Lark Avenue to State Route 85	AM	64	-	2	-	32	-	D	-	3	-	6900	-	32	-	D	-	7	0	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	66	-	2	-	20	-	C	-	3	-	6900	-	20	-	C	-	15	0	0.2%	-	NO	-
State Route 85 to Camden Avenue	AM	66	-	3	-	24	-	C	-	3	-	6900	-	24	-	C	-	4	0	0.1%	-	NO	-
State Route 85 to Camden Avenue	PM	66	-	3	-	19	-	C	-	3	-	6900	-	19	-	C	-	1	0	0.0%	-	NO	-
State Route 17 - Southbound																							
Camden Avenue to State Route 85	AM	66	-	3	-	19	-	C	-	3	-	6900	-	19	-	C	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	66	-	3	-	25	-	C	-	3	-	6900	-	25	-	C	-	4	0	0.1%	-	NO	-
State Route 85 to Lark Avenue	AM	66	-	2	-	19	-	C	-	2	-	4400	-	19	-	C	-	10	0	0.2%	-	NO	-
State Route 85 to Lark Avenue	PM	24	-	2	-	**74**	-	F	-	2	-	4400	-	**74**	-	**F**	-	8	0	0.2%	-	NO	-
State Route 87 - Northbound																							
Coleman Street to W. Julian Street	AM	13	31	2	1	**102**	**63**	**F**	**F**	2	1	4600	1650	**104**	**63**	**F**	**F**	61	4	1.3%	0.2%	**YES**	NO
Coleman Street to W. Julian Street	PM	63	70	2	1	34	13	D	B	2	1	4600	1650	34	13	D	B	42	3	0.9%	0.2%	NO	NO
Coleman Street to W Taylor Street	AM	41	47	2	1	51	46	E	D	2	1	4600	1650	52	46	E	D	55	6	1.2%	0.4%	NO	NO
Coleman Street to W Taylor Street	PM	66	70	2	1	21	7	C	A	2	1	4600	1650	21	7	C	A	57	6	1.2%	0.4%	NO	NO
W Taylor Street to Skyport Drive	AM	32	61	2	1	**62**	36	**F**	D	2	1	4600	1650	**63**	36	**F**	D	49	6	1.1%	0.4%	**YES**	NO
W Taylor Street to Skyport Drive	PM	67	70	2	1	17	4	B	A	2	1	4600	1650	17	4	B	A	66	7	1.4%	0.4%	NO	NO
Skyport Drive to US 101	AM	8	13	2	1	**128**	**102**	**F**	**F**	2	1	4600	1650	**131**	**102**	**F**	**F**	49	6	1.1%	0.4%	**YES**	NO
Skyport Drive to US 101	PM	66	70	2	1	25	8	C	A	2	1	4600	1650	26	8	C	A	71	8	1.5%	0.5%	NO	NO
State Route 87 - Southbound																							
US 101 to Skyport Drive	AM	66	67	2	1	21	8	C	A	2	1	4600	1650	21	8	C	A	63	9	1.4%	0.5%	NO	NO
US 101 to Skyport Drive	PM	14	70	2	1	**100**	36	**F**	D	2	1	4600	1650	**103**	36	**F**	D	74	6	1.6%	0.4%	**YES**	NO
Skyport Drive to W Taylor Street	AM	66	67	2	1	23	4	C	A	2	1	4600	1650	23	4	C	A	59	8	1.3%	0.5%	NO	NO
Skyport Drive to W Taylor Street	PM	14	70	2	1	**100**	28	**F**	D	2	1	4600	1650	**103**	28	**F**	D	73	7	1.6%	0.4%	**YES**	NO
W. Taylor Street to Coleman Street	AM	66	67	2	1	23	6	C	A	2	1	4600	1650	23	6	C	A	51	7	1.1%	0.4%	NO	NO
W. Taylor Street to Coleman Street	PM	16	70	2	1	**94**	36	**F**	D	2	1	4600	1650	**96**	36	**F**	D	71	6	1.5%	0.4%	**YES**	NO
W. Julian Street to Coleman Street	AM	65	67	2	1	30	7	D	A	2	1	4600	1650	30	7	D	A	29	5	0.6%	0.3%	NO	NO
W. Julian Street to Coleman Street	PM	37	70	2	1	55	28	E	D	2	1	4600	1650	56	28	E	D	66	5	1.4%	0.3%	NO	NO

Notes:
1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2015 (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP designated facilities).

Bold and highlighted indicates a significant impact (project adds >1% of segment capacity to segments with unacceptable operations).

Source: Monitoring & Conformance Report, VTA, 2016; Fehr & Peers, October, 2018.

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																							
Cottle Road to Blossom Hill Road	AM	22	45	2	1	**78**	48	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	28	12	0.6%	0.7%	NO	NO
Cottle Road to Blossom Hill Road	PM	65	70	2	1	29	10	D	A	2	1	4600	1650	0.8	0.5	NO	NO	6	3	0.1%	0.2%	NO	NO
Blossom Hill Road to State Route 87	AM	13	14	2	1	**103**	**101**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	35	12	0.8%	0.7%	NO	NO
Blossom Hill Road to State Route 87	PM	66	70	2	1	25	11	C	A	2	1	4600	1650	1.0	0.6	NO	NO	10	3	0.2%	0.2%	NO	NO
State Route 87 to Almaden Expressway	AM	10	13	2	1	**116**	**102**	**F**	**F**	2	1	4600	1650	**1.1**	**>1.0**	**YES**	**YES**	31	13	0.7%	0.8%	NO	NO
State Route 87 to Almaden Expressway	PM	67	70	2	1	25	17	C	B	2	1	4600	1650	1.0	0.4	NO	NO	2	3	0.0%	0.2%	NO	NO
Almaden Expressway to Camden Avenue	AM	12	14	2	1	**107**	**100**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.3**	**YES**	**YES**	30	18	0.7%	1.1%	NO	**YES**
Almaden Expressway to Camden Avenue	PM	65	70	2	1	28	12	D	B	2	1	4600	1650	0.8	0.6	NO	NO	5	5	0.1%	0.3%	NO	NO
Camden Avenue to Union Avenue	AM	12	21	2	1	**107**	**81**	**F**	**F**	2	1	4600	1650	**1.1**	**1.4**	**YES**	**YES**	37	20	0.8%	1.2%	NO	**YES**
Camden Avenue to Union Avenue	PM	66	70	2	1	32	13	D	B	2	1	4600	1650	0.8	0.6	NO	NO	12	6	0.3%	0.4%	NO	NO
Union Avenue to S. Bascom Avenue	AM	17	14	2	1	**91**	**100**	**F**	**F**	2	1	4600	1650	**1.3**	**1.2**	**YES**	**YES**	43	23	0.9%	1.4%	NO	**YES**
Union Avenue to S. Bascom Avenue	PM	66	70	2	1	24	14	C	B	2	1	4600	1650	1.0	0.4	NO	NO	16	7	0.3%	0.4%	NO	NO
S. Bascom Avenue to State Route 17	AM	10	10	2	1	**114**	**116**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	43	23	0.9%	1.4%	NO	**YES**
S. Bascom Avenue to State Route 17	PM	66	70	2	1	16	22	B	C	2	1	4600	1650	1.0	0.4	NO	NO	26	7	0.6%	0.4%	NO	NO
State Route 17 to Winchester Boulevard	AM	10	9	2	1	**117**	**122**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	41	25	0.6%	1.5%	NO	**YES**
State Route 17 to Winchester Boulevard	PM	64	70	2	1	15	8	B	A	3	1	6900	1650	0.5	0.5	NO	NO	25	8	0.4%	0.5%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	21	29	2	1	**81**	**65**	**F**	**F**	2	1	4600	1650	**1.1**	**1.2**	**YES**	**YES**	40	27	0.9%	1.6%	NO	**YES**
Winchester Boulevard to Saratoga Avenue	PM	66	70	2	1	31	10	D	A	2	1	4600	1650	0.9	0.5	NO	NO	28	11	0.6%	0.7%	NO	NO
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	30	42	2	1	**64**	50	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	45	31	1.0%	1.9%	NO	**YES**
Saratoga Avenue to Saratoga-Sunnyvale Road	PM	67	70	2	1	21	9	C	A	2	1	4600	1650	0.8	0.5	NO	NO	41	13	0.9%	0.8%	NO	NO
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	43	64	2	1	49	33	E	D	2	1	4600	1650	**1.1**	**1.3**	**YES**	**YES**	59	36	1.3%	2.2%	**YES**	**YES**
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	PM	67	70	2	1	22	7	C	A	2	1	4600	1650	0.9	0.6	NO	NO	64	16	1.4%	1.0%	NO	NO
Stevens Creek Boulevard to I-280	AM	25	12	2	1	**72**	**106**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	62	32	1.3%	1.9%	**YES**	**YES**
Stevens Creek Boulevard to I-280	PM	65	70	2	1	10	13	A	B	2	1	4600	1650	0.5	0.2	NO	NO	69	11	1.5%	0.7%	NO	NO
I-280 to Homestead Road	AM	11	8	2	1	**111**	**126**	**F**	**F**	2	1	4600	1650	**1.2**	**>1.0**	**YES**	**YES**	125	40	2.7%	2.4%	**YES**	**YES**
I-280 to Homestead Road	PM	66	70	2	1	15	4	B	A	2	1	4600	1650	0.9	0.5	NO	NO	150	17	3.3%	1.0%	NO	NO
Homestead Road to Fremont Avenue	AM	13	12	2	1	**103**	**109**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	125	47	2.7%	2.8%	**YES**	**YES**
Homestead Road to Fremont Avenue	PM	66	70	2	1	41	13	D	B	2	1	4600	1650	0.9	0.7	NO	NO	149	31	3.2%	1.9%	NO	NO
Fremont Avenue to El Camino Real	AM	25	22	2	1	**73**	**78**	**F**	**F**	2	1	4600	1650	**1.1**	**1.3**	**YES**	**YES**	126	49	2.7%	3.0%	**YES**	**YES**
Fremont Avenue to El Camino Real	PM	67	70	2	1	29	8	D	A	2	1	4600	1650	0.8	0.6	NO	NO	150	31	3.3%	1.9%	NO	NO
El Camino Real to 237 Ramps	AM	54	52	2	1	41	42	D	D	2	1	4600	1650	**1.4**	**1.1**	**YES**	**YES**	174	12	3.8%	0.7%	**YES**	NO
El Camino Real to 237 Ramps	PM	67	70	2	1	25	10	C	A	2	1	4600	1650	**1.1**	0.3	**YES**	NO	193	5	4.2%	0.3%	**YES**	NO
237 Ramps to Central Expressway	AM	66	66	2	1	21	22	C	C	2	1	4600	1650	1.0	**1.1**	NO	**YES**	43	9	0.9%	0.5%	NO	NO
237 Ramps to Central Expressway	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.6	0.3	NO	NO	14	4	0.3%	0.2%	NO	NO
Central Expressway to US 101	AM	63	64	2	1	34	32	D	D	2	1	4600	1650	**1.1**	1.0	**YES**	NO	70	10	1.5%	0.6%	**YES**	NO
Central Expressway to US 101	PM	67	70	2	1	17	7	B	A	2	1	4600	1650	0.7	0.3	NO	NO	207	33	4.5%	2.0%	NO	NO

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Southbound																							
US 101 to Central Expressway	AM	67	67	2	1	16	5	B	A	2	1	4600	1650	0.6	0.6	NO	NO	137	2	3.0%	0.1%	NO	NO
US 101 to Central Expressway	PM	21	20	2	1	**81**	**84**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	26	1	0.6%	0.1%	NO	NO
Central Expressway to 237 Ramps	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.6	0.7	NO	NO	9	2	0.2%	0.1%	NO	NO
Central Expressway to 237 Ramps	PM	12	30	2	1	**108**	**77**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	8	2	0.2%	0.1%	NO	NO
237 Ramps to El Camino Real	AM	65	67	3	1	31	14	D	B	2	1	4600	1650	0.8	**1.1**	NO	**YES**	154	37	3.3%	2.2%	NO	**YES**
237 Ramps to El Camino Real	PM	8	40	3	1	**124**	**60**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.3**	**YES**	**YES**	244	35	5.3%	2.1%	**YES**	**YES**
El Camino Real to Fremont Avenue	AM	58	67	2	1	38	16	D	B	2	1	4600	1650	0.9	0.8	NO	NO	132	35	2.9%	2.1%	NO	NO
El Camino Real to Fremont Avenue	PM	29	50	2	1	**66**	47	**F**	E	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	214	43	4.7%	2.6%	**YES**	**YES**
Fremont Avenue to Homestead Road	AM	57	67	2	1	39	18	D	B	2	1	4600	1650	1.0	0.9	NO	NO	121	32	2.6%	1.9%	NO	NO
Fremont Avenue to Homestead Road	PM	40	60	2	1	52	40	E	D	2	1	4600	1650	**1.2**	**1.1**	**YES**	**YES**	211	38	4.6%	2.3%	**YES**	**YES**
Homestead Road to I-280	AM	67	67	2	1	17	9	B	A	2	1	4600	1650	0.5	0.4	NO	NO	89	20	1.9%	1.2%	NO	NO
Homestead Road to I-280	PM	66	70	2	1	21	29	C	D	2	1	4600	1650	0.7	0.8	NO	NO	142	34	3.1%	2.1%	NO	NO
I-280 to Stevens Creek Boulevard	AM	67	67	2	1	14	9	B	A	3	1	6900	1650	0.7	0.6	NO	NO	77	16	1.1%	1.0%	NO	NO
I-280 to Stevens Creek Boulevard	PM	20	20	2	1	**82**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	122	31	1.8%	1.9%	**YES**	**YES**
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	67	67	2	1	15	7	B	A	2	1	4600	1650	0.9	0.7	NO	NO	39	16	0.8%	1.0%	NO	NO
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	PM	15	30	2	1	**97**	**71**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.1**	**YES**	**YES**	89	31	1.9%	1.9%	**YES**	**YES**
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	67	67	2	1	18	8	B	A	2	1	4600	1650	0.8	0.6	NO	NO	31	10	0.7%	0.6%	NO	NO
Saratoga-Sunnyvale Road to Saratoga Avenue	PM	25	40	2	1	**73**	54	**F**	E	2	1	4600	1650	**>1.0**	1.0	**YES**	NO	90	25	2.0%	1.5%	**YES**	NO
Saratoga Avenue to Winchester Boulevard	AM	66	67	2	1	24	7	C	A	2	1	4600	1650	0.8	0.6	NO	NO	20	10	0.4%	0.6%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	35	60	2	1	58	39	E	D	2	1	4600	1650	1.0	1.0	NO	NO	73	25	1.6%	1.5%	NO	NO
Winchester Boulevard to State Route 17	AM	67	67	2	1	12	10	B	A	2	1	4600	1650	0.7	0.5	NO	NO	16	8	0.3%	0.5%	NO	NO
Winchester Boulevard to State Route 17	PM	16	50	2	1	**94**	46	**F**	D	2	1	4600	1650	**>1.0**	**1.1**	**YES**	**YES**	53	23	1.2%	1.4%	**YES**	**YES**
State Route 17 to S. Bascom Avenue	AM	67	67	2	1	18	11	B	A	2	1	4600	1650	0.7	0.5	NO	NO	18	6	0.4%	0.4%	NO	NO
State Route 17 to S. Bascom Avenue	PM	9	20	2	1	**122**	**88**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	72	20	1.6%	1.2%	**YES**	**YES**
S. Bascom Avenue to Union Avenue	AM	66	67	2	1	22	7	C	A	2	1	4600	1650	0.9	0.7	NO	NO	12	6	0.3%	0.4%	NO	NO
S. Bascom Avenue to Union Avenue	PM	14	30	2	1	**99**	**65**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	76	19	1.7%	1.2%	**YES**	**YES**
Union Avenue to Camden Avenue	AM	64	67	2	1	33	5	D	A	2	1	4600	1650	0.8	0.7	NO	NO	9	6	0.2%	0.4%	NO	NO
Union Avenue to Camden Avenue	PM	36	60	2	1	56	41	E	D	2	1	4600	1650	0.9	**1.2**	NO	**YES**	55	19	1.2%	1.2%	NO	**YES**
Camden Avenue to Almaden Expressway	AM	66	67	2	1	21	6	C	A	2	1	4600	1650	0.9	0.6	NO	NO	6	4	0.1%	0.2%	NO	NO
Camden Avenue to Almaden Expressway	PM	55	70	2	1	40	32	D	D	2	1	4600	1650	0.9	**1.1**	NO	**YES**	52	14	1.1%	0.8%	NO	NO
Almaden Expressway to State Route 87	AM	67	67	2	1	14	8	B	A	2	1	4600	1650	**1.1**	0.5	**YES**	NO	5	3	0.1%	0.2%	NO	NO
Almaden Expressway to State Route 87	PM	64	70	2	1	32	21	D	C	2	1	4600	1650	**1.2**	0.8	**YES**	NO	50	12	1.1%	0.7%	**YES**	NO
State Route 87 to Blossom Hill Road	AM	65	67	2	1	31	10	C	A	2	1	4600	1650	**1.1**	0.5	**YES**	NO	9	3	0.2%	0.2%	NO	NO
State Route 87 to Blossom Hill Road	PM	28	60	2	1	**67**	42	**F**	D	2	1	4600	1650	**1.3**	0.8	**YES**	NO	53	12	1.2%	0.7%	**YES**	NO
Blossom Hill Road to Cottle Road	AM	64	67	2	1	32	8	D	A	2	1	4600	1650	0.8	0.5	NO	NO	3	3	0.1%	0.2%	NO	NO
Blossom Hill Road to Cottle Road	PM	65	70	2	1	21	15	D	C	2	1	4600	1650	0.9	0.9	NO	NO	37	10	0.8%	0.6%	NO	NO
State Route 237 - Eastbound																							
El Camino Real to 85 Ramps	AM	50		2	0	44	0	D	0	2	-	4400	-	0.5	-	NO	-	64	0	1.5%	-	NO	-
El Camino Real to 85 Ramps	PM	66		2	0	19	0	C	0	2	-	4400	-	0.5	-	NO	-	7	0	0.2%	-	NO	-
85 Ramps to Sylvan Avenue	AM	25		2	0	**73**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	257	80	5.6%	4.8%	**YES**	NO
85 Ramps to Sylvan Avenue	PM	66		2	0	25	0	C	0	2	1	4600	1650	0.7	0.7	NO	NO	94	14	2.0%	0.8%	NO	NO
Sylvan Avenue to Maude Avenue	AM	41		2	0	51	0	E	0	2	1	4600	1650	0.9	0.8	NO	NO	210	67	4.6%	4.1%	NO	NO
Sylvan Avenue to Maude Avenue	PM	64		2	0	33	0	D	0	2	1	4600	1650	0.8	0.8	NO	NO	65	9	1.4%	0.5%	NO	NO
Maude Avenue to 101 Ramps	AM	66		2	0	23	0	C	0	2	1	4600	1650	**1.8**	0.8	**YES**	NO	324	30	7.0%	1.8%	**YES**	NO
Maude Avenue to 101 Ramps	PM	14		2	0	**99**	0	**F**	0	2	1	4600	1650	**1.8**	0.9	**YES**	NO	473	12	10.3%	0.7%	**YES**	NO
101 Ramps to Mathilda Avenue	AM	55		2	0	40	0	D	0	2	1	4600	1650	**1.2**	0.8	**YES**	NO	159	21	3.5%	1.3%	**YES**	NO
101 Ramps to Mathilda Avenue	PM	9		2	0	**121**	0	**F**	0	2	1	4600	1650	**1.2**	0.9	**YES**	NO	199	13	4.3%	0.8%	**YES**	NO
Mathilda Avenue to Fair Oaks Avenue	AM	64	67	2	1	33	12	D	B	2	1	4600	1650	**1.3**	**1.2**	**YES**	**YES**	151	24	3.3%	1.5%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	PM	14	20	2	1	**100**	**96**	**F**	**F**	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	207	24	4.5%	1.5%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	64	66	2	1	33	19	D	C	2	1	4600	1650	**1.1**	**1.5**	**YES**	**YES**	130	28	2.8%	1.7%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	PM	10	40	2	1	**115**	**62**	**F**	**F**	2	1	4600	1650	**>1.0**	**1.4**	**YES**	**YES**	187	25	4.1%	1.5%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	AM	64	67	2	1	32	18	D	B	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	157	23	3.4%	1.4%	**YES**	**YES**
Lawrence Expressway to Great America Parkway	PM	14	30	2	1	**101**	**69**	**F**	**F**	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	215	22	4.7%	1.3%	**YES**	**YES**
Great America Parkway to North First Street	AM	64	66	2	1	32	21	D	C	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	150	22	3.3%	1.3%	**YES**	**YES**
Great America Parkway to North First Street	PM	12	30	2	1	**106**	**64**	**F**	**F**	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	202	24	4.4%	1.5%	**YES**	**YES**
North First Street to Zanker Road	AM	64	67	2	1	45	15	D	B	2	1	4600	1650	**1.2**	**1.6**	**YES**	**YES**	118	22	2.6%	1.3%	**YES**	**YES**
North First Street to Zanker Road	PM	25	50	2	1	**72**	47	**F**	E	2	1	4600	1650	**1.2**	**1.7**	**YES**	**YES**	175	29	3.8%	1.8%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	AM	48	67	2	1	28	15	D	B	2	1	4600	1650	**1.4**	**1.4**	**YES**	**YES**	123	18	2.7%	1.1%	**YES**	**YES**
Zanker Road to McCarthy Boulevard	PM	52	70	2	1	42	28	D	D	2	1	4600	1650	**1.8**	**1.8**	**YES**	**YES**	191	28	4.2%	1.7%	**YES**	**YES**
McCarthy Boulevard to Interstate 880	AM	66	67	2	1	21	7	C	A	2	1	4600	1650	0.8	**1.1**	NO	**YES**	65	12	1.4%	0.7%	NO	NO
McCarthy Boulevard to Interstate 880	PM	66	60	2	1	20	38	C	D	2	1	4600	1650	**1.1**	**1.5**	**YES**	**YES**	98	23	2.1%	1.4%	**YES**	**YES**

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 - Westbound																							
Interstate 880 to McCarthy Boulevard	AM	11	29	2	1	**113**	**65**	**F**	**F**	2	1	4600	1650	**1.5**	**1.8**	**YES**	**YES**	105	41	2.3%	2.5%	**YES**	**YES**
Interstate 880 to McCarthy Boulevard	PM	66	70	2	1	20	9	C	A	2	1	4600	1650	0.9	**1.1**	NO	**YES**	115	16	2.5%	1.0%	NO	NO
McCarthy Boulevard to Zanker Road	AM	10	24	2	1	**115**	**74**	**F**	**F**	2	1	4600	1650	**2.4**	**1.6**	**YES**	**YES**	161	39	3.5%	2.4%	**YES**	**YES**
McCarthy Boulevard to Zanker Road	PM	64	70	2	1	32	17	D	B	2	1	4600	1650	**1.5**	1.0	**YES**	NO	169	15	3.7%	0.9%	**YES**	NO
Zanker Road to North First Street	AM	15	26	2	1	**98**	**70**	**F**	**F**	2	1	4600	1650	**1.8**	**1.8**	**YES**	**YES**	143	48	3.1%	2.9%	**YES**	**YES**
Zanker Road to North First Street	PM	48	70	2	1	45	11	D	A	2	1	4600	1650	**1.4**	**1.3**	**YES**	**YES**	165	22	3.6%	1.3%	**YES**	**YES**
North First Street to Great America Parkway	AM	16	19	2	1	**92**	**84**	**F**	**F**	2	1	4600	1650	**1.7**	**1.6**	**YES**	**YES**	146	45	3.2%	2.7%	**YES**	**YES**
North First Street to Great America Parkway	PM	58	70	2	1	38	14	D	B	2	1	4600	1650	**1.3**	**1.3**	**YES**	**YES**	171	26	3.7%	1.6%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	AM	13	20	2	1	**103**	**82**	**F**	**F**	2	1	4600	1650	**1.2**	**1.6**	**YES**	**YES**	132	49	2.9%	3.0%	**YES**	**YES**
Great America Parkway to Lawrence Expressway	PM	66	70	2	1	27	15	D	B	2	1	4600	1650	**1.1**	**1.4**	**YES**	**YES**	172	29	3.7%	1.8%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	AM	15	16	2	1	**95**	**93**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	172	45	2.5%	2.7%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	32	60	2	1	**61**	38	**F**	D	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	220	24	3.2%	1.5%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	AM	18		3	0	**89**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	230	49	3.3%	3.0%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	PM	19		3	0	**84**	0	**F**	0	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	241	28	3.5%	1.7%	**YES**	**YES**
Mathilda Avenue to 101 Ramps	AM	41		2	0	51	0	E	0	2	1	4600	1650	1.0	**1.1**	NO	**YES**	224	50	4.9%	3.0%	NO	**YES**
Mathilda Avenue to 101 Ramps	PM	20		2	0	**82**	0	**F**	0	2	1	4600	1650	**>1.0**	0.9	**YES**	NO	252	30	5.5%	1.8%	**YES**	NO
101 Ramps to Maude Avenue	AM	61		2	0	36	0	D	0	2	1	4600	1650	0.9	**1.1**	NO	**YES**	246	65	5.3%	3.9%	NO	**YES**
101 Ramps to Maude Avenue	PM	15		2	0	**95**	0	**F**	0	2	1	4600	1650	**>1.0**	0.8	**YES**	NO	283	51	6.2%	3.1%	**YES**	NO
Maude Avenue to Sylvan Avenue	AM	57		2	0	39	0	D	0	2	1	4600	1650	0.7	0.9	NO	NO	42	12	0.9%	0.7%	NO	NO
Maude Avenue to Sylvan Avenue	PM	23		2	0	**77**	0	**F**	0	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	136	38	3.0%	2.3%	**YES**	NO
Sylvan Avenue to 85 Ramps	AM	66		2	0	28	0	D	0	2	1	4600	1650	0.6	0.7	NO	NO	95	4	2.1%	0.2%	NO	NO
Sylvan Avenue to 85 Ramps	PM	30		2	0	**64**	0	**F**	0	2	1	4600	1650	**>1.0**	0.5	**YES**	NO	528	28	11.5%	1.7%	**YES**	NO
85 Ramps to El Camino Real	AM	29		2	0	**65**	0	**F**	0	2	-	4400	-	**>1.0**	**-**	**YES**	-	8	0	0.2%	-	NO	-
85 Ramps to El Camino Real	PM	51		2	0	43	0	D	0	2	-	4400	-	0.5	**-**	NO	-	65	0	1.5%	-	NO	-
Interstate 880-Northbound																							
1st Street to US 101	AM	28		3	-	**67**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**YES**	-	1	0	0.0%	-	NO	-
1st Street to US 101	PM	19		3	-	**85**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**YES**	-	12	0	0.2%	-	NO	-
US 101 to E. Brokaw Road	AM	45	67	3	1	48	14	E	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	1	2	0.0%	0.1%	NO	NO
US 101 to E. Brokaw Road	PM	65	70	3	1	31	15	D	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	39	15	0.6%	0.9%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	1	2	0.0%	0.1%	NO	NO
E. Brokaw Road to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	23	12	C	B	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	32	15	0.5%	0.9%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM	66	67	3	1	22	17	C	B	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	3	2	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to Great Mall Parkway	PM	66	70	3	1	28	13	D	B	3	1	6900	1650	**1.3**	**1.7**	**YES**	**YES**	55	19	0.8%	1.2%	NO	**YES**
Great Mall Parkway to State Route 237	AM	66	66	3	1	27	27	D	D	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	4	2	0.1%	0.1%	NO	NO
Great Mall Parkway to State Route 237	PM	63	70	3	1	34	20	D	C	3	1	6900	1650	**1.5**	**1.6**	**YES**	**YES**	73	18	1.1%	1.1%	**YES**	**YES**
State Route 237 to Dixon Landing Road	AM	66	67	3	1	24	11	C	A	3	1	6900	1650	**2.1**	**1.8**	**YES**	**YES**	81	19	1.2%	1.2%	**YES**	**YES**
State Route 237 to Dixon Landing Road	PM	47	60	3	1	46	39	**D**	D	3	1	6900	1650	**2.4**	**2.0**	**YES**	**YES**	142	31	2.1%	1.9%	**YES**	**YES**
Dixon Landing Road to State Route 262	AM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.2**	**1.9**	**YES**	**YES**	88	21	1.3%	1.3%	**YES**	**YES**
Dixon Landing Road to State Route 262	PM			4	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**2.6**	**2.1**	**YES**	**YES**	154	37	2.2%	2.2%	**YES**	**YES**
State Route 262 to Fremont Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.5**	**2.2**	**YES**	**YES**	66	14	1.0%	0.8%	NO	NO
State Route 262 to Fremont Boulevard	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.7**	**2.5**	**YES**	**YES**	112	26	1.6%	1.6%	**YES**	**YES**
Fremont Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	56	11	0.8%	0.7%	NO	NO
Fremont Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.5**	**2.2**	**YES**	**YES**	98	22	1.4%	1.3%	**YES**	**YES**
Auto Mall Parkway to Stevenson Boulevard	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.7**	**YES**	**YES**	51	9	0.7%	0.5%	NO	NO
Auto Mall Parkway to Stevenson Boulevard	PM			3	1	N/A	N/A	D	C	3	1	6900	1650	**1.5**	**2.2**	**YES**	**YES**	94	21	1.4%	1.3%	**YES**	**YES**
Stevenson Boulevard to Mowry Avenue	AM			3	1	N/A	N/A	A	A	3	1	6900	1650	1.0	**1.4**	NO	**YES**	44	8	0.6%	0.5%	NO	NO
Stevenson Boulevard to Mowry Avenue	PM			3	1	N/A	N/A	E	D	3	1	6900	1650	**1.4**	**1.8**	**YES**	**YES**	81	18	1.2%	1.1%	**YES**	**YES**
Mowry Avenue to Thorton Avenue	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.2**	NO	**YES**	40	7	0.5%	0.4%	NO	NO
Mowry Avenue to Thorton Avenue	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.2**	**1.7**	**YES**	**YES**	76	14	0.9%	0.8%	NO	NO
Thorton Avenue to Decoto Road	AM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	0.9	**1.3**	NO	**YES**	32	6	0.4%	0.4%	NO	NO
Thorton Avenue to Decoto Road	PM			3	1	N/A	N/A	E	D	3.5	1	8050	1650	**1.3**	**1.7**	**YES**	**YES**	65	14	0.8%	0.8%	NO	NO
Fremont Boulevard to Decoto Road	AM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	33	8	0.5%	0.5%	NO	NO
Fremont Boulevard to Decoto Road	PM			3	1	N/A	N/A	**F**	E	3	1	6900	1650	**1.7**	**2.4**	**YES**	**YES**	63	17	0.9%	1.0%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	AM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	33	8	0.5%	0.5%	NO	NO
Alvarado-Niles Road to Alvarado-Niles Road	PM			3	1	N/A	N/A	E	E	3	1	6900	1650	**1.7**	**2.4**	**YES**	**YES**	63	17	0.9%	1.0%	NO	NO
Whipple Road to Alvarado-Niles Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.9**	**YES**	**YES**	33	7	0.4%	0.4%	NO	NO
Whipple Road to Alvarado-Niles Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**2.1**	**YES**	**YES**	59	14	0.6%	0.8%	NO	NO
Industrial Parkway W to Whipple Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**YES**	**YES**	30	5	0.3%	0.3%	NO	NO
Industrial Parkway W to Whipple Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.8**	**YES**	**YES**	54	12	0.6%	0.7%	NO	NO
Industrial Parkway W to Tennyson Road	AM			4	1	N/A	N/A	E	B	4	1	9200	1650	**1.2**	**1.7**	**YES**	**YES**	30	5	0.3%	0.3%	NO	NO
Industrial Parkway W to Tennyson Road	PM			4	1	N/A	N/A	**F**	E	4	1	9200	1650	**1.3**	**1.8**	**YES**	**YES**	55	12	0.6%	0.7%	NO	NO

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 880-Southbound																							
Tennyson Road to Industrial Parkway W	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.4**	**1.8**	**YES**	**YES**	56	12	0.6%	0.7%	NO	NO
Tennyson Road to Industrial Parkway W	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	**1.1**	**1.4**	**YES**	**YES**	41	5	0.4%	0.3%	NO	NO
Whilpple Road to Industrial Parkway W	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.2**	**YES**	**YES**	52	14	0.8%	0.8%	NO	NO
Whilpple Road to Industrial Parkway W	PM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	39	7	0.6%	0.4%	NO	NO
Alvarado-Niles Road to Whipple Road	AM			4	1	N/A	N/A	**F**	D	4	1	9200	1650	**1.4**	**2.1**	**YES**	**YES**	61	14	0.7%	0.8%	NO	NO
Alvarado-Niles Road to Whipple Road	PM			4	1	N/A	N/A	D	B	4	1	9200	1650	**1.1**	**1.7**	**YES**	**YES**	45	7	0.5%	0.4%	NO	NO
Fremont Boulevard to Alvardo Boulevard	AM			3	1	N/A	N/A	**F**	D	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	65	22	0.9%	1.3%	NO	**YES**
Fremont Boulevard to Alvardo Boulevard	PM			3	1	N/A	N/A	C	A	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	52	9	0.8%	0.5%	NO	NO
Decoto Road to Fremont Boulevard	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.6**	**2.3**	**YES**	**YES**	65	22	0.9%	1.3%	NO	**YES**
Decoto Road to Fremont Boulevard	PM			3	1	N/A	N/A	D	A	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	52	9	0.8%	0.5%	NO	NO
Decoto Road to Thorton Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**2.0**	**YES**	**YES**	61	22	0.9%	1.3%	NO	**YES**
Decoto Road to Thorton Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	52	8	0.8%	0.5%	NO	NO
Thorton Avenu to Mowry Avenue	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.4**	**2.0**	**YES**	**YES**	68	24	1.0%	1.5%	NO	**YES**
Thorton Avenu to Mowry Avenue	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	0.9	**1.3**	NO	**YES**	52	8	0.8%	0.5%	NO	NO
Mowry Avenue to Stevenson Boulevard	AM			3	1	N/A	N/A	**F**	C	3	1	6900	1650	**1.5**	**1.9**	**YES**	**YES**	79	25	1.1%	1.5%	**YES**	**YES**
Mowry Avenue to Stevenson Boulevard	PM			3	1	N/A	N/A	B	A	3	1	6900	1650	0.9	**1.3**	NO	**YES**	57	8	0.8%	0.5%	NO	NO
Stevenson Boulevard to Auto Mall Parkway	AM			3	1	N/A	N/A	E	C	3.5	1	8050	1650	**1.7**	**2.1**	**YES**	**YES**	112	27	1.4%	1.6%	**YES**	**YES**
Stevenson Boulevard to Auto Mall Parkway	PM			3	1	N/A	N/A	A	A	3.5	1	8050	1650	**1.1**	**1.2**	**YES**	**YES**	75	9	0.9%	0.5%	NO	NO
Auto Mall Parkway to Fremont Boulevard	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**1.7**	**2.3**	**YES**	**YES**	94	30	1.4%	1.8%	**YES**	**YES**
Auto Mall Parkway to Fremont Boulevard	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.2**	**1.7**	**YES**	**YES**	83	13	1.2%	0.8%	**YES**	NO
Fremont Boulevard to State Route 262	AM			3	1	N/A	N/A	D	B	3	1	6900	1650	**2.0**	**2.2**	**YES**	**YES**	113	30	1.6%	1.8%	**YES**	**YES**
Fremont Boulevard to State Route 262	PM			3	1	N/A	N/A	A	A	3	1	6900	1650	**1.6**	**1.7**	**YES**	**YES**	108	14	1.6%	0.8%	**YES**	NO
State Route 262 to Dixon Landing Road	AM			4	1	N/A	N/A	C	B	3	1	6900	1650	**2.8**	**2.4**	**YES**	**YES**	164	34	2.4%	2.1%	**YES**	**YES**
State Route 262 to Dixon Landing Road	PM			4	1	N/A	N/A	A	A	3	1	6900	1650	**2.1**	**1.8**	**YES**	**YES**	126	29	1.8%	1.8%	**YES**	**YES**
Dixon Landing Road to State Route 237	AM	36	9	3	1	57	**122**	E	**F**	3	2	6900	3300	**2.0**	**3.0**	**YES**	**YES**	119	85	1.7%	2.6%	**YES**	**YES**
Dixon Landing Road to State Route 237	PM	65	70	3	1	29	19	D	C	3	2	6900	3300	**1.4**	**2.0**	**YES**	**YES**	87	66	1.3%	2.0%	**YES**	**YES**
State Route 237 to Great Mall Parkway	AM	50	61	3	1	44	36	D	D	3	1	6900	1650	**1.4**	**1.5**	**YES**	**YES**	87	12	1.3%	0.7%	**YES**	NO
State Route 237 to Great Mall Parkway	PM	20	60	3	1	**82**	38	**F**	D	3	1	6900	1650	**>1.0**	0.9	**YES**	NO	3	0	0.0%	0.0%	NO	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM	33	65	3	1	**60**	30	**F**	D	3	1	6900	1650	**1.3**	**1.8**	**YES**	**YES**	85	14	1.2%	0.8%	**YES**	NO
Great Mall Parkway to Montague Expressway/San Tomas Expressway	PM	27	70	3	1	**68**	28	**F**	D	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	2	2	0.0%	0.1%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM	17	66	3	1	**91**	21	**F**	C	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	67	11	1.0%	0.7%	NO	NO
Montague Expressway/San Tomas Expressway to E. Brokaw Road	PM	19	60	3	1	**84**	40	**F**	D	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	1	1	0.0%	0.1%	NO	NO
E. Brokaw Road to US 101	AM	16	27	3	1	**92**	**68**	**F**	**F**	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	56	13	0.8%	0.8%	NO	NO
E. Brokaw Road to US 101	PM	24	60	3	1	**75**	41	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	2	2	0.0%	0.1%	NO	NO
US 101 to 1st Street	AM	15		3	-	**97**	-	**F**	-	3	-	6900	-	**1.2**	**-**	**YES**	-	32	0	0.5%	-	NO	-
US 101 to 1st Street	PM	29		**3**	-	**65**	-	**F**	-	3	-	6900	-	**1.1**	**-**	**YES**	-	2	0	0.0%	-	NO	-

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (Santa Clara County)																							
Tully Road to Story Road	AM	22	19	3	1	**78**	**84**	**F**	**F**	3	1	6900	1650	**1.5**	**>1.0**	**YES**	**YES**	51	10	0.7%	0.6%	NO	NO
Tully Road to Story Road	PM	66	70	3	1	22	8	C	A	3	1	6900	1650	**1.1**	0.4	**YES**	NO	44	6	0.6%	0.4%	NO	NO
Story Road to I-280	AM	18	19	3	1	**89**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	57	10	0.8%	0.6%	NO	NO
Story Road to I-280	PM	67	70	3	1	15	7	B	A	3	1	6900	1650	0.5	0.4	NO	NO	52	6	0.8%	0.4%	NO	NO
I-280 to Santa Clara Street	AM	9	9	3	1	**120**	**122**	**F**	**F**	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	77	29	1.1%	1.8%	**YES**	**YES**
I-280 to Santa Clara Street	PM	66	70	3	1	19	12	C	B	3	1	6900	1650	0.6	0.5	NO	NO	55	9	0.8%	0.5%	NO	NO
Santa Clara Street to McKee Road	AM	11	15	3	1	**110**	**97**	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	96	29	1.4%	1.8%	**YES**	**YES**
Santa Clara Street to McKee Road	PM	66	70	3	1	21	10	C	A	3	1	6900	1650	0.6	0.5	NO	NO	65	9	0.9%	0.5%	NO	NO
McKee Road to Oakland Road	AM	11	18	3	1	**112**	**87**	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	124	29	1.8%	1.8%	**YES**	**YES**
McKee Road to Oakland Road	PM	66	70	3	1	23	7	C	A	3	1	6900	1650	0.7	0.5	NO	NO	78	9	1.1%	0.5%	NO	NO
Oakland Road to I-880	AM	12	14	3	1	**107**	**100**	**F**	**F**	3	1	6900	1650	**1.4**	**1.3**	**YES**	**YES**	139	36	2.0%	2.2%	**YES**	**YES**
Oakland Road to I-880	PM	66	70	3	1	20	5	C	A	3	1	6900	1650	0.7	0.4	NO	NO	86	13	1.2%	0.8%	NO	NO
I-880 to Old Bayshore Highway	AM	8	15	3	1	**127**	**98**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.3**	**YES**	**YES**	144	39	1.6%	2.4%	**YES**	**YES**
I-880 to Old Bayshore Highway	PM	67	70	3	1	16	12	B	B	4	1	9200	1650	0.3	0.4	NO	NO	85	13	0.9%	0.8%	NO	NO
Old Bayshore Highway to N 1st Street	AM	9	12	3	1	**122**	**108**	**F**	**F**	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	178	44	2.6%	2.7%	**YES**	**YES**
Old Bayshore Highway to N 1st Street	PM	67	70	3	1	17	8	B	BA	3	1	6900	1650	0.6	0.5	NO	NO	106	18	1.5%	1.1%	NO	NO
N 1st Street to Guadalupe Parkway	AM	12	11	3	1	**108**	**110**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.4**	**YES**	**YES**	228	44	2.5%	2.7%	**YES**	**YES**
N 1st Street to Guadalupe Parkway	PM	67	70	3	1	14	9	B	A	4	1	9200	1650	0.5	0.5	NO	NO	125	18	1.4%	1.1%	NO	NO
Guadalupe Parkway to De La Cruz Boulevard	AM	8	12	3	1	**127**	**107**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	201	46	2.9%	2.8%	**YES**	**YES**
Guadalupe Parkway to De La Cruz Boulevard	PM	66	70	3	1	19	9	C	A	3	1	6900	1650	0.6	0.5	NO	NO	150	21	2.2%	1.3%	NO	NO
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	AM	23	26	3	1	**76**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	201	62	2.9%	3.8%	**YES**	**YES**
De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.7	0.6	NO	NO	163	30	2.4%	1.8%	NO	NO
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	AM	15	19	3	1	**97**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	217	65	3.1%	3.9%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway	PM	66	70	3	1	28	11	D	A	3	1	6900	1650	0.7	**1.1**	NO	**YES**	188	46	2.7%	2.8%	NO	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	AM	16	21	3	1	**93**	**81**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.2**	**YES**	**YES**	294	63	3.2%	3.8%	**YES**	**YES**
Bower Avenue/Great America Parkway to Lawrence Expressway	PM	65	70	3	1	29	16	D	B	4	1	9200	1650	0.7	0.9	NO	NO	255	48	2.8%	2.9%	NO	NO
Lawrence Expressway to Fair Oaks Avenue	AM	19	25	3	1	**84**	**73**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	285	68	4.1%	4.1%	**YES**	**YES**
Lawrence Expressway to Fair Oaks Avenue	PM	65	70	3	1	29	12	D	B	3	1	6900	1650	0.9	1.0	NO	NO	257	55	3.7%	3.3%	NO	NO
Fair Oaks Avenue to Mathilda Avenue	AM	33	38	3	1	**60**	54	**F**	E	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	317	50	4.6%	3.0%	**YES**	**YES**
Fair Oaks Avenue to Mathilda Avenue	PM	66	70	3	1	24	11	C	A	3	1	6900	1650	0.9	1.0	NO	NO	282	53	4.1%	3.2%	NO	NO
Mathilda Avenue to 237 Ramps	AM	43	26	3	1	**49**	**71**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	268	50	3.9%	3.0%	**YES**	**YES**
Mathilda Avenue to 237 Ramps	PM	66	70	3	1	24	20	C	C	3	1	6900	1650	0.9	1.0	NO	NO	250	53	3.6%	3.2%	NO	NO
237 Ramps to Ellis Street	AM	28	30	3	1	**67**	**64**	**F**	**F**	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	242	45	3.5%	2.7%	**YES**	**YES**
237 Ramps to Ellis Street	PM	39	70	3	1	53	33	E	D	3	1	6900	1650	1.0	**1.3**	NO	**YES**	228	28	3.3%	1.7%	NO	**YES**
Moffett Boulevard to 85 Ramps	AM	15	28	3	1	**97**	**67**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	43	8	0.6%	0.5%	NO	NO
Moffett Boulevard to 85 Ramps	PM	16	70	3	1	**93**	36	**F**	D	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	205	24	3.0%	1.5%	**YES**	**YES**
85 Ramps to Shoreline Boulevard	AM	24	63	4	1	**75**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	54	11	0.8%	0.7%	NO	NO
85 Ramps to Shoreline Boulevard	PM	27	70	4	1	**68**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	303	40	4.4%	2.4%	**YES**	**YES**
Shoreline Boulevard to Rengstorff Avenue	AM	26	63	3	2	**70**	34	**F**	D	3	1	6900	1650	**1.2**	**1.6**	**YES**	**YES**	70	9	1.0%	0.5%	NO	NO
Shoreline Boulevard to Rengstorff Avenue	PM	11	70	3	2	**112**	18	**F**	B	3	1	6900	1650	**1.1**	**1.4**	**YES**	**YES**	388	49	5.6%	3.0%	**YES**	**YES**
Rengstorff Avenue to San Antonio Avenue	AM	38	66	3	2	54	25	E	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	112	15	1.6%	0.9%	**YES**	NO
Rengstorff Avenue to San Antonio Avenue	PM	17	70	3	2	**91**	23	**F**	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	206	27	3.0%	1.6%	**YES**	**YES**
San Antonio Avenue to Oregon Expressway	AM	35	55	3	2	58	40	E	D	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	99	14	1.4%	0.8%	**YES**	NO
San Antonio Avenue to Oregon Expressway	PM	23	50	3	2	**77**	45	**F**	D	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	208	27	3.0%	1.6%	**YES**	**YES**
Oregon Expressway to Embarcadero Road	AM	27	25	3	1	**68**	**72**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	86	14	1.2%	0.8%	**YES**	NO
Oregon Expressway to Embarcadero Road	PM	32	30	3	1	**61**	**66**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.5**	**YES**	**YES**	203	27	2.9%	1.6%	**YES**	**YES**

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Speed		Existing						Year 2030 Cumulative with Reduced Office Alternative													
				Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound (San Mateo County)																							
Embarcadero Road to University Ave*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	88	14	1.3%	0.8%	**YES**	NO
Embarcadero Road to University Ave*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.5**	**YES**	**YES**	207	27	3.0%	1.6%	**YES**	**YES**
University Avenue to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	83	12	1.2%	0.7%	**YES**	NO
University Avenue to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.4**	**YES**	**YES**	190	22	2.8%	1.3%	**YES**	**YES**
Willow Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	74	10	1.1%	0.6%	**YES**	NO
Willow Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	157	21	2.3%	1.3%	**YES**	**YES**
Marsh Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.4**	**YES**	**YES**	72	7	1.0%	0.4%	NO	NO
Marsh Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**YES**	**YES**	147	19	2.1%	1.2%	**YES**	**YES**
Woodside Road to Whipple Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.3**	**YES**	**YES**	55	7	0.8%	0.4%	NO	NO
Woodside Road to Whipple Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**YES**	**YES**	132	18	1.9%	1.1%	**YES**	**YES**
Whipple Road to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	57	0	0.6%	-	NO	-
Whipple Road to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	133	0	1.4%	-	**YES**	-
Holly Street to Marine Parkway*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	49	0	0.5%	-	NO	-
Holly Street to Marine Parkway*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	125	0	1.4%	-	**YES**	-
Marine Parkway to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	47	0	0.4%	-	NO	-
Marine Parkway to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	122	0	1.1%	-	**YES**	-
E Hillsdale Boulevard to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	42	0	0.4%	-	NO	-
E Hillsdale Boulevard to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	106	0	0.9%	-	NO	-
State Route 92 to Kehoe Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	35	0	0.3%	-	NO	-
State Route 92 to Kehoe Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	97	0	0.8%	-	NO	-
Kehoe Avenue to E 3rd Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	33	0	0.3%	-	NO	-
Kehoe Avenue to E 3rd Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	92	0	0.8%	-	NO	-
E 3rd Avenue to Dore Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	34	0	0.3%	-	NO	-
E 3rd Avenue to Dore Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	83	0	0.7%	-	NO	-
Dore Avenue to Broadway	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	28	0	0.2%	-	NO	-
Dore Avenue to Broadway	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	83	0	0.7%	-	NO	-
Broadway to Millbrae Avenue	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	25	0	0.2%	-	NO	-
Broadway to Millbrae Avenue	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.1**	**-**	**YES**	-	81	0	0.7%	-	NO	-
US 101 - Southbound (San Mateo County)																							
Millbrae Avenue to Broadway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	65	0	0.6%	-	NO	-
Millbrae Avenue to Broadway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	30	0	0.3%	-	NO	-
Broadway to Poplar Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	67	0	0.6%	-	NO	-
Broadway to Poplar Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	35	0	0.3%	-	NO	-
Poplar Avenue to 3rd Avenue*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.4**	**-**	**YES**	-	139	0	1.2%	-	**YES**	-
Poplar Avenue to 3rd Avenue*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	35	0	0.3%	-	NO	-
E 3rd Avenue to State Route 92*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.3**	**-**	**YES**	-	79	0	0.7%	-	NO	-
E 3rd Avenue to State Route 92*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	43	0	0.4%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	90	0	0.8%	-	NO	-
State Route 92 to E Hillsdale Boulevard*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	45	0	0.4%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	AM			4	-	N/A	-	**F**	-	5	-	11500	-	**1.2**	**-**	**YES**	-	104	0	0.9%	-	NO	-
E Hillsdale Boulevard to Marine Parkway*	PM			4	-	N/A	-	**F**	-	5	-	11500	-	**>1.0**	**-**	**YES**	-	56	0	0.5%	-	NO	-
Marine Parkway to Holly Street*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	**-**	**YES**	-	108	0	1.2%	-	**YES**	-
Marine Parkway to Holly Street*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.3**	**-**	**YES**	-	63	0	0.7%	-	NO	-
Holly Street to Whipple Road*	AM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.5**	**-**	**YES**	-	129	0	1.4%	-	**YES**	-
Holly Street to Whipple Road*	PM			4	-	N/A	-	**F**	-	4	-	9200	-	**1.4**	**-**	**YES**	-	79	0	0.9%	-	NO	-
Whipple Road to Woodside Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.5**	**YES**	**YES**	114	20	1.7%	1.2%	**YES**	**YES**
Whipple Road to Woodside Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**YES**	**YES**	76	8	1.1%	0.5%	**YES**	NO
Woodside Road to Marsh Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.6**	**1.5**	**YES**	**YES**	130	21	1.9%	1.3%	**YES**	**YES**
Woodside Road to Marsh Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.4**	**YES**	**YES**	85	8	1.2%	0.5%	**YES**	NO
Marsh Road to Willow Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.5**	**YES**	**YES**	135	21	2.0%	1.3%	**YES**	**YES**
Marsh Road to Willow Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.4**	**YES**	**YES**	92	8	1.3%	0.5%	**YES**	NO
Willow Road to University Avenue*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.5**	**1.6**	**YES**	**YES**	146	23	2.1%	1.4%	**YES**	**YES**
Willow Road to University Avenue*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.3**	**1.3**	**YES**	**YES**	99	9	1.4%	0.5%	**YES**	NO
University Ave to Embarcadero Road*	AM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.4**	**1.6**	**YES**	**YES**	164	23	2.4%	1.4%	**YES**	**YES**
University Ave to Embarcadero Road*	PM			3	1	N/A	N/A	**F**	**F**	3	1	6900	1650	**1.2**	**1.3**	**YES**	**YES**	106	9	1.5%	0.5%	**YES**	NO

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																							
Embarcadero Road to Oregon Expressway	AM	66	61	3	1	27	36	D	D	3	1	6900	1650	1.0	**1.5**	NO	**YES**	153	25	2.2%	1.5%	NO	**YES**
Embarcadero Road to Oregon Expressway	PM	14	20	3	1	**100**	**86**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	91	10	1.3%	0.6%	**YES**	NO
Oregon Expressway to San Antonio Avenue	AM	59	66	3	1	37	19	D	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	167	28	2.4%	1.7%	**YES**	**YES**
Oregon Expressway to San Antonio Avenue	PM	15	70	3	1	**95**	34	**F**	D	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	110	12	1.6%	0.7%	**YES**	NO
San Antonio Avenue to Rengstorff Avenue	AM	42	66	3	1	50	19	E	C	3	1	6900	1650	1.0	**1.5**	NO	**YES**	146	28	2.1%	1.7%	NO	**YES**
San Antonio Avenue to Rengstorff Avenue	PM	16	70	3	1	**92**	20	**F**	C	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	110	12	1.6%	0.7%	**YES**	NO
Rengstorff Avenue to Shoreline Boulevard	AM	58	66	3	1	38	22	D	C	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	344	57	5.0%	3.5%	**YES**	**YES**
Rengstorff Avenue to Shoreline Boulevard	PM	29	70	3	1	**66**	25	**F**	C	3	1	6900	1650	**1.1**	**1.6**	**YES**	**YES**	84	11	1.2%	0.7%	**YES**	NO
Shoreline Boulevard to 85 Ramps	AM	58	59	3	1	38	37	D	D	3	1	6900	1650	1.0	**1.5**	NO	**YES**	280	60	4.1%	3.6%	NO	**YES**
Shoreline Boulevard to 85 Ramps	PM	27	50	3	1	**68**	51	**F**	E	3	1	6900	1650	**>1.0**	**1.6**	**YES**	**YES**	60	13	0.9%	0.8%	NO	NO
85 Ramps to Moffett Boulevard	AM	65	67	3	1	31	17	D	B	3	1	6900	1650	1.0	0.9	NO	NO	280	29	4.1%	1.8%	NO	NO
85 Ramps to Moffett Boulevard	PM	15	20	3	1	**95**	**84**	**F**	**F**	3	1	6900	1650	**>1.0**	**>1.0**	**YES**	**YES**	60	2	0.9%	0.1%	NO	NO
Ellis Street to 237 Ramps	AM	50	65	3	1	44	31	D	D	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	301	14	4.4%	0.8%	**YES**	NO
Ellis Street to 237 Ramps	PM	23	40	3	1	**76**	57	**F**	E	3	1	6900	1650	**1.2**	**1.4**	**YES**	**YES**	192	13	2.8%	0.8%	**YES**	NO
237 Ramps to Mathilda Avenue	AM	66	55	3	1	23	40	C	D	3	1	6900	1650	0.8	**1.2**	NO	**YES**	225	70	3.3%	4.2%	NO	**YES**
237 Ramps to Mathilda Avenue	PM	18	40	3	1	**87**	**60**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	166	62	2.4%	3.8%	**YES**	**YES**
Mathilda Avenue to Fair Oaks Avenue	AM	66	67	3	1	24	18	C	B	3	1	6900	1650	0.9	**1.1**	NO	**YES**	272	68	3.9%	4.1%	NO	**YES**
Mathilda Avenue to Fair Oaks Avenue	PM	25	30	3	1	**72**	**68**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	193	59	2.8%	3.6%	**YES**	**YES**
Fair Oaks Avenue to Lawrence Expressway	AM	66	67	3	1	28	17	D	B	3	1	6900	1650	0.9	1.0	NO	NO	256	55	3.7%	3.3%	NO	NO
Fair Oaks Avenue to Lawrence Expressway	PM	16	20	3	1	**92**	**106**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	182	48	2.6%	2.9%	**YES**	**YES**
Lawrence Expressway to Bower Avenue/Great America Parkway	AM	62	67	3	1	35	15	D	B	3	1	6900	1650	0.8	1.0	NO	NO	178	47	2.6%	2.8%	NO	NO
Lawrence Expressway to Bower Avenue/Great America Parkway	PM	11	20	3	1	**111**	**102**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	149	51	2.2%	3.1%	**YES**	**YES**
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	AM	66	67	3	1	21	14	C	B	3	1	6900	1650	0.7	1.0	NO	NO	155	47	2.2%	2.8%	NO	NO
Bower Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	PM	12	20	3	1	**108**	**109**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	165	51	2.4%	3.1%	**YES**	**YES**
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	AM	62	67	3	1	25	11	C	A	3	1	6900	1650	0.7	1.0	NO	NO	148	32	2.1%	1.9%	NO	NO
Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	PM	11	30	3	1	**111**	**71**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	162	51	2.3%	3.1%	**YES**	**YES**
De La Cruz Boulevard to Guadalupe Parkway	AM	66	67	3	1	25	6	C	A	3	1	6900	1650	0.8	0.8	NO	NO	139	21	2.0%	1.3%	NO	NO
De La Cruz Boulevard to Guadalupe Parkway	PM	40	70	3	1	52	36	E	D	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	199	43	2.9%	2.6%	**YES**	**YES**
Guadalupe Parkway to N 1st Street	AM	66	67	3	1	16	3	B	A	3	1	6900	1650	0.7	0.7	NO	NO	103	17	1.5%	1.0%	NO	NO
Guadalupe Parkway to N 1st Street	PM	24	30	3	1	**75**	**73**	**F**	**F**	3	1	6900	1650	**1.1**	**1.3**	**YES**	**YES**	203	40	2.9%	2.4%	**YES**	**YES**
N 1st Street to Old Bayshore Highway	AM	66	67	3	1	13	2	B	A	3	1	6900	1650	0.5	0.7	NO	NO	77	17	1.1%	1.0%	NO	NO
N 1st Street to Old Bayshore Highway	PM	6	20	3	1	**160**	**108**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	170	40	2.5%	2.4%	**YES**	**YES**
Old Bayshore Highway to I-880	AM	67	67	3	1	18	6	B	A	4	1	9200	1650	0.5	0.4	NO	NO	82	12	0.9%	0.7%	NO	NO
Old Bayshore Highway to I-880	PM	6	20	3	1	**136**	**90**	**F**	**F**	4	1	9200	1650	**>1.0**	**1.1**	**YES**	**YES**	180	33	2.0%	2.0%	**YES**	**YES**
I-880 to Oakland Road	AM	67	67	3	1	18	7	B	A	3	1	6900	1650	0.7	0.4	NO	NO	76	12	1.1%	0.7%	NO	NO
I-880 to Oakland Road	PM	12	30	3	1	**109**	**77**	**F**	**F**	3	1	6900	1650	**1.3**	**1.1**	**YES**	**YES**	150	33	2.2%	2.0%	**YES**	**YES**
Oakland Road to McKee Road	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.6	0.4	NO	NO	59	7	0.9%	0.4%	NO	NO
Oakland Road to McKee Road	PM	36	70	3	1	56	36	E	D	3	1	6900	1650	**1.2**	**1.2**	**YES**	**YES**	123	23	1.8%	1.4%	**YES**	**YES**
McKee Road to Santa Clara Street	AM	66	66	3	1	19	10	C	A	3	1	6900	1650	0.6	0.4	NO	NO	53	7	0.8%	0.4%	NO	NO
McKee Road to Santa Clara Street	PM	40	50	3	1	52	46	E	D	3	1	6900	1650	1.0	**1.2**	NO	**YES**	94	23	1.4%	1.4%	NO	**YES**
Santa Clara Street to I-280	AM	67	67	3	1	16	4	B	A	3	1	6900	1650	0.7	0.4	NO	NO	44	7	0.6%	0.4%	NO	NO
Santa Clara Street to I-280	PM	39	60	3	1	53	38	E	D	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	79	23	1.1%	1.4%	**YES**	**YES**
I-280 to Story Road	AM	67	67	3	1	14	5	B	A	3	1	6900	1650	0.5	0.4	NO	NO	37	5	0.5%	0.3%	NO	NO
I-280 to Story Road	PM	65	70	3	1	31	34	D	D	3	1	6900	1650	0.8	0.8	NO	NO	46	8	0.7%	0.5%	NO	NO
Story Road to Tully Road	AM	66	67	3	1	19	4	C	A	4	1	9200	1650	**1.3**	0.4	**YES**	NO	29	5	0.3%	0.3%	NO	NO
Story Road to Tully Road	PM	52	70	3	1	42	28	D	D	4	1	9200	1650	**1.4**	0.8	**YES**	NO	40	8	0.4%	0.5%	NO	NO

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Northbound																							
Bird Avenue to Meridian Avenue	AM	13	-	4	-	**102**	-	**F**	-	5	-	11500	0	**>1.0**	-	**YES**	-	23	0	0.2%	-	NO	-
Bird Avenue to Meridian Avenue	PM	57	-	4	-	39	-	D	-	5	-	11500	0	0.9	-	NO	-	4	0	0.0%	-	NO	-
Meridian Avenue to Interstate 880	AM	10	13	3	1	**114**	**103**	**F**	**F**	4	1	9200	1650	**1.1**	**1.3**	**YES**	**YES**	37	4	0.4%	0.2%	NO	NO
Meridian Avenue to Interstate 880	PM	66	70	3	1	21	10	C	A	4	1	9200	1650	0.8	0.7	NO	NO	9	1	0.1%	0.1%	NO	NO
Interstate 880 to Winchester Boulevard	AM	12	15	3	1	**107**	**95**	**F**	**F**	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	44	6	0.6%	0.4%	NO	NO
Interstate 880 to Winchester Boulevard	PM	51	70	3	1	43	20	D	C	3	1	6900	1650	0.9	0.9	NO	NO	15	2	0.2%	0.1%	NO	NO
Winchester Boulevard to Saratoga Avenue	AM	17	20	3	1	**90**	**82**	**F**	**F**	3	1	6900	1650	**1.2**	**1.3**	**YES**	**YES**	49	6	0.7%	0.4%	NO	NO
Winchester Boulevard to Saratoga Avenue	PM	55	70	3	1	40	16	D	B	3	1	6900	1650	1.0	0.8	NO	NO	21	3	0.3%	0.2%	NO	NO
Saratoga Avenue to Lawrence Expressway	AM	22	26	3	1	**78**	**70**	**F**	**F**	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	49	5	0.7%	0.3%	NO	NO
Saratoga Avenue to Lawrence Expressway	PM	66	70	3	1	27	15	D	B	3	1	6900	1650	1.0	0.9	NO	NO	28	4	0.4%	0.2%	NO	NO
Lawrence Expressway to Wolfe Road	AM	25	26	3	1	**72**	**70**	**F**	**F**	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	38	5	0.6%	0.3%	NO	NO
Lawrence Expressway to Wolfe Road	PM	66	70	3	1	25	12	C	B	3	1	6900	1650	0.9	0.9	NO	NO	33	6	0.5%	0.4%	NO	NO
Wolfe Road to N De Anza Boulevard	AM	24	45	3	1	75	48	F	E	3	1	6900	1650	**>1.0**	**1.3**	**YES**	**YES**	19	7	0.3%	0.4%	NO	NO
Wolfe Road to N De Anza Boulevard	PM	66	70	3	1	27	14	D	B	3	1	6900	1650	0.9	1.0	NO	NO	31	8	0.4%	0.5%	NO	NO
N De Anza Boulevard to State Route 85	AM	23	47	3	1	76	46	F	D	3	1	6900	1650	**1.1**	1.0	**YES**	NO	22	1	0.3%	0.1%	NO	NO
N De Anza Boulevard to State Route 85	PM	66	70	3	1	27	10	D	A	3	1	6900	1650	1.0	0.9	NO	NO	37	7	0.5%	0.4%	NO	NO
State Route 85 to Foothill Expressway	AM	26	33	3	1	70	60	F	F	3	1	6900	1650	**1.5**	**1.5**	**YES**	**YES**	6	3	0.1%	0.2%	NO	NO
State Route 85 to Foothill Expressway	PM	66	70	3	1	28	12	D	B	3	1	6900	1650	**1.3**	**1.3**	**YES**	**YES**	12	5	0.2%	0.3%	NO	NO
Foothill Expressway to Magdalenena Avenue	AM	45	36	3	1	48	56	E	E	3	1	6900	1650	**1.1**	**1.5**	**YES**	**YES**	3	2	0.0%	0.1%	NO	NO
Foothill Expressway to Magdalenena Avenue	PM	64	70	3	1	23	13	C	B	3	1	6900	1650	0.9	**1.2**	NO	**YES**	8	4	0.1%	0.2%	NO	NO
Magdalenena Avenue to S El Monte Ave	AM	41		4	-	51	-	E	-	3	-	6900	0	**1.4**	-	**YES**	-	5	0	0.1%	-	NO	-
Magdalenena Avenue to S El Monte Ave	PM	66		4	-	33	-	D	-	3	-	6900	0	**1.2**	-	**YES**	-	13	0	0.2%	-	NO	-
S El Monte Ave to Page Mill Road	AM	52		4	-	45	-	E	-	4	-	9200	0	1.0	-	NO	-	8	0	0.1%	-	NO	-
S El Monte Ave to Page Mill Road	PM	66		4	-	20	-	C	-	4	-	9200	0	1.0	-	NO	-	23	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	AM	66		4	-	21	-	C	-	4	-	9200	0	**1.1**	-	**YES**	-	26	0	0.3%	-	NO	-
Page Mill Road to Alpine Road	PM	29		4	-	**66**	-	**F**	-	4	-	9200	0	**1.1**	-	**YES**	-	71	0	0.8%	-	NO	-
Interstate 280 - Southbound																							
Alpine Road to Page Mill Road	AM	65		4	-	29	-	D	-	4	-	9200	0	**1.2**	-	**YES**	-	93	0	1.0%	-	NO	-
Alpine Road to Page Mill Road	PM	65		4	-	29	-	D	-	4	-	9200	0	**1.1**	-	**YES**	-	30	0	0.3%	-	NO	-
Page Mill Road to S El Monte Ave	AM	66		4	-	15	-	B	-	4	-	9200	0	1.0	-	NO	-	43	0	0.5%	-	NO	-
Page Mill Road to S El Monte Ave	PM	20		4	-	83	-	F	-	4	-	9200	0	**>1.0**	-	**YES**	-	6	0	0.1%	-	NO	-
S El Monte Ave to Magdalenena Avenue	AM	67		3	-	24	-	C	-	3	-	6900	0	**1.3**	-	**YES**	-	14	0	0.2%	-	NO	-
S El Monte Ave to Magdalenena Avenue	PM	22		3	-	79	-	F	-	3	-	6900	0	**1.3**	-	**YES**	-	3	0	0.0%	-	NO	-
Magdalenena Avenue to Foothill Expressway	AM	66	67	3	1	25	12	C	A	3	1	6900	1650	1.0	**1.3**	NO	**YES**	10	4	0.1%	0.2%	NO	NO
Magdalenena Avenue to Foothill Expressway	PM	65	70	3	1	31	22	D	C	3	1	6900	1650	1.0	**1.4**	NO	**YES**	2	1	0.0%	0.1%	NO	NO
Foothill Expressway to State Route 85	AM	66	67	3	1	23	11	C	A	3	1	6900	1650	**1.4**	**1.5**	**YES**	**YES**	15	5	0.2%	0.3%	NO	NO
Foothill Expressway to State Route 85	PM	26	60	3	1	71	40	F	D	3	1	6900	1650	**1.3**	**1.5**	**YES**	**YES**	7	2	0.1%	0.1%	NO	NO
State Route 85 to N De Anza Boulevard	AM	66	67	3	1	22	12	C	B	3	1	6900	1650	1.0	**1.1**	NO	**YES**	29	6	0.4%	0.4%	NO	NO
State Route 85 to N De Anza Boulevard	PM	12	20	3	1	106	83	F	F	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	39	5	0.6%	0.3%	NO	NO
N De Anza Boulevard to Wolfe Road	AM	66	66	3	1	22	22	C	C	3	1	6900	1650	0.9	**1.2**	NO	**YES**	18	6	0.3%	0.4%	NO	NO
N De Anza Boulevard to Wolfe Road	PM	24	40	3	1	74	63	F	F	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	43	5	0.6%	0.3%	NO	NO
Wolfe Road to Lawrence Expressway	AM	66	67	3	1	21	16	C	B	3	1	6900	1650	0.9	0.9	NO	NO	23	3	0.3%	0.2%	NO	NO
Wolfe Road to Lawrence Expressway	PM	32	60	3	1	**61**	42	**F**	D	3	1	6900	1650	**>1.0**	**1.1**	**YES**	**YES**	68	4	1.0%	0.2%	NO	NO
Lawrence Expressway to Saratoga Avenue	AM	59	67	3	1	37	10	D	B	3	1	6900	1650	1.0	1.0	NO	NO	17	2	0.2%	0.1%	NO	NO
Lawrence Expressway to Saratoga Avenue	PM	23	40	3	1	**77**	52	**F**	E	3	1	6900	1650	**1.1**	**1.2**	**YES**	**YES**	70	3	1.0%	0.2%	NO	NO
Saratoga Avenue to Winchester Boulevard	AM	63	67	3	1	34	10	D	B	3	1	6900	1650	0.9	**1.1**	NO	**YES**	10	2	0.1%	0.1%	NO	NO
Saratoga Avenue to Winchester Boulevard	PM	15	40	3	1	**96**	63	**F**	F	3	1	6900	1650	**>1.0**	**1.4**	**YES**	**YES**	60	4	0.9%	0.2%	NO	NO
Winchester Boulevard to Interstate 880	AM	66	67	3	1	22	14	C	B	3	1	6900	1650	1.0	0.9	NO	NO	46	1	0.7%	0.1%	NO	NO
Winchester Boulevard to Interstate 880	PM	14	30	3	1	101	67	F	F	3	1	6900	1650	**>1.0**	**1.2**	**YES**	**YES**	58	4	0.8%	0.2%	NO	NO
Interstate 880 to Merdian Avenue	AM	66	67	3	1	23	18	C	B	4	1	9200	1650	0.8	0.7	NO	NO	7	1	0.1%	0.1%	NO	NO
Interstate 880 to Merdian Avenue	PM	13	30	3	1	102	81	D	F	4	1	9200	1650	**1.1**	**1.1**	**YES**	**YES**	69	3	0.8%	0.2%	NO	NO
Merdian Avenue to Bird Avenue	AM	47		4	-	46	-	D	-	5	-	11500	0	0.9	-	NO	-	5	0	0.0%	-	NO	-
Merdian Avenue to Bird Avenue	PM	13		4	-	104	-	D	-	5	-	11500	0	1.0	-	NO	-	49	0	0.4%	-	NO	-

Table D-5: Year 2030 Cumulative with Reduced Office Freeway Analysis

Freeway Segment[1]	Peak Hour[2]	Existing								Year 2030 Cumulative with Reduced Office Alternative													
		Speed		Lanes		Density[3]		LOS[4]		Lanes		Capacity[5]		v/c[6]		v/c > 1.0?		Project Trips		Project Contribution to Capacity		Project Impact?	
		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 17 - Northbound																							
Lark Avenue to State Route 85	AM	64	-	2	-	32	-	D	-	3	-	6900	-	0.8	-	NO	-	4	0	0.1%	-	NO	-
Lark Avenue to State Route 85	PM	66	-	2	-	20	-	C	-	3	-	6900	-	0.8	-	NO	-	4	0	0.1%	-	NO	-
State Route 85 to Camden Avenue	AM	66	-	3	-	24	-	C	-	3	-	6900	-	0.8	-	NO	-	12	0	0.2%	-	NO	-
State Route 85 to Camden Avenue	PM	66	-	3	-	19	-	C	-	3	-	6900	-	0.8	-	NO	-	2	0	0.0%	-	NO	-
State Route 17 - Southbound																							
Camden Avenue to State Route 85	AM	66	-	3	-	19	-	C	-	3	-	6900	-	0.7	-	NO	-	1	0	0.0%	-	NO	-
Camden Avenue to State Route 85	PM	66	-	3	-	25	-	C	-	3	-	6900	-	0.9	-	NO	-	15	0	0.2%	-	NO	-
State Route 85 to Lark Avenue	AM	66	-	2	-	19	-	C	-	2	-	4400	-	**1.2**	-	**YES**	-	2	0	0.0%	-	NO	-
State Route 85 to Lark Avenue	PM	24	-	2	-	**74**	-	F	-	2	-	4400	-	**1.3**	-	**YES**	-	5	0	0.1%	-	NO	-
State Route 87 - Northbound																							
Coleman Street to W. Julian Street	AM	13	31	2	1	**102**	**63**	**F**	**F**	2	1	4600	1650	**1.6**	**>1.0**	**YES**	**YES**	39	10	0.8%	0.6%	NO	NO
Coleman Street to W. Julian Street	PM	63	70	2	1	34	13	D	B	2	1	4600	1650	1.0	0.2	NO	NO	55	4	1.2%	0.2%	NO	NO
Coleman Street to W Taylor Street	AM	41	47	2	1	51	46	E	D	2	1	4600	1650	**1.2**	**1.2**	**YES**	**YES**	39	15	0.8%	0.9%	NO	NO
Coleman Street to W Taylor Street	PM	66	70	2	1	21	7	C	A	2	1	4600	1650	0.7	0.4	NO	NO	64	8	1.4%	0.5%	NO	NO
W Taylor Street to Skyport Drive	AM	32	61	2	1	**62**	36	**F**	D	2	1	4600	1650	**>1.0**	**1.2**	**YES**	**YES**	30	18	0.7%	1.1%	NO	**YES**
W Taylor Street to Skyport Drive	PM	67	70	2	1	17	4	B	A	2	1	4600	1650	0.5	0.2	NO	NO	65	9	1.4%	0.5%	NO	NO
Skyport Drive to US 101	AM	8	13	2	1	**128**	**102**	**F**	**F**	2	1	4600	1650	**>1.0**	**>1.0**	**YES**	**YES**	33	18	0.7%	1.1%	NO	**YES**
Skyport Drive to US 101	PM	66	70	2	1	25	8	C	A	2	1	4600	1650	0.5	0.2	NO	NO	69	9	1.5%	0.5%	NO	NO
State Route 87 - Southbound																							
US 101 to Skyport Drive	AM	66	67	2	1	21	8	C	A	2	1	4600	1650	0.6	0.3	NO	NO	65	11	1.4%	0.7%	NO	NO
US 101 to Skyport Drive	PM	14	70	2	1	**100**	36	**F**	D	2	1	4600	1650	**>1.0**	0.7	**YES**	NO	27	15	0.6%	0.9%	NO	NO
Skyport Drive to W Taylor Street	AM	66	67	2	1	23	4	C	A	2	1	4600	1650	0.6	0.3	NO	NO	58	9	1.3%	0.5%	NO	NO
Skyport Drive to W Taylor Street	PM	14	70	2	1	**100**	28	**F**	D	2	1	4600	1650	**>1.0**	0.9	**YES**	NO	24	14	0.5%	0.8%	NO	NO
W. Taylor Street to Coleman Street	AM	66	67	2	1	23	6	C	A	2	1	4600	1650	0.7	0.4	NO	NO	53	8	1.2%	0.5%	NO	NO
W. Taylor Street to Coleman Street	PM	16	70	2	1	**94**	36	**F**	D	2	1	4600	1650	**1.1**	0.9	**YES**	NO	22	12	0.5%	0.7%	NO	NO
W. Julian Street to Coleman Street	AM	65	67	2	1	30	7	D	A	2	1	4600	1650	0.6	0.4	NO	NO	37	6	0.8%	0.4%	NO	NO
W. Julian Street to Coleman Street	PM	37	70	2	1	55	28	E	D	2	1	4600	1650	**1.1**	**1.1**	**YES**	**YES**	22	9	0.5%	0.5%	NO	NO

Notes:
1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. Capacity based on Valley Transportation Authority Congestion Management Program standards. Freeway segments with more than two lanes have a capacity of 2300 vpl for mixed flow lanes and 1650 vpl for HOV lanes. Freeway segments with two lanes or less have a capacity of 2200 vpl for mixed flow lanes and 1650 vpl for HOV lanes.
6. v/c is assumed to be > 1.0 if operating at LOS F under Existing Conditions.

*These segments are in San Mateo County. The C/CAG Final San Mateo County Congestion Management Program – 2015 (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS thresholds are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Bold text indicates v/c > 1.0.

Bold and highlighted indicates a significant impact (project adds >1% of segment capacity to segments with a V/C ratio greater than one).

Source: Monitoring & Conformance Report, VTA, 2016; Fehr & Peers, October, 2018.

APPENDIX E: EAST WHISMAN PRECISE PLAN – PROJECT TRIP ESTIMATES

FEHR PEERS

MEMORANDUM

Date: May 10, 2019

To: Amie Ashton and Judy Shanley, David J. Powers
Eric Anderson, City of Mountain View

From: Allen Wang, Daniel Rubins, and Jane Bierstedt

Subject: East Whisman Precise Plan – Project Trip Estimates

SJ17-1724

The purpose of this memorandum is to present the trip generation estimates for the East Whisman Precise Plan (EWPP) Environmental Impact Report (EIR).

PROJECT LAND USE

The proposed land use increases in the EWPP include approximately 5,000 housing units, 100,000 s.f. of retail and restaurant space, 2.3 million s.f. of office space, and 200 hotel rooms. The project also includes 2.2 million square feet (s.f.) of existing research & development and industrial space rebuilt/re-occupied as new office space. The new or re-built office development would also include a target vehicle trip cap rate less than 1.0 vehicle trip per one-thousand square feet (ksf) during the morning and evening peak hours.

TECHNICAL APPROACH

The technical approach to this trip generation is a little unique. Rather than calculating the net increase in project vehicle trips due to the net increase in land use like most projects; the trip generation is prepared for the entire East Whisman area to capture the effects of adding housing and supporting retail to a jobs rich area, the conversion of existing R&D space to office space, and increased office density. The results can be used to develop East Whisman-specific office and residential target vehicle trip cap rates that can be used to develop vehicle trip caps for individual sites.

The proposed land use changes would affect several important project transportation characteristics:

- Total vehicle trip generation

- Likelihood of trips staying within the project area (internal trips)
- Likelihood of trips shifting to other modes (walking, bicycling, and transit)
- Trip lengths and vehicle miles traveled (VMT)[1]

To capture these effects, the East Whisman area trip generation was estimated using the MainStreet[2] web-based transportation analysis method. MainStreet creates adjustments to the Institute of Transportation Engineers (ITE) *Trip Generation Manual* method, which have been shown to overestimate traffic generation for mixed-use developments (MXDs) by an average of 35 percent.

Unless otherwise noted, all vehicle trips in this memorandum are external vehicle trips with an origin or a destination outside of East Whisman and vehicle trip rates are expressed as vehicle trips per total building square footage or dwelling units. Driveway trip caps would be slightly higher than the EWPP external vehicle trip rates to account for internal vehicle trips within East Whisman and other driveway trip target considerations.

LAND USE SUMMARY SCENARIOS

East Whisman Precise Plan trip generation estimates were prepared for the scenarios described below:

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Existing with Project Conditions* - Scenario 1 volumes plus the effects of the EWPP including land use change, transportation system enhancements and TDM program targets

Scenario 3: *Background Conditions* - Existing volumes plus traffic from approved but not yet constructed developments in the area.

Scenario 4: *Background with Project Conditions* - Scenario 3 volumes plus effects of EWPP.

Scenario 5: *Cumulative Conditions* - Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model.

Scenario 6: *Cumulative with Project Conditions* - Scenario 5 volumes plus effects of EWPP.

[1] VMT estimates to be presented in a separate memorandum.
[2] Mixed-use developments (MXDs) and development near transit generate fewer vehicle trips than similarly-sized developments where the land uses are segregated. There has been a lot of research in recent years by the Institute of Transportation Engineers, the Urban Land Institute, the Environmental Protection Agency, the San Diego Association of Governments and others to quantify these reductions. Fehr & Peers has developed the MainStreet web app to conduct an MXD analysis at any location in the United States. MainStreet allows for more accurate estimates of a site's trip generation characteristics than traditional industry standards.

Table 1 presents a summary of the land use totals for the six scenarios described above. **Attachment A** presents the changes in the EWPP land use from Existing Conditions. Comparing to the Existing Conditions, the Project (Scenario 2) would add a total of 4.5 million s.f. of office space, of which approximately 2.2 million s.f. of existing R&D and industrial space will be re-built as office space, and 2.3 million s.f. would be new office development.

TABLE 1: EAST WHISMAN PRECISE PLAN LAND USE SCENARIOS (TOTAL BUILDING SIZE)

Land Use	Unit	Scenario 1 Existing[1] (2017)	Scenario 2 Existing with Project	Scenario 3 Background without Project	Scenario 4 Background with Project	Scenario 5 Cumulative without Project[2]	Scenario 6 Cumulative with Project[3]
Residential							
Single-Family	Units	356	356	401	401	401	401
Multifamily	Units	580	5,580	577	5,577	647	5,647
Subtotal Residential	**Units**	**936**	**5,936**	**978**	**5,978**	**1,048**	**6,048**
Employment							
Office	Square feet	3,098,073	7,610,692	3,786,615	8,299,234	3,939,615	8,452,234
R&D	Square feet	2,460,324	395,995	2,460,324	395,995	2,460,324	395,995
Industrial	Square feet	196,062	47,773	196,062	47,773	196,062	47,773
Subtotal Employment	**Square feet**	**5,754,459**	**8,054,460**	**6,443,001**	**8,743,002**	**6,596,001**	**8,896,002**
Retail							
Retail	Square feet	43,191	103,058	43,191	103,058	43,191	103,058
Restaurant	Square feet	10,588	50,721	10,588	50,721	10,588	50,721
Subtotal Retail	**Square feet**	**53,779**	**153,779**	**53,779**	**153,779**	**53,779**	**153,779**
Hotel	Rooms	0	200	0	200	0	200
Total							
Total Residential	**Units**	**936**	**5,936**	**978**	**5,978**	**1,048**	**6,048**
Total Employment	**Square feet**	**5,808,238**	**8,208,239**	**6,496,780**	**8,896,781**	**6,649,780**	**9,049,781**

Note:
1. Existing land uses were provided by the City via parcel-level GIS shapefile.
2. Cumulative without Project includes 153,000 square feet of office and 70 residential units from the San Antonio Road Transfer of Development Rights (TDR).
3. The proposed development at 700 Middlefield Road is considered as part of the project land use.

Source: City of Mountain View, Raimi & Associates, and Fehr & Peers, 2018.

TRIP RATES

The MainStreet trip generation model was modified to reflect local factors such as demographics, cost of automobile ownership, land use patterns (e.g., density, diversity, distance to transit, etc.), and available transportation choices (see **Attachment B** for a more detailed MainStreet summary). The input variables were drawn from the 2012 American Community Survey (ACS), the Mountain View travel model, and national research values where local data is not available. They include attributes of the surrounding area (e.g., employment within 1 mile, average household size, intersection density, etc.), as well as demographic characteristics of the project site (e.g., household size and vehicle ownership) (see **Attachment C**). The input variables for the different scenarios were modified to capture the changes in existing, background, and future land use and transportation accessibility.

To provide additional context for the East Whisman area office and residential trip rates, the EWPP trip rates are compared to: 1) prevailing trip rates derived from surveys (driveway counts) of local sites, 2) office vehicle trip rate for the *City of Mountain View Multimodal Improvement Plan Traffic Impact Fee Nexus Study* (June 2018), and 3) trip rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th and 10th Editions* derived from the ITE fitted curve equations for a 500,000-square foot office building. The results are shown in **Table 2**. Also, this table shows how the office and residential vehicle trip rates change under existing and future conditions. Specifically, under future conditions the land use mix becomes more diverse within the East Whisman Precise Plan area and nearby. Therefore, more walking, bicycling and transit use will occur, which will lower the external vehicle trip rates under future conditions.

Per driveway vehicle surveys, the prevailing office vehicle trip rate is between 0.90 vehicle trips per ksf (Samsung campus) and 1.12 vehicle trips per ksf (Synopsis campus) during the morning peak hour and is between 0.74 vehicle trips per ksf (Samsung campus) and 1.00 vehicle trips per ksf (Synopsis campus) during the evening peak hour. The East Whisman average vehicle trip rate is 1.04 vehicle trips per ksf during the morning peak hour and 0.87 vehicle trips per ksf during the evening peak hour.

The morning and evening peak hour vehicle trip rates use for the East Whisman Precise Plan are similar to the vehicle trip rates used to estimate the City of Mountain View Multimodal Improvement Plan (MIP) vehicle trips.[3]

[3] The Multimodal Improvement Plan TIF vehicle trips (*City of Mountain View Multimodal Improvement Plan Traffic Impact Fee Nexus Study*, June 2018) used the average office vehicle trips per ksf from the ITE *Trip Generation Manual* 10th Edition with a 20 percent transportation demand management factor. AM peak hour vehicle trip rate = 1.16 vehicle trips per ksf * 80% TDM Factor = 0.93 vehicle trips per ksf; and AM peak hour vehicle trip rate = 1.15 vehicle trips per ksf * 80% TDM Factor = 0.92 vehicle trips per ksf.

For residential land use, the vehicle trip rates for Land Use 220 in Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, are used as the base trip rates in the MainStreet trip generation model. After adjustments are made in MainStreet to account for the mixed use environment and the supporting transportation system, the resulting trip rates are 0.35 vehicle trips per unit and 0.47 vehicle trips per unit for the morning and evening peak hours, respectively. These trip rates are similar to the trip rates for Land Use 221 in the 10th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, which are slightly lower than the average rates of the two locally surveyed sites in the morning peak hour.

TABLE 2: VEHICLE TRIP RATE COMPARISON

Source	Daily	AM Peak Hour	PM Peak Hour
Office Trip Rates (Trips/ksf)			
EWPP Existing Office[1]	7.79	1.15	1.07
EWPP Future Office[2]	6.78	0.92	0.85
Samsung Campus (2016)[3]	6.37	0.90	0.74
Synopsis Campus (2013)[4]	9.47	1.12	1.00
Average of Local Rates[5]	7.92	1.01	0.87
ITE (Land Use 710 9th Ed, Fitted Curve)[6]	8.92	1.39	1.28
ITE (Land Use 710 10th Ed, Fitted Curve)[6]	10.11	0.99	1.05
Mountain View MIP TIF Office Rate[7]	N/A	0.93	0.92
Residential Trip Rates (Trips/Unit)			
EWPP Existing Residential	5.81	0.35	0.47
EWPP Future Residential	5.55	0.35	0.46
The Oaks in North Park (2016)	2.88	0.25	0.24
Stanford West Apartment	6.82	0.80	0.67
Average of Local Rates[8]	4.85	0.53	0.46
ITE (Land Use 220 9th Ed)[9]	6.65	0.51	0.62
ITE (Land Use 221 10th Ed)[10]	5.44	0.36	0.44

Notes:
1. Office vehicle trip generation rates derived from the MainStreet model that includes the existing land use in East Whisman.
2. Future vehicle trip generation rates for the existing and future office sites.
3. The Samsung Campus is located at 665 Clyde Avenue. Trip rates were obtained from the 2016 Samsung Mountain View Commute Survey dated September 26, 2016.
4. The Synopsis Campus is located at 700 Middlefield Road. Trip rates were obtained from driveway counts collected in October 2013.
5. Average of the Samsung vehicle trip rates and the Synopsis vehicle trip rates.
6. Rates based on fitted curve of Land Use 710 – General Office Building (General urban/suburban) in ITE *Trip Generation Manual, 9th or 10th Edition.*
7. Morning and evening peak hour rates used in the City of Mountain View Multimodal Improvement Plan (MIP) Traffic Impact Fee (TIF) Nexus Study (June 2018) are 80 percent of the average rates of the Land Use 710 – General Office Building (General urban/suburban) in the ITE *Trip Generation Manual, 10th Edition.*
8. Average rates of The Oaks and Stanford West Apartment.
9. Average rates of the Land Use 220 – Apartment in ITE *Trip Generation Manual, 9th Edition.*
10. Average rates of the Land Use 221 – Mid-rise Apartment (General urban/suburban) in ITE *Trip Generation Manual, 10th Edition.*

Source: Fehr & Peers, 2018.

The new and re-built office will be required to achieve a target vehicle trip cap rate less than 1.0 vehicle trips per thousand square (ksf) during the morning and evening peak hours. The trip rate for the existing office space would be reduce due to the addition of housing. **Table 3** summarizes the percent reductions of the office vehicle trip rates relative to the ITE fitted curve rates from the 9th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Peak hour vehicle trip rates for existing office are approximately 17 percent lower than the ITE fitted curve rates. The existing office rate of 1.15 vehicle trips per ksf during the morning peak hour is on the higher end of the prevailing East Whisman office vehicle trip rates. The existing office rate of 1.07 vehicle trips per ksf during the evening peak hour is slightly higher than the prevailing East Whisman office vehicle trip rate. Peak hour vehicle trip rates for future office are approximately 34 percent lower than the ITE fitted curve rates. The future existing and new/rebuilt office rate would be reduced to 0.92 vehicle trips per ksf during the morning peak hour and 0.85 vehicle trips per ksf during the evening peak hour with the addition of residential and other complimentary land uses within East Whisman.

TABLE 3: COMPARISON OF OFFICE VEHICLE TRIP RATES

Source	Daily	AM Peak Hour	PM Peak Hour
ITE Fitted Curve Rates (9th Ed)[1]	8.92	1.39	1.28
Existing Office Rate	7.79 (-12.7%)	1.15 (-17.3%)	1.07 (-16.4%)
Future Existing Office	6.78 (-24.0%)	0.92 (-33.8%)	0.85 (-33.6%)
Future New/Re-built Office	6.78 (-24.0%)	0.92 (-33.8%)	0.85 (-33.6%)

Notes:
1. Rates based on fitted curve of Land Use 710 – General Office Building (General urban/suburban) in ITE *Trip Generation Manual, 9th Edition.*

Source: Fehr & Peers, 2018.

The daily vehicle trip reduction would be 12 percent for the existing office and 24 percent for future office space. The smaller daily reduction takes into consideration the fact that TDM programs are less effective during off-peaks and the occurrence of peak hour spreading at large technology. The residential trip rates are not changed between existing and future conditions because the residential trip rates already take into account the location and land use characteristics under Existing Conditions.

TRIP GENERATION SUMMARY

Table 4 presents the trip generation summary for Existing Conditions and Existing with Project Conditions. **Table 5** presents the trip generation summary for Background Conditions and Background with Project Conditions. Finally, **Table 6** presents the trip generation summary of the Cumulative Conditions and Cumulative with Project Conditions. Each table shows the net change in vehicle trips from Existing Conditions and the future baseline (Background Conditions or Cumulative Conditions).

Under Existing Conditions the net external trip generation for the project is 48,619 daily vehicle trips, 3,655 AM peak hour vehicle trips (2,009 inbound and 1,646 outbound), 4,217 PM peak hour vehicle trips (1,997 inbound and 2,220 outbound).

TABLE 4: EWPP TRIP GENERATION ESTIMATES UNDER EXISTING CONDITIONS

Land Use[1]	Units[2]	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Scenario 1: Existing Conditions									
Residential	Units	899	6,080	103	267	370	307	214	521
Office	KSF	3,042	23,708	3,172	323	3,495	462	2,789	3,251
R&D / Industrial	KSF	2,609	18,286	2,219	332	2,551	286	2,038	2,324
Retail	KSF	54	2,786	75	43	118	97	108	205
Hotel	Rooms	0	0	0	0	0	0	0	0
Existing External Trips (A)			***50,860***	***5,569***	***965***	***6,534***	***1,152***	***5,149***	***6,301***
Scenario 2: Existing with Project Conditions									
Residential	Units	5,899	34,041	514	1,648	2,162	1,748	1,092	2,840
Office	KSF	7,555	52,192	6,400	691	7,091	970	5,609	6,579
R&D / Industrial	KSF	396	2,678	319	52	371	44	293	337
Retail	KSF	154	9,185	294	191	485	344	327	671
Hotel	Rooms	200	1,383	51	29	80	43	48	91
Existing with Project External Trips (B)			***99,479***	***7,578***	***2,611***	***10,189***	***3,149***	***7,369***	***10,518***
Net New EWPP Trips (C=B-A)			***48,619***	***2,009***	***1,646***	***3,655***	***1,997***	***2,220***	***4,217***

Note:
1. Residential includes single-family units and multifamily units; Retail includes general retail space and restaurant space.
2. KSF = 1,000 square feet.

Source: Fehr & Peers, 2018.

Under Background Conditions the net external trip generation for the project is 47,222 daily vehicle trips, 3,378 AM peak hour vehicle trips (1,780 inbound and 1598 outbound), and 3,921 PM peak hour vehicle trips (1,926 inbound and 1,995 outbound).

TABLE 5: EWPP TRIP GENERATION ESTIMATES UNDER BACKGROUND CONDITIONS

Land Use[1]	Units[2]	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Scenario 3: Background Conditions									
Residential	Units	978	6,667	114	287	401	340	235	575
Office	KSF	3,787	29,421	3,932	394	4,326	577	3,466	4,043
R&D / Industrial	KSF	2,656	18,567	2,250	331	2,581	293	2,072	2,365
Retail	KSF	54	2,778	75	42	117	97	108	205
Hotel	Rooms	0	0	0	0	0	0	0	0
Background External Trips (A)			***57,433***	***6,371***	***1,054***	***7,425***	***1,307***	***5,881***	***7,188***
Scenario 2: Background with Project Conditions									
Residential	Units	5,978	34,432	519	1,644	2,163	1,760	1,109	2,869
Office	KSF	8,299	56,731	6,933	736	7,669	1,041	6,068	7,109
R&D / Industrial	KSF	444	2,984	356	57	413	49	326	375
Retail	KSF	154	9,133	292	187	479	340	325	665
Hotel	Rooms	200	1,375	51	28	79	43	48	91
Background with Project External Trips (B)			***104,655***	***8,151***	***2,652***	***10,803***	***3,233***	***7,876***	***11,109***
Net New EWPP Trips (C=B-A)			***47,222***	***1,780***	***1,598***	***3,378***	***1,926***	***1,995***	***3,921***

Note:
1. Residential includes single-family units and multifamily units; Retail includes general retail space and restaurant space.
2. KSF = 1,000 square feet.

Source: Fehr & Peers, 2018.

Under Cumulative Conditions the net external trip for the project is 46,522 daily vehicle trips, 3,306 AM peak hour vehicle trips (1,734 inbound and 1,572 outbound), and 3,863 PM peak hour vehicle trips (1,905 inbound and 1,958 outbound).

TABLE 6: EWPP TRIP GENERATION ESTIMATES UNDER CUMULATIVE CONDITIONS

Land Use[1]	Units[2]	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Scenario 5: Cumulative Conditions									
Residential	Units	1,048	7,030	119	303	421	358	247	605
Office	KSF	3,940	30,428	4,064	406	4,470	597	3,590	4,188
R&D / Industrial	KSF	2,656	18,457	2,235	328	2,563	291	2,063	2,354
Retail	KSF	54	2,762	74	41	116	97	107	204
Hotel	Rooms	0	0	0	0	0	0	0	0
Cumulative External Trips (A)			***58,677***	***6,492***	***1,078***	***7,570***	***1,343***	***6,007***	***7,350***
Scenario 6: Cumulative with Project Conditions									
Residential	Units	6,048	34,497	521	1,639	2,160	1,764	1,112	2,876
Office	KSF	8,452	57,336	7,013	742	7,755	1,055	6,158	7,213
R&D / Industrial	KSF	444	2,956	352	56	408	49	324	373
Retail	KSF	154	9,047	290	185	475	337	323	660
Hotel	Rooms	200	1,363	50	28	78	43	48	91
Cumulative with Project External Trips (B)			***105,199***	***8,226***	***2,650***	***10,876***	***3,248***	***7,965***	***11,213***
Net New EWPP Trips (C=B-A)			***46,522***	***1,734***	***1,572***	***3,306***	***1,905***	***1,958***	***3,863***

Note:
1. Residential includes single-family units and multifamily units; Retail includes general retail space and restaurant space.
2. KSF = 1,000 square feet.

Source: Fehr & Peers, 2018.

TDM REDUCTIONS

The East Whisman Precise Plan includes TDM strategies to reduce peak hour vehicle trips at office and residential buildings. The office TDM programs purpose is to reduce office vehicle trips while the residential TDM programs play a supportive role by emphasizing site design and transportation incentives to promote the use of active modes and transit.

This analysis models a vehicle trip rate of 0.92 vehicle trips per ksf during the morning peak hour and 0.85 vehicle trips per ksf during the evening peak hour for existing, re-built and new office development. The new and re-built office will be required to achieve a driveway-measured vehicle trip generation less than 1.0 vehicle trips per thousand square feet (ksf) during the morning and evening peak hours. The existing office trip rate would be reduced with the addition of housing. These morning and evening vehicle trip rates

are on the lower end of the prevailing office vehicle trip generation rates collected for driveway trip generation studies in East Whisman. Office TDM programs are most effective during the morning and evening peak commutes. Therefore, it was assumed that the TDM programs would be effective in those two commute hours in the morning and evening; and the daily TDM reduction was calculated as two times of the AM and PM peak hour reductions combined.

With the addition of residential units, the East Whisman area would have a more diverse mix of land uses and therefore a greater potential to reduce existing office vehicle trips due to internalized person trips (meaning that some people could accomplish many or all of their daily needs by remaining within East Whisman and traveling using transit and/or active modes). The Precise Plan includes residential TDM measures that promote travel by walking, bicycling or taking transit and emphasize non-vehicle site design features. Residential development will not require monitoring and reporting of the effectiveness of the measures. Residential TDM reduction is not taken in this analysis because it would be double counting the mixed-use trip reduction applied to residential uses.

ATTACHMENTS

Attachment A: Land Use Comparison Summary
Attachment B: MainStreet Summary
Attachment C: MainStreet Inputs

Attachment A
East Whisman Land Use Land Use Comparison Summary

East Whisman Precise Plan Land Use Summary

Building Square Footage (without vacancy rates)		Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Land Use	**Unit**	**Existing (2017)**	**Existing with EWPP Project**	**Background**	**Background with Project**	**Cumulative without Project**	**Cumulative with EWPP Project**
Single Family	Units	356	356	401	401	401	401
Multifamily	Units	580	5,580	577	5,577	647	5,647
Subtotal Residential	**Units**	**936**	**5,936**	**978**	**5,978**	**1,048**	**6,048**
Office	Square feet	3,098,073	7,610,692	3,786,615	8,299,234	3,939,615	8,452,234
R&D	Square feet	2,460,324	395,995	2,460,324	395,995	2,460,324	395,995
Industrial	Square feet	196,062	47,773	196,062	47,773	196,062	47,773
Subtotal (Office, R&D, and Industrial)	**Square feet**	**5,754,459**	**8,054,460**	**6,443,001**	**8,743,002**	**6,596,001**	**8,896,002**
Retail	Square feet	43,191	103,058	43,191	103,058	43,191	103,058
Restaurant	Square feet	10,588	50,721	10,588	50,721	10,588	50,721
Subtotal (Retail and Restaurant)	**Square feet**	**53,779**	**153,779**	**53,779**	**153,779**	**53,779**	**153,779**
Hotel	Rooms	0	200	0	200	0	200
Total Residential	***Units***	***936***	***5,936***	***978***	***5,978***	***1,048***	***6,048***
Total Employment Uses	***Square feet***	***5,808,238***	***8,208,239***	***6,496,780***	***8,896,781***	***6,649,780***	***9,049,781***

Source: Fehr & Peers, August 2018.

East Whisman Precise Plan Land Use Changes from Scenario 1 - Existing Conditions

Building Square Footage (without vacancy rates)		Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Land Use	**Unit**	**Existing (2017)**	**Existing with EWPP Project**	**Background**	**Background with Project**	**Cumulative without Project**	**Cumulative with EWPP Project**
Single Family	Units	-	0	45	45	45	45
Multifamily	Units	-	5,000	-3	4,997	67	5,067
Subtotal Residential	**Units**	**-**	**5,000**	**42**	**5,042**	**112**	**5,112**
Office	Square feet	-	4,512,619	688,542	5,201,161	841,542	5,354,161
R&D	Square feet	-	-2,064,329	0	-2,064,329	0	-2,064,329
Industrial	Square feet	-	-148,289	0	-148,289	0	-148,289
Subtotal (Office, R&D, and Industrial)	**Square feet**	**-**	**2,300,001**	**688,542**	**2,988,543**	**841,542**	**3,141,543**
Retail	Square feet	-	59,867	0	59,867	0	59,867
Restaurant	Square feet	-	40,133	0	40,133	0	40,133
Subtotal (Retail and Restaurant)	**Square feet**	**-**	**100,000**	**0**	**100,000**	**0**	**100,000**
Hotel	Rooms	-	200	0	200	0	200
Total Residential	***Units***	***-***	***5,000***	***42***	***5,042***	***112***	***5,112***
Total Employment Uses	***Square feet***	***-***	***2,400,001***	***688,542***	***3,088,543***	***841,542***	***3,241,543***

Source: Fehr & Peers, August 2018.

ATTACHMENT B:

MAINSTREET SUMMARY

Current accepted methods, such as the Institute of Transportation Engineers (ITE) Tr*ip Generation* method, are primarily based on data collected at suburban, single-use, freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects, or where complementary land uses are added (such as adding residential units to an office rich area). The land use mix, design features, and setting of the proposed East Whisman Precise Plan land use alternatives would include characteristics that influence travel behavior differently from typical single-use suburban developments. Thus, traditional data and methods, like ITE, would not accurately estimate the project vehicle trip generation. In response to the limitations in the ITE method, and to provide a straightforward and empirically-validated method of estimating vehicle trip generation at mixed-use developments, the US Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of multi-use sites. Travel survey data was gathered from 239 mixed-use developments (MXDs) in six major metropolitan regions, and correlated with the characteristics of the sites and their surroundings. The findings indicate that the amount of external traffic generated is affected by a wide variety of factors, each pertaining to one or more of the following characteristics:

- **The relative numbers of residents and jobs on the site** – the better the site jobs/ housing balance, the greater the proportion of commute trips that remain internal.
- **The amount of retail and service use on the site relative to the number of residences** – the greater the degree to which retail and service opportunities match the needs generated by site residents, the greater the internalization of household-generated shopping, personal services and entertainment travel.
- **The amount of retail and service use relative to the number of employees** – the better the balance of employee-oriented retail and service opportunities, the greater the internal capture of lunchtime and after-work dining, shopping and errands by site employees.
- **The overall size of the development** – the larger the scale of the development in terms of acreage and total amounts of residential and commercial use, the greater the likelihood that travel destinations can be satisfied within the site as a whole.
- **The density of development** – the greater the concentration of dwellings and commercial space per acre, the greater the likelihood that the interacting land uses will be near enough together to encourage walking or short-distance internal driving.
- **The internal connectivity for walking or driving among different activities** – measured in terms of the ratio of intersections to total land area within the site directly influences trip internalization and the number of trips made by walking instead of driving.
- **The availability of transit** – the greater the number of jobs within a reasonable travel time via transit, the greater the share of travel likely to occur by transit, and the lower the traffic generation.
- **The number of convenient trip destinations within the immediate area** – the number of retail and other jobs in neighborhoods immediately surrounding the multi-use site reduces the amount of walking to/from the site and reduce traffic generation.

These characteristics were related statistically to the trip behavior observed at the study development sites using Hierarchical Linear Modeling (HLM) techniques. This quantified relationships between characteristics of the MXDs and the likelihood that trips generated by those MXDs will stay internal and/or use modes of transportation other than the private vehicle. These statistical relationships produced equations, known as the EPA MXD model, that allows predicting external vehicle trip reduction as a function of the MXD characteristics. Applying the external vehicle trip reduction percentage to "raw trips", as predicted by ITE, produces an estimate for the number of vehicle trips traveling in or out of the site.

Fehr & Peers developed a web application called MainStreet to apply the MXD+ model for any location in the United States. MainStreet was utilized for the East Whisman Precise Plan.

Validation of MainStreet/MXD+ model

Since the conclusion of the EPA sponsored study, Fehr & Peers has been actively enhancing the MXD model to improve sensitivity to various site characteristics, improve peak hour performance, and continue to validate the model against MXDs where data is available.

A set of 27 independent MXD sites across the country that were not included in the initial model development have been tested to validate the model. These sites represent locations where it is expected that traditional data and methods, such as ITE, would not accurately estimate the Project vehicle trip generation. **Table A1** presents the performance of the MXD model against ITE and ITE internalization procedures. Based on all statistical measurements, the MXD model performs better than the ITE recommended procedures for these types of sites.

The MXD model has been approved for use by the EPA[1]. It has also been peer-reviewed in the ASCE Journal of Urban Planning and Development[2], peer-reviewed in a 2012 TRB paper evaluating various smart growth trip generation methods[3], recommended by SANDAG for use on mixed-use smart growth developments[4], and has been used successfully in multiple certified EIRs in California.

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[1] Trip Generation Tool for Mixed-Use Developments (2012). www.epa.gov/dced/mxd_tripgeneration.html

[2] "Traffic Generated by Mixed-Use Developments—Six-Region Study Using Consistent Built Environmental Measures." Journal of Urban Planning and Development, 137(3), 248–261.

[3] Shafizadeh, Kevan et al. "Evaluation of the Operation and Accuracy of Available Smart Growth Trip Generation Methodologies for Use in California". Presented at 91st Annual Meeting of the Transportation Research Board, Washington, D.C., 2012.

[4] SANDAG Smart Growth Trip Generation and Parking Study.
http://www.sandag.org/index.asp?projectid=378&fuseaction=projects.detail

TABLE B1
MAINSTREET/MXD+ MODEL
VALIDATION STATISTICS COMPARISON

Validation Statistic	ITE raw	ITE with internalization	MainStreet/MXD+
Daily			
Average Model Error[1]	28%	16%	**2%**
% RMSE[2]	40%	27%	**17%**
R-Squared[3]	0.77	0.89	**0.96**
AM Peak Hour			
Average Model Error	54%	49%	**12%**
% RMSE	54%	53%	**21%**
R-Squared	0.81	0.81	**0.97**
PM Peak Hour			
Average Model Error	49%	35%	**4%**
% RMSE	64%	49%	**15%**
R-Squared	0.40	0.65	**0.97**

1. Average model error measures the difference between the estimated trip generation and the counted trip generation of the 28 survey sites.
2. RMSE stands for percent root mean squared error is a demand assessment of performance of transportation models in that it does not apply average that would allow over-estimates and under-estimates to cancel one another out and it penalizes proportionally more for large errors. A % RMSE of less than 40% is generally considered acceptable in transportation modeling.
3. R-squared is a statistical measure that indicates, in this case, the degree to which each method explains the variation in trip generation among the 27 survey sites. An R-Squared value closer to 1.0 indicates that the method fully explains the variation in trip generation amongst the survey sites and would be suitable to be used for that set of site types.

Source: Fehr & Peers, 2017.

ATTACHMENT C:

MAINSTREET INPUTS

TABLE C-1:
SUMMARY OF MAINSTREET INPUT VARIABLES

(EXISTING CONDITIONS)

MainStreet Variable	Units	Input Value	Source
Developed area	acres	391	
Proportion of households within ¼ mile of transit	percentage	100	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	6,710	Environmental Protection Agency Smart Location Database 2013
Employment within 30 minutes by transit	percentage of regional employment	3.7%	Environmental Protection Agency Smart Location Database 2013
Household size	people/household	2.24	American Community Survey 2012
Vehicle ownership	vehicles/household	1.62	American Community Survey 2012
Intersection density	intersection/square mile	31	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, 2018.

TABLE C-2:
SUMMARY OF MAINSTREET INPUT VARIABLES

(CUMULATIVE NO PROJECT CONDITIONS)

MainStreet Variable	Units	Input Value	Source
Developed area	acres	391	
Proportion of households within ¼ mile of transit	percentage	100	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	15,678	VTA Travel Demand Model (2040 Conditions)
Employment within 30 minutes by transit	percentage of regional employment	3.7%	Environmental Protection Agency Smart Location Database 2013
Household size	people/household	2.24	American Community Survey 2012
Vehicle ownership	vehicles/household	1.62	American Community Survey 2012
Intersection density	intersection/square mile	31	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, 2018.

TABLE C-3:
SUMMARY OF MAINSTREET INPUT VARIABLES
(CUMULATIVE WITH PROJECT CONDITIONS)

MainStreet Variable	Units	Input Value	Source
Developed area	acres	391	
Proportion of households within ¼ mile of transit	percentage	100	
Transit available	binary (Yes/No)	Yes	
Location in Central Business District or Transit-Oriented Development	binary (Yes/No)	No	
Employment within 1 mile	employment	15,678	VTA Travel Demand Model (2040 Conditions)
Employment within 30 minutes by transit	percentage of regional employment	3.7%	Environmental Protection Agency Smart Location Database 2013
Household size	people/household	2.24	American Community Survey 2012
Vehicle ownership	vehicles/household	1.62	American Community Survey 2012
Intersection density	intersection/square mile	31	Environmental Protection Agency Smart Location Database 2013

Source: Fehr & Peers, 2018.

AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014

SANTA CLARA Valley Transportation Authority

PROJECT INFORMATION	*Relevant TIA Section:*	Chapter 1 Introduction

Project Name: East Whisman Precise Plan

Location: East of Whisman Road, south of US 101, North of Central Expressway and west of the Mountain View City limits

Description:

This project involves repurposing 2.2 million s.f. existing R&D and industrial space as office space, and the construction of 5,000 new housing units, 100,000 sf of retail and restaurant space, 2.3 million s.f. of office space, and 200 hotel rooms.

Size (net new):	5,000	*D.U. Residential*	2,400,000	*Sq. Ft. Comm.*	368	*Acres (Gr.)*
Density:	Not Defined	*D.U. / Acre*	0.4 to 1.0			*Floor Area Ratio (FAR)*

Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop? Yes

PROJECT AUTO TRIP GENERATION	*Relevant TIA Section:*	Chapter 4 Project Traffic Volumes

Auto Trips Generated:	3,306	*AM Pk Hr*	3,863	*PM Pk Hr*	46,522	*Total Weekday*
Methodology (check one)	☐ **ITE**		☒ **Other** *(Please describe below)*			

The trip generation was estimated using the MainStreet web-based transportation analysis method. MainStreet creates adjustments to the Institute of Transportation Engineers (ITE) Trip Generation Manual method to capture internalization and mode shift effects.

AUTO TRIP REDUCTION APPROACH	*Relevant TIA Section:*	Chapter 4 Project Traffic Volumes

☐ **Standard**	☐ **Peer/Study-Based**	☒ **Target-Based**	☐ **None Taken**
Complete Table A below	*Complete Table B below*	*Complete Table C below*	

TRIP REDUCTION REQUIREMENTS	*Relevant TIA Section:*	Chapter 4 Project Traffic Volumes

Is the project required to meet any trip reduction requirements or targets? No **If so, specify percent:**

Reference code or requirement:

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH	*Relevant TIA Section:*	

Type of Reduction *Specify reduction. See Table 2 in TIA Guidelines*		% Reduction from ITE Rates	Total Trips Reduced (AM/PM/Daily)	TOTAL REDUCTION CLAIMED	
				%	Trips
Transit					
Mixed-Use					
Financial Incentives					
Shuttle					

B. PEER/STUDY-BASED APPROACH	*Relevant TIA Section:*	

Basis of Reduction	TOTAL REDUCTION CLAIMED	
	%	Trips

Last updated 11/4/2014

C. TARGET-BASED APPROACH			Relevant TIA Section:	Appendix E: Trip Generation Memo	
Type of Reduction (check all that apply)				TOTAL REDUCTION CLAIMED	
❒ % Trip Reduction	❒ % SOV mode share	■ Trip Cap		%	Trips
Description	Trip generation is prepared for the entire East Whisman area to for the with and without Project scenarios to capture the effects of the proposed land use.				
Time period for reduction	Peak Hour	Peak Period	Full Day		
	■ AM/PM	❒ AM/PM	■		

OTHER TDM/REDUCTION MEASURES			
Bicycle/Pedestrian	Yes/No	Relevant TIA Section:	
Parking Management	No	Relevant TIA Section:	
Transit	Yes/No	Relevant TIA Section:	
Site Planning and Design	No	Relevant TIA Section:	
TDM Program	Yes/No	Relevant TIA Section:	

IMPLEMENTATION		Relevant TIA Section:	East Whisman Precise Plan
Have the project sponsor and Lead Agency agreed to any of the following measures?			
■Monitoring	An immediate action item is to prepare an office trip cap phasing program.		
❒Enforcement			
❒Data Sharing			

APPENDIX F: CITY OF MOUNTAIN VIEW MODEL VALIDATION

FEHR PEERS

MEMORANDUM

Date: June 10, 2011

To: Stephanie Williams, Martin Alkire, and Mike Vroman, City of Mountain View

From: Daniel Rubins, P.E., Robert Eckols, P.E and David Robinson, P.E.

Subject: ***Mountain View Travel Demand Model Update***

SJ09-1084

Fehr & Peers has completed a sub-area model validation for the Mountain View General Plan update using the Mountain View travel demand forecasting (TDF) model. The Mountain View travel demand model is the most local tool available for developing long-range traffic forecasts for streets and highways in the greater Mountain View area. The purpose of the sub-area TDF model development effort was to update the base and future year land use and roadway network inputs while maintaining consistency with the structure of the Santa Clara Valley Transportation Authority (VTA) regional TDF model. This memorandum summarizes the results of the sub-area model development validation and Year 2030 land use and network assumptions.

CONSISTENCY WITH VTA TDF GUIDELINES

Following the VTA *Local Transportation Model Consistency Guidelines,* Fehr & Peers updated portions of the Mountain View TDF model roadway network, land use and script (e.g., trip distribution, mode choice, and assignment) to reflect the current VTA TDF model structure and input assumptions[1]. Based on conversations with City and VTA staff, two approaches were considered for the trip generation estimates within the City of Mountain View:

1. Use the VTA TDF trip generation equations to estimate productions and attractions.

2. Maintain the off-model trip generation estimation process described in the *Mountain View Travel Demand Model* (Dowling Associates, June 2004) technical report for travel to, from, and within the City of Mountain View. Productions and attractions outside of the City of Mountain View were extracted from the VTA TDF model.

Also, two approaches were considered to develop daily measures of effectiveness including:

1. Summing individual peak period (e.g., mid-night, morning, mid-day and evening) vehicle trip assignments to develop the daily assignment.

2. Maintain the daily 24-hour period vehicle assignment based on a factor of peak hour roadway capacities.

Based on the conversations with the City and VTA staff, and the available resources, Fehr & Peers maintained the off-model trip generation estimation process and daily model structure of the Year 2002 TDF model and, to the extent possible, updated the Mountain View TDF model

[1] *Local Transportation Model Consistency Guidelines*, Santa Clara County Transportation Authority: Congestion Management Authority, May 2009.

script to be consistent with the VTA TDF model. Since the Mountain View TDF model utilized a number of static factors from the VTA TDF model as inputs (examples), major land use and/or network (either roadway or transit) changes may require new inputs from an updated VTA TDF model run. Specifically, the static factors used from the VTA TDF model should be updated if:

- The model wide unbalanced production and attraction ratios by trip purpose change by more than 5 to 10 percent.
- Regional roadway network (e.g., a new interchange, HOV lanes, etc.) or transit network (e.g., transit coverage, frequency, etc.) changes that would substantially affect mode choice.

General Model Consistency and Database Consistency with VTA TDF Model

The City of Mountain View TDF model is a focused subarea model of the VTA TDF model. The City of Mountain View TDF model meets the consistency requirements by producing the following:

- Person trip productions and attractions by traffic analysis zone,
- Person trip distribution,
- Mode choice (based on VTA TDF mode choice factors), and
- Vehicle assignments.
    - AM and PM peak hour

Relative to the VTA TDF model, no changes were made to the land use or roadway network data outside of the City of Mountain View.

TECHNICAL APPROACH

The base year model (Year 2002) described in Dowling Associates *Mountain View Travel Demand Model* (June 2004) technical report was utilized for the model update. The Year 2002 version of the model was developed concurrently with the update of the VTA TDF model from TRANPLAN to the TP+ software. However, some of the VTA TDF model roadway network, land use, and script have been updated since the completion of the Mountain View TDF model in 2004. Thus, the 2004 input data was updated inside and outside the City as described in **Ta le 1** to develop the base year (2009) City of Mountain View travel demand model.

Upon completion of the City of Mountain View TDF model inputs and structure updates, Fehr & Peers completed static and dynamic validations for the base year (2009). Static model validation is the term used to describe model performance in terms of how closely the model's output matches existing travel data in the base year. Dynamic validation focuses on the model's ability to predict reasonable differences in outputs as inputs are changed. The key static and dynamic tests are discussed in further detail below.

Validation Guidelines

Static Validation

Since it would be impossible for any travel demand forecasting model to precisely replicate all counts within a given roadway network, two-way daily validation guidelines have been established by Caltrans and other agencies. These guidelines are meant to measure the TDF model's relative performance in forecasting existing travel volumes as compared to existing counts while maintaining sensitivity to land use and roadway network changes. Key static validation standards for daily TDF models based on the Caltrans guidelines[2] are summarized below.

- The two-way sum of the volumes on all roadway links for which counts are available should be within 10 percent of the counts.
- At least 75 percent of the roadway links for which counts are available should be within the maximum desirable deviation, which ranges from approximately 15 to 68 percent depending on total roadway volume (the larger the volume, the less deviation is permitted).
- The model-wide coefficient of determination (R^2) is suggested to be greater than 0.77.
- The correlation coefficient between the actual ground counts and the estimated traffic volumes should be greater than 88 percent.
- All roadway screenlines should be within the maximum desirable deviation, which ranges from approximately 17 to 64 percent depending on total screenline volume.

Although not stated in the Caltrans standards, an additional Fehr & Peers validation guideline was applied to the Year 2009 Mountain View TDF model:

- The Root Mean Square Error (RMSE) should not exceed 30 percent. This measure of effectiveness (MOE) is most important for screenlines, but is also used to describe the certainty of functional classification and volume ranges.

Dynamic Validation

The traditional approach to the validation of TDF models (i.e., static validation) is to compare the link volumes for the model's base year to actual traffic counts taken in the same year. This approach provides information on a model's ability to reproduce a static condition. However, models are seldom used for static applications. By far the most common use of models is to forecast how a change in inputs would result in a change in traffic conditions. Therefore, another important test of a model's accuracy would focus on the model's ability to predict reasonable differences in outputs as inputs are changed; in other words, "dynamic" rather than static validation.

INITIAL BASE MODEL RUN

The initial sub-area validation results are attached (see **Ta les B-1** to **B-15**) and are referred to as Run 00, which includes Daily, AM and PM two-way tables for individual segments, screenlines, volume ranges and functional classification. For each of the validation periods, most of the static

[2] *Travel Forecasting Guidelines*, California Department of Transportation (Caltrans), November 1992.

validation statistics (i.e., percent of segments and screenlines within Caltrans maximum deviation, two-way sum of all links counted and percent root mean square error) are not met, and most of the street segments are not within an acceptable deviation.

In general, the base year TDF model overestimated volumes on most facilities in Mountain View for the daily model run. While during the AM and PM peak hours the base year model generally overestimated volumes on Central Expressway and Moffett Boulevard. Based on the validation results for Run 00, we conducted the following tests to improve model validation and improve consistency with the VTA TDF model:

- Corrected number of lanes for local streets and freeways
- Updated US 101/SR 85 interchange
- Updated the turn penalty file
- Updated land use within Mountain View, the San Francisco Bay Area counties, and Association of Monterey Bay Governments (AMBAG) counties
- Removed external stations for AMBAG counties (San Benito, Santa Cruz, and Monterey County), and replaced with traffic analysis zones and AMBAG land use
- Modified roadway speeds and capacities by area and functional types
- Modified distribution and assignment convergence criteria
- Modified k-factors (i.e., adjustments to better replicate County-to-County travel)
- Modified friction factors by trip purpose
- Modified mode-choice split by trip purpose
- Modified AM and PM peak hour diurnal factors
- Modified daily capacity factor (for conversion of peak hour to daily)
- Modified speed-delay curves by functional type

For each of the adjustments, we ran the TDF model and reviewed the traffic volume forecasts and validation statistics to verify the direction and magnitude of change.

SUMMARY OF MODEL CHANGES

A summary of the adjustments we made for the Mountain View travel demand model update (Run 9) are presented in **Ta le 1**. **Figures 1** and **2** shows the traffic analysis zones (TAZs) and roadway network within the City of Mountain View, respectively.

TABLE 1
BASE YEAR MOUNTAIN VIEW TRAVEL DEMAND MODEL CHANGES

Model Component	Change from Initial Base Year Model (Run 00)
Roadway Network Inputs	Lane Coding - Shoreline Blvd changed from 4- to 6-lanes between El Camino Real and Wright Ave.
	Lane Coding - Evelyn Ave changed from 2- to 4-lanes between Calderon Ave and Bernardo Ave.
	Lane Coding - Evelyn Ave changed from 4- to 2-lanes between Bernardo Ave and Reed Ave.
	Lane Coding - Whisman Rd changed from 2- to 4-lanes between Whisman Station Dr and South Whisman Rd.
	Lane Coding - W. Dana St changed from 2- to 4-lanes between Pioneer Way and Moorpark Way.
	Lane Coding - Ellis St changed from 6- to 4-lanes between Middlefield Rd and Manila Dr.
	Lane Coding - El Monte Ave changed from 2- to 4-lanes between El Camino Real and Springer Rd.
	Lane Coding - Miramonte Ave changed from 2- to 4-lanes between El Camino Real and south of Cuesta Dr.
	Lane Coding - San Antonio Rd changed from 4- to 3-lanes (one northbound) between Charleston Rd. and US 101 Southbound Ramps.
	Lane Coding - San Antonio Rd changed from 4- to 2-lanes between US 101 Southbound Ramps and Bayshore Pkwy.
	Lane Coding - California St changed from 4- to 2-lanes between Franklin St and Bush St.
	Lane Coding - San Antonio Rd changed from 4- to 6-lanes between California St and Central Expy.
	Lane Coding - Bayshore Pkwy changed from 4- to 2-lanes between Garcia Ave and Salado Dr.
	Lane Coding - Narrowed Garcia Ave changed from 4- to 2-lanes between Bayshore Pkwy and Charleston Rd.
	Reduced Old Middlefield Rd capacity and speed between Middlefield Rd and US 101 Southbound Ramps.
	Reduced Middlefield Rd capacity and speed between San Antonio Rd and Central Expy.
	To reflect new US 101/SR 85 interchange, updated freeway network within Mountain View: • US 101 between Oregon Expy and Ellis St • SR 85 between US 101 and Fremont Ave • SR 237 between US 101 and SR 85
	Updated TAZ centroids 470, 482, 503, 570, 807, and 1058 to allow inbound and outbound travel.
	Lane Coding - I-880 changed from 4- to 6-lanes between US 101 and Brokaw Rd.

TABLE 1
BASE YEAR MOUNTAIN VIEW TRAVEL DEMAND MODEL CHANGES

Model Component	Change from Initial Base Year Model (Run 00)
Roadway Network Inputs (continued)	Lane Coding - US 101 changed from 4- to 8-lanes between Cochrane Rd and SR 85.
	SR 87 upgraded to a freeway with HOV lanes.
	Modified northbound US 101 on-ramps at San Antonio Rd and Rengstorff Ave to prevent freeway diversion.
	Updated speed and capacity table (See **Table A-1**) to be consistent with 2000 MTC travel demand model validation (2000 RVAL).
	Updated turn penalty file.
Land Use Inputs	City staff provided updated existing land use within the City of Mountain View (See **Tables A-2** and **A-3**).
	Productions and attractions by trip purpose for non-City of Mountain View TAZs obtained from Year 2005 VTA TDF model (i.e., MTC, CMP, and AMBAG).
	External stations (TAZs 2,991 to 2,997) replaced with AMBAG land use and TAZs.
Network Preprocessing	Updated script to include freeway auxiliary capacity of 1,500 vehicles per hour per lane.
Trip Generation	No changes to script or excel workbook for Mountain View TAZs.
Trip Distribution	Distribution convergence criteria modified: • PARAMETERS MAXITERS = 99 • PARAMETERS MAXRMSE = 1
	Updated k-factors by trip purpose for each origin-destination pair with VTA k-factors.
	Unused Mountain View TAZs assigned a k-factor of 999.
	Updated friction factors by trip purpose from VTA travel demand model.
Mode Choice	Turned-off adjustment of Santa Clara County HOV vehicles to San Mateo County and San Francisco County.
	Updated mode split by trip purpose for each origin-destination pair based on VTA base year travel demand model. Undefined origin-destination pairs within the VTA model use the VTA default mode-split by trip purpose within the San Francisco Bay Area region.
	AM and PM peak hour diurnal factors converted to 1.0 for each district origin-destination pair.
Trip Assignment	Updated assignment convergence criteria: • PARAMETERS COMBINE = EQUI • PARAMETERS MAXITERS = 99 • PARAMETERS GAP = 0 • PARAMETERS RELATIVEGAP = 0.01 • PARAMETERS AAD = 0 • PARAMETERS RAAD = 0 • PARAMETERS RMSE = 0

TABLE 1
BASE YEAR MOUNTAIN VIEW TRAVEL DEMAND MODEL CHANGES

Model Component	Change from Initial Base Year Model (Run 00)
Trip Assignment (continued)	Updated daily assignment script to correctly factor peak hour roadway capacities to daily roadway capacities.
	Changed daily capacity factor from 16 to 12.
	To be consistent with the VTA travel demand model, the speed-delay curves were modified by removing the volume-to-capacity factor of 0.92 and the alternate ceiling speed-delay function of 10 times free-flow time.
Network Post Processing	Corrected congested speed for PM peak hour.

Note:
TAZ = Traffic Analysis Zone
Source: Fehr & Peers, June 2011.

Updated Base Model Run

By adjusting the model inputs and scripts listed in **Ta le 1** we were able to substantially improve the validation and reduce the overall error in the model for street and highway segments in and near Mountain View. The improved model results (Run 9) are attached – Daily, AM and PM two-way tables for individual segments, screenlines, volume ranges and functional classification (see **Ta les B-16** to **B-30**).

STATIC VALIDATION RESULTS

Fehr & Peers collected 72-hour roadway segment counts for 47 roadway segments with the study area in February and March 2009. Fehr & Peers also used published daily Caltrans counts from 2007 to perform the static validation. The initial sub-area validation results (Run 00) and the updated Mountain View TDF model (Run 09) are presented in **Ta le 2**. For the General Plan update, the daily model is the most relevant time period for roadway forecasts.

As expected, the daily validation statistics improved with the modifications to the model in Run 9, but the number of segments within the maximum deviation, and percent of screenlines within Caltrans Standard Deviations are not within Caltrans criteria. Similar improvement occurred with Run 9 during the AM and PM peak hours for the 2-way sum of all links counted, coefficient of determination, correlation coefficient, and RMSE. Most of the Mountain View roadway segments outside the daily and AM peak hour maximum deviation thresholds are east-west roadways parallel to US 101 (e.g., Middlefield Road and Central Expressway) and north-south roadways accessing US 101 (e.g., San Antonio Road, and Ellis Street). The PM peak hour roadway segments outside of the PM peak hour maximum deviation are north-south roadways (e.g., San Antonio Road and Shoreline Boulevard) accessing US 101 and Central Expressway.

TABLE 2
SUB-AREA TDF MODEL STATIC VALIDATION SUMMARY

Validation Item	Criterion for Acceptance[1]	Daily		AM Peak Hour		PM Peak Hour	
		Run 00[2]	Run 9[3]	Run 00[2]	Run 9[3]	Run 00[2]	Run 9[3]
Count Locations	N/A	58	58	47	47	47	47
% of Links within Caltrans Standard Deviations	At Least 75%	28%	**43**	66%	49%	57%	**64**
% of Screenlines within Caltrans Standard Deviations	100%	14%	**57**	57%	**86**%	86%	86%
2-way Sum of All Links Counted	Within ± 10%	+ 67%	**7**	+ 22%	**16**	+ 10%	**-9**%
Coefficient of Determination (R^2)	At Least 75%	95%	94%	44%	**70**	51%	**69**
Correlation Coefficient	Greater than 88%	98%	97%	66%	**84**	71%	**83**
RMSE	30% or less	111%	**30**	69%	**37**	54%	**31**

Notes:

[1] *Travel Forecasting Guidelines*, California Department of Transportation, November 1992.

[2] Run 00 = Initial base year Mountain View TDF model run

[3] Run 9 = Updated base year Mountain View TDF model run

Bold te t indicates model validation improved from Run 00.

Shaded text boxes indicate model validation does not meet guidelines.

Source: Fehr & Peers, June 2011.

DYNAMIC VALIDATION RESULTS

Dynamic validation was performed for both land use and roadway network changes.

Land Use Changes

One form of dynamic validation is to vary the amounts of a particular land use type and compare the magnitude and direction of change from the original forecast. Of particular interest are the resulting changes in:

- Vehicle Trips (VT)
- Change in VT per land use unit change (VT/DU or KSF)
- Vehicle Miles Traveled (VMT)
- Change in VMT per land use unit change (VMT/DU or KSF)
- Vehicle Hours Traveled (VHT)
- Change in VHT per land use unit change (VHT/DU or KSF)
- Vehicle miles traveled per vehicle trip (VMT/VT)

This form of dynamic validation was performed on the Mountain View TDF model by adjusting the number of multi-family dwelling units of TAZs 3093, 3106, and 3127 and retail use square footage in TAZ 3106. As shown in **Figure 3**, these zones were selected due to the geographic location and existing land use mix within the zones. To isolate each of these changes, tests were done sequentially, changing one item at a time. Citywide VHT, VT, and VMT based on select zone analysis using one-half external trip approach (Internal to Internal (II), one-half Internal to External (0.5*IX), and one-half External to Internal (0.5*XI)). The daily vehicle miles traveled (VMT) and vehicle hours traveled (VHT) estimated using highway skim files (e.g., based on an average trip length and free flow travel times of each origin-destination pair), which is not sensitive to roadway congestion.

TAZ 3093 is located on the north of El Camino Real between Mariposa Avenue and Shoreline Boulevard and consists of 230 dwelling units (80 single-family and 150 multi-family), 30 ksf of non-residential land use (17 ksf of medical office, 4 ksf of restaurant and 9 ksf of service), one (1) gas station, one (1) mini-mart, and one (1) fast-food restaurant. TAZ 3106 is located at the San Antonio Shopping Center and consists of 746 ksf of non-residential land use (53 ksf of office, 669 ksf of retail, 16 ksf of restaurant and 8 ksf of service), one (1) mini-mart, and two (2) fast-food restaurants. Finally, TAZ 3127 is located on Crittenden Lane and consists of 460 ksf of R&D and 50 daily recreational trips. The values added to TAZ 3093, 3106, and 3127 were selected based on the interaction with adjacent land use, and to determine if the model is sensitive to the location and magnitude of various land use changes. The results are shown in **Ta le 3**.

TABLE 3
RESULTS OF DYNAMIC VALIDATION LAND USE TESTS

TA	Scenario	VT[1]	Change in VT DU or SF	VMT[1]	Change in VMT DU or SF	VHT[1]	Change in VHT DU or SF	VMT VT
Residential Land Use Results								
Base Case		457,332	N/A	2,587,094	N/A	73,390	N/A	5.66
TAZ 3093[2]	Added 1 DU[1]	457,337	5.0	2,587,109	15.0	73,390	0.00	5.66
	Removed 1 DU	457,330	-2.0	2,587,096	2.0	73,390	0.00	5.66
	Added 10 DU	457,372	4.0	2,587,173	7.9	73,393	0.30	5.66
TAZ 3093[2] (Cont.)	Added 100 DU	457,720	3.9	2,587,886	7.9	73,426	0.36	5.65
	Added 1,000 DU	461,179	3.8	2,595,643	8.5	73,770	0.38	5.63
	Added 2,500 DU	466,977	3.9	2,612,169	10.0	74,429	0.42	5.59
TAZ 3106[3]	Added 2,500 DU	466,008	3.5	2,601,328	5.7	74,117	0.29	5.58
TAZ 3127[4]	Added 2,500 DU	468,136	4.3	2,634,285	18.9	75,023	0.65	5.63
All MV TAZs[5]	1.1 times all DUs	472,255	4.6	2,635,874	15.1	75,159	0.55	5.58

TABLE 3
RESULTS OF DYNAMIC VALIDATION LAND USE TESTS

TA	Scenario	VT[1]	Change in VT DU or SF	VMT[1]	Change in VMT DU or SF	VHT[1]	Change in VHT DU or SF	VMT VT
Retail Land Use Results								
Base Case		457,332	N/A	2,587,094	N/A	73,390	N/A	5.66
TAZ 3106[3]	Added 10 KSF[1]	457,582	25.0	2,588,160	106.6	73,424	3.40	5.66
	Added 100 KSF	459,814	24.8	2,597,736	106.4	73,730	3.40	5.65
	Added 300 KSF	464,714	24.6	2,619,451	107.9	74,416	3.42	5.64
TAZ 3127[4]	Added 300 KSF	465,153	26.1	2,633,401	154.4	74,745	4.52	5.66

Notes:

[1] VT = Vehicle Trips, VMT = Vehicle Miles Traveled, VHT = Vehicle Hours Traveled, DU = dwelling unit, KSF = 1,000 square feet. Citywide VHT, VT, and VMT based on select zone analysis using one-half external trip approach (Internal to Internal (II), one-half Internal to External (0.5*IX), and one-half External to Internal (0.5*XI)).

[2] Traffic Analysis Zone (TAZ) 3093 is located north of El Camino Real between Mariposa Ave and Shoreline Blvd.

[3] TAZ 3106 is located at the San Antonio Shopping Center bounded by San Antonio Rd., California St., Showers Dr., and El Camino Real.

[4] TAZ 3127 is located east of N. Shoreline Blvd. between Crittenden Ln. and North Rd. (southern edge of Shoreline at Mountain View Park).

[5] For all TAZs within Mountain View, the amount of residential land use (both single family and multi-family) was increased by 10 percent (1,051 single family and 2,171 multi-family dwelling units).

Source: Fehr & Peers, June 2011.

- **Model Sta ility** – The change in VT per added DU ranges from -2.0 to 5.0 depending on whether a DU was subtracted or added to the existing land use mix. This is reasonable given the mix of land uses in the various zones and a person trip generation rate of 9.37 for multi-family dwelling units. By removing a DU, the magnitude of change in VT is roughly half that as adding a DU and the VT decreases instead of increases. Furthermore, the "noise" (i.e., change in VMT per DU) is less than 1/100th of a percent when adding or subtracting 1 DU. This shows appropriate response to change in either direction and is a good indicator that the model will behave reasonably with the addition of future land use.

- **Land Use Mi and Destination** – Sensitivity to variations in regional accessibility is characteristic of most TDF models and the City of Mountain View TDF model, based on tests described below, appears to adequately account for this variable. Locating 2,500 DU in the San Antonio Shopping Center near retail uses generated the lower end of the range (an average trip length of 5.58 miles per trip for TAZ 3106) and the placement of 2,500 DU further away from existing retail land use generated the higher range (an average trip length of 5.63 miles per trip for TAZ 3127).

- **Travel Time** – The VHT per DU change is fairly stable around 0.0 to 0.65. The retail land use has a greater variability between 3.40 and 4.52 for VHT per KSF.

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- **Trip Length** – As shown in **Ta le 3**, the VMT per VT is stable and typically is around 5.65 for retail land uses. This measure is used to reduce the influence of vehicle trip generation differences between land use types by normalizing the trip distance by total trips. As land use is added near existing compatible uses such as TAZ 3106, the distance traveled decreases slightly. The opposite is also true: as land use is removed from nearby uses or added further from compatible uses such as TAZ 3127, the distance traveled increases.

Roadway Network Changes

A second set of dynamic validation tests were performed to examine how the model would respond to changes in the road network. For this exercise, we completed the following tests:

- Narrowed El Camino Real in Mountain View (between San Antonio Road and Grant Road)
- Removed segment of Central Expressway (between Farley Street and Shoreline Boulevard)
- Removed segment of Latham Street (between Ortega Avenue and Rengstorff Ave)

Figure 4 shows the location of each of these roadway tests. To isolate each of these changes, only one of the tests was done at a time. The description and results of each test are discussed in **Ta le 4**. These dynamic roadway changes showed local changes as expected. However, there were also changes (increase and/or decrease in roadway volumes) outside the city limits of Mountain View. Thus, the TDF model should only be used for developing long-range traffic forecasts for streets and highways in and near the city limit for City land use and roadway projects.

TABLE 4
RESULTS OF DYNAMIC VALIDATION NETWOR TESTS

Dynamic Test	E pected Change	Actual Change
Narrow El Camino Real	Volume on modified links will decrease and volume on parallel links will increase.	• El Camino Real was narrowed from 6 to 4 lanes between San Antonio Road and Grant Road. Reducing capacity on El Camino Real increased volume on parallel local streets such as Middlefield Road, Central Expressway, California Street, Latham Street, Cuesta Drive and Foothill Expressway to bypass El Camino Real. Given the length of the narrowing some traffic shifted to US 101 and I-280 too.
Delete Central Expressway	Volume on connecting links will decrease and volume on parallel links will increase.	• Deleted Central Expressway between Farley Street and Shoreline Boulevard. The model shifted east/west trips to parallel roadways such as US 101, Middlefield Road, California Street, Latham Street, El Camino Real and I-280 to bypass Central Expressway.
Delete Latham Street	Volume on connecting links will decrease and volume on parallel links will increase.	• Deleted Latham Street between Ortega Avenue and Rengstorff Avenue. The model shifted east/west trips to parallel roadways such as California Street, and El Camino Real to bypass Latham Street.

Source: Fehr & Peers, June 2011.

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YEAR 2030 LAND USE AND NETWOR ASSUMPTIONS

This section describes the future land use and network input assumptions for the Year 2030 City of Mountain View travel demand forecast model. These inputs include Year 2030 land use by traffic analysis zone (TAZ), and planned roadway functional classifications, speeds, capacities, and number of travel lanes. The Year 2030 model will be used estimate travel demand under long-term cumulative growth projections.

Land Use Changes

Similar to the Year 2009 model, future land use data is instrumental in estimating daily and peak hour trip generation and subsequently future traffic demand. Fehr & Peers reviewed and refined Year 2030 land use estimates based on input from City of Mountain View and VTA land use projections. For all other areas outside Mountain View, we used future year land use data from the VTA model which incorporates Association of Bay Area Governments (ABAG) 2007 Projections.

The land use data contained within each TAZ was developed by City staff. Fehr & Peers completed citywide checks and TAZ level checks to verify land use inputs. **Ta le A-2** shows the citywide employee and residential population in Year 2030. While **Ta le A-3** shows the citywide land use by type in Year 2030. These ratios were compared to other data sources (e.g., ABAG and Census) and compared between years. We also reviewed the changes in land use by category for each area. The overall totals are reasonable and reflect moderate amounts of growth citywide to 2030.

Roadway Network Changes

The future roadway network used the same calibrated speed and capacities from the base year model; however, the base year roadway network was modified to include regional transportation improvements identified in the *Valley Transportation Plan (VTP) 2035* published by the Santa Clara Valley Transportation Authority Valley (January 2009) and the City's current General Plan Circulation Chapter (October 1992). This roadway network is used for the 1992 General Plan and proposed General Plan scenario includes modifications to roadway segment speeds, lanes, capacities, turn penalties, and functional class. The regional roadway improvements within Mountain View are summarized below with *VTP 2035* project number.

- SR 237 HOV/Express Lanes: Mathilda Ave to SR 85. (H11)
- SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Includes braided SR 237 eastbound off-ramp between SR 85 and Dana Street. (H19)
- Southbound US 101 Auxiliary lanes between Ellis Street and SR 237. (H49)
- US 101 Southbound Improvements from San Antonio Road to Charleston/Rengstorff Avenue. (H55)
- SR 237 Westbound On-Ramp at Middlefield Road. (H63)
- SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue. (H68)

The above list of projects is consistent with the Year 2030 roadway network used in the VTA travel demand model for which the productions and attractions outside the City of Mountain View

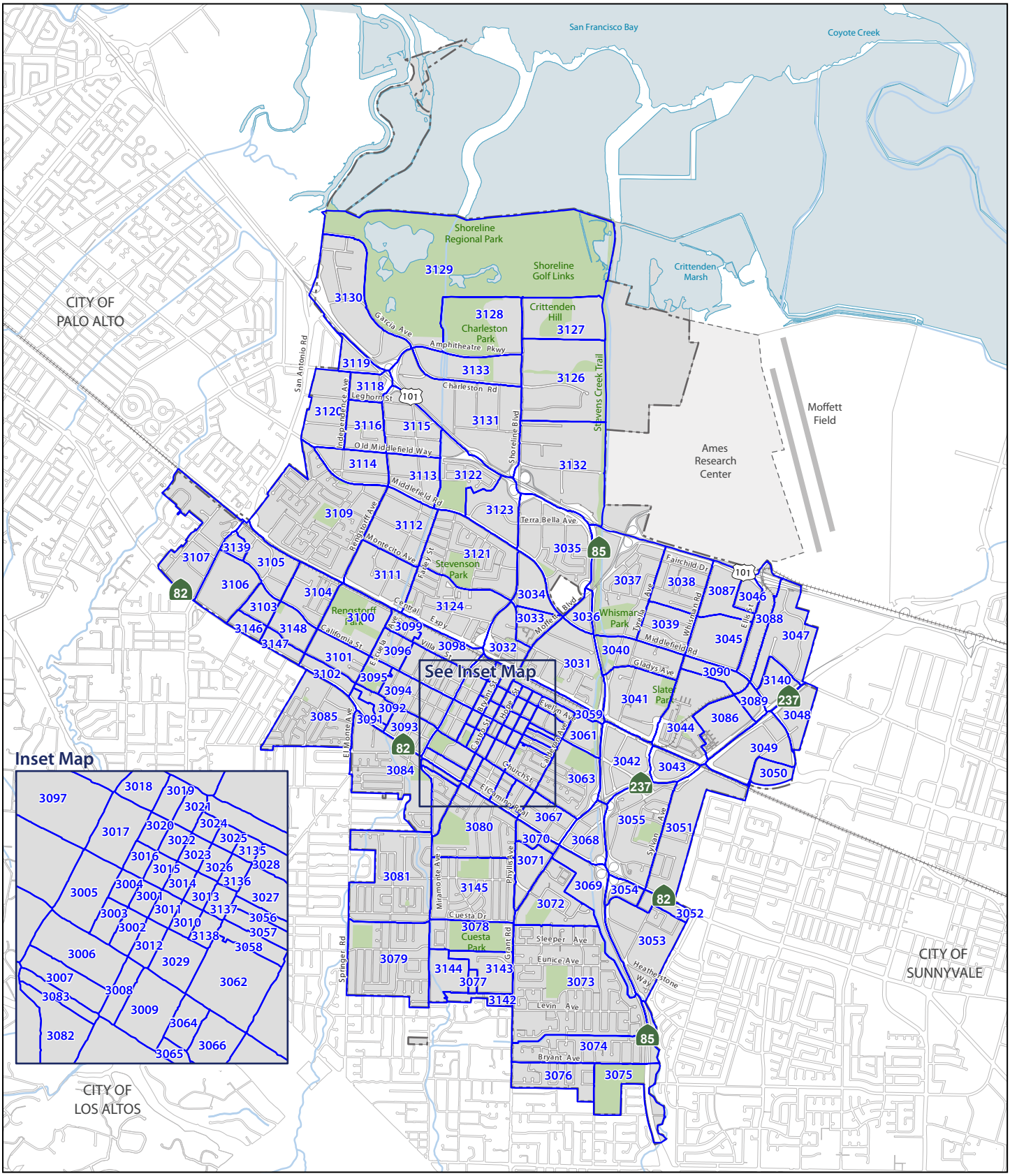
were extracted. Because land use projections in Mountain View are to 2030 and to be consistent with the VTA travel demand model for which the key inputs of the City of Mountain View were extracted (e.g., productions and attractions, and mode split factors), the *VTP 2030* was used to define roadway projects built by Year 2030. Thus, the *VTP 2035* roadway improvements listed below are not included in the VTP 2030 project list. The following *VTP 2035* roadway improvements are not included in the City of Mountain View travel demand model:

- US 101 Auxiliary lanes between Embarcadero Road and SR 85. (H33)
- SR 237/Mathilda Avenue and US 101/Mathilda Avenue Interchange improvements. (H65)
- SR 237 Westbound to Northbound US 101 Ramp Improvements. (H67)

CONCLUSION

Fehr & Peers has substantially improved the Mountain View TDF model's ability to forecast future traffic volumes and, therefore, have enhanced the best available tool for the CEQA process. To this end, the City of Mountain View TDF model update meets the intent of CEQA as it relates to the information that will be used for the transportation analysis.

Attachments



LEGEND

City of Mountain View

Traffic Analysis Zone (TAZ)

N

0 .25 .5 1 mile

City of Mountain View TDF Model

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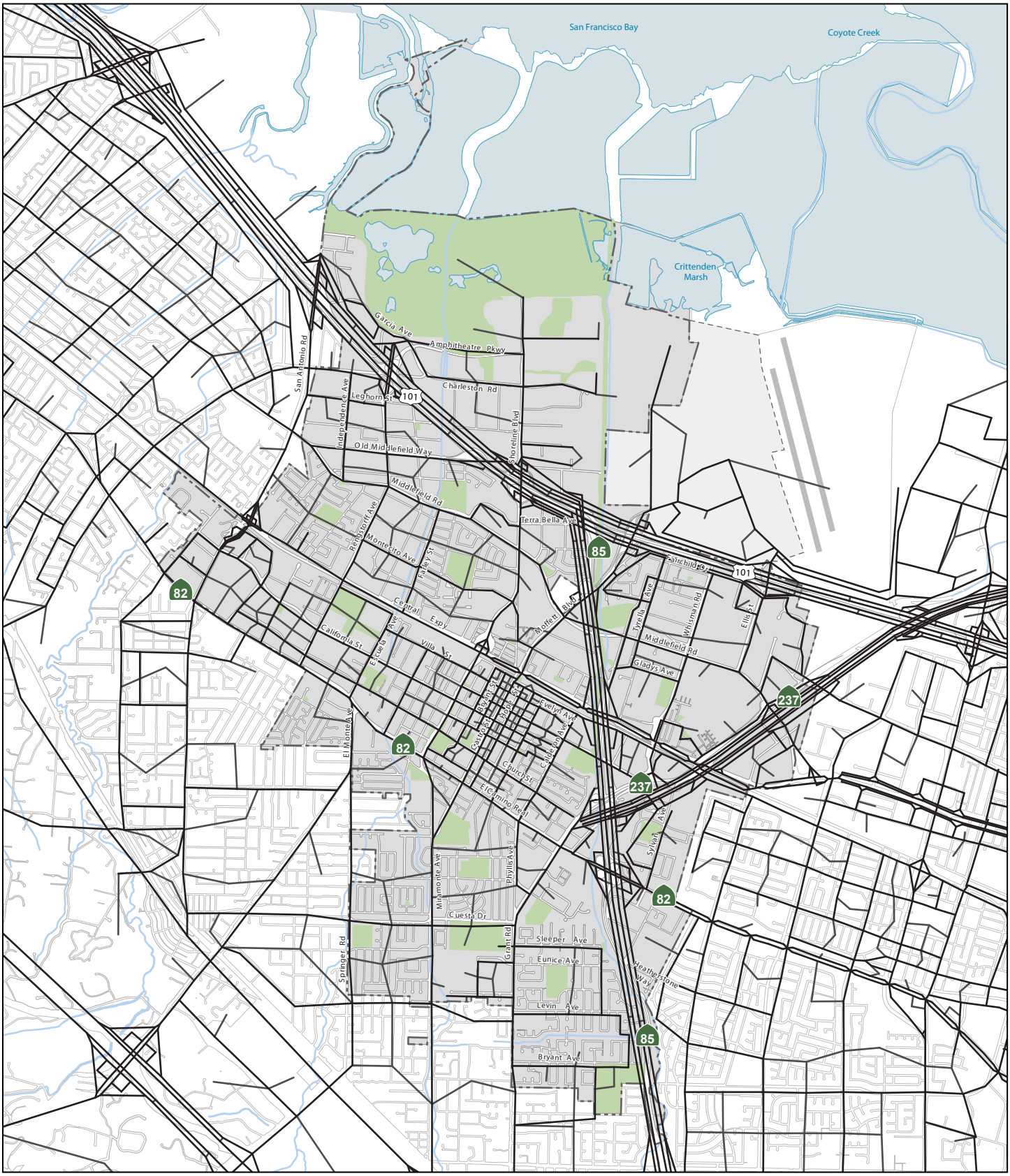
Traffic Analysis Zones (TAZs)

Figure 1



LEGEND

City of Mountain View

Model Roadway Network

N

0 .25 .5 1 mile

City of Mountain View TDF Model

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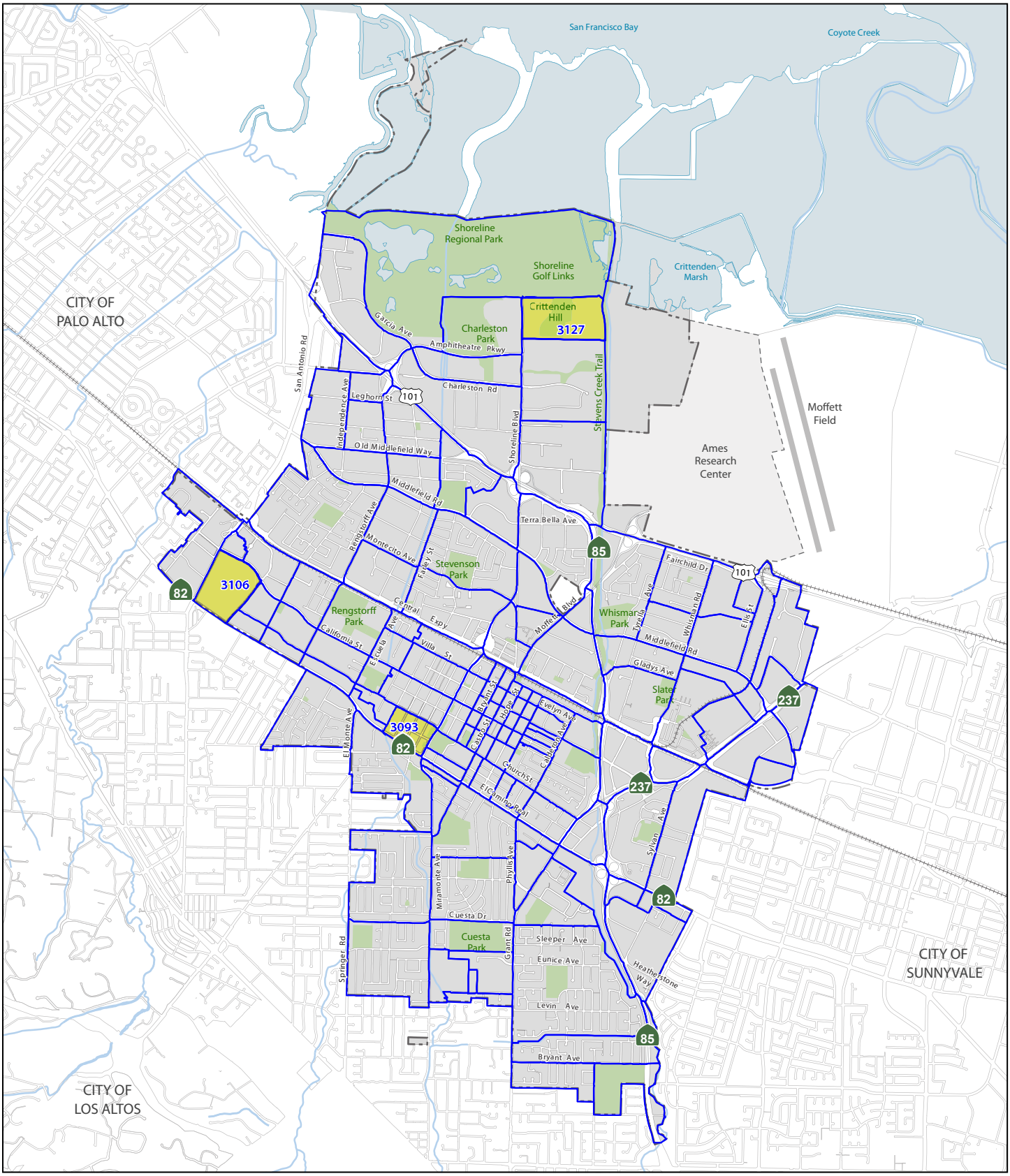
Travel Demand Forecasting Model Roadway Network

Figure 2



LEGEND

City of Mountain View

Traffic Analysis Zone (TAZ)

Dynamic Land Use TAZs

N

0 .25 .5 1 mile

City of Mountain View TDF Model

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Location of Dynamic Land Use TAZs

Figure 3

City of Mountain View TDF Model

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Dynamic Roadway Network Test Locations

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Figure 4

TABLE A-1:
CITY OF MOUNTAIN VIEW SPEED AND CAPACITY TABLE

Area Type		Facility Type								
		Frwy-to-Frwy	Freeway	Expy.	Collector	Frwy. Ramp	Dummy	Minor Arterial	Metered Ramp	Special Cat.
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Core	(0)	1,700 40	1,850 55	1,300 25	550 10	1,300 25	- -	800 15	700 20	- -
CBD	(1)	1,700 40	1,850 55	1,300 25	600 10	1,300 25	- -	850 20	700 20	- -
UBD	(2)	1,750 45	1,900 60	1,450 30	650 15	1,400 30	- -	900 25	800 25	- -
Urban	(3)	1,750 45	1,900 60	1,450 30	650 20	1,400 30	- -	900 25	800 25	1,780 55
Suburban	(4)	1,800 50	1,950 65	1,500 35	800 25	1,400 35	- -	950 30	900 30	- -
Rural	(5)	1,800 50	1,950 65	1,500 35	850 30	1,400 35	- -	950 35	900 30	- -
MV1	(6)	- -	- -	1,000 35	800 30	- -	- -	475 30	- -	- -

Notes:

Upper entry is vehicle per hour per lane (vphpl) capacity.

Lower entry is vehicle free-flow speed in miles per hour (mph).

Based on the Facility type attribute in the MTC and VTA travel demand models. Some facilities may have lower or higher values based on field conditions and Table D.12 of BAYCAST- 90 *Users Guide San Francisco Bay Area Travel Demand Model System (CUBE/Voyager Version)*, Metropolitan Transportation Commission (August, 2004).

Source: Fehr & Peers, January 2011.

TABLE A-2
CITY OF MOUNTAIN VIEW OCCUPIED LAND USE SUMMARY

Land Use	Existing (2009)	Year 2030 General Plan Scenarios	
		1992 General Plan	Proposed General Plan
Employees[1]	60,460	68,370	82,230
Residential Population	73,860	80,580	88,570
Service Population	134,320	148,950	170,800

Notes:

[1] Employees based on occupied non-residential square footage.

[2] Rounded to nearest 10 employees or residence.

[3] Land use summary does not include NASA AMES research center.

[4] Service Population within Mountain View = residence + employees

Source: City of Mountain View, *Background Data and Documentation General Plan Land Use Projection 2008-2030.* January 2011.

TABLE A-3:
CITY OF MOUNTAIN VIEW OCCUPIED LAND USE SUMMARY

Land Use	Units	General Plan Scenario		
		Existing (2009)	1992 General Plan	Proposed General Plan
Single Family	Dwelling Units	10,549	11,442	11,382
Multi-Family	Dwelling Units	21,704	25,296	29,169
Subtotal (Residential)	***Dwelling Units***	***32,253***	***36,738***	***40,551***
Office	Square Feet	2,369,932	5,699,164	10,776,900
Retail	Square Feet	3,003,524	3,707,248	4,008,081
Industrial	Square Feet	2,004,984	1,934,606	1,644,566
Research & Development	Square Feet	11,185,305	10,443,708	9,407,169
Medical Office	Square Feet	1,469,869	1,449,576	1,449,576
Restaurant	Square Feet	311,670	239,525	230,913
Service Commercial	Square Feet	1,635,868	1,371,684	1,324,836
Subtotal	***Square Feet***	***21,981,152***	***24,845,511***	***28,842,041***
Gas Station	Location	18	16	14
Hotel/Motel	Rooms	1,616	1,330	1,795
Mini Mart	Location	16	10	12
Fast Food	Location	16	11	12
Institutional/Recreation	Trips	18,947	17,526	22,915
Elementary School	Students	6,124	7,001	7,671
High School	Students	3,718	4,281	4,710
Church	Location	29	28	28
Subtotal	***(Various)***	***(Various)***	***(Various)***	***(Various)***

Notes:

[1] Land use summary does not include NASA AMES research center.

Source: City of Mountain View, *Background Data and Documentation General Plan Land Use Projection 2008-2030.* January 2011.

Table B-1: City of Mountain View Travel Demand Model Validation Results - Daily Two-Way Total Traffic Volumes

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
0	1007N	9057	9026	90579026	N	SR 85	Fremont Ave.	El Camino Real							
0	1007N (HOV)	6485	6488	64856488	N (HOV)	SR 85	Fremont Ave.	El Camino Real							
0	1007S	9068	9071	90689071	S	SR 85	El Camino Real	Fremont Ave.							
0	1007S (HOV)	6486	6484	64866484	S (HOV)	SR 85	El Camino Real	Fremont Ave.	224,916	115,000	1.96	0.136	No	109916	12081527056
0	1006N	6474	7282	64747282	N	SR 85	SR 237	Evelyn Ave.							
0	1006N (HOV)	9149	11415	914911415	N (HOV)	SR 85	SR 237	Evelyn Ave.							
0	1006N (AUX)	0	0		N (AUX)	SR 85	SR 237	Evelyn Ave.							
0	1006S	7281	6473	72816473	S	SR 85	Evelyn Ave.	SR 237							
0	1006S (HOV)	11420	11417	1142011417	S (HOV)	SR 85	Evelyn Ave.	SR 237							
0	1006S (AUX)	0	0		S (AUX)	SR 85	Evelyn Ave.	SR 237	162,670	78,000	2.09	0.150	No	84670	7169008900
0	1005N	4612	9023	46129023	N	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005N (HOV)	11418	11421	1141811421	N (HOV)	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005S	7295	4590	72954590	S	SR 85	Moffett Blvd.	Evelyn Ave.							
0	1005S (HOV)	11423	11419	1142311419	S (HOV)	SR 85	Moffett Blvd.	Evelyn Ave.	165,384	75,000	2.21	0.154	No	90384	8169267456
0	1004N	5421	9324	54219324	N	US 101	SR 237	Ellis St.							
0	1004N (HOV)	7518	5407	75185407	N (HOV)	US 101	SR 237	Ellis St.							
0	1004S	9001	5420	90015420	S	US 101	Ellis St.	SR 237							
0	1004S (HOV)	5406	5414	54065414	S (HOV)	US 101	Ellis St.	SR 237	276,190	158,000	1.75	0.136	No	118190	13968876100
0	1003N	9323	9322	93239322	N	US 101	Ellis St.	Moffett Blvd.							
0	1003N (HOV)	5405	5403	54055403	N (HOV)	US 101	Ellis St.	Moffett Blvd.							
0	1003S	7437	8999	74378999	S	US 101	Moffett Blvd.	Ellis St.							
0	1003S (HOV)	5402	5404	54025404	S (HOV)	US 101	Moffett Blvd.	Ellis St.	266,596	156,000	1.71	0.136	No	110596	12231475216
1002N	1002N	5393	9990	53939990	N	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (HOV)	5390	9992	53909992	N (HOV)	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (AUX)	0	0		N (AUX)	US 101	SR 85	Old Middlefield Rd.							
1002S	1002S	5869	5399	58695399	S	US 101	Old Middlefield Rd.	SR 85							
1002S	1002S (HOV)	5868	11379	586811379	S (HOV)	US 101	Old Middlefield Rd.	SR 85	394,394	227,000	1.74	0.136	No	167394	28020751236
0	1001N	9320	9318	93209318	N	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001N (HOV)	5382	5379	53825379	N (HOV)	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001S	6539	5386	65395386	S	US 101	Rengstorff Ave.	Old Middlefield Rd.							
0	1001S (HOV)	5400	9998	54009998	S (HOV)	US 101	Rengstorff Ave.	Old Middlefield Rd.	305,556	210,000	1.46	0.136	No	95556	9130949136
0	1000N	6538	9316	65389316	N	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000N (HOV)	5372	5370	53725370	N (HOV)	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000S	7305	9106	73059106	S	US 101	San Antonio Rd.	Rengstorff Ave.							
0	1000S (HOV)	5083	6105	50836105	S (HOV)	US 101	San Antonio Rd.	Rengstorff Ave.	275,007	194,000	1.42	0.136	No	81007	6562134049
1010E	1010E	9125	5602	91255602	E	SR 237	El Camino Real	SR 85							
1010W	1010W	4743	9125	47439125	W	SR 237	SR 85	El Camino Real	84,941	45,000	1.89	0.209	No	39941	1595283481
1009E	1009E	7279	6085	72796085	E	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.							
1009E	1009E (AUX)	0	0		E (AUX)	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.	141,989	74,000	1.92	0.158	No	67989	4622504121
1009W	1009W	5330	6084	53306084	W	SR 237	Middlefield Rd./Maude Ave.	Sylvan Wy.							
1008E	1008E	9606	11107	960611107	E	SR 237	Middlefield Rd./Maude Ave.	US 101							
1008E	1008E (AUX)	0	0		E (AUX)	SR 237	Middlefield Rd./Maude Ave.	US 101	126,408	75,000	1.69	0.154	No	51408	2642782464
1008W	1008W	8806	7289	88067289	W	SR 237	US 101	Middlefield Rd./Maude Ave.							
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	12,322	10,800	1.14	0.359	Yes	1522	2316484
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	23,202	35,600	0.65	0.229	No	-12398	153710404
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	63,395	40,500	1.57	0.219	No	22895	524181025
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	31,413	24,900	1.26	0.260	No	6513	42419169
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	40,775	14,700	2.77	0.313	No	26075	679905625
501	5S	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	21,410	18,100	1.18	0.286	Yes	3310	10956100
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	21,312	18,300	1.16	0.286	Yes	3012	9072144
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	23,491	18,800	1.25	0.280	Yes	4691	22005481
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	30,598	16,500	1.85	0.294	No	14098	198753604
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	4,859	7,400	0.66	0.440	Yes	-2541	6456681
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	58,180	30,000	1.94	0.241	No	28180	794112400
1101	11S	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	36,142	25,000	1.45	0.255	No	11142	124144164
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	27,605	26,800	1.03	0.252	Yes	805	648025
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	34,739	23,300	1.49	0.265	No	11439	130850721
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	14,892	13,400	1.11	0.325	Yes	1492	2226064
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	5,615	9,700	0.58	0.380	No	-4085	16687225
1601	16S	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	42,513	15,200	2.80	0.303	No	27313	745999969
1701	17S	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	41,184	13,500	3.05	0.325	No	27684	766403856
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	9,201	9,000	1.02	0.380	Yes	201	40401
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	61,304	37,200	1.65	0.229	No	24104	581002816
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	21,415	23,100	0.93	0.265	Yes	-1685	2839225
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	13,868	7,300	1.90	0.440	No	6568	43138624
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	32,669	9,000	3.63	0.380	No	23669	560221561
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	41,495	20,700	2.00	0.275	No	20795	432432025
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	40,433	16,900	2.39	0.294	No	23533	553802089
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	33,327	17,300	1.93	0.294	No	16027	256864729
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	3,447	6,200	0.56	0.475	Yes	-2753	7579009
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	5,605	11,300	0.50	0.340	No	-5695	32433025
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	16,571	13,700	1.21	0.325	Yes	2871	8242641
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	14,466	13,200	1.10	0.325	Yes	1266	1602756
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	9007	45879007	E	E. Middlefield Rd.	Ellis St.	SR 237	15,711	14,300	1.10	0.313	Yes	1411	1990921
3101	31W	9007	4587	90074587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	60,341	26,000	2.32	0.255	No	34341	1179304281
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	69,819	25,600	2.73	0.255	No	44219	1955319961
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	82,549	28,100	2.94	0.248	No	54449	2964693601
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	70,407	28,300	2.49	0.248	No	42107	1772999449
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	63,019	25,500	2.47	0.255	No	37519	1407675361
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	28,689	12,600	2.28	0.325	No	16089	258855921
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	9,177	13,300	0.69	0.325	Yes	-4123	16999129
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	6,599	6,200	1.06	0.475	Yes	399	159201
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	11,336	11,400	0.99	0.340	Yes	-64	4096
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	29,783	38,800	0.77	0.224	No	-9017	81306289
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	50,461	38,200	1.32	0.224	No	12261	150332121
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	62,246	47,800	1.30	0.204	No	14446	208686916
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	76,754	51,900	1.48	0.199	No	24854	617721316
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	81,715	51,200	1.60	0.199	No	30515	931165225
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	89,115	53,600	1.66	0.195	No	35515	1261315225
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	28,196	16,300	1.73	0.294	No	11896	141514816
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							
									4,087,416	**2,443,500**					

Model/Count Ratio =	**1.67**	
Percent Within Caltrans Maximum Deviation =	**28%**	> 75%
Percent Root Mean Square Error =	**111%**	< 30%
Coefficient of Determination (R^2) =	**0.95**	> 0.77
Correlation Coefficient =	**0.98**	> 0.88

Total Count	**58**
Link Within Deviation	**16**
Link Outside Deviation	**42**

Table B-2: Mountain View Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	12,322	10,800	1.14	0.56	Yes	1,522	2,316,484
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	40,775	14,700	2.77	0.52	No	26,075	679,905,625
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	58,180	30,000	1.94	0.40	No	28,180	794,112,400
								Screenline 1 =	111,277	55,500	**2.00**	0.31	No	55,777	3,111,073,729
								Percent RMSE =	**120%**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	23,202	35,600	0.65	0.38	Yes	-12,398	153,710,404
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	41,495	20,700	2.00	0.46	No	20,795	432,432,025
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	21,410	18,100	1.18	0.48	Yes	3,310	10,956,100
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	40,433	16,900	2.39	0.49	No	23,533	553,802,089
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	36,142	25,000	1.45	0.42	No	11,142	124,144,164
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	42,513	15,200	2.80	0.51	No	27,313	745,999,969
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	32,669	9,000	3.63	0.57	No	23,669	560,221,561
								Screenline 2 =	237,864	140,500	**1.69**	0.21	No	97,364	9,479,748,496
								Percent RMSE =	**96%**						
Screenline 3: South of Central Expressway															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	63,395	40,500	1.57	0.36	No	22,895	524,181,025
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	21,312	18,300	1.16	0.48	Yes	3,012	9,072,144
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	34,739	23,300	1.49	0.44	No	11,439	130,850,721
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	9,201	9,000	1.02	0.57	Yes	201	40,401
								Screenline 3 =	128,647	91,100	**1.41**	0.25	No	37,547	1,409,777,209
								Percent RMSE =	**57%**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	5,615	9,700	0.58	0.57	Yes	-4,085	16,687,225
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	21,415	23,100	0.93	0.44	Yes	-1,685	2,839,225
								Screenline 4 =	27,030	32,800	**0.82**	0.39	Yes	-5,770	33,292,900
								Percent RMSE =	**19%**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	3,447	6,200	0.56	0.60	Yes	-2,753	7,579,009
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	60,341	26,000	2.32	0.42	No	34,341	1,179,304,281
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	50,461	38,200	1.32	0.37	Yes	12,261	150,332,121
								Screenline 5 =	114,249	70,400	**1.62**	0.28	No	43,849	1,922,734,801
								Percent RMSE =	**90%**						
Screenline 6: Central Mountain View															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85	394,394	227,000	1.74	0.17	No	167,394	28,020,751,236
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	5,605	11,300	0.50	0.55	Yes	-5,695	32,433,025
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	69,819	25,600	2.73	0.42	No	44,219	1,955,319,961
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	11,336	11,400	0.99	0.55	Yes	-64	4,096
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	62,246	47,800	1.30	0.33	Yes	14,446	208,686,916
								Screenline 6 =	543,400	323,100	**1.68**	0.17	No	220,300	48,532,090,000
								Percent RMSE =	**120%**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	42,513	15,200	2.80	0.51	No	27,313	745,999,969
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	14,466	13,200	1.10	0.53	Yes	1,266	1,602,756
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	70,407	28,300	2.49	0.41	No	42,107	1,772,999,449
								Screenline 7 =	127,386	56,700	**2.25**	0.31	No	70,686	4,996,510,596
								Percent RMSE =	**153%**						

Percent Within Caltrans Maximum Deviation = 14% = 100%

Total Count 7
Screenlines Within Deviation 1
Screenlines Outside Deviation 6

Table B-3
Results of Daily Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	58
% of Links Within Caltrans Standard Deviations	At Least 75%	**28%**
%of Screenlines Within Caltrans Standard Deviations	100%	**14%**
2-way Sum of All Links Counted	Within 10%	**+ 67%**
Coefficient of Determination (R^2) =	At Least 77%	95%
Correlation Coefficient	Greater than 88%	98%
RMSE	30% or less	**111%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-4
Results of Daily Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N/A**
Freeway	10	7%	**72%**	**75%**
Expressway	5	25%	**159%**	**161%**
Collector	3	25%	**-27%**	**36%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	0	25%	N/A	**N/A**
Major Arterial	40	25%	**50%**	**75%**
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	58			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-5
Results of Daily Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	0	50%	N/A	116%	**N/A**
5,000 to 9,999	7	25%	**39%**	43%	**122%**
10,000 to 19,999	19	20%	**62%**	28%	**95%**
20,000 to 24,999	4	20%	**40%**	25%	**54%**
25,000 to 39,999	12	15%	**73%**	25%	**100%**
40,000 to 49,999	3	15%	**58%**	30%	**63%**
50,000 to 59,999	3	10%	**58%**	30%	**59%**
60,000 to 89,999	10	10%	**72%**	19%	**75%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-6: City of Mountain View Travel Demand Model Validation Results - AM Peak Two-Way Total Traffic Volumes

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	1,254	910	1.38	0.380	Yes	344	118336
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	1,526	2,510	0.61	0.255	No	-984	968256
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	2,165	2,890	0.75	0.244	No	-725	525625
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	1,523	2,030	0.75	0.275	Yes	-507	257049
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	2,372	1,150	2.06	0.340	No	1222	1493284
501	5S	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	1,419	1,190	1.19	0.340	Yes	229	52441
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,439	1,250	1.15	0.325	Yes	189	35721
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	1,487	1,160	1.28	0.340	Yes	327	106929
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	1,555	1,480	1.05	0.313	Yes	75	5625
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	247	630	0.39	0.440	No	-383	146689
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	2,486	2,590	0.96	0.255	Yes	-104	10816
1101	11S	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	2,352	1,890	1.24	0.280	Yes	462	213444
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	1,497	2,050	0.73	0.275	Yes	-553	305809
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	1,740	1,860	0.94	0.286	Yes	-120	14400
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	1,178	1,300	0.91	0.325	Yes	-122	14884
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	483	720	0.67	0.440	Yes	-237	56169
1601	16S	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	2,120	1,010	2.10	0.359	No	1110	1232100
1701	17S	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	2,038	950	2.15	0.380	No	1088	1183744
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	754	440	1.71	0.520	No	314	98596
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	3,426	2,750	1.25	0.248	Yes	676	456976
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,582	1,790	0.88	0.286	Yes	-208	43264
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	641	750	0.85	0.410	Yes	-109	11881
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	1,635	800	2.04	0.410	No	835	697225
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	1,602	1,460	1.10	0.313	Yes	142	20164
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	1,563	1,520	1.03	0.303	Yes	43	1849
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	2,189	1,640	1.33	0.294	No	549	301401
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	818	700	1.17	0.440	Yes	118	13924
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	1,062	1,090	0.97	0.359	Yes	-28	784
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	1,922	1,400	1.37	0.313	No	522	272484
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	1,263	1,380	0.92	0.313	Yes	-117	13689
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	9007	45879007	E	E. Middlefield Rd.	Ellis St.	SR 237	1,445	1,690	0.86	0.294	Yes	-245	60025
3101	31W	9007	4587	90074587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	4,293	2,390	1.80	0.260	No	1903	3621409
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	5,803	2,300	2.52	0.265	No	3503	12271009
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	6,487	2,580	2.51	0.255	No	3907	15264649
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	6,452	2,650	2.43	0.252	No	3802	14455204
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	5,835	2,460	2.37	0.260	No	3375	11390625
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	1,333	1,020	1.31	0.359	Yes	313	97969
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	795	1,080	0.74	0.359	Yes	-285	81225
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	346	620	0.56	0.475	Yes	-274	75076
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	640	830	0.77	0.410	Yes	-190	36100
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	1,813	2,900	0.63	0.244	No	-1087	1181569
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	2,446	2,570	0.95	0.255	Yes	-124	15376
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	3,017	3,670	0.82	0.229	Yes	-653	426409
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	3,528	3,850	0.92	0.224	Yes	-322	103684
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	3,327	3,190	1.04	0.241	Yes	137	18769
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,740	3,550	1.05	0.229	Yes	190	36100
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,581	1,480	1.07	0.313	Yes	101	10201
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							
									100,219	**82,120**					

Model/Count Ratio =	**1.22**	
Percent Within Caltrans Maximum Deviation =	**66%**	> 75%
Percent Root Mean Square Error =	**69%**	< 30%
Coefficient of Determination (R^2) =	**0.44**	> 0.77
Correlation Coefficient =	**0.66**	> 0.88

Total Count	**47**
Link Within Deviation	**31**
Link Outside Deviation	**16**

Table B-7: Mountain View Model Validation Results - Screenlines Using AM Peak-Hour Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	1,254	910	1.38	0.57	Yes	344	118,336
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	2,372	1,150	2.06	0.55	No	1,222	1,493,284
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	2,486	2,590	0.96	0.42	Yes	-104	10,816
								Screenline 1 =	6,112	4,650	**1.31**	0.34	Yes	1,462	2,137,444
								Percent RMSE =	**47%**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	1,526	2,510	0.61	0.42	Yes	-984	968,256
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,602	1,460	1.10	0.52	Yes	142	20,164
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	1,419	1,190	1.19	0.55	Yes	229	52,441
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,563	1,520	1.03	0.51	Yes	43	1,849
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	2,352	1,890	1.24	0.47	Yes	462	213,444
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	2,120	1,010	2.10	0.56	No	1,110	1,232,100
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,635	800	2.04	0.58	No	835	697,225
								Screenline 2 =	12,217	10,380	**1.18**	0.24	Yes	1,837	3,374,569
								Percent RMSE =	**45%**						
Screenline 3: South of Central Expressway															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	2,165	2,890	0.75	0.41	Yes	-725	525,625
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,439	1,250	1.15	0.54	Yes	189	35,721
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	1,740	1,860	0.94	0.48	Yes	-120	14,400
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	754	440	1.71	0.62	No	314	98,596
								Screenline 3 =	6,098	6,440	**0.95**	0.30	Yes	-342	116,964
								Percent RMSE =	**26%**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	483	720	0.67	0.59	Yes	-237	56,169
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,582	1,790	0.88	0.48	Yes	-208	43,264
								Screenline 4 =	2,065	2,510	**0.82**	0.42	Yes	-445	198,025
								Percent RMSE =	**18%**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	818	700	1.17	0.59	Yes	118	13,924
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	4,293	2,390	1.80	0.43	No	1,903	3,621,409
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	2,446	2,570	0.95	0.42	Yes	-124	15,376
								Screenline 5 =	7,557	5,660	**1.34**	0.31	No	1,897	3,598,609
								Percent RMSE =	**58%**						
Screenline 6: Central Mountain View															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85							
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	1,062	1,090	0.97	0.56	Yes	-28	784
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	5,803	2,300	2.52	0.44	No	3,503	12,271,009
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	640	830	0.77	0.58	Yes	-190	36,100
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	3,017	3,670	0.82	0.38	Yes	-653	426,409
								Screenline 6 =	10,522	7,890	**1.33**	0.27	No	2,632	6,927,424
								Percent RMSE =	**90%**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	2,120	1,010	2.10	0.56	No	1,110	1,232,100
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	1,263	1,380	0.92	0.53	Yes	-117	13,689
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	6,452	2,650	2.43	0.42	No	3,802	14,455,204
								Screenline 7 =	9,835	5,040	**1.95**	0.32	No	4,795	22,992,025
								Percent RMSE =	**136%**						

Percent Within Caltrans Maximum Deviation = 57% = 100%

Total Count	**7**
Screenlines Within Deviation	**4**
Screenlines Outside Deviation	**3**

Table B-8
Results of AM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	47
% of Links Within Caltrans Standard Deviations	At Least 75%	**66%**
%of Screenlines Within Caltrans Standard Deviations	100%	**57%**
2-way Sum of All Links Counted	Within 10%	**+ 22%**
Coefficient of Determination (R^2) =	At Least 77%	**44%**
Correlation Coefficient	Greater than 88%	**66%**
RMSE	30% or less	**69%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-9
Results of AM Peak-Hour Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N/A**
Freeway	0	7%	N/A	**N/A**
Expressway	5	25%	**133%**	**136%**
Collector	3	25%	**-45%**	**46%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	0	25%	N/A	**N/A**
Major Arterial	39	25%	4%	30%
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-10
Results of AM Peak-Hour Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	1	50%	**71%**	116%	71%
5,000 to 9,999	9	25%	17%	43%	**66%**
10,000 to 19,999	20	20%	15%	28%	**32%**
20,000 to 24,999	5	20%	**69%**	25%	**105%**
25,000 to 39,999	12	15%	13%	25%	**56%**
40,000 to 49,999	0	15%	N/A	30%	**N/A**
50,000 to 59,999	0	10%	N/A	30%	**N/A**
60,000 to 89,999	0	10%	N/A	19%	**N/A**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-11: City of Mountain View Travel Demand Model Validation Results - PM Peak Two-Way Total Traffic Volumes

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	776	1,090	0.71	0.359	Yes	-314	98596
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	1,194	2,620	0.46	0.255	No	-1426	2033476
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	2,565	3,180	0.81	0.241	Yes	-615	378225
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	1,534	1,990	0.77	0.280	Yes	-456	207936
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	2,401	1,420	1.69	0.313	No	981	962361
501	5S	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	1,540	1,290	1.19	0.325	Yes	250	62500
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,574	1,310	1.20	0.325	Yes	264	69696
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	2,101	1,450	1.45	0.313	No	651	423801
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	1,751	1,560	1.12	0.303	Yes	191	36481
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	279	730	0.38	0.440	No	-451	203401
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	2,715	2,460	1.10	0.260	Yes	255	65025
1101	11S	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	2,454	2,130	1.15	0.270	Yes	324	104976
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	1,667	2,460	0.68	0.260	No	-793	628849
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	1,956	2,210	0.89	0.270	Yes	-254	64516
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	1,219	1,330	0.92	0.325	Yes	-111	12321
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	446	810	0.55	0.410	No	-364	132496
1601	16S	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	1,943	1,180	1.65	0.340	No	763	582169
1701	17S	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	2,484	1,150	2.16	0.340	No	1334	1779556
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	987	650	1.52	0.440	No	337	113569
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	3,648	3,210	1.14	0.241	Yes	438	191844
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,446	2,100	0.69	0.275	No	-654	427716
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	706	770	0.92	0.410	Yes	-64	4096
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	1,388	790	1.76	0.410	No	598	357604
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	1,870	1,610	1.16	0.303	Yes	260	67600
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	1,691	1,600	1.06	0.303	Yes	91	8281
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	2,067	1,940	1.07	0.280	Yes	127	16129
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	613	740	0.83	0.440	Yes	-127	16129
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	789	1,250	0.63	0.325	No	-461	212521
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	1,690	1,500	1.13	0.303	Yes	190	36100
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	1,225	1,420	0.86	0.313	Yes	-195	38025
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	9007	45879007	E	E. Middlefield Rd.	Ellis St.	SR 237	854	1,430	0.60	0.313	No	-576	331776
3101	31W	9007	4587	90074587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	4,182	2,540	1.65	0.255	No	1642	2696164
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	5,728	2,490	2.30	0.260	No	3238	10484644
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	6,344	2,960	2.14	0.244	No	3384	11451456
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	5,886	2,970	1.98	0.244	No	2916	8503056
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	5,164	2,770	1.86	0.248	No	2394	5731236
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	1,088	1,150	0.95	0.340	Yes	-62	3844
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	364	1,280	0.28	0.325	No	-916	839056
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	603	670	0.90	0.440	Yes	-67	4489
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	750	1,050	0.71	0.359	Yes	-300	90000
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	2,409	3,320	0.73	0.235	No	-911	829921
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	3,035	3,200	0.95	0.241	Yes	-165	27225
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	3,327	4,050	0.82	0.219	Yes	-723	522729
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	3,672	4,100	0.90	0.219	Yes	-428	183184
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	3,407	4,160	0.82	0.219	Yes	-753	567009
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,664	4,030	0.91	0.219	Yes	-366	133956
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,854	1,450	1.28	0.313	Yes	404	163216
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							

101,050	**91,570**	**Model/Count Ratio =**	**1.10**
		Percent Within Caltrans Maximum Deviation =	**57%** > 75%
		Percent Root Mean Square Error =	**54%** < 30%
		Coefficient of Determination (R^2) =	**0.51** > 0.77
		Correlation Coefficient =	**0.71** > 0.88

Total Count	**47**
Link Within Deviation	**27**
Link Outside Deviation	**20**

Table B-12: Mountain View Model Validation Results - Screenlines Using PM Peak-Hour Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	776	1,090	0.71	0.56	Yes	-314	98,596
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	2,401	1,420	1.69	0.52	No	981	962,361
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	2,715	2,460	1.10	0.43	Yes	255	65,025
								Screenline 1 =	5,892	4,970	**1.19**	0.33	Yes	922	850,084
								Percent RMSE =	**37%**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	1,194	2,620	0.46	0.42	No	-1,426	2,033,476
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,870	1,610	1.16	0.50	Yes	260	67,600
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	1,540	1,290	1.19	0.54	Yes	250	62,500
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,691	1,600	1.06	0.50	Yes	91	8,281
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	2,454	2,130	1.15	0.45	Yes	324	104,976
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,943	1,180	1.65	0.55	No	763	582,169
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,388	790	1.76	0.59	No	598	357,604
								Screenline 2 =	12,080	11,220	**1.08**	0.23	Yes	860	739,600
								Percent RMSE =	**42%**						
Screenline 3: South of Central Expressway															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	2,565	3,180	0.81	0.40	Yes	-615	378,225
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,574	1,310	1.20	0.53	Yes	264	69,696
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	1,956	2,210	0.89	0.45	Yes	-254	64,516
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	987	650	1.52	0.60	Yes	337	113,569
								Screenline 3 =	7,082	7,350	**0.96**	0.28	Yes	-268	71,824
								Percent RMSE =	**22%**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	446	810	0.55	0.58	Yes	-364	132,496
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,446	2,100	0.69	0.46	Yes	-654	427,716
								Screenline 4 =	1,892	2,910	**0.65**	0.41	Yes	-1,018	1,036,324
								Percent RMSE =	**36%**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	613	740	0.83	0.59	Yes	-127	16,129
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	4,182	2,540	1.65	0.42	No	1,642	2,696,164
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	3,035	3,200	0.95	0.40	Yes	-165	27,225
								Screenline 5 =	7,830	6,480	**1.21**	0.30	Yes	1,350	1,822,500
								Percent RMSE =	**44%**						
Screenline 6: Central Mountain View															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85							
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	789	1,250	0.63	0.54	Yes	-461	212,521
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	5,728	2,490	2.30	0.43	No	3,238	10,484,644
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	750	1,050	0.71	0.56	Yes	-300	90,000
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	3,327	4,050	0.82	0.36	Yes	-723	522,729
								Screenline 6 =	10,594	8,840	**1.20**	0.26	Yes	1,754	3,076,516
								Percent RMSE =	**76%**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,943	1,180	1.65	0.55	No	763	582,169
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	1,225	1,420	0.86	0.52	Yes	-195	38,025
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	5,886	2,970	1.98	0.41	No	2,916	8,503,056
								Screenline 7 =	9,054	5,570	**1.63**	0.31	No	3,484	12,138,256
								Percent RMSE =	**94%**						

Percent Within Caltrans Maximum Deviation = 86% = 100%

Total Count 7
Screenlines Within Deviation 6
Screenlines Outside Deviation 1

Table B-13
Results of PM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	47
% of Links Within Caltrans Standard Deviations	At Least 75%	**57%**
%of Screenlines Within Caltrans Standard Deviations	100%	**86%**
2-way Sum of All Links Counted	Within 10%	+ 10%
Coefficient of Determination (R^2) =	At Least 77%	**51%**
Correlation Coefficient	Greater than 88%	**71%**
RMSE	30% or less	**54%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-14
Results of PM Peak-Hour Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N/A**
Freeway	0	7%	N/A	**N/A**
Expressway	5	25%	**99%**	**102%**
Collector	3	25%	**-40%**	**46%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	0	25%	N/A	**N/A**
Major Arterial	39	25%	-4%	29%
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-15
Results of PM Peak-Hour Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	0	50%	N/A	116%	**N/A**
5,000 to 9,999	7	25%	-3%	43%	**47%**
10,000 to 19,999	21	20%	7%	28%	**38%**
20,000 to 24,999	6	20%	15%	25%	**61%**
25,000 to 39,999	9	15%	**29%**	25%	**63%**
40,000 to 49,999	4	15%	-14%	30%	15%
50,000 to 59,999	0	10%	N/A	30%	**N/A**
60,000 to 89,999	0	10%	N/A	19%	**N/A**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Ta le B-16: City of Mountain Vie Travel Demand Model Validation Results - Daily T o-Way Total Traffic Volumes

CNT ID	LOC ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
0	1007N	309057	60174	30905760174	N	SR 85	Fremont Ave.	El Camino Real							
0	1007N (HOV)	306485	60175	30648560175	N (HOV)	SR 85	Fremont Ave.	El Camino Real							
0	1007S	60177	309071	60177309071	S	SR 85	El Camino Real	Fremont Ave.							
0	1007S (HOV)	60176	306484	60176306484	S (HOV)	SR 85	El Camino Real	Fremont Ave.	132,866	115,000	1.16	0.136	No	17866	319193956
0	1006N	260179	207282	260179207282	N	SR 85	SR 237	Evelyn Ave.							
0	1006N (HOV)	260178	211415	260178211415	N (HOV)	SR 85	SR 237	Evelyn Ave.							
0	1006N (AUX)	0	0		N (AUX)	SR 85	SR 237	Evelyn Ave.							
0	1006S	260181	206473	260181206473	S	SR 85	Evelyn Ave.	SR 237							
0	1006S (HOV)	260180	211417	260180211417	S (HOV)	SR 85	Evelyn Ave.	SR 237							
0	1006S (AUX)	0	0		S (AUX)	SR 85	Evelyn Ave.	SR 237	94,125	78,000	1.21	0.150	No	16125	260015625
0	1005N	204612	260183	204612260183	N	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005N (HOV)	211418	260182	211418260182	N (HOV)	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005S	260184	204590	260184204590	S	SR 85	Moffett Blvd.	Evelyn Ave.							
0	1005S (HOV)	260185	211419	260185211419	S (HOV)	SR 85	Moffett Blvd.	Evelyn Ave.	86,269	75,000	1.15	0.154	Yes	11269	126990361
0	1004N	360042	9324	3600429324	N	US 101	SR 237	Ellis St.							
0	1004N (HOV)	360043	5407	3600435407	N (HOV)	US 101	SR 237	Ellis St.							
0	1004S	9001	360045	9001360045	S	US 101	Ellis St.	SR 237							
0	1004S (HOV)	5406	360044	5406360044	S (HOV)	US 101	Ellis St.	SR 237	188,759	158,000	1.19	0.136	No	30759	946116081
0	1003N	9323	160046	9323160046	N	US 101	Ellis St.	Moffett Blvd.							
0	1003N (HOV)	5405	160047	5405160047	N (HOV)	US 101	Ellis St.	Moffett Blvd.							
0	1003S	160049	8999	1600498999	S	US 101	Moffett Blvd.	Ellis St.							
0	1003S (HOV)	160048	5404	1600485404	S (HOV)	US 101	Moffett Blvd.	Ellis St.	185,893	156,000	1.19	0.136	No	29893	893591449
1002N	1002N	109990	110977	109990110977	N	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (HOV)	109992	110884	109992110884	N (HOV)	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (AUX)	110905	110879	110905110879	N (AUX)	US 101	SR 85	Old Middlefield Rd.							
1002S	1002S	105383	105592	105383105592	S	US 101	Old Middlefield Rd.	SR 85							
1002S	1002S (HOV)	105380	105868	105380105868	S (HOV)	US 101	Old Middlefield Rd.	SR 85	199,843	227,000	0.88	0.136	Yes	-27157	737502649
0	1001N	160051	109318	160051109318	N	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001N (HOV)	160050	105379	160050105379	N (HOV)	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001S	106539	160053	106539160053	S	US 101	Rengstorff Ave.	Old Middlefield Rd.							
0	1001S (HOV)	105400	160052	105400160052	S (HOV)	US 101	Rengstorff Ave.	Old Middlefield Rd.	186,847	210,000	0.89	0.136	Yes	-23153	536061409
0	1000N	160055	109316	160055109316	N	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000N (HOV)	160054	105370	160054105370	N (HOV)	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000S	107305	160057	107305160057	S	US 101	San Antonio Rd.	Rengstorff Ave.							
0	1000S (HOV)	105083	160056	105083160056	S (HOV)	US 101	San Antonio Rd.	Rengstorff Ave.	174,424	194,000	0.90	0.136	Yes	-19576	383219776
1010E	1010E	9125	205602	9125205602	E	SR 237	El Camino Real	SR 85	44,719	45,000	0.99	0.209	Yes	-281	78961
1010W	1010W	204743	9125	2047439125	W	SR 237	SR 85	El Camino Real							
1009E	1009E	206085	205329	206085205329	E	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.							
1009E	1009E (AUX)	0	0		E (AUX)	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.	92,861	74,000	1.25	0.158	No	18861	355737321
1009W	1009W	205330	206084	205330206084	W	SR 237	Middlefield Rd./Maude Ave.	Sylvan Wy.							
1008E	1008E	209606	211107	209606211107	E	SR 237	Middlefield Rd./Maude Ave.	US 101							
1008E	1008E (AUX)	0	0		E (AUX)	SR 237	Middlefield Rd./Maude Ave.	US 101	102,598	75,000	1.37	0.154	No	27598	761649604
1008W	1008W	8806	207289	8806207289	W	SR 237	US 101	Middlefield Rd./Maude Ave.							
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	15,917	10,800	1.47	0.359	No	5117	26183689
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	21,084	35,600	0.59	0.229	No	-14516	210714256
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	17,367	40,500	0.43	0.219	No	-23133	535135689
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	17,610	24,900	0.71	0.260	No	-7290	53144100
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	19,641	14,700	1.34	0.313	No	4941	24413481
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	20,749	18,100	1.15	0.286	Yes	2649	7017201
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	14,832	18,300	0.81	0.286	Yes	-3468	12027024
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	13,576	18,800	0.72	0.280	Yes	-5224	27290176
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	17,100	16,500	1.04	0.294	Yes	600	360000
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	2,892	7,400	0.39	0.440	No	-4508	20322064
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	34,206	30,000	1.14	0.241	Yes	4206	17690436
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	23,499	25,000	0.94	0.255	Yes	-1501	2253001
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	9,010	26,800	0.34	0.252	No	-17790	316484100
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	11,478	23,300	0.49	0.265	No	-11822	139759684
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	6,432	13,400	0.48	0.325	No	-6968	48553024
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	6,356	9,700	0.66	0.380	Yes	-3344	11182336
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	18,961	15,200	1.25	0.303	Yes	3761	14145121
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	25,271	13,500	1.87	0.325	No	11771	138556441
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	10,850	9,000	1.21	0.380	Yes	1850	3422500
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	39,818	37,200	1.07	0.229	Yes	2618	6853924
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	18,275	23,100	0.79	0.265	Yes	-4825	23280625
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	6,269	7,300	0.86	0.440	Yes	-1031	1062961
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	14,710	9,000	1.63	0.380	No	5710	32604100
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	27,238	20,700	1.32	0.275	No	6538	42745444
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	20,305	16,900	1.20	0.294	Yes	3405	11594025
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	23,410	17,300	1.35	0.294	No	6110	37332100
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	9,149	6,200	1.48	0.475	No	2949	8696601
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	18,097	11,300	1.60	0.340	No	6797	46199209
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	21,360	13,700	1.56	0.325	No	7660	58675600
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	18,318	13,200	1.39	0.325	No	5118	26193924
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237	16,143	14,300	1.13	0.313	Yes	1843	3396649
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.							

CNT ID	LOC ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	40,482	26,000	1.56	0.255	No	14482	209728324
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	44,875	25,600	1.75	0.255	No	19275	371525625
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	47,369	28,100	1.69	0.248	No	19269	371294361
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	38,708	28,300	1.37	0.248	No	10408	108326464
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	32,751	25,500	1.28	0.255	No	7251	52577001
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	29,873	12,600	2.37	0.325	No	17273	298356529
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	6,794	13,300	0.51	0.325	No	-6506	42328036
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	Pioneer Wy.	7,560	6,200	1.22	0.475	Yes	1360	1849600
3901	39W	36662	36706	3666236706	W	E. Dana St.	Pioneer Wy.	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	15,499	11,400	1.36	0.340	No	4099	16801801
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	44,980	38,800	1.16	0.224	Yes	6180	38192400
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	46,924	38,200	1.23	0.224	No	8724	76108176
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	55,767	47,800	1.17	0.204	Yes	7967	63473089
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	58,282	51,900	1.12	0.199	Yes	6382	40729924
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	47,758	51,200	0.93	0.199	Yes	-3442	11847364
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	43,062	53,600	0.80	0.195	No	-10538	111049444
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	19,345	16,300	1.19	0.294	Yes	3045	9272025
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							

	2,609,156	2,443,500	Model Count Ratio = 1.07
			Percent Within Caltrans Ma imum Deviation = 43 > 75%
			Percent Root Mean S uare Error = 30 < 30%
			Coefficient of Determination (R^2) = 0.94 > 0.77
			Correlation Coefficient = 0.97 > 0.88

Total Count	58
Link Within Deviation	25
Link Outside Deviation	33

Ta le B-17: Mountain Vie Model Validation Results - Screenlines Using Daily T o-Way Traffic Volumes

Screenlines	CNT ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	15,917	10,800	1.47	0.56	Yes	5,117	26,183,689
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	19,641	14,700	1.34	0.52	Yes	4,941	24,413,481
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	34,206	30,000	1.14	0.40	Yes	4,206	17,690,436
								Screenline 1 =	69,764	55,500	**1.26**	0.31	Yes	14,264	203,461,696
								Percent RMSE =	**26**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	21,084	35,600	0.59	0.38	No	-14,516	210,714,256
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	27,238	20,700	1.32	0.46	Yes	6,538	42,745,444
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	20,749	18,100	1.15	0.48	Yes	2,649	7,017,201
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	20,305	16,900	1.20	0.49	Yes	3,405	11,594,025
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	23,499	25,000	0.94	0.42	Yes	-1,501	2,253,001
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	18,961	15,200	1.25	0.51	Yes	3,761	14,145,121
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	14,710	9,000	1.63	0.57	No	5,710	32,604,100
								Screenline 2 =	146,546	140,500	**1.04**	0.21	Yes	6,046	36,554,116
								Percent RMSE =	**34**						
Screenline 3: South of Central E press ay															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	17,367	40,500	0.43	0.36	No	-23,133	535,135,689
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	14,832	18,300	0.81	0.48	Yes	-3,468	12,027,024
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	11,478	23,300	0.49	0.44	No	-11,822	139,759,684
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	10,850	9,000	1.21	0.57	Yes	1,850	3,422,500
								Screenline 3 =	54,527	91,100	**0.60**	0.25	No	-36,573	1,337,584,329
								Percent RMSE =	**58**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	6,356	9,700	0.66	0.57	Yes	-3,344	11,182,336
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	18,275	23,100	0.79	0.44	Yes	-4,825	23,280,625
								Screenline 4 =	24,631	32,800	**0.75**	0.39	Yes	-8,169	66,732,561
								Percent RMSE =	**25**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	9,149	6,200	1.48	0.60	Yes	2,949	8,696,601
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	40,482	26,000	1.56	0.42	No	14,482	209,728,324
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	46,924	38,200	1.23	0.37	Yes	8,724	76,108,176
								Screenline 5 =	96,555	70,400	**1.37**	0.28	No	26,155	684,084,025
								Percent RMSE =	**42**						
Screenline 6: Central Mountain Vie															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85	199,843	227,000	0.88	0.17	Yes	-27,157	737,502,649
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	18,097	11,300	1.60	0.55	No	6,797	46,199,209
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	44,875	25,600	1.75	0.42	No	19,275	371,525,625
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	15,499	11,400	1.36	0.55	Yes	4,099	16,801,801
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	55,767	47,800	1.17	0.33	Yes	7,967	63,473,089
								Screenline 6 =	334,081	323,100	**1.03**	0.17	Yes	10,981	120,582,361
								Percent RMSE =	**24**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	18,961	15,200	1.25	0.51	Yes	3,761	14,145,121
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	18,318	13,200	1.39	0.53	Yes	5,118	26,193,924
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	38,708	28,300	1.37	0.41	Yes	10,408	108,326,464
								Screenline 7 =	75,987	56,700	**1.34**	0.31	No	19,287	371,988,369
								Percent RMSE =	**37**						

Percent Within Caltrans Ma imum Deviation =	**57**	= 100%
Total Count	**7**	
Screenlines Within Deviation	**4**	
Screenlines Outside Deviation	**3**	

Ta le B-18
Results of Daily Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	58
% of Links Within Caltrans Standard Deviations	At Least 75%	**43**
%of Screenlines Within Caltrans Standard Deviations	100%	**57**
2-way Sum of All Links Counted	Within 10%	+ 7%
Coefficient of Determination (R^2) =	At Least 77%	94%
Correlation Coefficient	Greater than 88%	97%
RMSE	30% or less	30%

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-19
Results of Daily Model Area Validation y Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N A**
Freeway	10	7%	6%	17%
Expressway	5	25%	**53**	**56**
Collector	3	25%	**-28**	**43**
Freeway Ramp	0	20%	N/A	**N A**
Dummy Link	0	25%	N/A	**N A**
Major Arterial	40	25%	2%	**35**
Metered Ramp	0	25%	N/A	**N A**
Special Category	0	25%	N/A	**N A**
Overall	58			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-20
Results of Daily Model Area Validation y Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N A**
1,000 to 2,499	0	100%	N/A	116%	**N A**
2,500 to 4,999	0	50%	N/A	116%	**N A**
5,000 to 9,999	7	25%	5%	43%	43%
10,000 to 19,999	19	20%	**22**	28%	**45**
20,000 to 24,999	4	20%	-19%	25%	**35**
25,000 to 39,999	12	15%	**16**	25%	**40**
40,000 to 49,999	3	15%	-12%	30%	**32**
50,000 to 59,999	3	10%	-5%	30%	14%
60,000 to 89,999	10	10%	6%	19%	17%

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-21: City of Mountain Vie Travel Demand Model Validation Results - AM Peak T o-Way Total Traffic Volumes

CNT ID	LOC ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	1,260	910	1.38	0.380	No	350	122500
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	1,710	2,510	0.68	0.255	No	-800	640000
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	2,057	2,890	0.71	0.244	No	-833	693889
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	1,322	2,030	0.65	0.275	No	-708	501264
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	2,260	1,150	1.97	0.340	No	1110	1232100
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	2,225	1,190	1.87	0.340	No	1035	1071225
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,567	1,250	1.25	0.325	Yes	317	100489
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	1,534	1,160	1.32	0.340	Yes	374	139876
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	1,493	1,480	1.01	0.313	Yes	13	169
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	326	630	0.52	0.440	No	-304	92416
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	2,033	2,590	0.78	0.255	Yes	-557	310249
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	2,092	1,890	1.11	0.280	Yes	202	40804
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	1,345	2,050	0.66	0.275	No	-705	497025
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	1,539	1,860	0.83	0.286	Yes	-321	103041
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	838	1,300	0.64	0.325	No	-462	213444
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	630	720	0.88	0.440	Yes	-90	8100
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	943	1,010	0.93	0.359	Yes	-67	4489
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	1,452	950	1.53	0.380	No	502	252004
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	656	440	1.49	0.520	Yes	216	46656
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	3,486	2,750	1.27	0.248	No	736	541696
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,518	1,790	0.85	0.286	Yes	-272	73984
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	663	750	0.88	0.410	Yes	-87	7569
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	1,235	800	1.54	0.410	No	435	189225
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	2,560	1,460	1.75	0.313	No	1100	1210000
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	1,808	1,520	1.19	0.303	Yes	288	82944
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	1,980	1,640	1.21	0.294	Yes	340	115600
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	919	700	1.31	0.440	Yes	219	47961
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	1,613	1,090	1.48	0.359	No	523	273529
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	1,462	1,400	1.04	0.313	Yes	62	3844
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	1,347	1,380	0.98	0.313	Yes	-33	1089
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237	1,061	1,690	0.63	0.294	No	-629	395641
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	2,789	2,390	1.17	0.260	Yes	399	159201
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	3,206	2,300	1.39	0.265	No	906	820836
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	3,284	2,580	1.27	0.255	No	704	495616
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	3,633	2,650	1.37	0.252	No	983	966289
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	2,892	2,460	1.18	0.260	Yes	432	186624
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	2,472	1,020	2.42	0.359	No	1452	2108304
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	1,558	1,080	1.44	0.359	No	478	228484
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	824	620	1.33	0.475	Yes	204	41616
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	2,172	830	2.62	0.410	No	1342	1800964
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	3,731	2,900	1.29	0.244	No	831	690561
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	3,696	2,570	1.44	0.255	No	1126	1267876
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	4,429	3,670	1.21	0.229	Yes	759	576081
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	4,727	3,850	1.23	0.224	No	877	769129
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	3,887	3,190	1.22	0.241	Yes	697	485809
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,435	3,550	0.97	0.229	Yes	-115	13225
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,931	1,480	1.30	0.313	Yes	451	203401
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							
									95,600	**82,120**					

Model Count Ratio =	**1.16**	
Percent Within Caltrans Ma imum Deviation =	**49**	> 75%
Percent Root Mean S uare Error =	**37**	< 30%
Coefficient of Determination (R^2) =	**0.70**	> 0.77
Correlation Coefficient =	**0.84**	> 0.88

Total Count	**47**
Link Within Deviation	**23**
Link Outside Deviation	**24**

Ta le B-22: Mountain Vie Model Validation Results - Screenlines Using AM Peak-Hour T o-Way Traffic Volumes

Screenlines	CNT ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	1,260	910	1.38	0.57	Yes	350	122,500
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	2,260	1,150	1.97	0.55	No	1,110	1,232,100
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	2,033	2,590	0.78	0.42	Yes	-557	310,249
								Screenline 1 =	5,553	4,650	**1.19**	0.34	Yes	903	815,409
								Percent RMSE =	**48**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	1,710	2,510	0.68	0.42	Yes	-800	640,000
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	2,560	1,460	1.75	0.52	No	1,100	1,210,000
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	2,225	1,190	1.87	0.55	No	1,035	1,071,225
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,808	1,520	1.19	0.51	Yes	288	82,944
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	2,092	1,890	1.11	0.47	Yes	202	40,804
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	943	1,010	0.93	0.56	Yes	-67	4,489
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,235	800	1.54	0.58	Yes	435	189,225
								Screenline 2 =	12,573	10,380	**1.21**	0.24	Yes	2,193	4,809,249
								Percent RMSE =	**46**						
Screenline 3: South of Central E press ay															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	2,057	2,890	0.71	0.41	Yes	-833	693,889
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,567	1,250	1.25	0.54	Yes	317	100,489
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	1,539	1,860	0.83	0.48	Yes	-321	103,041
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	656	440	1.49	0.62	Yes	216	46,656
								Screenline 3 =	5,819	6,440	**0.90**	0.30	Yes	-621	385,641
								Percent RMSE =	**30**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	630	720	0.88	0.59	Yes	-90	8,100
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,518	1,790	0.85	0.48	Yes	-272	73,984
								Screenline 4 =	2,148	2,510	**0.86**	0.42	Yes	-362	131,044
								Percent RMSE =	**16**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	919	700	1.31	0.59	Yes	219	47,961
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	2,789	2,390	1.17	0.43	Yes	399	159,201
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	3,696	2,570	1.44	0.42	No	1,126	1,267,876
								Screenline 5 =	7,404	5,660	**1.31**	0.31	Yes	1,744	3,041,536
								Percent RMSE =	**37**						
Screenline 6: Central Mountain Vie															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85							
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	1,613	1,090	1.48	0.56	Yes	523	273,529
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	3,206	2,300	1.39	0.44	Yes	906	820,836
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	2,172	830	2.62	0.58	No	1,342	1,800,964
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	4,429	3,670	1.21	0.38	Yes	759	576,081
								Screenline 6 =	11,420	7,890	**1.45**	0.27	No	3,530	12,460,900
								Percent RMSE =	**47**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	943	1,010	0.93	0.56	Yes	-67	4,489
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	1,347	1,380	0.98	0.53	Yes	-33	1,089
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	3,633	2,650	1.37	0.42	Yes	983	966,289
								Screenline 7 =	5,923	5,040	**1.18**	0.32	Yes	883	779,689
								Percent RMSE =	**34**						

Percent Within Caltrans Ma imum Deviation =	**86**	= 100%
Total Count	**7**	
Screenlines Within Deviation	**6**	
Screenlines Outside Deviation	**1**	

Ta le B-23
Results of AM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	47
% of Links Within Caltrans Standard Deviations	At Least 75%	**49**
%of Screenlines Within Caltrans Standard Deviations	100%	**86**
2-way Sum of All Links Counted	Within 10%	**16**
Coefficient of Determination (R^2) =	At Least 77%	**70**
Correlation Coefficient	Greater than 88%	**84**
RMSE	30% or less	**37**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-24
Results of AM Peak-Hour Model Area Validation y Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N A**
Freeway	0	7%	N/A	**N A**
Expressway	5	25%	**28**	29%
Collector	3	25%	-10%	**33**
Freeway Ramp	0	20%	N/A	**N A**
Dummy Link	0	25%	N/A	**N A**
Major Arterial	39	25%	15%	**38**
Metered Ramp	0	25%	N/A	**N A**
Special Category	0	25%	N/A	**N A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-25
Results of AM Peak-Hour Model Area Validation y Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N A**
1,000 to 2,499	0	100%	N/A	116%	**N A**
2,500 to 4,999	1	50%	49%	116%	49%
5,000 to 9,999	9	25%	**37**	43%	**69**
10,000 to 19,999	20	20%	**21**	28%	**44**
20,000 to 24,999	5	20%	3%	25%	**29**
25,000 to 39,999	12	15%	12%	25%	**26**
40,000 to 49,999	0	15%	N/A	30%	**N A**
50,000 to 59,999	0	10%	N/A	30%	**N A**
60,000 to 89,999	0	10%	N/A	19%	**N A**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Ta le B-26: City of Mountain Vie Travel Demand Model Validation Results - PM Peak T o-Way Total Traffic Volumes

CNT ID	LOC ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	1,259	1,090	1.16	0.359	Yes	169	28561
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	1,925	2,620	0.73	0.255	No	-695	483025
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	1,674	3,180	0.53	0.241	No	-1506	2268036
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	1,563	1,990	0.79	0.280	Yes	-427	182329
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	1,916	1,420	1.35	0.313	No	496	246016
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	1,915	1,290	1.48	0.325	No	625	390625
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,445	1,310	1.10	0.325	Yes	135	18225
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	1,251	1,450	0.86	0.313	Yes	-199	39601
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	1,166	1,560	0.75	0.303	Yes	-394	155236
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	255	730	0.35	0.440	No	-475	225625
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	1,962	2,460	0.80	0.260	Yes	-498	248004
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	1,802	2,130	0.85	0.270	Yes	-328	107584
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	650	2,460	0.26	0.260	No	-1810	3276100
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	798	2,210	0.36	0.270	No	-1412	1993744
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	531	1,330	0.40	0.325	No	-799	638401
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	408	810	0.50	0.410	No	-402	161604
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	1,498	1,180	1.27	0.340	Yes	318	101124
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	1,383	1,150	1.20	0.340	Yes	233	54289
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	724	650	1.11	0.440	Yes	74	5476
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	3,167	3,210	0.99	0.241	Yes	-43	1849
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,332	2,100	0.63	0.275	No	-768	589824
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	413	770	0.54	0.410	No	-357	127449
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	1,392	790	1.76	0.410	No	602	362404
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	1,984	1,610	1.23	0.303	Yes	374	139876
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	1,742	1,600	1.09	0.303	Yes	142	20164
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	1,893	1,940	0.98	0.280	Yes	-47	2209
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	533	740	0.72	0.440	Yes	-207	42849
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	1,235	1,250	0.99	0.325	Yes	-15	225
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	1,536	1,500	1.02	0.303	Yes	36	1296
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	888	1,420	0.63	0.313	No	-532	283024
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237	1,164	1,430	0.81	0.313	Yes	-266	70756
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	2,642	2,540	1.04	0.255	Yes	102	10404
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	3,163	2,490	1.27	0.260	No	673	452929
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	3,627	2,960	1.23	0.244	Yes	667	444889
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	2,828	2,970	0.95	0.244	Yes	-142	20164
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	2,688	2,770	0.97	0.248	Yes	-82	6724
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	2,393	1,150	2.08	0.340	No	1243	1545049
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	851	1,280	0.66	0.325	No	-429	184041
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	471	670	0.70	0.440	Yes	-199	39601
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	1,124	1,050	1.07	0.359	Yes	74	5476
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	3,183	3,320	0.96	0.235	Yes	-137	18769
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	3,069	3,200	0.96	0.241	Yes	-131	17161
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	3,700	4,050	0.91	0.219	Yes	-350	122500
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	3,879	4,100	0.95	0.219	Yes	-221	48841
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	2,981	4,160	0.72	0.219	No	-1179	1390041
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,182	4,030	0.79	0.219	Yes	-848	719104
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,688	1,450	1.16	0.313	Yes	238	56644
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							

	82,873	**91,570**	**Model Count Ratio =** **0.91**
		Percent Within Caltrans Ma imum Deviation =	**64** > 75%
		Percent Root Mean S uare Error =	**31** < 30%
		Coefficient of Determination (R^2) =	**0.69** > 0.77
		Correlation Coefficient =	**0.83** > 0.88

Total Count	**47**
Link Within Deviation	**30**
Link Outside Deviation	**17**

Ta le B-27: Mountain Vie Model Validation Results - Screenlines Using PM Peak-Hour T o-Way Traffic Volumes

Screenlines	CNT ID	Node A	Node B	INDEX	DOT	Road ay	From	To	Model Volume	Traffic Count	Model Count	Ma imum Deviation	Within Deviation	Model - Count	Difference S uared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	1,259	1,090	1.16	0.56	Yes	169	28,561
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	1,916	1,420	1.35	0.52	Yes	496	246,016
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	1,962	2,460	0.80	0.43	Yes	-498	248,004
								Screenline 1 =	5,137	4,970	**1.03**	0.33	Yes	167	27,889
								Percent RMSE =	**25**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	1,925	2,620	0.73	0.42	Yes	-695	483,025
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,984	1,610	1.23	0.50	Yes	374	139,876
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	1,915	1,290	1.48	0.54	Yes	625	390,625
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,742	1,600	1.09	0.50	Yes	142	20,164
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	1,802	2,130	0.85	0.45	Yes	-328	107,584
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,498	1,180	1.27	0.55	Yes	318	101,124
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,392	790	1.76	0.59	No	602	362,404
								Screenline 2 =	12,258	11,220	**1.09**	0.23	Yes	1,038	1,077,444
								Percent RMSE =	**30**						
Screenline 3: South of Central E press ay															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	1,674	3,180	0.53	0.40	No	-1,506	2,268,036
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,445	1,310	1.10	0.53	Yes	135	18,225
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	798	2,210	0.36	0.45	No	-1,412	1,993,744
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	724	650	1.11	0.60	Yes	74	5,476
								Screenline 3 =	4,641	7,350	**0.63**	0.28	No	-2,709	7,338,681
								Percent RMSE =	**56**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	408	810	0.50	0.58	Yes	-402	161,604
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,332	2,100	0.63	0.46	Yes	-768	589,824
								Screenline 4 =	1,740	2,910	**0.60**	0.41	Yes	-1,170	1,368,900
								Percent RMSE =	**42**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	533	740	0.72	0.59	Yes	-207	42,849
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	2,642	2,540	1.04	0.42	Yes	102	10,404
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	3,069	3,200	0.96	0.40	Yes	-131	17,161
								Screenline 5 =	6,244	6,480	**0.96**	0.30	Yes	-236	55,696
								Percent RMSE =	**7**						
Screenline 6: Central Mountain Vie															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85							
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	1,235	1,250	0.99	0.54	Yes	-15	225
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	3,163	2,490	1.27	0.43	Yes	673	452,929
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	1,124	1,050	1.07	0.56	Yes	74	5,476
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	3,700	4,050	0.91	0.36	Yes	-350	122,500
								Screenline 6 =	9,222	8,840	**1.04**	0.26	Yes	382	145,924
								Percent RMSE =	**17**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,498	1,180	1.27	0.55	Yes	318	101,124
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	888	1,420	0.63	0.52	Yes	-532	283,024
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	2,828	2,970	0.95	0.41	Yes	-142	20,164
								Screenline 7 =	5,214	5,570	**0.94**	0.31	Yes	-356	126,736
								Percent RMSE =	**20**						

Percent Within Caltrans Ma imum Deviation =	**86**	= 100%
Total Count	**7**	
Screenlines Within Deviation	**6**	
Screenlines Outside Deviation	**1**	

Ta le B-28
Results of PM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	47
% of Links Within Caltrans Standard Deviations	At Least 75%	**64**
%of Screenlines Within Caltrans Standard Deviations	100%	**86**
2-way Sum of All Links Counted	Within 10%	-9%
Coefficient of Determination (R^2) =	At Least 77%	**69**
Correlation Coefficient	Greater than 88%	**83**
RMSE	30% or less	**31**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Ta le B-29
Results of PM Peak-Hour Model Area Validation y Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	0	7%	N/A	**N A**
Freeway	0	7%	N/A	**N A**
Expressway	5	25%	9%	16%
Collector	3	25%	**-49**	**51**
Freeway Ramp	0	20%	N/A	**N A**
Dummy Link	0	25%	N/A	**N A**
Major Arterial	39	25%	-12%	**33**
Metered Ramp	0	25%	N/A	**N A**
Special Category	0	25%	N/A	**N A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Ta le B-30
Results of PM Peak-Hour Model Area Validation y Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N A**
1,000 to 2,499	0	100%	N/A	116%	**N A**
2,500 to 4,999	0	50%	N/A	116%	**N A**
5,000 to 9,999	7	25%	-19%	43%	**50**
10,000 to 19,999	21	20%	3%	28%	**32**
20,000 to 24,999	6	20%	**-30**	25%	**46**
25,000 to 39,999	9	15%	-7%	25%	20%
40,000 to 49,999	4	15%	**-16**	30%	18%
50,000 to 59,999	0	10%	N/A	30%	**N A**
60,000 to 89,999	0	10%	N/A	19%	**N A**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

UPDATED MODEL VALIDATION RESULTS WITH EAST WHISMAN TRAFFIC COUNT DATA

NOVEMBER 2017

Table B-16: City of Mountain View Travel Demand Model Validation Results - Daily Two-Way Total Traffic Volumes

Directional

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
0	1007N	309057	60174	30905760174	N	SR 85	Fremont Ave.	El Camino Real							
0	1007N (HOV)	306485	60175	30648560175	N (HOV)	SR 85	Fremont Ave.	El Camino Real	65,986	69,700	0.95	0.166	Yes	-3,714	13793796
0	1007S	60177	309071	60177309071	S	SR 85	El Camino Real	Fremont Ave.							
0	1007S (HOV)	60176	306484	60176306484	S (HOV)	SR 85	El Camino Real	Fremont Ave.	67,969	68,900	0.99	0.166	Yes	-931	866761
0	1006N	260179	207282	260179207282	N	SR 85	SR 237	Evelyn Ave.							
0	1006N (HOV)	260178	211415	260178211415	N (HOV)	SR 85	SR 237	Evelyn Ave.							
0	1006N (AUX)	0	0		N (AUX)	SR 85	SR 237	Evelyn Ave.	51,825	48,700	1.06	0.204	Yes	3,125	9765625
0	1006S	260181	206473	260181206473	S	SR 85	Evelyn Ave.	SR 237							
0	1006S (HOV)	260180	211417	260180211417	S (HOV)	SR 85	Evelyn Ave.	SR 237							
0	1006S (AUX)	0	0		S (AUX)	SR 85	Evelyn Ave.	SR 237	44,861	48,600	0.92	0.204	Yes	-3,739	13980121
0	1005N	204612	260183	204612260183	N	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005N (HOV)	211418	260182	211418260182	N (HOV)	SR 85	Evelyn Ave.	Moffett Blvd.	48,743	47,300	1.03	0.209	Yes	1,443	2082249
0	1005S	260184	204590	260184204590	S	SR 85	Moffett Blvd.	Evelyn Ave.							
0	1005S (HOV)	260185	211419	260185211419	S (HOV)	SR 85	Moffett Blvd.	Evelyn Ave.	42,227	49,700	0.85	0.204	Yes	-7,473	55845729
0	1004N	360042	9324	3600429324	N	US 101	SR 237	Ellis St.							
0	1004N (HOV)	360043	5407	3600435407	N (HOV)	US 101	SR 237	Ellis St.	92,396	103,500	0.89	0.136	Yes	-11,104	123298816
0	1004S	9001	360045	9001360045	S	US 101	Ellis St.	SR 237							
0	1004S (HOV)	5406	360044	5406360044	S (HOV)	US 101	Ellis St.	SR 237	98,158	96,400	1.02	0.137	Yes	1,758	3090564
0	1003N	9323	160046	9323160046	N	US 101	Ellis St.	Moffett Blvd.							
0	1003N (HOV)	5405	160047	5405160047	N (HOV)	US 101	Ellis St.	Moffett Blvd.	93,072	105,400	0.88	0.136	Yes	-12,328	151979584
0	1003S	160049	8999	1600498999	S	US 101	Moffett Blvd.	Ellis St.							
0	1003S (HOV)	160048	5404	1600485404	S (HOV)	US 101	Moffett Blvd.	Ellis St.	94,587	99,200	0.95	0.137	Yes	-4,613	21279769
1002N	1002N	109990	110977	109990110977	N	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (HOV)	109992	110884	109992110884	N (HOV)	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (AUX)	110905	110879	110905110879	N (AUX)	US 101	SR 85	Old Middlefield Rd.	103,147	131,300	0.79	0.136	No	-28,153	792591409
1002S	1002S	105383	105592	105383105592	S	US 101	Old Middlefield Rd.	SR 85							
1002S	1002S (HOV)	105380	105868	105380105868	S (HOV)	US 101	Old Middlefield Rd.	SR 85	100,932	131,300	0.77	0.136	No	-30,368	922215424
0	1001N	160051	109318	160051109318	N	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001N (HOV)	160050	105379	160050105379	N (HOV)	US 101	Old Middlefield Rd.	Rengstorff Ave.	95,021	110,800	0.86	0.136	No	-15,779	248976841
0	1001S	106539	160053	106539160053	S	US 101	Rengstorff Ave.	Old Middlefield Rd.							
0	1001S (HOV)	105400	160052	105400160052	S (HOV)	US 101	Rengstorff Ave.	Old Middlefield Rd.	95,679	113,300	0.84	0.136	No	-17,621	310499641
0	1000N	160055	109316	160055109316	N	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000N (HOV)	160054	105370	160054105370	N (HOV)	US 101	Rengstorff Ave.	San Antonio Rd.	91,598	106,700	0.86	0.136	No	-15,102	228070404
0	1000S	107305	160057	107305160057	S	US 101	San Antonio Rd.	Rengstorff Ave.							
0	1000S (HOV)	105083	160056	105083160056	S (HOV)	US 101	San Antonio Rd.	Rengstorff Ave.	83,978	103,600	0.81	0.136	No	-19,622	385022884
1010E	1010E	9125	205602	9125205602	E	SR 237	El Camino Real	SR 85	22,316	16,900	1.32	0.294	No	5416	29333056
1010W	1010W	204743	9125	2047439125	W	SR 237	SR 85	El Camino Real	22,541	26,800	0.84	0.252	Yes	-4259	18139081
1009E	1009E	206085	205329	206085205329	E	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.	47,872	43,400	1.10	0.214	Yes	4472	19998784
1009E	1009E (AUX)	0	0		E (AUX)	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.							
1009W	1009W	205330	206084	205330206084	W	SR 237	Middlefield Rd./Maude Ave.	Sylvan Wy.	45,556	41,300	1.10	0.219	Yes	4256	18113536
1008E	1008E	209606	211107	209606211107	E	SR 237	Middlefield Rd./Maude Ave.	US 101	51,558	42,700	1.21	0.214	Yes	8858	78464164
1008E	1008E (AUX)	0	0		E (AUX)	SR 237	Middlefield Rd./Maude Ave.	US 101							
1008W	1008W	8806	207289	8806207289	W	SR 237	US 101	Middlefield Rd./Maude Ave.	51,641	42,700	1.21	0.214	Yes	8941	79941481
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	9,416	7,500	1.26	0.410	Yes	1916	3671056
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	8,776	5,200	1.69	0.475	No	3576	12787776
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	9,248	13,800	0.67	0.313	No	-4552	20720704
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	14,463	25,600	0.56	0.255	No	-11137	124032769
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	9,700	15,800	0.61	0.303	No	-6100	37210000
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.	9,898	16,500	0.60	0.294	No	-6602	43586404
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	9,066	11,100	0.82	0.359	Yes	-2034	4137156
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.	8,966	12,700	0.71	0.325	Yes	-3734	13942756
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	20,277	11,400	1.78	0.340	No	8877	78801129
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	19,787	10,700	1.85	0.359	No	9087	82573569
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	13,000	8,900	1.46	0.380	No	4100	16810000
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	13,892	8,000	1.74	0.410	No	5892	34715664
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	8,377	8,800	0.95	0.380	Yes	-423	178929
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	9,660	8,300	1.16	0.410	Yes	1360	1849600
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	7,926	8,500	0.93	0.410	Yes	-574	329476
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.	7,978	9,400	0.85	0.380	Yes	-1422	2022084
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	8,116	9,000	0.90	0.380	Yes	-884	781456
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.	9,196	9,800	0.94	0.380	Yes	-604	364816
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	1,360	3,800	0.36	0.520	No	-2440	5953600
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.	1,779	3,900	0.46	0.520	No	-2121	4498641
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	23,311	16,500	1.41	0.294	No	6811	46389721
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	21,350	13,500	1.58	0.325	No	7850	61622500
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	10,848	15,600	0.70	0.303	No	-4752	22581504
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	12,437	14,600	0.85	0.313	Yes	-2163	4678569
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	4,343	14,800	0.29	0.313	No	-10457	109348849
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.	5,651	13,900	0.41	0.313	No	-8249	68046001
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	5,801	12,300	0.47	0.340	No	-6499	42237001
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	7,258	11,600	0.63	0.340	No	-4342	18852964
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	3,198	4,400	0.73	0.520	Yes	-1202	1444804
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.	3,433	4,900	0.70	0.520	Yes	-1467	2152089
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	3,618	4,400	0.82	0.520	Yes	-782	611524
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	2,844	4,400	0.65	0.520	Yes	-1556	2421136
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	6,145	7,200	0.85	0.440	Yes	-1055	1113025
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	15,203	7,300	2.08	0.440	No	7903	62457409
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	10,182	6,600	1.54	0.440	No	3582	12830724
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.	15,260	6,100	2.50	0.475	No	9160	83905600
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	4,942	3,600	1.37	0.575	Yes	1342	1800964
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	6,438	3,500	1.84	0.575	No	2938	8631844
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	20,803	16,400	1.27	0.294	Yes	4403	19386409
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.	19,432	16,800	1.16	0.294	Yes	2632	6927424
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	9,490	9,600	0.99	0.380	Yes	-110	12100
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	8,982	10,100	0.89	0.359	Yes	-1118	1249924
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	3,010	4,100	0.73	0.520	Yes	-1090	1188100
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.	3,995	5,500	0.73	0.475	Yes	-1505	2265025
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	10,004	4,800	2.08	0.520	No	5204	27081616
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	8,731	4,700	1.86	0.520	No	4031	16248961
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	18,831	15,400	1.22	0.303	Yes	3431	11771761
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	9,466	5,900	1.60	0.475	No	3566	12716356
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	9,960	12,000	0.83	0.340	Yes	-2040	4161600
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	10,523	13,100	0.80	0.325	Yes	-2577	6640929
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	11,638	10,800	1.08	0.359	Yes	838	702244
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.	11,666	10,500	1.11	0.359	Yes	1166	1359556
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	5,134	3,600	1.43	0.575	Yes	1534	2353156
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	5,432	2,500	2.17	0.575	No	2932	8596624
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	9,509	6,400	1.49	0.440	No	3109	9665881
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	9,735	6,800	1.43	0.440	Yes	2935	8614225
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	11,342	7,800	1.45	0.410	No	3542	12545764
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.	11,330	8,700	1.30	0.410	Yes	2630	6916900
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	8,782	8,000	1.10	0.410	Yes	782	611524
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	9,187	6,900	1.33	0.440	Yes	2287	5230369
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237	7,023	8,200	0.86	0.410	Yes	-1177	1385329
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.	9,624	8,600	1.12	0.410	Yes	1024	1048576
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	19,912	13,500	1.47	0.325	No	6412	41113744
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	21,398	14,600	1.47	0.313	No	6798	46212804
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	22,994	13,400	1.72	0.325	No	9594	92044836
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	23,080	14,800	1.56	0.313	No	8280	68558400
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	23,977	14,900	1.61	0.313	No	9077	82391929
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.	23,858	15,200	1.57	0.303	No	8658	74960964
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	23,113	16,800	1.38	0.294	No	6313	39853969
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	19,601	18,500	1.06	0.286	Yes	1101	1212201
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	21,227	16,300	1.30	0.294	No	4927	24275329
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.	15,730	14,800	1.06	0.313	Yes	930	864900
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	14,390	7,900	1.82	0.410	No	6490	42120100
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.	17,013	7,600	2.24	0.410	No	9413	88604569
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	3,583	9,100	0.39	0.380	No	-5517	30437289
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237	4,209	8,200	0.51	0.410	No	-3991	15928081
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	Pioneer Wy.	2,124	4,100	0.52	0.520	Yes	-1976	3904576
3901	39W	36662	36706	3666236706	W	E. Dana St.	Pioneer Wy.	Calderon Ave.	5,917	4,200	1.41	0.520	Yes	1717	2948089
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	9,041	6,600	1.37	0.440	Yes	2441	5958481
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	10,641	4,900	2.17	0.520	No	5741	32959081
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	25,385	18,700	1.36	0.286	No	6685	44689225
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.	21,676	17,500	1.24	0.286	Yes	4176	17438976

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	26,554	19,200	1.38	0.280	No	7354	54081316
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	22,678	19,700	1.15	0.280	Yes	2978	8868484
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	30,822	22,500	1.37	0.265	No	8322	69255684
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	26,051	23,500	1.11	0.265	Yes	2551	6507601
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	33,402	25,100	1.33	0.255	No	8302	68923204
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.	26,037	24,700	1.05	0.260	Yes	1337	1787569
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	27,637	26,400	1.05	0.252	Yes	1237	1530169
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.	22,088	22,500	0.98	0.265	Yes	-412	169744
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	20,027	28,300	0.71	0.248	No	-8273	68442529
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps	24,038	26,400	0.91	0.252	Yes	-2362	5579044
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	10,160	7,900	1.29	0.410	Yes	2260	5107600
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.	9,352	8,200	1.14	0.410	Yes	1152	1327104
									2,726,150	**2,790,500**			**Model/Count Ratio =**	**0.98**	
													Percent Within Caltrans Maximum Deviation =	**54%**	> 75%
													Percent Root Mean Square Error =	**29%**	< 30%
													Coefficient of Determination (R^2) =	**0.96**	> 0.77
													Correlation Coefficient =	**0.98**	> 0.88

Total Count	**116**
Link Within Deviation	**63**
Link Outside Deviation	**53**

Table B-17: Mountain View Model Validation Results - Screenlines Using Daily Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	18,192	12,700	1.43	0.54	Yes	5,492	30,162,064
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	40,064	22,100	1.81	0.45	No	17,964	322,705,296
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	44,661	30,000	1.49	0.40	No	14,661	214,944,921
								Screenline 1 =	102,917	64,800	**1.59**	0.30	No	38,117	1,452,905,689
								Percent RMSE =	**64%**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	23,711	39,400	0.60	0.37	No	-15,689	246,144,721
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	28,297	21,300	1.33	0.45	Yes	6,997	48,958,009
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	26,892	16,900	1.59	0.49	No	9,992	99,840,064
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	20,483	25,100	0.82	0.42	Yes	-4,617	21,316,689
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	23,285	30,200	0.77	0.40	Yes	-6,915	47,817,225
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	21,348	14,500	1.47	0.52	Yes	6,848	46,895,104
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	18,735	9,500	1.97	0.57	No	9,235	85,285,225
								Screenline 2 =	162,751	156,900	**1.04**	0.21	Yes	5,851	34,234,201
								Percent RMSE =	**41%**						
Screenline 3: South of Central Expressway															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	19,598	32,300	0.61	0.40	Yes	-12,702	161,340,804
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	18,037	17,100	1.05	0.49	Yes	937	877,969
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	13,059	23,900	0.55	0.43	No	-10,841	117,527,281
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	11,380	7,100	1.60	0.59	No	4,280	18,318,400
								Screenline 3 =	62,074	80,400	**0.77**	0.26	Yes	-18,326	335,842,276
								Percent RMSE =	**43%**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	6,462	8,800	0.73	0.58	Yes	-2,338	5,466,244
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	18,472	19,700	0.94	0.47	Yes	-1,228	1,507,984
								Screenline 4 =	24,934	28,500	**0.87**	0.41	Yes	-3,566	12,716,356
								Percent RMSE =	**13%**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	10,566	6,100	1.73	0.60	No	4,466	19,945,156
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	41,310	28,100	1.47	0.41	No	13,210	174,504,100
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	49,232	38,900	1.27	0.37	Yes	10,332	106,750,224
								Screenline 5 =	101,108	73,100	**1.38**	0.28	No	28,008	784,448,064
								Percent RMSE =	**41%**						
Screenline 6: Central Mountain View															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85	204,079	262,600	0.78	0.17	No	-58,521	3,424,707,441
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	19,244	13,200	1.46	0.53	Yes	6,044	36,529,936
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	46,074	28,200	1.63	0.41	No	17,874	319,479,876
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	19,682	11,500	1.71	0.55	No	8,182	66,945,124
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	56,873	46,000	1.24	0.34	Yes	10,873	118,222,129
								Screenline 6 =	345,952	361,500	**0.96**	0.17	Yes	-15,548	241,740,304
								Percent RMSE =	**39%**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	21,348	14,500	1.47	0.52	Yes	6,848	46,895,104
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	17,969	14,900	1.21	0.52	Yes	3,069	9,418,761
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	42,714	35,300	1.21	0.38	Yes	7,414	54,967,396
								Screenline 7 =	82,031	64,700	**1.27**	0.30	Yes	17,331	300,363,561
								Percent RMSE =	**28%**						

Percent Within Caltrans Maximum Deviation = 71% = 100%

Total Count	**7**
Screenlines Within Deviation	**5**
Screenlines Outside Deviation	**2**

Table B-18
Results of Daily Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	58
% of Links Within Caltrans Standard Deviations	At Least 75%	**48%**
%of Screenlines Within Caltrans Standard Deviations	100%	**71%**
2-way Sum of All Links Counted	Within 10%	+ 0%
Coefficient of Determination (R^2) =	At Least 77%	96%
Correlation Coefficient	Greater than 88%	98%
RMSE	30% or less	29%

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-19
Results of Daily Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	1	7%	**60%**	**60%**
Freeway	5	7%	1%	11%
Expressway	6	25%	-14%	20%
Collector	31	25%	6%	**34%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	15	25%	25%	**43%**
Major Arterial	0	25%	N/A	**N/A**
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	58			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-20
Results of Daily Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	0	50%	N/A	116%	**N/A**
5,000 to 9,999	8	25%	8%	43%	**55%**
10,000 to 19,999	16	20%	**26%**	28%	**46%**
20,000 to 24,999	5	20%	9%	25%	**46%**
25,000 to 39,999	14	15%	10%	25%	**39%**
40,000 to 49,999	4	15%	12%	30%	15%
50,000 to 59,999	1	10%	**-19%**	30%	19%
60,000 to 89,999	10	10%	-9%	19%	16%

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-21: City of Mountain View Travel Demand Model Validation Results - AM Peak Two-Way Total Traffic Volumes

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
0	1007N	309057	60174	30905760174	N	SR 85	Fremont Ave.	El Camino Real							
0	1007N (HOV)	306485	60175	30648560175	N (HOV)	SR 85	Fremont Ave.	El Camino Real							
0	1007S	60177	309071	60177309071	S	SR 85	El Camino Real	Fremont Ave.							
0	1007S (HOV)	60176	306484	60176306484	S (HOV)	SR 85	El Camino Real	Fremont Ave.	9,438	9,800	0.96	0.137	Yes	-362	131044
0	1006N	260179	207282	260179207282	N	SR 85	SR 237	Evelyn Ave.							
0	1006N (HOV)	260178	211415	260178211415	N (HOV)	SR 85	SR 237	Evelyn Ave.							
0	1006N (AUX)	0	0		N (AUX)	SR 85	SR 237	Evelyn Ave.							
0	1006S	260181	206473	260181206473	S	SR 85	Evelyn Ave.	SR 237							
0	1006S (HOV)	260180	211417	260180211417	S (HOV)	SR 85	Evelyn Ave.	SR 237							
0	1006S (AUX)	0	0		S (AUX)	SR 85	Evelyn Ave.	SR 237	7,410	6,800	1.09	0.166	Yes	610	372100
0	1005N	204612	260183	204612260183	N	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005N (HOV)	211418	260182	211418260182	N (HOV)	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005S	260184	204590	260184204590	S	SR 85	Moffett Blvd.	Evelyn Ave.							
0	1005S (HOV)	260185	211419	260185211419	S (HOV)	SR 85	Moffett Blvd.	Evelyn Ave.	7,196	6,800	1.06	0.166	Yes	396	156816
0	1004N	360042	9324	3600429324	N	US 101	SR 237	Ellis St.							
0	1004N (HOV)	360043	5407	3600435407	N (HOV)	US 101	SR 237	Ellis St.							
0	1004S	9001	360045	9001360045	S	US 101	Ellis St.	SR 237							
0	1004S (HOV)	5406	360044	5406360044	S (HOV)	US 101	Ellis St.	SR 237	15,720	12,100	1.30	0.136	No	3620	13104400
0	1003N	9323	160046	9323160046	N	US 101	Ellis St.	Moffett Blvd.							
0	1003N (HOV)	5405	160047	5405160047	N (HOV)	US 101	Ellis St.	Moffett Blvd.							
0	1003S	160049	8999	1600498999	S	US 101	Moffett Blvd.	Ellis St.							
0	1003S (HOV)	160048	5404	1600485404	S (HOV)	US 101	Moffett Blvd.	Ellis St.	15,488	13,000	1.19	0.136	No	2488	6190144
1002N	1002N	109990	110977	109990110977	N	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (HOV)	109992	110884	109992110884	N (HOV)	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (AUX)	110905	110879	110905110879	N (AUX)	US 101	SR 85	Old Middlefield Rd.							
1002S	1002S	105383	105592	105383105592	S	US 101	Old Middlefield Rd.	SR 85							
1002S	1002S (HOV)	105380	105868	105380105868	S (HOV)	US 101	Old Middlefield Rd.	SR 85	17,421	16,600	1.05	0.136	Yes	821	674041
0	1001N	160051	109318	160051109318	N	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001N (HOV)	160050	105379	160050105379	N (HOV)	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001S	106539	160053	106539160053	S	US 101	Rengstorff Ave.	Old Middlefield Rd.							
0	1001S (HOV)	105400	160052	105400160052	S (HOV)	US 101	Rengstorff Ave.	Old Middlefield Rd.	16,340	14,200	1.15	0.136	No	2140	4579600
0	1000N	160055	109316	160055109316	N	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000N (HOV)	160054	105370	160054105370	N (HOV)	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000S	107305	160057	107305160057	S	US 101	San Antonio Rd.	Rengstorff Ave.							
0	1000S (HOV)	105083	160056	105083160056	S (HOV)	US 101	San Antonio Rd.	Rengstorff Ave.	14,611	14,100	1.04	0.136	Yes	511	261121
1010E	1010E	9125	205602	9125205602	E	SR 237	El Camino Real	SR 85							
1010W	1010W	204743	9125	2047439125	W	SR 237	SR 85	El Camino Real	3,760	2,700	1.39	0.252	No	1060	1123600
1009E	1009E	206085	205329	206085205329	E	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.							
1009E	1009E (AUX)	0	0		E (AUX)	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.	7,352	7,400	0.99	0.158	Yes	-48	2304
1009W	1009W	205330	206084	205330206084	W	SR 237	Middlefield Rd./Maude Ave.	Sylvan Wy.							
1008E	1008E	209606	211107	209606211107	E	SR 237	Middlefield Rd./Maude Ave.	US 101							
1008E	1008E (AUX)	0	0		E (AUX)	SR 237	Middlefield Rd./Maude Ave.	US 101	1,268	7,500	0.17	0.154	No	-6232	38837824
1008W	1008W	8806	207289	8806207289	W	SR 237	US 101	Middlefield Rd./Maude Ave.							
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	1,268	1,360	0.93	0.325	Yes	-92	8464
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps							
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	1,791	2,840	0.63	0.248	No	-1049	1100401
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.							
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.	2,327	2,230	1.04	0.270	Yes	97	9409
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.							
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real	1,362	1,830	0.74	0.286	Yes	-468	219024
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.							
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	2,437	1,910	1.28	0.280	Yes	527	277729
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps							
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	2,278	1,130	2.02	0.340	No	1148	1317904
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.							
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,729	1,310	1.32	0.325	Yes	419	175561
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.							
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.	1,572	1,270	1.24	0.325	Yes	302	91204
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.							
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real	1,557	1,560	1.00	0.303	Yes	-3	9
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.							
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.	378	660	0.57	0.440	Yes	-282	79524
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.							
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	2,476	2,590	0.96	0.255	Yes	-114	12996
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps							
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	2,376	2,300	1.03	0.265	Yes	76	5776
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.							
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.	1,436	2,280	0.63	0.265	No	-844	712336
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.							
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	1,369	1,930	0.71	0.280	No	-561	314721
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.							
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real	871	900	0.97	0.380	Yes	-29	841
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.							
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	677	700	0.97	0.440	Yes	-23	529
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.							
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	1,258	1,040	1.21	0.359	Yes	218	47524
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp							
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.	1,769	880	2.01	0.380	No	889	790321
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.							
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	805	340	2.37	0.575	No	465	216225
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.							
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue	3,536	2,480	1.43	0.260	No	1056	1115136
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.							
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,546	1,460	1.06	0.313	Yes	86	7396
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.							
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.	871	950	0.92	0.380	Yes	-79	6241
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.							
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	1,613	880	1.83	0.380	No	733	537289
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.							
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	2,604	1,400	1.86	0.313	No	1204	1449616
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.							
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	1,816	1,880	0.97	0.280	Yes	-64	4096
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.							
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.	1,926	1,630	1.18	0.294	Yes	296	87616
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.							
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	1,027	510	2.01	0.475	No	517	267289
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.							
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	1,624	1,150	1.41	0.340	No	474	224676
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.							
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.	1,458	1,640	0.89	0.294	Yes	-182	33124
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.							
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	1,371	1,400	0.98	0.313	Yes	-29	841
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.							
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237	1,191	1,650	0.72	0.294	Yes	-459	210681
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.							
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	2,845	2,400	1.19	0.260	Yes	445	198025
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.							
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	3,271	2,310	1.42	0.265	No	961	923521
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.							
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.	3,434	2,520	1.36	0.255	No	914	835396
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.							
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	3,576	2,930	1.22	0.244	Yes	646	417316
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85							
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.	2,960	2,540	1.17	0.255	Yes	420	176400
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.							
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp	2,524	1,360	1.86	0.325	No	1164	1354896
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.							
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.	1,680	1,570	1.07	0.303	Yes	110	12100
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237							

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237	863	910	0.95	0.380	Yes	-47	2209
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.							
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	2,232	910	2.45	0.380	No	1322	1747684
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.							
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	3,826	2,720	1.41	0.252	No	1106	1223236
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	3,815	2,940	1.30	0.244	No	875	765625
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	4,552	3,340	1.36	0.235	No	1212	1468944
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	4,788	3,650	1.31	0.229	No	1138	1295044
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	3,926	3,090	1.27	0.241	No	836	698896
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,472	3,750	0.93	0.224	Yes	-278	77284
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,986	1,410	1.41	0.313	No	576	331776
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							
									216,073	**195,440**			**Model/Count Ratio =**	**1.11**	
													Percent Within Caltrans Maximum Deviation =	**55%**	> 75%
													Percent Root Mean Square Error =	**36%**	< 30%
													Coefficient of Determination (R^2) =	**0.92**	> 0.77
													Correlation Coefficient =	**0.96**	> 0.88

Total Count	**58**
Link Within Deviation	**32**
Link Outside Deviation	**26**

Table B-22: Mountain View Model Validation Results - Screenlines Using AM Peak-Hour Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101																							
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.	1,118	1,150	0.97	0.55	Yes	-32	1,024								
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	150	210	0.71	0.64	Yes	-60	3,600		1,268	1,360	0.93	0.53	Yes	-92	8,464
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.	2,259	1,700	1.33	0.49	Yes	559	312,481								
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	178	210	0.85	0.64	Yes	-32	1,024		2,437	1,910	1.28	0.47	Yes	527	277,729
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.	2,204	2,300	0.96	0.44	Yes	-96	9,216								
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	272	290	0.94	0.64	Yes	-18	324		2,476	2,590	0.96	0.42	Yes	-114	12,996
								Screenline 1 =	6,181	5,860	**1.05**	0.31	Yes	321	103,041	1	6,181	5,860	**1.05**	0.31	Yes	321	103,041
								Percent RMSE =	**24%**								**16%**						
Screenline 2: South of US 101																							
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps	912	1,080	0.84	0.56	Yes	-168	28,224								
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	879	1,760	0.50	0.48	No	-881	776,161		1,791	2,840	0.63	0.41	Yes	-1,049	1,100,401
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.	1,602	1,080	1.48	0.56	Yes	522	272,484								
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,002	320	3.13	0.63	No	682	465,124		2,604	1,400	1.86	0.52	No	1,204	1,449,616
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps	1,894	860	2.20	0.58	No	1,034	1,069,156								
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	384	270	1.42	0.64	Yes	114	12,996		2,278	1,130	2.02	0.55	No	1,148	1,317,904
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps	897	1,110	0.81	0.55	Yes	-213	45,369								
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	919	770	1.19	0.59	Yes	149	22,201		1,816	1,880	0.97	0.47	Yes	-64	4,096
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps	1,244	1,530	0.81	0.51	Yes	-286	81,796								
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	1,132	770	1.47	0.59	Yes	362	131,044		2,376	2,300	1.03	0.44	Yes	76	5,776
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	899	760	1.18	0.59	Yes	139	19,321								
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	359	280	1.28	0.64	Yes	79	6,241		1,258	1,040	1.21	0.56	Yes	218	47,524
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps	306	590	0.52	0.61	Yes	-284	80,656								
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,307	290	4.51	0.64	No	1,017	1,034,289		1,613	880	1.83	0.58	No	733	537,289
								Screenline 2 =	13,736	11,470	**1.20**	0.23	Yes	2,266	5,134,756	1	13,736	11,470	**1.20**	0.23	Yes	2,266	5,134,756
								Percent RMSE =	**66%**								**49%**						
Screenline 3: South of Central Expressway																							
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.	1,831	1,320	1.39	0.53	Yes	511	261,121								
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	496	910	0.55	0.57	Yes	-414	171,396		2,327	2,230	1.04	0.45	Yes	97	9,409
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.	1,305	780	1.67	0.59	No	525	275,625								
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	424	530	0.80	0.61	Yes	-106	11,236		1,729	1,310	1.32	0.53	Yes	419	175,561
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.	557	1,190	0.47	0.55	Yes	-633	400,689								
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	812	740	1.10	0.59	Yes	72	5,184		1,369	1,930	0.71	0.47	Yes	-561	314,721
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.	288	170	1.69	0.64	No	118	13,924								
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	517	170	3.04	0.64	No	347	120,409		805	340	2.37	0.63	No	465	216,225
								Screenline 3 =	6,230	5,810	**1.07**	0.31	Yes	420	176,400	1	6,230	5,810	**1.07**	0.31	Yes	420	176,400
								Percent RMSE =	**55%**								**29%**						
Screenline 4: North of Covington Road																							
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.	399	440	0.91	0.62	Yes	-41	1,681								
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	278	260	1.07	0.64	Yes	18	324		677	700	0.97	0.59	Yes	-23	529
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.	1,269	1,020	1.24	0.56	Yes	249	62,001								
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	277	440	0.63	0.62	Yes	-163	26,569		1,546	1,460	1.06	0.52	Yes	86	7,396
								Screenline 4 =	2,223	2,160	**1.03**	0.45	Yes	63	3,969	1	2,223	2,160	**1.03**	0.45	Yes	63	3,969
								Percent RMSE =	**28%**								**6%**						
Screenline 5: East of San Antonio Road																							
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.	304	220	1.38	0.64	Yes	84	7,056								
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	723	290	2.49	0.64	No	433	187,489		1,027	510	2.01	0.61	No	517	267,289
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.	1,010	890	1.13	0.58	Yes	120	14,400								
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	1,835	1,510	1.22	0.51	Yes	325	105,625		2,845	2,400	1.19	0.43	Yes	445	198,025
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	1,197	1,100	1.09	0.55	Yes	97	9,409								
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	2,618	1,840	1.42	0.48	Yes	778	605,284		3,815	2,940	1.30	0.41	Yes	875	765,625
								Screenline 5 =	7,687	5,850	**1.31**	0.31	No	1,837	3,374,569	0	7,687	5,850	**1.31**	0.31	No	1,837	3,374,569
								Percent RMSE =	**40%**								**33%**						
Screenline 6: Central Mountain View																							
601	1002N				N	US 101	SR 85	Old Middlefield Rd.															
602	1002S				S	US 101	Old Middlefield Rd.	SR 85															
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.	650	450	1.44	0.62	Yes	200	40,000								
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	974	700	1.39	0.59	Yes	274	75,076		1,624	1,150	1.41	0.55	Yes	474	224,676
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.	1,253	890	1.41	0.58	Yes	363	131,769								
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	2,018	1,420	1.42	0.52	Yes	598	357,604		3,271	2,310	1.42	0.44	Yes	961	923,521
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	376	560	0.67	0.61	Yes	-184	33,856								
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	1,856	350	5.30	0.63	No	1,506	2,268,036		2,232	910	2.45	0.57	No	1,322	1,747,684
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	1,760	1,550	1.14	0.51	Yes	210	44,100								
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	2,792	1,790	1.56	0.48	No	1,002	1,004,004		4,552	3,340	1.36	0.39	Yes	1,212	1,468,944
								Screenline 6 =	11,679	7,710	**1.51**	0.27	No	3,969	15,752,961	0	11,679	7,710	**1.51**	0.27	No	3,969	15,752,961
								Percent RMSE =	**73%**								**54%**						
Screenline 7: East of SR 85																							
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps	899	760	1.18	0.59	Yes	139	19,321								
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	359	280	1.28	0.64	Yes	79	6,241		1,258	1,040	1.21	0.56	Yes	218	47,524
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.	565	590	0.96	0.61	Yes	-25	625								
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	806	810	1.00	0.58	Yes	-4	16		1,371	1,400	0.98	0.52	Yes	-29	841
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.	1,188	1,080	1.10	0.56	Yes	108	11,664								
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	2,388	1,850	1.29	0.48	Yes	538	289,444		3,576	2,930	1.22	0.41	Yes	646	417,316
								Screenline 7 =	6,205	5,370	**1.16**	0.32	Yes	835	697,225	1	6,205	5,370	**1.16**	0.32	Yes	835	697,225
								Percent RMSE =	**26%**								**22%**						

Percent Within Caltrans Maximum Deviation = 71% = 100%

Total Count	**7**
Screenlines Within Deviation	**5**
Screenlines Outside Deviation	**2**

Percent Within Caltrans Maximum Deviation = 71% = 100%

Total Count	**7**
Screenlines Within Deviation	**5**
Screenlines Outside Deviation	**2**

Table B-23
Results of AM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	58
% of Links Within Caltrans Standard Deviations	At Least 75%	**55%**
%of Screenlines Within Caltrans Standard Deviations	100%	**71%**
2-way Sum of All Links Counted	Within 10%	**+ 11%**
Coefficient of Determination (R^2) =	At Least 77%	92%
Correlation Coefficient	Greater than 88%	96%
RMSE	30% or less	**36%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-24
Results of AM Peak-Hour Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	1	7%	**137%**	**137%**
Freeway	1	7%	**41%**	**41%**
Expressway	0	25%	N/A	**N/A**
Collector	30	25%	19%	**39%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	15	25%	14%	29%
Major Arterial	0	25%	N/A	**N/A**
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-25
Results of AM Peak-Hour Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	1	50%	**137%**	116%	**137%**
5,000 to 9,999	9	25%	**41%**	43%	**76%**
10,000 to 19,999	20	20%	16%	28%	**37%**
20,000 to 24,999	6	20%	13%	25%	**30%**
25,000 to 39,999	12	15%	**19%**	25%	**29%**
40,000 to 49,999	0	15%	N/A	30%	**N/A**
50,000 to 59,999	0	10%	N/A	30%	**N/A**
60,000 to 89,999	10	10%	4%	19%	**23%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2011.

Table B-26: City of Mountain View Travel Demand Model Validation Results - PM Peak Two-Way Total Traffic Volumes

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
0	1007N	309057	60174	30905760174	N	SR 85	Fremont Ave.	El Camino Real							
0	1007N (HOV)	306485	60175	30648560175	N (HOV)	SR 85	Fremont Ave.	El Camino Real							
0	1007S	60177	309071	60177309071	S	SR 85	El Camino Real	Fremont Ave.							
0	1007S (HOV)	60176	306484	60176306484	S (HOV)	SR 85	El Camino Real	Fremont Ave.	8,872	8,900	1.00	0.139	Yes	-28	784
0	1006N	260179	207282	260179207282	N	SR 85	SR 237	Evelyn Ave.							
0	1006N (HOV)	260178	211415	260178211415	N (HOV)	SR 85	SR 237	Evelyn Ave.							
0	1006N (AUX)	0	0		N (AUX)	SR 85	SR 237	Evelyn Ave.							
0	1006S	260181	206473	260181206473	S	SR 85	Evelyn Ave.	SR 237							
0	1006S (HOV)	260180	211417	260180211417	S (HOV)	SR 85	Evelyn Ave.	SR 237							
0	1006S (AUX)	0	0		S (AUX)	SR 85	Evelyn Ave.	SR 237	6,485	6,400	1.01	0.175	Yes	85	7225
0	1005N	204612	260183	204612260183	N	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005N (HOV)	211418	260182	211418260182	N (HOV)	SR 85	Evelyn Ave.	Moffett Blvd.							
0	1005S	260184	204590	260184204590	S	SR 85	Moffett Blvd.	Evelyn Ave.							
0	1005S (HOV)	260185	211419	260185211419	S (HOV)	SR 85	Moffett Blvd.	Evelyn Ave.	5,758	6,400	0.90	0.175	Yes	-642	412164
0	1004N	360042	9324	3600429324	N	US 101	SR 237	Ellis St.							
0	1004N (HOV)	360043	5407	3600435407	N (HOV)	US 101	SR 237	Ellis St.							
0	1004S	9001	360045	9001360045	S	US 101	Ellis St.	SR 237							
0	1004S (HOV)	5406	360044	5406360044	S (HOV)	US 101	Ellis St.	SR 237	14,666	11,600	1.26	0.136	No	3066	9400356
0	1003N	9323	160046	9323160046	N	US 101	Ellis St.	Moffett Blvd.							
0	1003N (HOV)	5405	160047	5405160047	N (HOV)	US 101	Ellis St.	Moffett Blvd.							
0	1003S	160049	8999	1600498999	S	US 101	Moffett Blvd.	Ellis St.							
0	1003S (HOV)	160048	5404	1600485404	S (HOV)	US 101	Moffett Blvd.	Ellis St.	14,362	11,500	1.25	0.136	No	2862	8191044
1002N	1002N	109990	110977	109990110977	N	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (HOV)	109992	110884	109992110884	N (HOV)	US 101	SR 85	Old Middlefield Rd.							
1002N	1002N (AUX)	110905	110879	110905110879	N (AUX)	US 101	SR 85	Old Middlefield Rd.							
1002S	1002S	105383	105592	105383105592	S	US 101	Old Middlefield Rd.	SR 85							
1002S	1002S (HOV)	105380	105868	105380105868	S (HOV)	US 101	Old Middlefield Rd.	SR 85	15,463	16,600	0.93	0.136	Yes	-1137	1292769
0	1001N	160051	109318	160051109318	N	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001N (HOV)	160050	105379	160050105379	N (HOV)	US 101	Old Middlefield Rd.	Rengstorff Ave.							
0	1001S	106539	160053	106539160053	S	US 101	Rengstorff Ave.	Old Middlefield Rd.							
0	1001S (HOV)	105400	160052	105400160052	S (HOV)	US 101	Rengstorff Ave.	Old Middlefield Rd.	14,973	12,900	1.16	0.136	No	2073	4297329
0	1000N	160055	109316	160055109316	N	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000N (HOV)	160054	105370	160054105370	N (HOV)	US 101	Rengstorff Ave.	San Antonio Rd.							
0	1000S	107305	160057	107305160057	S	US 101	San Antonio Rd.	Rengstorff Ave.							
0	1000S (HOV)	105083	160056	105083160056	S (HOV)	US 101	San Antonio Rd.	Rengstorff Ave.	13,979	9,300	1.50	0.137	No	4679	21893041
1010E	1010E	9125	205602	9125205602	E	SR 237	El Camino Real	SR 85							
1010W	1010W	204743	9125	2047439125	W	SR 237	SR 85	El Camino Real	3,690	3,300	1.12	0.235	Yes	390	152100
1009E	1009E	206085	205329	206085205329	E	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.							
1009E	1009E (AUX)	0	0		E (AUX)	SR 237	Sylvan Wy.	Middlefield Rd./Maude Ave.	7,249	5,720	1.27	0.190	No	1529	2337841
1009W	1009W	205330	206084	205330206084	W	SR 237	Middlefield Rd./Maude Ave.	Sylvan Wy.							
1008E	1008E	209606	211107	209606211107	E	SR 237	Middlefield Rd./Maude Ave.	US 101							
1008E	1008E (AUX)	0	0		E (AUX)	SR 237	Middlefield Rd./Maude Ave.	US 101	7,991	6,100	1.31	0.180	No	1891	3575881
1008W	1008W	8806	207289	8806207289	W	SR 237	US 101	Middlefield Rd./Maude Ave.							
100	1N	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
101	1S	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	1,290	1,300	0.99	0.325	Yes	-10	100
200	2N	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
201	2S	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	2,121	2,780	0.76	0.248	Yes	-659	434281
300	3N	4605	35051	460535051	N	San Antonio Rd.	California St.	San Antonio Cir.							
301	3S	35051	4605	350514605	S	San Antonio Rd.	San Antonio Cir.	California St.	1,694	2,290	0.74	0.265	Yes	-596	355216
400	4N	36114	9115	361149115	N	San Antonio Rd.	Loucks Ave.	El Camino Real							
401	4S	9115	36114	911536114	S	San Antonio Rd.	El Camino Real	Loucks Ave.	1,587	1,880	0.84	0.280	Yes	-293	85849
500	5N	9105	7302	91057302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
501	5S	7302	9105	73029105	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	2,391	2,050	1.17	0.275	Yes	341	116281
600	6N	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
601	6S	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	2,154	1,340	1.61	0.325	No	814	662596
700	7N	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
701	7S	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,640	1,310	1.25	0.325	Yes	330	108900
800	8N	4945	10420	494510420	N	N. Rengstorff Ave.	California St.	University Ave.							
801	8S	10420	4945	104204945	S	N. Rengstorff Ave.	University Ave.	California St.	1,275	1,360	0.94	0.325	Yes	-85	7225
900	9N	9086	4963	90864963	N	El Monte Ave.	Springer Rd.	El Camino Real							
901	9S	4963	9086	49639086	S	El Monte Ave.	El Camino Real	Springer Rd.	1,177	1,640	0.72	0.294	Yes	-463	214369
1000	10N	9080	9086	90809086	N	N. Springer Rd.	Cuesta Dr.	El Monte Ave.							
1001	10S	9086	9080	90869080	S	N. Springer Rd.	El Monte Ave.	Cuesta Dr.	259	750	0.35	0.410	No	-491	241081
1100	11N	10980	35045	1098035045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
1101	11S	35045	10980	3504510980	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	2,688	2,460	1.09	0.260	Yes	228	51984
1200	12N	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
1201	12S	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	1,902	2,460	0.77	0.260	Yes	-558	311364
1300	13N	10589	5266	105895266	N	N. Shoreline Blvd.	Central Expy.	Montecito Ave.							
1301	13S	5266	10589	526610589	S	N. Shoreline Blvd.	Montecito Ave.	Central Expy.	839	2,590	0.32	0.255	No	-1751	3066001
1400	14N	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
1401	14S	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	850	2,290	0.37	0.265	No	-1440	2073600
1500	15N	9142	9075	91429075	N	Miramonte Ave.	Cuesta Dr.	El Camino Real							
1501	15S	9075	9142	90759142	S	Miramonte Ave.	El Camino Real	Cuesta Dr.	522	950	0.55	0.380	No	-428	183184
1600	16N	10327	4627	103274627	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
1601	16S	4627	10327	462710327	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	403	770	0.52	0.410	No	-367	134689
1700	17N	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
1701	17S	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,798	1,170	1.54	0.340	No	628	394384
1800	18N	7508	36653	750836653	N	Moffett Blvd.	Central Ave.	E. Middlefield Rd.							
1801	18S	36653	7508	366537508	S	Moffett Blvd.	E. Middlefield Rd	Central Ave.	1,539	1,050	1.47	0.359	No	489	239121
1900	19N	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
1901	19S	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	646	490	1.32	0.520	Yes	156	24336
2000	20N	36144	4616	361444616	N	Grant Rd.	Cuesta Dr.	Phyllis Avenue							
2001	20S	4616	36144	461636144	S	Grant Rd.	Phyllis Avenue	Cuesta Dr.	3,134	2,700	1.16	0.252	Yes	434	188356
2100	21N	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
2101	21S	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,325	1,680	0.79	0.294	Yes	-355	126025
2200	22N	9618	7774	96187774	N	N. Whisman Rd.	Central Expy.	E. Middlefield Rd.							
2201	22S	7774	9618	77749618	S	N. Whisman Rd.	E. Middlefield Rd.	Central Expy.	575	1,180	0.49	0.340	No	-605	366025
2300	23N	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
2301	23S	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,468	920	1.60	0.380	No	548	300304
2400	24E	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
2401	24W	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,801	1,870	0.96	0.286	Yes	-69	4761
2500	25E	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
2501	25W	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,747	2,280	0.77	0.265	Yes	-533	284089
2600	26E	9110	8823	91108823	E	W. Middlefield Rd.	San Antonio Rd.	Old Middlefield Wy.							
2601	26W	8823	9110	88239110	W	W. Middlefield Rd.	Old Middlefield Wy.	San Antonio Rd.	1,880	2,350	0.80	0.265	Yes	-470	220900
2700	27E	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
2701	27W	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	945	870	1.09	0.410	Yes	75	5625
2800	28E	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
2801	28W	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	1,444	1,580	0.91	0.303	Yes	-136	18496
2900	29E	6402	4594	64024594	E	W. Middlefield Rd.	San Veron Ave.	Moffett Blvd.							
2901	29W	4594	6402	45946402	W	W. Middlefield Rd.	Moffett Blvd.	San Veron Ave.	1,638	1,860	0.88	0.286	Yes	-222	49284
3000	30E	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
3001	30W	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	1,005	1,680	0.60	0.294	No	-675	455625
3100	31E	4587	25563	458725563	E	E. Middlefield Rd.	Ellis St.	SR 237							
3101	31W	25563	4587	255634587	W	E. Middlefield Rd.	SR 237	Ellis St.	1,202	1,760	0.68	0.286	No	-558	311364
3200	32E	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
3201	32W	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	2,989	2,540	1.18	0.255	Yes	449	201601
3300	33E	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
3301	33W	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	3,526	2,630	1.34	0.252	No	896	802816
3400	34E	4949	7072	49497072	E	Central Expy.	Shoreline Blvd.	Moffett Blvd.							
3401	34W	7072	4949	70724949	W	Central Expy.	Moffett Blvd.	Shoreline Blvd.	3,906	2,860	1.37	0.248	No	1046	1094116
3500	35E	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
3501	35W	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	3,066	3,320	0.92	0.235	Yes	-254	64516
3600	36E	9613	9614	96139614	E	Central Expy.	Bernardo Ave.	E. Middlefield Rd.							
3601	36W	9614	9613	96149613	W	Central Expy.	E. Middlefield Rd.	Bernardo Ave.	2,773	3,010	0.92	0.241	Yes	-237	56169
3700	37E	7297	7270	72977270	E	W. Evelyn Ave.	Calderon Ave.	SB SR 85 Ramp							
3701	37W	7270	7297	72707297	W	W. Evelyn Ave.	SB SR 85 Ramp	Calderon Ave.	2,569	1,510	1.70	0.303	No	1059	1121481
3800	38E	7276	9016	72769016	E	E. Evelyn Ave.	SR 237	Bernardo Ave.							
3801	38W	9016	7276	90167276	W	E. Evelyn Ave.	Bernardo Ave.	SR 237	1,023	2,040	0.50	0.275	No	-1017	1034289
3900	39E	36706	36662	3670636662	E	E. Dana St.	Calderon Ave.	SR 237							
3901	39W	36662	36706	3666236706	W	E. Dana St.	SR 237	Calderon Ave.	521	940	0.55	0.380	No	-419	175561
4000	40E	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.	1,295	1,090	1.19	0.359	Yes	205	42025

CNT_ID	LOC_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model /Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
4001	40W	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	1,295	1,090	1.19	0.339	Yes	205	42025
4100	41E	4965	9115	49659115	E	El Camino Real	Los Altos Ave.	San Antonio Rd.	3,235	3,060	1.06	0.241	Yes	175	30625
4101	41W	9115	4965	91154965	W	El Camino Real	San Antonio Rd.	Los Altos Ave.							
4200	42E	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.	3,172	3,300	0.96	0.235	Yes	-128	16384
4201	42W	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.							
4300	43E	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.	3,814	3,720	1.03	0.229	Yes	94	8836
4301	43W	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.							
4400	44E	36029	4598	360294598	E	El Camino Real	Phyllis Ave.	Castro St.	3,954	3,640	1.09	0.229	Yes	314	98596
4401	44W	4598	36029	459836029	W	El Camino Real	Castro St.	Phyllis Ave.							
4500	45E	36093	6477	360936477	E	El Camino Real	Grant Rd.	SB SR 85 Ramps	3,071	3,870	0.79	0.224	Yes	-799	638401
4501	45W	6477	36093	647736093	W	El Camino Real	SB SR 85 Ramps	Grant Rd.							
4600	46E	7291	36088	729136088	E	El Camino Real	NB SR 85 Ramps	Bernardo Ave.	3,263	4,030	0.81	0.219	Yes	-767	588289
4601	46W	36088	7291	360887291	W	El Camino Real	Bernardo Ave.	NB SR 85 Ramps							
4700	47E	9077	4953	90774953	E	Cuesta Dr.	Miramonte Ave.	Grant Rd.	1,674	1,410	1.19	0.313	Yes	264	69696
4701	47W	4953	9077	49539077	W	Cuesta Dr.	Grant Rd.	Miramonte Ave.							
									202,278	**193,350**			**Model/Count Ratio =**	**1.05**	
													Percent Within Caltrans Maximum Deviation =	**60%**	> 75%
													Percent Root Mean Square Error =	**33%**	< 30%
													Coefficient of Determination (R^2) =	**0.94**	> 0.77
													Correlation Coefficient =	**0.97**	> 0.88

Total Count	**58**
Link Within Deviation	**35**
Link Outside Deviation	**23**

Table B-27: Mountain View Model Validation Results - Screenlines Using PM Peak-Hour Two-Way Traffic Volumes

Screenlines	CNT_ID	Node A	Node B	INDEX	DOT	Roadway	From	To	Model Volume	Traffic Count	Model/ Count	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Screenline 1: North of US 101															
101	100	7306	7310	73067310	N	San Antonio Rd.	NB US 101 Ramps	Bayshore Prkwy.							
102	101	7310	7306	73107306	S	San Antonio Rd.	Bayshore Prkwy.	NB US 101 Ramps	1,290	1,300	0.99	0.53	Yes	-10	100
103	500	35063	7302	350637302	N	Amphitheatre Pkwy.	NB US 101 Ramps	Charleston Rd.							
104	501	7302	35063	730235063	S	Amphitheatre Pkwy.	Charleston Rd.	NB US 101 Ramps	2,391	2,050	1.17	0.46	Yes	341	116,281
105	1100	9129	35045	912935045	N	N. Shoreline Blvd.	NB US 101 Ramps	Charleston Rd.							
106	1101	35045	9129	350459129	S	N. Shoreline Blvd.	Charleston Rd.	NB US 101 Ramps	2,688	2,460	1.09	0.43	Yes	228	51,984
								Screenline 1 =	6,369	5,810	**1.10**	0.31	Yes	559	312,481
								Percent RMSE =	**12%**						
Screenline 2: South of US 101															
201	200	9098	9978	90989978	N	San Antonio Rd.	W. Charleston Rd.	SB US 101 Ramps							
202	201	9978	9098	99789098	S	San Antonio Rd.	SB US 101 Ramps	W. Charleston Rd.	2,121	2,780	0.76	0.41	Yes	-659	434,281
203	2400	9098	10320	909810320	E	Charleston Rd.	San Antonio Rd.	N. Rengstorff Ave.							
204	2401	10320	9098	103209098	W	Charleston Rd.	N. Rengstorff Ave.	San Antonio Rd.	1,801	1,870	0.96	0.48	Yes	-69	4,761
205	600	9112	10321	911210321	N	N. Rengstorff Ave.	Old Middlefield Wy.	SB US 101 Ramps							
206	601	10321	9112	103219112	S	N. Rengstorff Ave.	SB US 101 Ramps	Old Middlefield Wy.	2,154	1,340	1.61	0.53	No	814	662,596
207	2500	9112	10322	911210322	E	Old Middlefield Wy.	Rengstorff Ave.	SB US 101 Ramps							
208	2501	10322	9112	103229112	W	Old Middlefield Wy.	SB US 101 Ramps	Rengstorff Ave.	1,747	2,280	0.77	0.44	Yes	-533	284,089
209	1200	4937	9598	49379598	N	N. Shoreline Blvd.	W. Middlefield Rd.	SB US 101 Ramps							
210	1201	9598	4937	95984937	S	N. Shoreline Blvd.	SB US 101 Ramps	W. Middlefield Rd.	1,902	2,460	0.77	0.43	Yes	-558	311,364
211	1700	9022	10007	902210007	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
212	1701	10007	9022	100079022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,798	1,170	1.54	0.55	Yes	628	394,384
213	2300	36064	8994	360648994	N	Ellis St.	Fairchild Dr.	SB US 101 Ramps							
214	2301	8994	36064	899436064	S	Ellis St.	SB US 101 Ramps	Fairchild Dr.	1,468	920	1.60	0.57	No	548	300,304
								Screenline 2 =	12,991	12,820	**1.01**	0.22	Yes	171	29,241
								Percent RMSE =	**32%**						
Screenline 3: South of Central Expressway															
301	300	36114	9115	361149115	N	San Antonio Rd.	California St.	San Antonio Cir.							
302	301	9115	36114	911536114	S	San Antonio Rd.	San Antonio Cir.	California St.	1,694	2,290	0.74	0.44	Yes	-596	355,216
303	700	36702	4938	367024938	N	N. Rengstorff Ave.	Central Expy.	Montecito Ave.							
304	701	4938	36702	493836702	S	N. Rengstorff Ave.	Montecito Ave.	Central Expy.	1,640	1,310	1.25	0.53	Yes	330	108,900
305	1400	4609	4946	46094946	N	N. Shoreline Blvd.	California St.	Central Expy.							
306	1401	4946	4609	49464609	S	N. Shoreline Blvd.	Central Expy.	California St.	850	2,290	0.37	0.44	No	-1,440	2,073,600
307	1900	4948	36620	494836620	N	Castro St.	California St.	W. Evelyn Ave.							
308	1901	36620	4948	366204948	S	Castro St.	W. Evelyn Ave.	California St.	646	490	1.32	0.62	Yes	156	24,336
								Screenline 3 =	4,830	6,380	**0.76**	0.30	Yes	-1,550	2,402,500
								Percent RMSE =	**50%**						
Screenline 4: North of Covington Road															
401	1600	4618	10327	461810327	N	Miramonte Ave.	Covington Rd.	Cuesta Dr.							
402	1601	10327	4618	103274618	S	Miramonte Ave.	Cuesta Dr.	Covington Rd.	403	770	0.52	0.59	Yes	-367	134,689
403	2100	36107	36129	3610736129	N	Grant Rd.	Covington Rd.	Cuesta Dr.							
404	2101	36129	36107	3612936107	S	Grant Rd.	Cuesta Dr.	Covington Rd.	1,325	1,680	0.79	0.49	Yes	-355	126,025
								Screenline 4 =	1,728	2,450	**0.71**	0.43	Yes	-722	521,284
								Percent RMSE =	**29%**						
Screenline 5: East of San Antonio Road															
501	2700	9594	36003	959436003	E	W. Middlefield Rd.	Old Middlefield Wy.	Independence Ave.							
502	2701	36003	9594	360039594	W	W. Middlefield Rd.	Independence Ave.	Old Middlefield Wy.	945	870	1.09	0.58	Yes	75	5,625
503	3200	36701	5201	367015201	E	Central Expy.	San Antonio Rd.	Thompson Ave.							
504	3201	5201	36701	520136701	W	Central Expy.	Thompson Ave.	San Antonio Rd.	2,989	2,540	1.18	0.42	Yes	449	201,601
505	4200	4941	5199	49415199	E	El Camino Real	Showers Dr.	S. Rengstorff Ave.							
506	4201	5199	4941	51994941	W	El Camino Real	S. Rengstorff Ave.	Showers Dr.	3,172	3,300	0.96	0.39	Yes	-128	16,384
								Screenline 5 =	7,106	6,710	**1.06**	0.29	Yes	396	156,816
								Percent RMSE =	**12%**						
Screenline 6: Central Mountain View															
601	1002N				N	US 101	SR 85	Old Middlefield Rd.							
602	1002S				S	US 101	Old Middlefield Rd.	SR 85							
603	2800	36136	36140	3613636140	E	W. Middlefield Rd.	Sierra Vista Ave.	Terra Bella Ave.							
604	2801	36140	36136	3614036136	W	W. Middlefield Rd.	Terra Bella Ave.	Sierra Vista Ave.	1,444	1,580	0.91	0.50	Yes	-136	18,496
605	3300	4601	4608	46014608	E	Central Expy.	Farley St.	Shoreline Blvd.							
606	3301	4608	4601	46084601	W	Central Expy.	Shoreline Blvd.	Farley St.	3,526	2,630	1.34	0.42	Yes	896	802,816
607	4000	36692	9600	366929600	E	California St.	Escuela Ave.	S. Shoreline Blvd.							
608	4001	9600	36692	960036692	W	California St.	S. Shoreline Blvd.	Escuela Ave.	1,295	1,090	1.19	0.56	Yes	205	42,025
609	4300	4613	36687	461336687	E	El Camino Real	El Monte Ave.	S. Shoreline Blvd.							
610	4301	36687	4613	366874613	W	El Camino Real	S. Shoreline Blvd.	El Monte Ave.	3,814	3,720	1.03	0.38	Yes	94	8,836
								Screenline 6 =	10,079	9,020	**1.12**	0.25	Yes	1,059	1,121,481
								Percent RMSE =	**21%**						
Screenline 7: East of SR 85															
501	1700	9022	5071	90225071	N	Moffett Blvd.	NB SR 85 Ramp	SB US 101 Ramps							
502	1701	5071	9022	50719022	S	Moffett Blvd.	SB US 101 Ramps	NB SR 85 Ramp	1,798	1,170	1.54	0.55	Yes	628	394,384
503	3000	4594	7773	45947773	E	E. Middlefield Rd.	Moffett Blvd.	Tyrella Ave.							
504	3001	7773	4594	77734594	W	E. Middlefield Rd.	Tyrella Ave.	Moffett Blvd.	1,005	1,680	0.60	0.49	Yes	-675	455,625
505	3500	10313	4747	103134747	E	Central Expy.	SR 85	N. Whisman Ave.							
506	3501	4747	10313	474710313	W	Central Expy.	N. Whisman Ave.	SR 85	3,066	3,320	0.92	0.39	Yes	-254	64,516
								Screenline 7 =	5,869	6,170	**0.95**	0.30	Yes	-301	90,601
								Percent RMSE =	**27%**						

Percent Within Caltrans Maximum Deviation = **100%** = 100%

Total Count	**7**
Screenlines Within Deviation	**7**
Screenlines Outside Deviation	**0**

Table B-28
Results of PM Peak-Hour Model Validation

Validation Item	Criterion for Acceptance	Model Results
Total Counts	N/A	58
% of Links Within Caltrans Standard Deviations	At Least 75%	**60%**
%of Screenlines Within Caltrans Standard Deviations	100%	100%
2-way Sum of All Links Counted	Within 10%	+ 5%
Coefficient of Determination (R^2) =	At Least 77%	94%
Correlation Coefficient	Greater than 88%	97%
RMSE	30% or less	**33%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-29
Results of PM Peak-Hour Model Area Validation by Functional Class

Functional Class	Counts	Volume-to-Count		RMSE
		Criteria	Model	
Freeway-to-Freeway	1	7%	**32%**	**32%**
Freeway	1	7%	**19%**	19%
Expressway	0	25%	N/A	**N/A**
Collector	30	25%	-7%	**31%**
Freeway Ramp	0	20%	N/A	**N/A**
Dummy Link	15	25%	-6%	27%
Major Arterial	0	25%	N/A	**N/A**
Metered Ramp	0	25%	N/A	**N/A**
Special Category	0	25%	N/A	**N/A**
Overall	47			

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

Table B-30
Results of PM Peak-Hour Model Area Validation by Volume Range

Volume Range	Counts	Volume-to-Count		RMSE	
		Criteria	Model	Criteria	Model
Less than 1,000	0	200%	N/A	116%	**N/A**
1,000 to 2,499	0	100%	N/A	116%	**N/A**
2,500 to 4,999	1	50%	32%	116%	32%
5,000 to 9,999	6	25%	-21%	43%	**48%**
10,000 to 19,999	18	20%	1%	28%	**33%**
20,000 to 24,999	8	20%	**-22%**	25%	**33%**
25,000 to 39,999	14	15%	0%	25%	23%
40,000 to 49,999	1	15%	**-19%**	30%	19%
50,000 to 59,999	1	10%	**27%**	30%	27%
60,000 to 89,999	9	10%	**14%**	19%	**23%**

Note: Criteria in **Bold** indicate where criteria are not acceptable.
Source: Fehr & Peers, 2009.

APPENDIX G: PEAK HOUR SIGNAL WARRANT ANALYSIS

FEHR PEERS

Major Street	Ellis Street	Project	East Whishman Precise Plan
Minor Street	Manila	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	45	0	247
Through	610	167	0	0
Right	883	0	0	160
Total	1,493	212	0	407

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	407

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**10.1**	**407**	**2,112**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR & PEERS

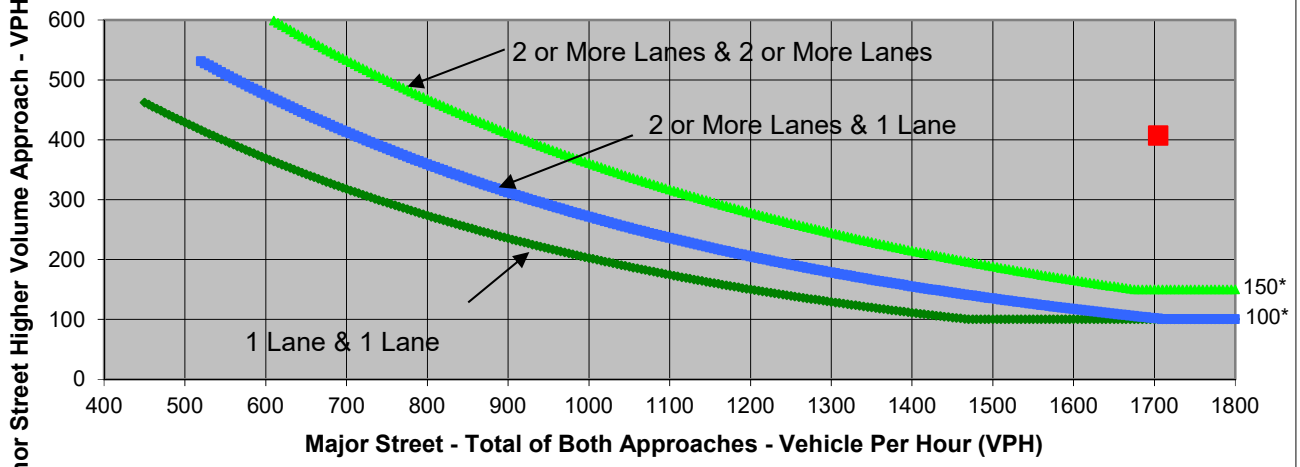
Major Street	Ellis Street	Project	East Whishman Precise Plan
Minor Street	Manila	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	45	0	247
Through	610	167	0	0
Right	883	0	0	160
Total	1,493	212	0	407

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,705**	**407**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	East Whishman Precise Plan
Scenario	Background Plus Project
Peak Hour	PM

Major Street	Ellis Street
Minor Street	Manila Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	508	0	569
Through	143	149	0	0
Right	446	0	0	50
Total	589	657	0	619

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	619

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**15.4**	**619**	**1,865**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

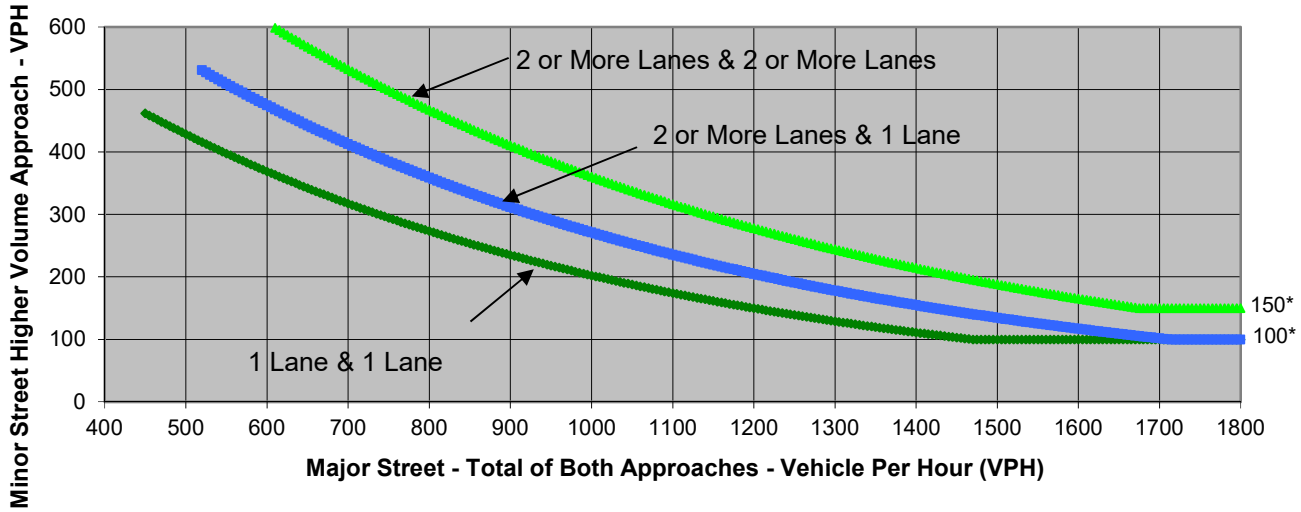
Major Street	Ellis Street	Project	East Whishman Precise Plan
Minor Street	Manila Drive	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	508	0	569
Through	143	149	0	0
Right	446	0	0	50
Total	589	657	0	619

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Drive	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,246**	**619**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Ellis Street	Project	East Whishman Precise Plan
Minor Street	Manila	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	130	0	210
Through	800	460	0	0
Right	1,050	0	0	130
Total	1,850	590	0	340

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	340

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project	**8.4**	**340**	**2,780**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR & PEERS

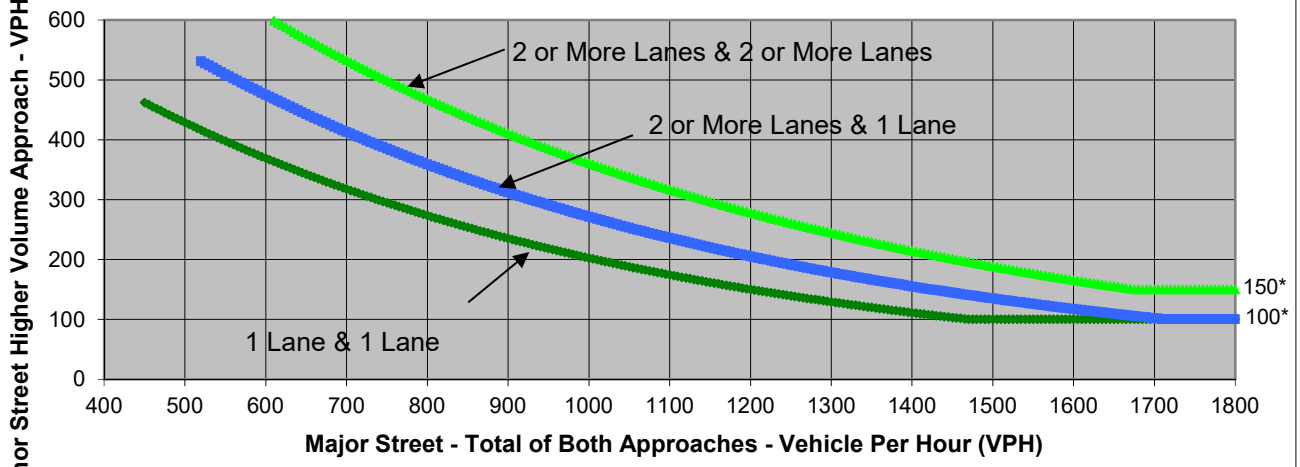
Major Street	Ellis Street	Project	East Whishman Precise Plan
Minor Street	Manila	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	130	0	210
Through	800	460	0	0
Right	1,050	0	0	130
Total	1,850	590	0	340

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,440**	**340**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	East Whishman Precise Plan
Scenario	Cumulative Plus Project
Peak Hour	PM

Major Street	Ellis Street
Minor Street	Manila Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	250	0	840
Through	430	650	0	0
Right	510	0	0	90
Total	940	900	0	930

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	930

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project	**23.1**	**930**	**2,770**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	Ellis Street
Minor Street	Manila Drive

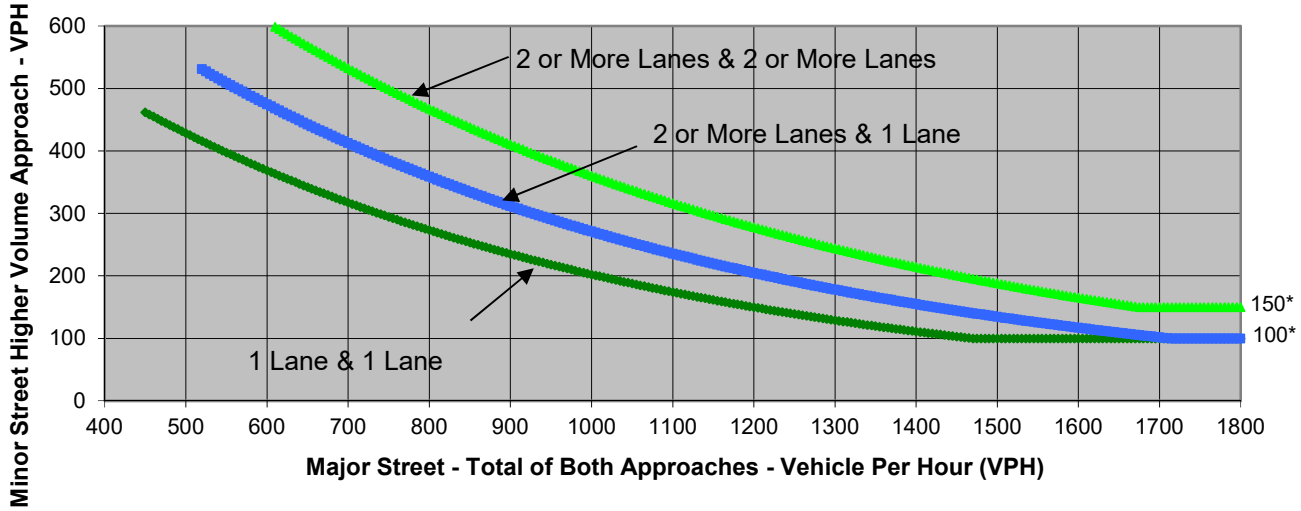
Project	East Whishman Precise Plan
Scenario	Cumulative Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	250	0	840
Through	430	650	0	0
Right	510	0	0	90
Total	940	900	0	930

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ellis Street	Manila Drive	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,840**	**930**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Existing Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	300	0	20	0
Through	500	340	0	10
Right	0	20	0	10
Total	800	360	20	20

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	20

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project	**0.5**	**20**	**1,200**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

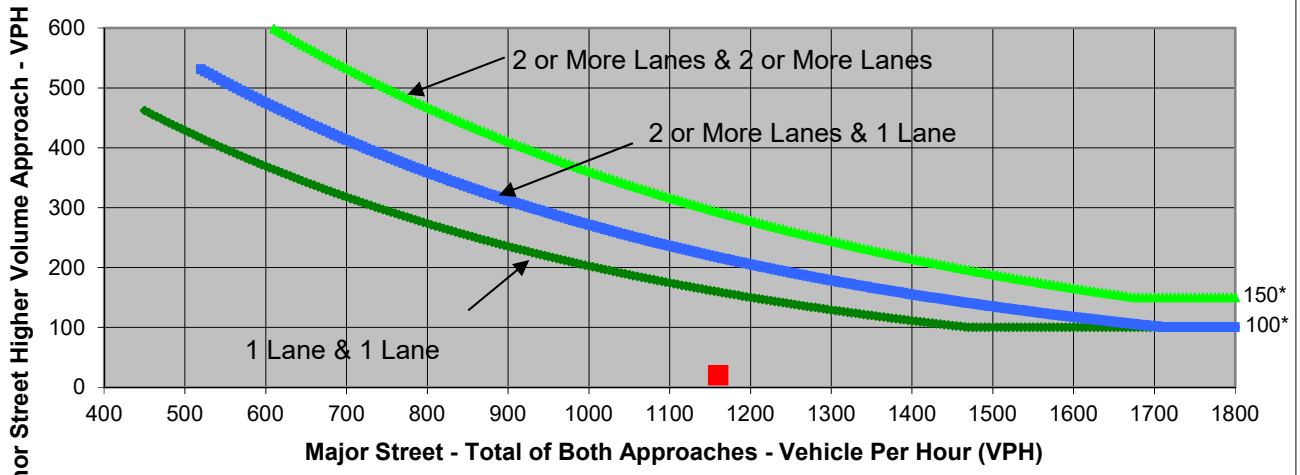
Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Existing Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	300	0	20	0
Through	500	340	0	10
Right	0	20	0	10
Total	800	360	20	20

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,160**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Existing Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	20	20
Through	340	1,130	0	10
Right	0	30	0	43
Total	500	1,160	20	73

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	73

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project	**1.8**	**73**	**1,753**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

Major Street	Wolfe Road
Minor Street	Maude Avenue

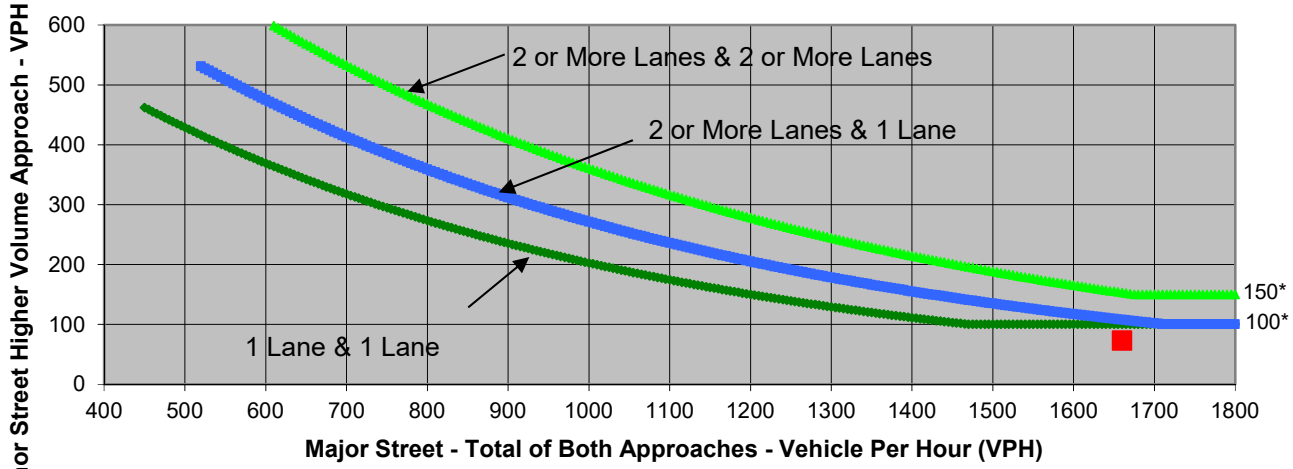
Project	East Whishman Precise Plan
Scenario	Existing Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	20	20
Through	340	1,130	0	10
Right	0	30	0	43
Total	500	1,160	20	73

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,660**	**73**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	492	0	20	0
Through	500	340	0	10
Right	0	20	0	10
Total	992	360	20	20

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	20

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**0.5**	**20**	**1,392**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

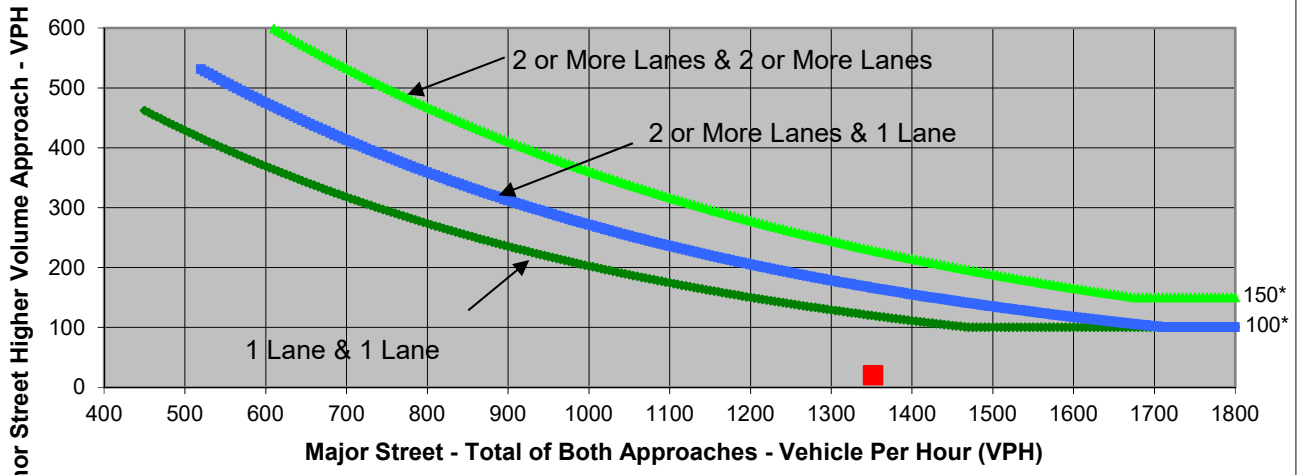
Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	492	0	20	0
Through	500	340	0	10
Right	0	20	0	10
Total	992	360	20	20

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,352**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	341	0	20	20
Through	340	1,130	0	10
Right	0	30	0	40
Total	681	1,160	20	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**1.7**	**70**	**1,931**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

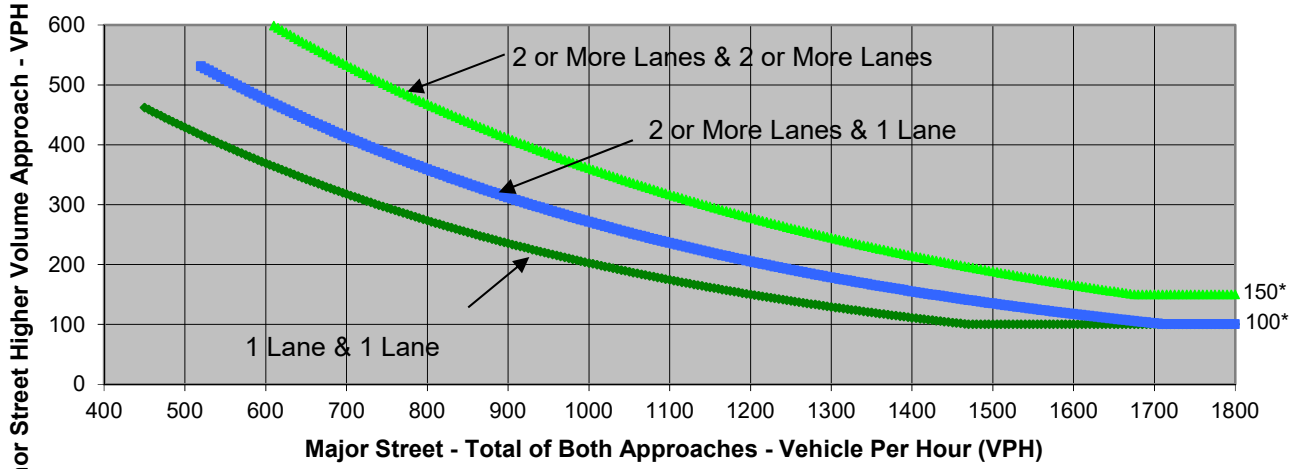
Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	341	0	20	20
Through	340	1,130	0	10
Right	0	30	0	40
Total	681	1,160	20	70

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,841**	**70**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	510	0	20	10
Through	500	410	0	10
Right	0	20	0	0
Total	1,010	430	20	20

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	20

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project	**0.5**	**20**	**1,480**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

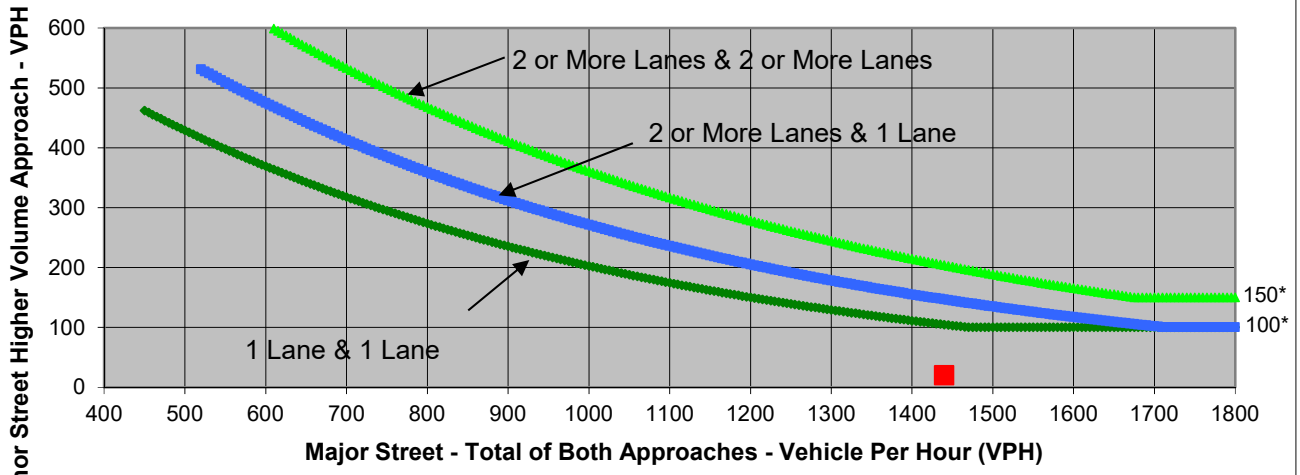
Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Cumulative Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	510	0	20	10
Through	500	410	0	10
Right	0	20	0	0
Total	1,010	430	20	20

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,440**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Cumulative Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	210	0	20	20
Through	420	1,340	0	10
Right	0	30	0	40
Total	630	1,370	20	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project	**1.7**	**70**	**2,090**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

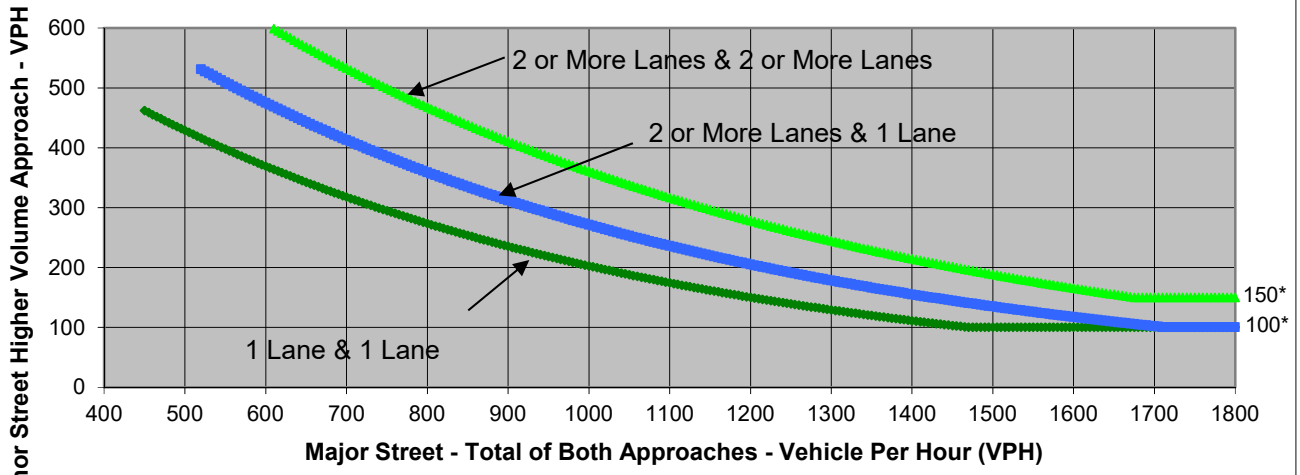
Major Street	Wolfe Road	Project	East Whishman Precise Plan
Minor Street	Maude Avenue	Scenario	Cumulative Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	210	0	20	20
Through	420	1,340	0	10
Right	0	30	0	40
Total	630	1,370	20	70

Major Street Direction

x	North/South
	East/West



* Note: 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.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Wolfe Road	Maude Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**2,000**	**70**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

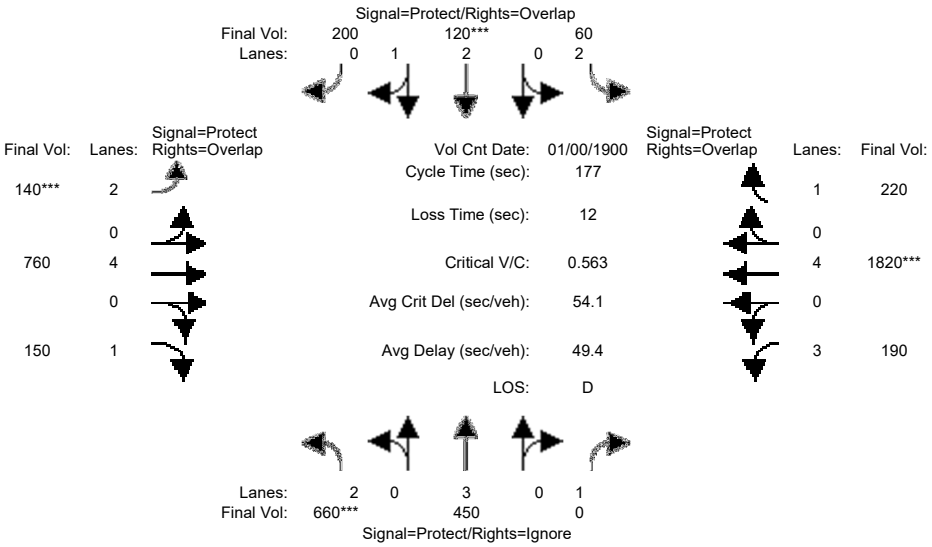
APPENDIX H: TRANSIT DELAY CALCULATIONS

APPENDIX H: TRANSIT VEHICLE DELAY BY ROUTE								
		Projected Additional Delay (sec)						
VTA Transit Route	Peak Hour	Existing plus Project		Background plus Project		Cumulative plus Project		Affected Corridors
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
32	AM	6.4	38	1.8	57.7	-22.5	53.9	Central Expy, Middlefield Rd
	PM	46.4	25.7	48.1	31.7	-106.3	19.4	
81	AM	9.7	10.3	8.4	9.5	55.9	93.4	
	PM	3.7	7.2	7.7	2.3	-12.6	3.8	
120	AM	3.3	5.8	6.4	15.9	13.9	35.4	
	PM	2.8	22.1	15.7	154	-83.9	192.7	
185	AM	19.4	8.4	36.5	14	32.4	6.5	Whisman Rd, Middlefield Rd, Ellis St, Fairchild Dr, Clyde Ave, Maude Ave, Logue Ave
	PM	10.2	18.9	16.1	74.2	3.7	32.4	
200	AM	12.2	0	8.3	0	19.4	0	
	PM	15.8	0	18.9	0	5.1	0	
Mountain View Community Shuttle	AM	-	0	-	2.4	-	-9.4	Middlefield Rd, Whisman Rd
	PM	-	14.5	-	15.8	-	55.6	
MVgo East Whisman Route	AM	9.9	-	7.6	-	-1.5	-	Whisman Rd, Middlefield Rd, Ellis St, Fairchild Dr, Clyde Ave, Maude Ave, Logue Ave
	PM	-	17.6	-	24.4	-	196.9	

APPENDIX I: INTERSECTION IMPROVEMENT LOS CALCULATION SHEETS

East Whisman Precise Plan TIA
SJ17-1724
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	660	450	510	60	120	200	140	760	150	190	1820	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	450	510	60	120	200	140	760	150	190	1820	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	450	510	60	120	200	140	760	150	190	1820	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	450	0	60	120	200	140	760	150	190	1820	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	450	0	60	120	200	140	760	150	190	1820	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	450	0	60	120	200	140	760	150	190	1820	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.00	0.02	0.03	0.11	0.04	0.10	0.09	0.04	0.24	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.39	0.00	0.06	0.18	0.25	0.08	0.38	0.66	0.10	0.41	0.47
Volume/Cap:	0.77	0.20	0.00	0.32	0.18	0.45	0.56	0.26	0.13	0.41	0.59	0.27
Delay/Veh:	63.9	36.2	0.0	80.7	62.2	56.0	81.5	41.9	17.5	75.1	47.1	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	36.2	0.0	80.7	62.2	56.0	81.5	41.9	17.5	75.1	47.1	34.8
LOS by Move:	E	D+	A	F	E	E+	F	D	B	E-	D	C-
HCM2kAvgQ:	20	5	0	2	3	10	5	8	5	4	21	9

Note: Queue reported is the number of cars per lane.

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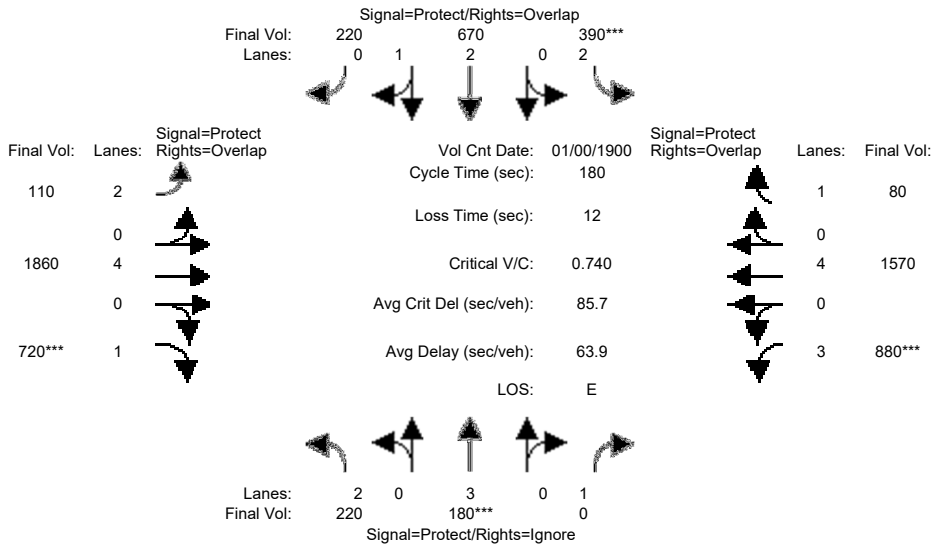
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	180	540	390	670	220	110	1860	720	880	1570	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:	220	180	540	390	670	220	110	1860	720	880	1570	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	180	540	390	670	220	110	1860	720	880	1570	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	180	0	390	670	220	110	1860	720	880	1570	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	180	0	390	670	220	110	1860	720	880	1570	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	180	0	390	670	220	110	1860	720	880	1570	80
Saturation 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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.23	0.77	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	4214	1384	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.00	0.12	0.16	0.16	0.03	0.24	0.41	0.19	0.21	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.26	0.00	0.12	0.27	0.33	0.07	0.30	0.41	0.25	0.48	0.61
Volume/Cap:	0.61	0.12	0.00	1.02	0.59	0.47	0.53	0.81	0.99	0.77	0.43	0.08
Delay/Veh:	79.2	50.8	0.0	129.6	57.8	47.5	84.0	64.3	92.0	68.2	36.9	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:	79.2	50.8	0.0	129.6	57.8	47.5	84.0	64.3	92.0	68.2	36.9	20.6
LOS by Move:	E-	D	A	F	E+	D	F	E	F	E	D+	C+
HCM2kAvgQ:	7	2	0	15	14	12	4	26	49	20	16	3

Note: Queue reported is the number of cars per lane.

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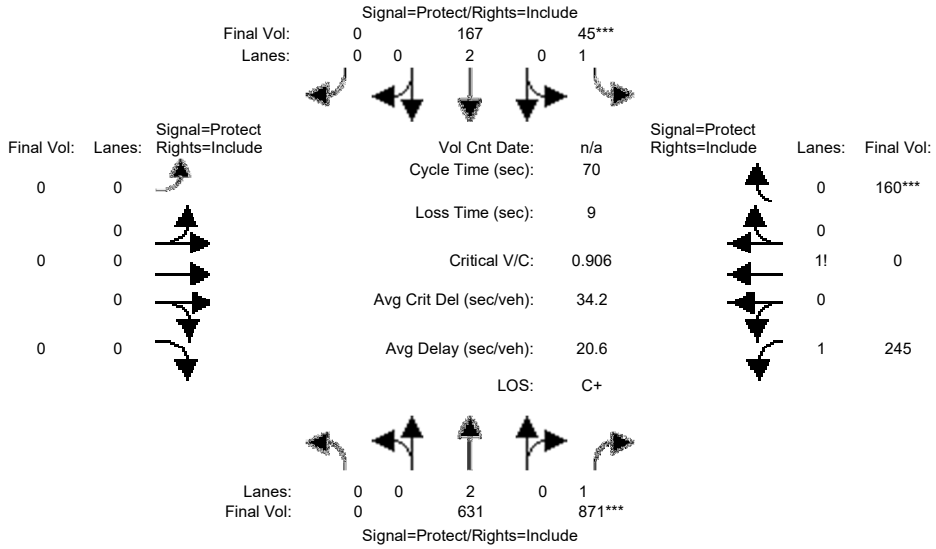
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	631	871	45	167	0	0	0	0	245	0	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:	0	631	871	45	167	0	0	0	0	245	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	631	871	45	167	0	0	0	0	245	0	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:	0	631	871	45	167	0	0	0	0	245	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	871	45	167	0	0	0	0	245	0	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
FinalVolume:	0	631	871	45	167	0	0	0	0	245	0	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.84
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.43	0.00	0.57
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	2292	0	906
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.59	0.03	0.04	0.00	0.00	0.00	0.00	0.11	0.00	0.18
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.65	0.65	0.03	0.68	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.26	0.91	0.91	0.06	0.00	0.00	0.00	0.00	0.55	0.00	0.91
Delay/Veh:	0.0	5.3	22.5	126.6	3.8	0.0	0.0	0.0	0.0	26.3	0.0	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	22.5	126.6	3.8	0.0	0.0	0.0	0.0	26.3	0.0	49.3
LOS by Move:	A	A	C+	F	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	3	19	3	1	0	0	0	0	3	0	7

Note: Queue reported is the number of cars per lane.

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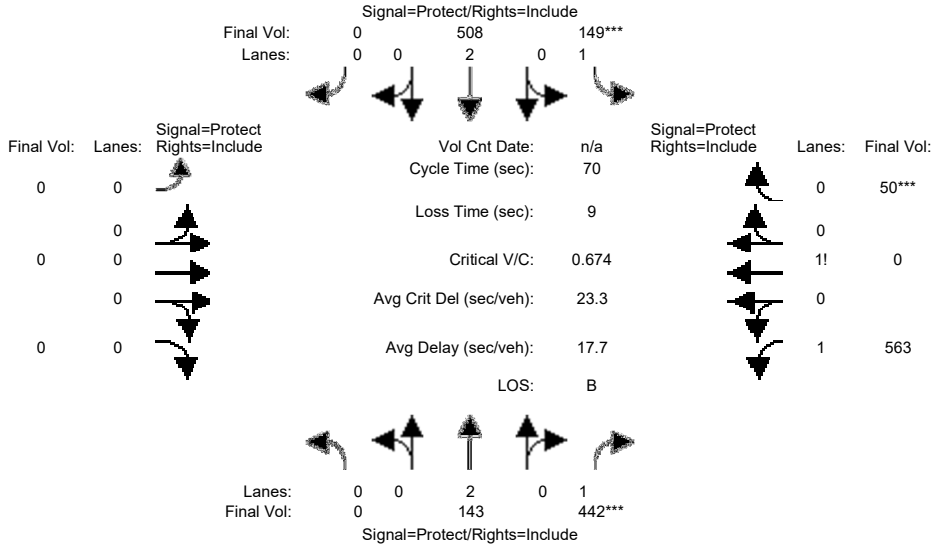
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	143	442	149	508	0	0	0	0	563	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	143	442	149	508	0	0	0	0	563	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	143	442	149	508	0	0	0	0	563	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	143	442	149	508	0	0	0	0	563	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	143	442	149	508	0	0	0	0	563	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	143	442	149	508	0	0	0	0	563	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.87
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	3057	0	249
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.30	0.09	0.13	0.00	0.00	0.00	0.00	0.18	0.00	0.20
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.44	0.44	0.13	0.57	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.09	0.67	0.67	0.23	0.00	0.00	0.00	0.00	0.62	0.00	0.67
Delay/Veh:	0.0	11.4	18.3	36.9	7.4	0.0	0.0	0.0	0.0	22.4	0.0	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:	0.0	11.4	18.3	36.9	7.4	0.0	0.0	0.0	0.0	22.4	0.0	23.6
LOS by Move:	A	B+	B-	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	1	8	5	3	0	0	0	0	6	0	7

Note: Queue reported is the number of cars per lane.

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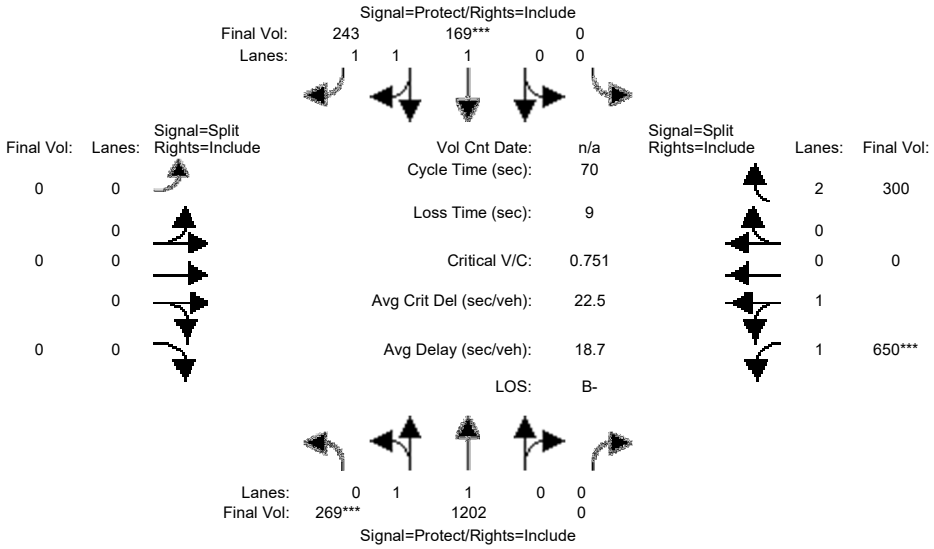
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	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:												
Base Vol:	269	1202	0	0	169	243	0	0	0	650	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	1202	0	0	169	243	0	0	0	650	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1202	0	0	169	243	0	0	0	650	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1202	0	0	169	243	0	0	0	650	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1202	0	0	169	243	0	0	0	650	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1202	0	0	169	243	0	0	0	650	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.39	1.61	0.00	0.00	1.17	1.83	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	684	3057	0	0	2226	3200	0	0	0	3500	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.19	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.49	0.64	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.79	0.62	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.79	0.00	0.41
Delay/Veh:	17.2	8.1	0.0	0.0	28.5	28.5	0.0	0.0	0.0	30.6	0.0	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:	17.2	8.1	0.0	0.0	28.5	28.5	0.0	0.0	0.0	30.6	0.0	23.1
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	13	9	0	0	3	3	0	0	0	10	0	4

Note: Queue reported is the number of cars per lane.

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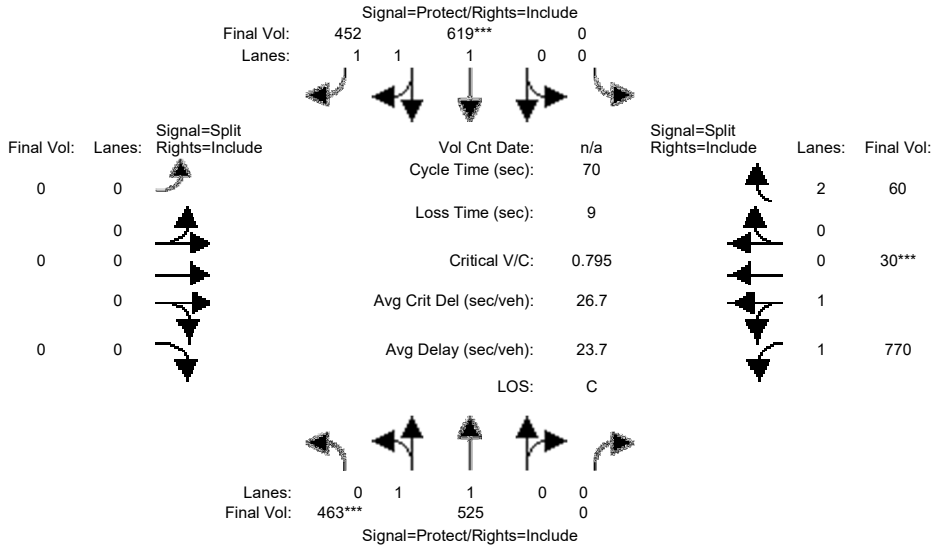
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	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:												
Base Vol:	463	525	0	0	619	452	0	0	0	770	30	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	525	0	0	619	452	0	0	0	770	30	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	525	0	0	619	452	0	0	0	770	30	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	525	0	0	619	452	0	0	0	770	30	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	525	0	0	619	452	0	0	0	770	30	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	525	0	0	619	452	0	0	0	770	30	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.98	1.02	0.00	0.00	1.67	1.33	0.00	0.00	0.00	1.93	0.07	2.00
Final Sat.:	1712	1941	0	0	3179	2322	0	0	0	3379	132	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.34	0.58	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.80	0.46	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.80	0.80	0.07
Delay/Veh:	24.5	8.4	0.0	0.0	28.2	28.2	0.0	0.0	0.0	27.5	27.5	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:	24.5	8.4	0.0	0.0	28.2	28.2	0.0	0.0	0.0	27.5	27.5	18.2
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	B-
HCM2kAvgQ:	11	6	0	0	8	8	0	0	0	11	11	1

Note: Queue reported is the number of cars per lane.

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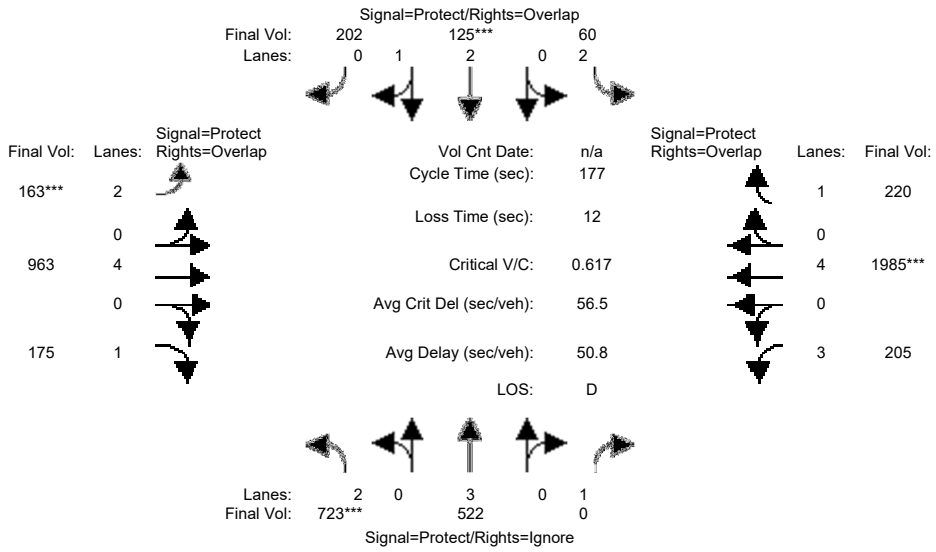
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module:												
Base Vol:	723	522	0	60	125	202	163	963	175	205	1985	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	723	522	0	60	125	202	163	963	175	205	1985	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	723	522	0	60	125	202	163	963	175	205	1985	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	723	522	0	60	125	202	163	963	175	205	1985	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	522	0	60	125	202	163	963	175	205	1985	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	723	522	0	60	125	202	163	963	175	205	1985	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.00	0.02	0.03	0.12	0.05	0.13	0.10	0.05	0.26	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.39	0.00	0.06	0.18	0.25	0.08	0.38	0.66	0.10	0.41	0.47
Volume/Cap:	0.85	0.24	0.00	0.32	0.19	0.45	0.65	0.33	0.15	0.44	0.64	0.27
Delay/Veh:	68.9	36.7	0.0	80.7	62.3	56.1	85.3	43.2	17.8	75.5	48.6	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	36.7	0.0	80.7	62.3	56.1	85.3	43.2	17.8	75.5	48.6	34.8
LOS by Move:	E	D+	A	F	E	E+	F	D	B	E-	D	C-
HCM2kAvgQ:	23	6	0	2	3	10	6	10	6	5	23	9

Note: Queue reported is the number of cars per lane.

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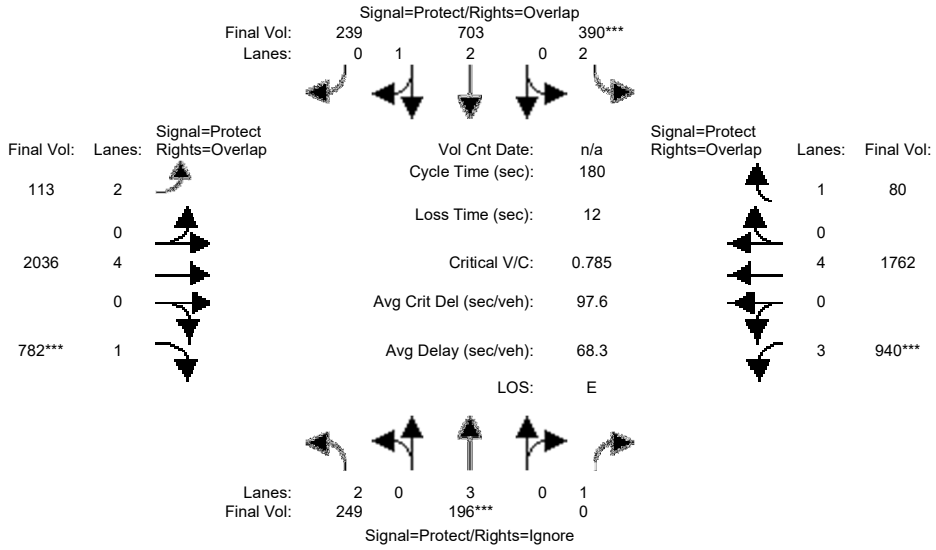
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module:												
Base Vol:	249	196	0	390	703	239	113	2036	782	940	1762	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:	249	196	0	390	703	239	113	2036	782	940	1762	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	196	0	390	703	239	113	2036	782	940	1762	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	196	0	390	703	239	113	2036	782	940	1762	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	196	0	390	703	239	113	2036	782	940	1762	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	196	0	390	703	239	113	2036	782	940	1762	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.19	0.81	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	4163	1415	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.12	0.17	0.17	0.04	0.27	0.45	0.21	0.23	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.26	0.00	0.11	0.26	0.33	0.07	0.31	0.42	0.25	0.49	0.61
Volume/Cap:	0.71	0.13	0.00	1.10	0.64	0.51	0.54	0.86	1.06	0.83	0.47	0.08
Delay/Veh:	84.0	50.9	0.0	157.9	59.9	48.9	84.0	66.2	111.1	71.0	37.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	50.9	0.0	157.9	59.9	48.9	84.0	66.2	111.1	71.0	37.2	20.7
LOS by Move:	F	D	A	F	E+	D	F	E	F	E	D+	C+
HCM2kAvgQ:	8	3	0	16	15	14	4	29	56	23	18	3

Note: Queue reported is the number of cars per lane.

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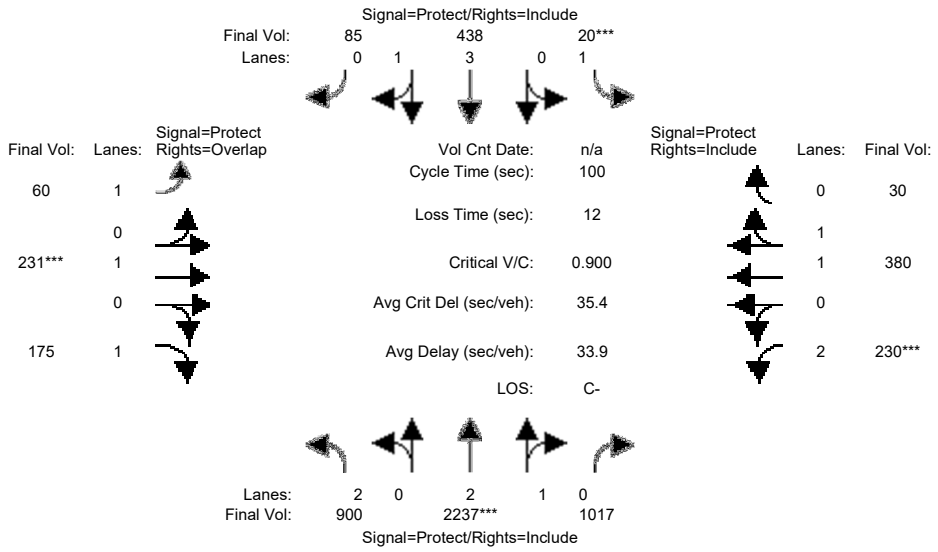
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	900	2237	1017	20	438	85	60	231	175	230	380	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:	900	2237	1017	20	438	85	60	231	175	230	380	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	2237	1017	20	438	85	60	231	175	230	380	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	900	2237	1017	20	438	85	60	231	175	230	380	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	2237	1017	20	438	85	60	231	175	230	380	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	900	2237	1017	20	438	85	60	231	175	230	380	30
Saturation 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	1.00	0.92
Lanes:	2.00	2.01	0.99	1.00	3.30	0.70	1.00	1.00	1.00	2.00	1.84	0.16
Final Sat.:	3150	3816	1735	1750	6277	1218	1750	1900	1750	3150	3500	276
Capacity Analysis Module:												
Vol/Sat:	0.29	0.59	0.59	0.01	0.07	0.07	0.03	0.12	0.10	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.50	0.61	0.61	0.07	0.18	0.18	0.08	0.13	0.63	0.08	0.12	0.12
Volume/Cap:	0.57	0.96	0.96	0.16	0.40	0.40	0.43	0.96	0.16	0.96	0.88	0.88
Delay/Veh:	17.8	27.3	27.3	44.4	36.7	36.7	46.1	91.3	7.7	94.1	61.2	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:	17.8	27.3	27.3	44.4	36.7	36.7	46.1	91.3	7.7	94.1	61.2	61.2
LOS by Move:	B	C	C	D	D+	D+	D	F	A	F	E	E
HCM2kAvgQ:	11	33	33	1	4	4	2	9	2	8	9	9

Note: Queue reported is the number of cars per lane.

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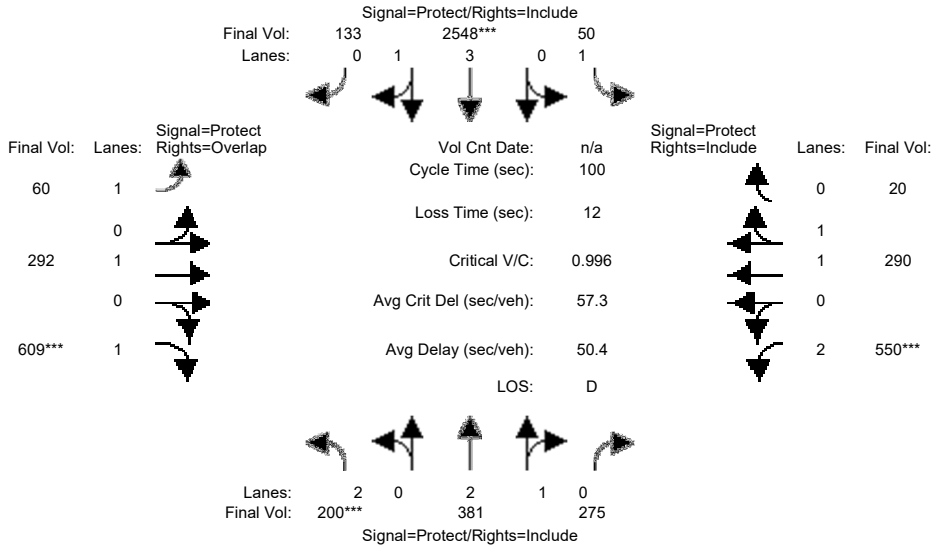
East Whisman Precise Plan TIA
SJ17-1724

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #1030: Mathilda Avenue and Moffett Park Drive



Street Name:	Mathilda Avenue						Moffett Park Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	381	275	50	2548	133	60	292	609	550	290	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:	200	381	275	50	2548	133	60	292	609	550	290	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	381	275	50	2548	133	60	292	609	550	290	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	381	275	50	2548	133	60	292	609	550	290	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	381	275	50	2548	133	60	292	609	550	290	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
FinalVolume:	200	381	275	50	2548	133	60	292	609	550	290	20
Saturation 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	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.79	0.21	1.00	1.00	1.00	2.00	1.86	0.14
Final Sat.:	3150	3800	1750	1750	7192	375	1750	1900	1750	3150	3535	244
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.16	0.03	0.35	0.35	0.03	0.15	0.35	0.17	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.29	0.29	0.13	0.36	0.36	0.19	0.28	0.35	0.18	0.27	0.27
Volume/Cap:	0.91	0.34	0.53	0.22	1.00	1.00	0.18	0.55	1.00	1.00	0.31	0.31
Delay/Veh:	82.5	27.8	30.0	39.3	48.6	48.6	34.5	32.0	68.1	78.5	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	27.8	30.0	39.3	48.6	48.6	34.5	32.0	68.1	78.5	29.4	29.4
LOS by Move:	F	C	C	D	D	D	C-	C	E	E-	C	C
HCM2kAvgQ:	5	4	8	2	28	28	2	8	25	16	4	4

Note: Queue reported is the number of cars per lane.

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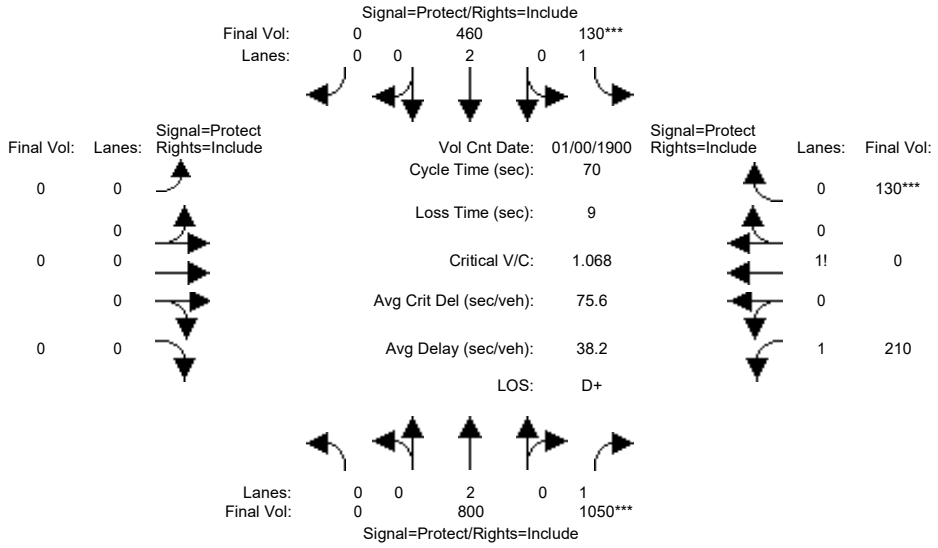
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	800	1050	130	460	0	0	0	0	210	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	800	1050	130	460	0	0	0	0	210	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	800	1050	130	460	0	0	0	0	210	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	800	1050	130	460	0	0	0	0	210	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	1050	130	460	0	0	0	0	210	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	800	1050	130	460	0	0	0	0	210	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.84
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.45	0.00	0.55
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	2316	0	886
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.71	0.08	0.12	0.00	0.00	0.00	0.00	0.09	0.00	0.15
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.66	0.66	0.07	0.73	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.32	1.07	1.07	0.16	0.00	0.00	0.00	0.00	0.66	0.00	1.07
Delay/Veh:	0.0	5.2	60.6	133.5	2.8	0.0	0.0	0.0	0.0	31.8	0.0	99.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	60.6	133.5	2.8	0.0	0.0	0.0	0.0	31.8	0.0	99.9
LOS by Move:	A	A	E	F	A	A	A	A	A	C	A	F
HCM2kAvgQ:	0	4	36	8	2	0	0	0	0	3	0	8

Note: Queue reported is the number of cars per lane.

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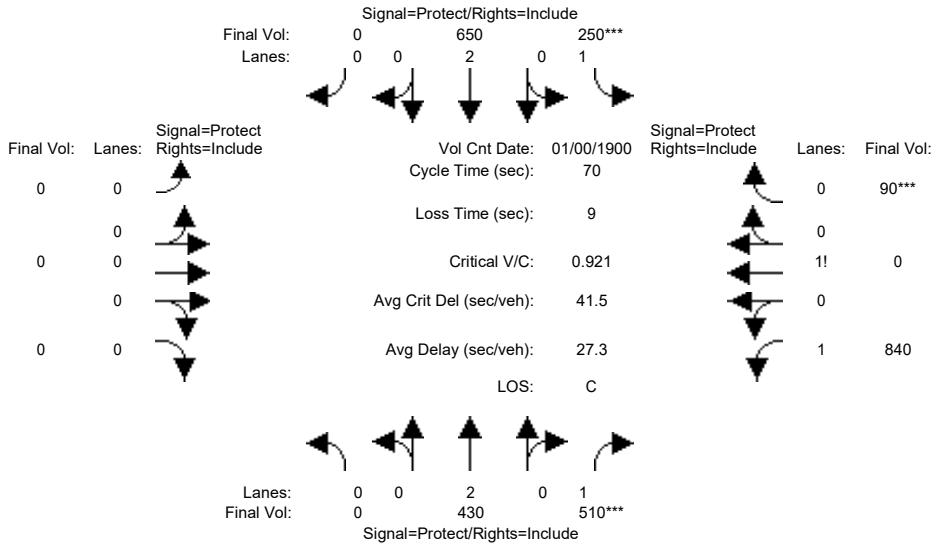
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1: Ellis Street and Manila Drive



Street Name:	Ellis Street						Manila Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	430	510	250	650	0	0	0	0	840	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	510	250	650	0	0	0	0	840	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	510	250	650	0	0	0	0	840	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	510	250	650	0	0	0	0	840	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	510	250	650	0	0	0	0	840	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	510	250	650	0	0	0	0	840	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.88	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.87
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	3008	0	291
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.34	0.15	0.17	0.00	0.00	0.00	0.00	0.28	0.00	0.31
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.37	0.37	0.16	0.54	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.30	0.92	0.92	0.32	0.00	0.00	0.00	0.00	0.83	0.00	0.92
Delay/Veh:	0.0	15.7	41.8	63.1	9.2	0.0	0.0	0.0	0.0	26.8	0.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	41.8	63.1	9.2	0.0	0.0	0.0	0.0	26.8	0.0	35.6
LOS by Move:	A	B	D	E	A	A	A	A	A	C	A	D+
HCM2kAvgQ:	0	3	13	10	4	0	0	0	0	9	0	11

Note: Queue reported is the number of cars per lane.

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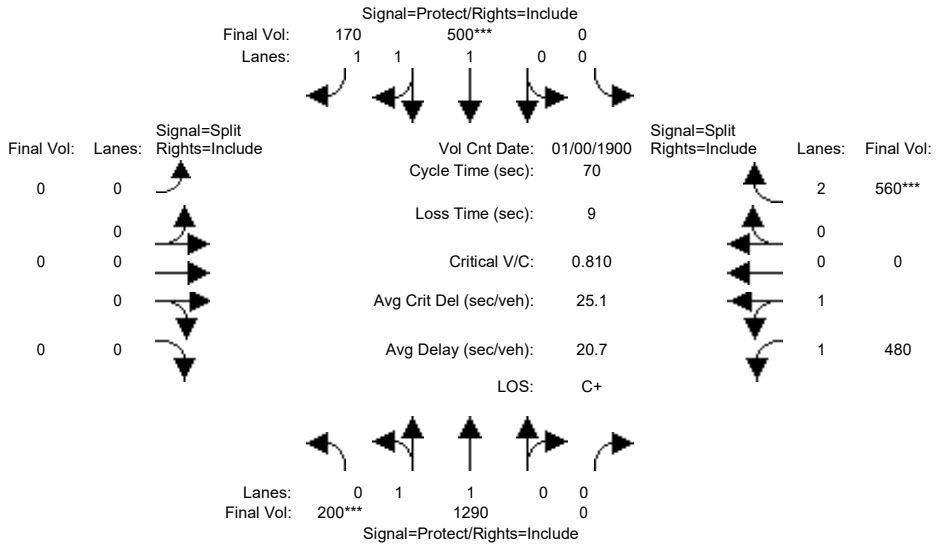
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	200	1290	0	0	500	170	0	0	0	480	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1290	0	0	500	170	0	0	0	480	0	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1290	0	0	500	170	0	0	0	480	0	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1290	0	0	500	170	0	0	0	480	0	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1290	0	0	500	170	0	0	0	480	0	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1290	0	0	500	170	0	0	0	480	0	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.29	1.71	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	504	3253	0	0	3800	1750	0	0	0	3500	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.13	0.10	0.00	0.00	0.00	0.14	0.00	0.18
Crit Moves:	****				****							****
Green/Cycle:	0.49	0.65	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.81	0.61	0.00	0.00	0.81	0.60	0.00	0.00	0.00	0.62	0.00	0.81
Delay/Veh:	17.9	7.5	0.0	0.0	34.3	28.1	0.0	0.0	0.0	26.3	0.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	7.5	0.0	0.0	34.3	28.1	0.0	0.0	0.0	26.3	0.0	33.1
LOS by Move:	B	A	A	A	C-	C	A	A	A	C	A	C-
HCM2kAvgQ:	14	9	0	0	6	4	0	0	0	6	0	9

Note: Queue reported is the number of cars per lane.

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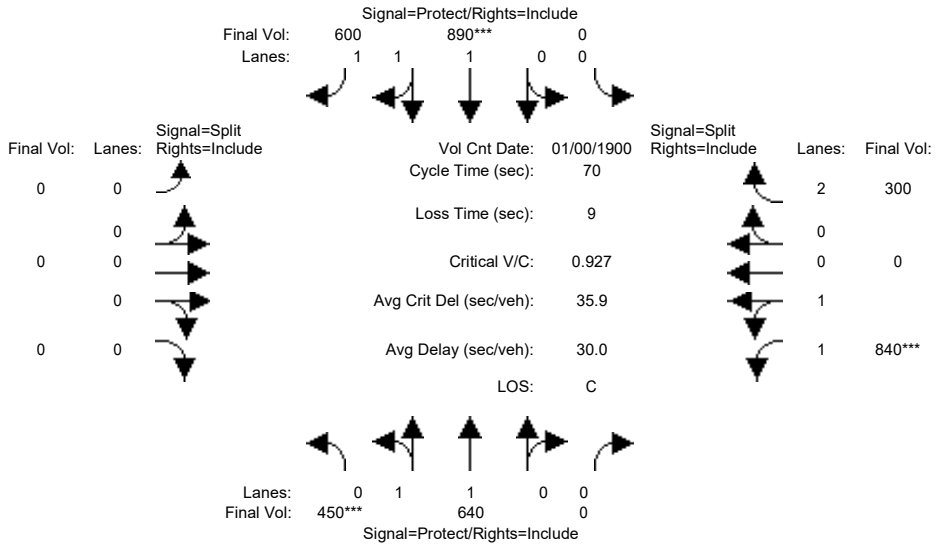
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	450	640	0	0	890	600	0	0	0	840	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	640	0	0	890	600	0	0	0	840	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	640	0	0	890	600	0	0	0	840	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	640	0	0	890	600	0	0	0	840	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	640	0	0	890	600	0	0	0	840	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	640	0	0	890	600	0	0	0	840	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.87	1.13	0.00	0.00	1.73	1.27	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1515	2155	0	0	3291	2219	0	0	0	3500	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.24	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.32	0.61	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.93	0.48	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.93	0.00	0.37
Delay/Veh:	35.4	7.6	0.0	0.0	33.7	33.7	0.0	0.0	0.0	40.4	0.0	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:	35.4	7.6	0.0	0.0	33.7	33.7	0.0	0.0	0.0	40.4	0.0	21.5
LOS by Move:	D+	A	A	A	C-	C-	A	A	A	D	A	C+
HCM2kAvgQ:	14	7	0	0	13	13	0	0	0	14	0	3

Note: Queue reported is the number of cars per lane.

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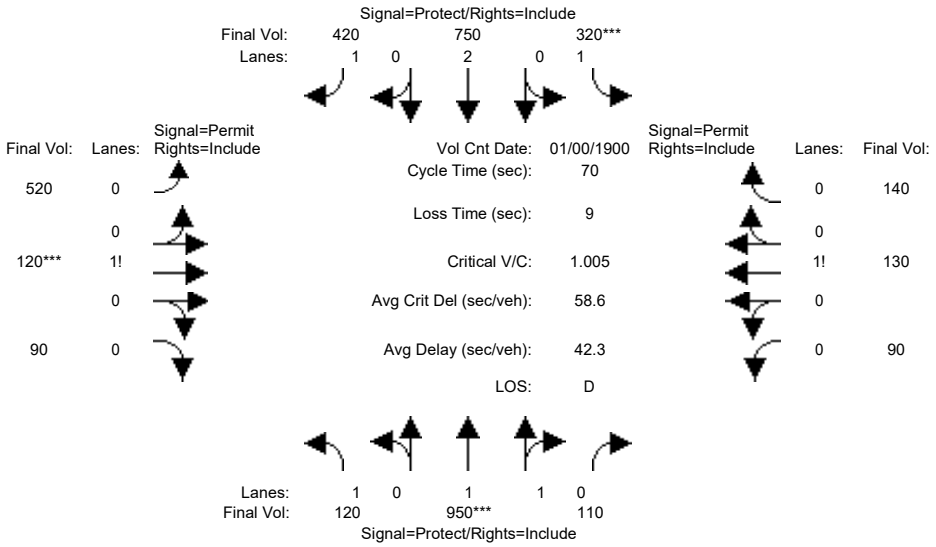
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	120	950	110	320	750	420	520	120	90	90	130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	950	110	320	750	420	520	120	90	90	130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	950	110	320	750	420	520	120	90	90	130	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:	120	950	110	320	750	420	520	120	90	90	130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	950	110	320	750	420	520	120	90	90	130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	950	110	320	750	420	520	120	90	90	130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	0.73	0.15	0.12	0.26	0.34	0.40
Final Sat.:	1750	3376	391	1750	3800	1750	1263	291	219	450	650	701
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.18	0.20	0.24	0.41	0.41	0.41	0.20	0.20	0.20
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.28	0.28	0.18	0.33	0.33	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.50	1.01	1.01	1.01	0.61	0.74	1.01	1.01	1.01	0.49	0.49	0.49
Delay/Veh:	29.8	54.2	54.2	80.4	20.7	25.9	55.4	55.4	55.4	15.8	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	54.2	54.2	80.4	20.7	25.9	55.4	55.4	55.4	15.8	15.8	15.8
LOS by Move:	C	D-	D-	F	C+	C	E+	E+	E+	B	B	B
HCM2kAvgQ:	3	19	19	9	6	8	25	25	25	6	6	6

Note: Queue reported is the number of cars per lane.

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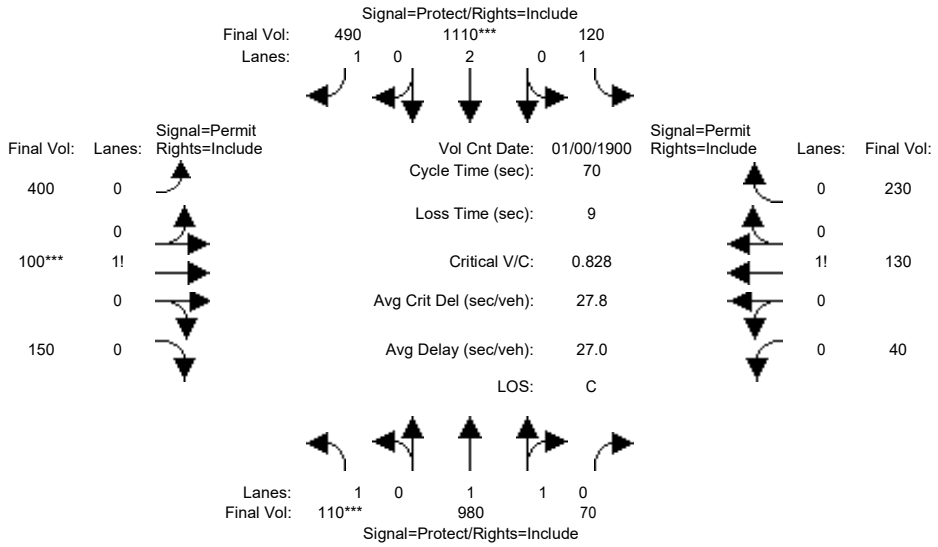
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	980	70	120	1110	490	400	100	150	40	130	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:	110	980	70	120	1110	490	400	100	150	40	130	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	980	70	120	1110	490	400	100	150	40	130	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:	110	980	70	120	1110	490	400	100	150	40	130	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	980	70	120	1110	490	400	100	150	40	130	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
FinalVolume:	110	980	70	120	1110	490	400	100	150	40	130	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.86	0.14	1.00	2.00	1.00	0.63	0.14	0.23	0.10	0.31	0.59
Final Sat.:	1750	3527	252	1750	3800	1750	1090	273	409	180	584	1033
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.07	0.29	0.28	0.37	0.37	0.37	0.22	0.22	0.22
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.32	0.32	0.12	0.34	0.34	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.63	0.86	0.86	0.59	0.85	0.82	0.85	0.85	0.85	0.52	0.52	0.52
Delay/Veh:	37.4	28.2	28.2	33.7	27.1	29.8	27.3	27.3	27.3	15.3	15.3	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:	37.4	28.2	28.2	33.7	27.1	29.8	27.3	27.3	27.3	15.3	15.3	15.3
LOS by Move:	D+	C	C	C-	C	C	C	C	C	B	B	B
HCM2kAvgQ:	4	14	14	2	10	10	17	17	17	7	7	7

Note: Queue reported is the number of cars per lane.

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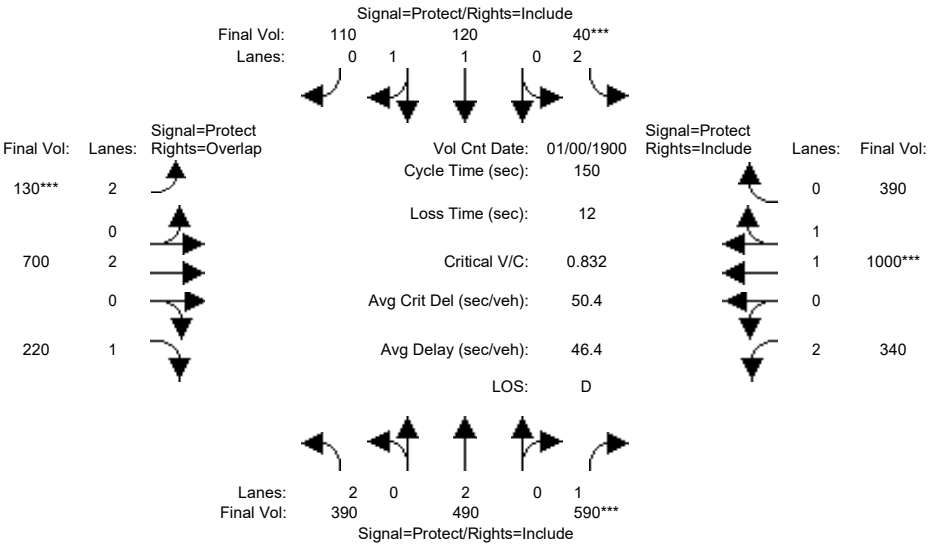
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	390	490	590	40	120	110	130	700	220	340	1000	390
Growth Adj:	1.00	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	490	590	40	120	110	130	700	220	340	1000	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	490	590	40	120	110	130	700	220	340	1000	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	490	590	40	120	110	130	700	220	340	1000	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	490	590	40	120	110	130	700	220	340	1000	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	490	590	40	120	110	130	700	220	340	1000	390
Saturation 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	1.00	1.00	2.00	2.00	1.00	2.00	1.41	0.59
Final Sat.:	3150	3800	1750	3150	1905	1746	3150	3800	1750	3150	2670	1041
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.34	0.01	0.06	0.06	0.04	0.18	0.13	0.11	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.28	0.39	0.39	0.05	0.15	0.15	0.05	0.30	0.59	0.18	0.43	0.43
Volume/Cap:	0.44	0.33	0.86	0.27	0.41	0.41	0.86	0.61	0.21	0.61	0.86	0.86
Delay/Veh:	44.2	32.1	52.9	70.0	57.9	57.9	107.5	45.4	14.6	58.7	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	32.1	52.9	70.0	57.9	57.9	107.5	45.4	14.6	58.7	43.4	43.4
LOS by Move:	D	C-	D-	E	E+	E+	F	D	B	E+	D	D
HCM2kAvgQ:	8	8	28	1	5	5	4	13	5	8	29	29

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan TIA
SJ17-1724
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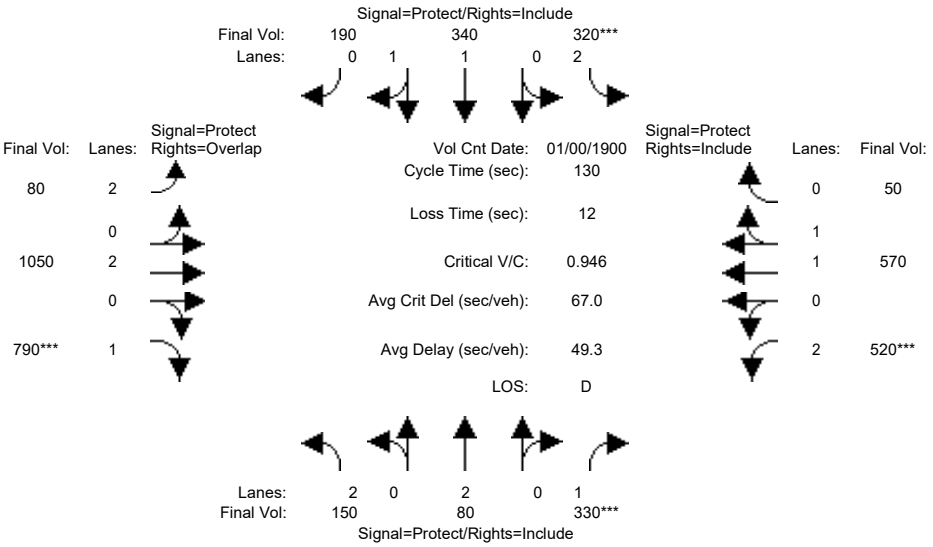
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #7: Maude Avenue and Mary Avenue



Street Name:	Mary Avenue						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	150	80	330	320	340	190	80	1050	790	520	570	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	80	330	320	340	190	80	1050	790	520	570	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	80	330	320	340	190	80	1050	790	520	570	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	80	330	320	340	190	80	1050	790	520	570	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	80	330	320	340	190	80	1050	790	520	570	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	80	330	320	340	190	80	1050	790	520	570	50
Saturation 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	1.24	0.76	2.00	2.00	1.00	2.00	1.83	0.17
Final Sat.:	3150	3800	1750	3150	2365	1322	3150	3800	1750	3150	3470	304
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.19	0.10	0.14	0.14	0.03	0.28	0.45	0.17	0.16	0.16
Crit Moves:			****	****					****	****		
Green/Cycle:	0.08	0.20	0.20	0.11	0.22	0.22	0.15	0.42	0.50	0.17	0.45	0.45
Volume/Cap:	0.57	0.11	0.95	0.95	0.64	0.64	0.17	0.66	0.90	0.95	0.37	0.37
Delay/Veh:	60.3	42.6	85.7	92.7	47.6	47.6	48.7	31.2	41.0	78.7	23.9	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:	60.3	42.6	85.7	92.7	47.6	47.6	48.7	31.2	41.0	78.7	23.9	23.9
LOS by Move:	E	D	F	F	D	D	D	C	D	E-	C	C
HCM2kAvgQ:	4	1	16	11	11	11	2	16	32	14	8	8

Note: Queue reported is the number of cars per lane.

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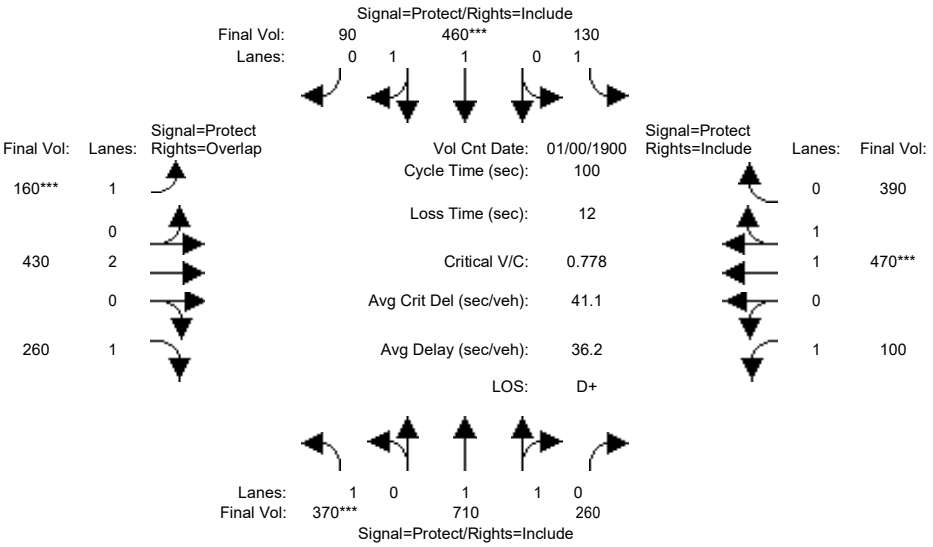
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	370	710	260	130	460	90	160	430	260	100	470	390
Growth Adj:	1.00	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	710	260	130	460	90	160	430	260	100	470	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	710	260	130	460	90	160	430	260	100	470	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	260	130	460	90	160	430	260	100	470	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	710	260	130	460	90	160	430	260	100	470	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	710	260	130	460	90	160	430	260	100	470	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	2719	996	1750	3134	613	1750	3800	1750	1750	1999	1659
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.26	0.07	0.15	0.15	0.09	0.11	0.15	0.06	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.33	0.33	0.13	0.19	0.19	0.12	0.26	0.53	0.16	0.30	0.30
Volume/Cap:	0.78	0.78	0.78	0.58	0.78	0.78	0.78	0.44	0.28	0.36	0.78	0.78
Delay/Veh:	41.6	33.5	33.5	45.0	44.1	44.1	59.9	31.2	13.1	38.2	35.4	35.4
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:	41.6	33.5	33.5	45.0	44.1	44.1	59.9	31.2	13.1	38.2	35.4	35.4
LOS by Move:	D	C-	C-	D	D	D	E+	C	B	D+	D+	D+
HCM2kAvgQ:	13	16	16	5	10	10	5	5	5	3	12	12

Note: Queue reported is the number of cars per lane.

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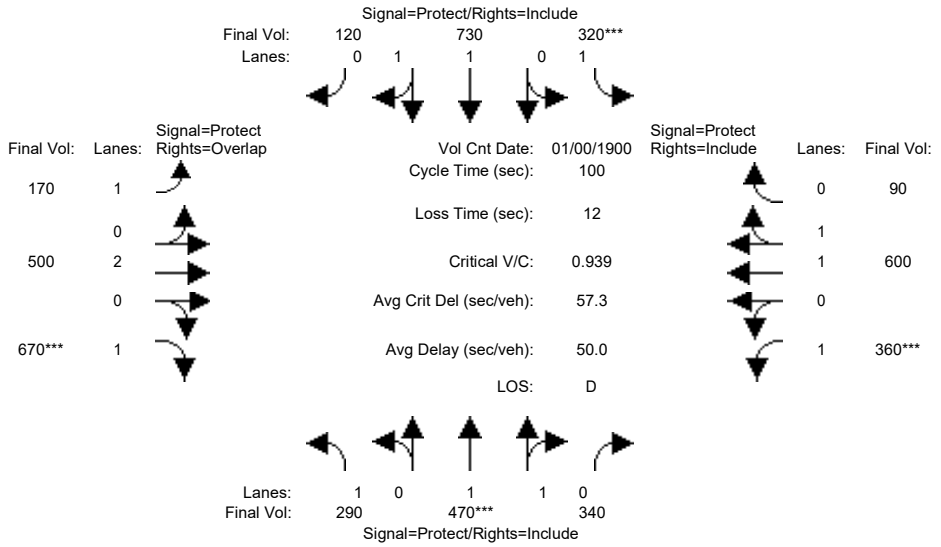
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	470	340	320	730	120	170	500	670	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	470	340	320	730	120	170	500	670	360	600	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	470	340	320	730	120	170	500	670	360	600	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	470	340	320	730	120	170	500	670	360	600	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	470	340	320	730	120	170	500	670	360	600	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	470	340	320	730	120	170	500	670	360	600	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.12	0.88	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2128	1540	1750	3225	530	1750	3800	1750	1750	3268	490
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.18	0.23	0.23	0.10	0.13	0.38	0.21	0.18	0.18
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.24	0.24	0.19	0.25	0.25	0.16	0.23	0.41	0.22	0.29	0.29
Volume/Cap:	0.91	0.94	0.94	0.94	0.91	0.91	0.62	0.57	0.93	0.94	0.62	0.62
Delay/Veh:	69.3	55.2	55.2	72.9	49.5	49.5	43.9	34.9	46.0	69.2	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:	69.3	55.2	55.2	72.9	49.5	49.5	43.9	34.9	46.0	69.2	31.6	31.6
LOS by Move:	E	E+	E+	E	D	D	D	C-	D	E	C	C
HCM2kAvgQ:	13	17	17	15	17	17	5	7	23	13	9	9

Note: Queue reported is the number of cars per lane.

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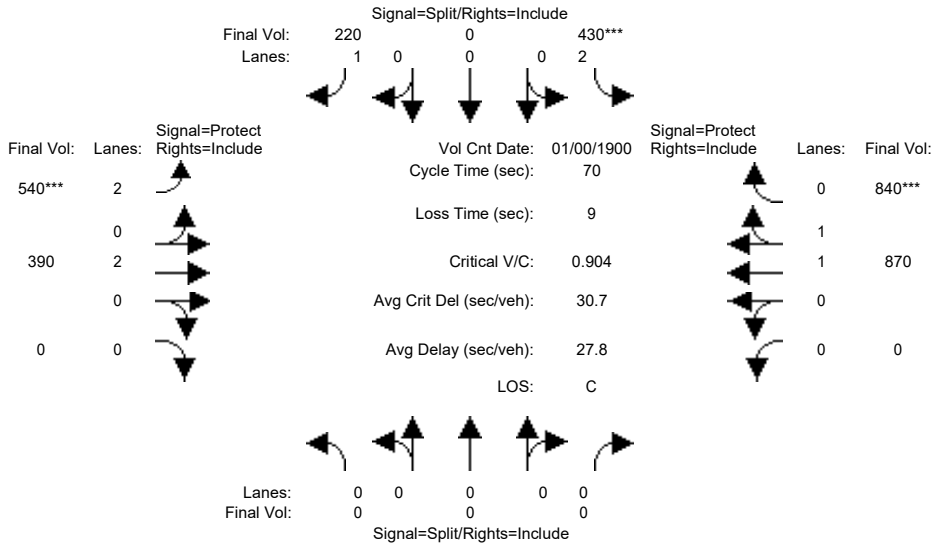
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	430	0	220	540	390	0	0	870	840
Growth Adj:	1.00	1.00	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	430	0	220	540	390	0	0	870	840
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	430	0	220	540	390	0	0	870	840
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	0	220	540	390	0	0	870	840
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	220	540	390	0	0	870	840
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	430	0	220	540	390	0	0	870	840
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.13	0.17	0.10	0.00	0.00	0.46	0.48
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.19	0.72	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.83	0.90	0.14	0.00	0.00	0.86	0.90
Delay/Veh:	0.0	0.0	0.0	49.7	0.0	48.5	45.0	3.1	0.0	0.0	18.4	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:	0.0	0.0	0.0	49.7	0.0	48.5	45.0	3.1	0.0	0.0	18.4	21.4
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B-	C+
HCM2kAvgQ:	0	0	0	9	0	8	8	1	0	0	16	18

Note: Queue reported is the number of cars per lane.

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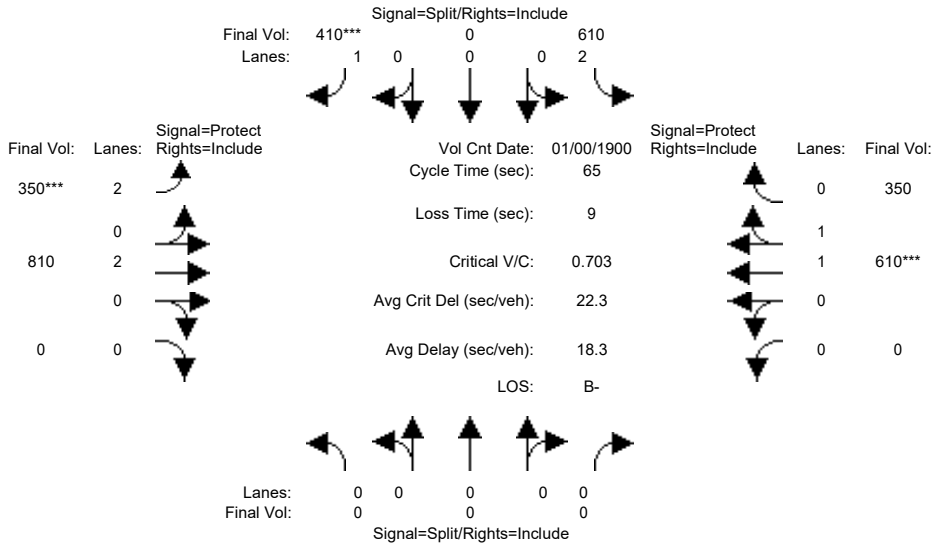
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #10: East Middlefield Road and Ellis Street



Street Name:	Ellis Street						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	610	0	410	350	810	0	0	610	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	410	350	810	0	0	610	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	0	410	350	810	0	0	610	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	610	0	410	350	810	0	0	610	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	410	350	810	0	0	610	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	610	0	410	350	810	0	0	610	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.23	0.77
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	2341	1343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.11	0.21	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.16	0.53	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.70	0.70	0.40	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	18.8	0.0	22.7	30.4	9.3	0.0	0.0	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:	0.0	0.0	0.0	18.8	0.0	22.7	30.4	9.3	0.0	0.0	19.1	19.1
LOS by Move:	A	A	A	B-	A	C+	C	A	A	A	B-	B-
HCM2kAvgQ:	0	0	0	7	0	9	4	5	0	0	9	9

Note: Queue reported is the number of cars per lane.

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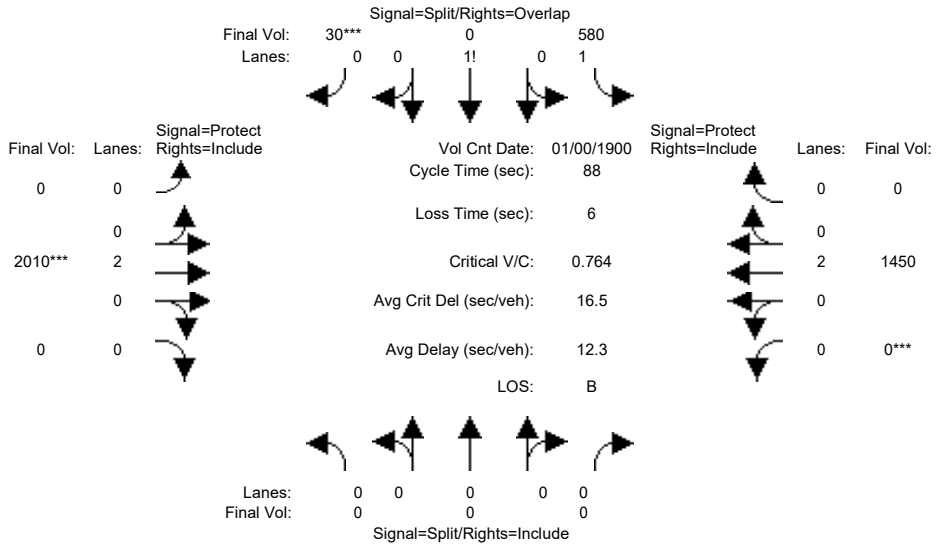
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	0	14	0	63	0	0	63	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	580	0	30	0	2010	0	0	1450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	580	0	30	0	2010	0	0	1450	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	580	0	30	0	2010	0	0	1450	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	580	0	30	0	2010	0	0	1450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	30	0	2010	0	0	1450	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	580	0	30	0	2010	0	0	1450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3336	0	164	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.18	0.00	0.53	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.85	0.00	0.74	0.00	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	39.1	0.0	42.3	0.0	8.6	0.0	0.0	5.9	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	39.1	0.0	42.3	0.0	8.6	0.0	0.0	5.9	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	11	0	12	0	17	0	0	9	0

Note: Queue reported is the number of cars per lane.

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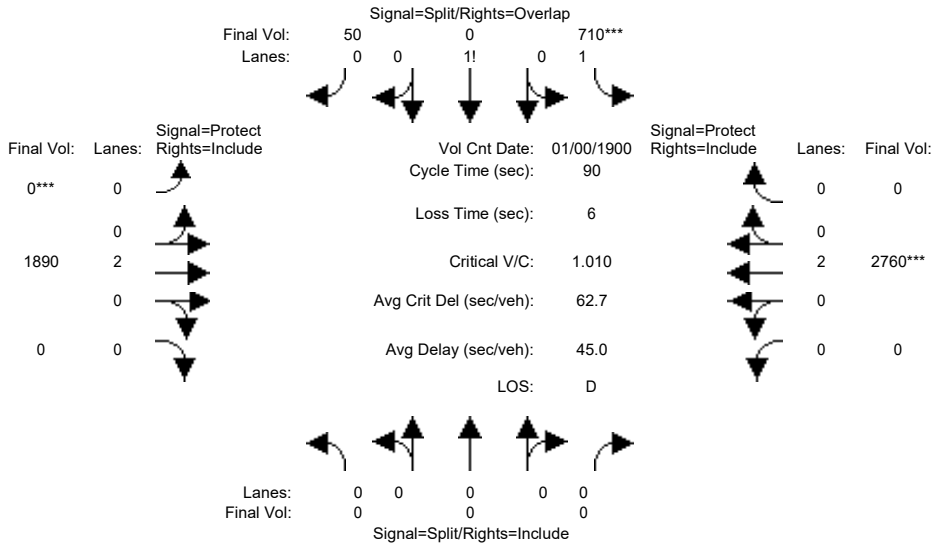
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #16: Central Expy and SR 85 Southbound Off-Ramp



Street Name:	SR 85 Southbound Off-Ramp						Central Expy					
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	25	0	25	0	54	0	0	54	0
Y+R:	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.8	4.0	4.0	5.8	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	710	0	50	0	1890	0	0	2760	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	710	0	50	0	1890	0	0	2760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3284	0	216	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	0.50	0.00	0.00	0.73	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.66	0.00	0.00	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.83	0.00	0.76	0.00	0.00	1.11	0.00
Delay/Veh:	0.0	0.0	0.0	34.0	0.0	37.2	0.0	12.0	0.0	0.0	70.6	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	34.0	0.0	37.2	0.0	12.0	0.0	0.0	70.6	0.0
LOS by Move:	A	A	A	C-	A	D+	A	B	A	A	E	A
HCM2kAvgQ:	0	0	0	12	0	14	0	18	0	0	54	0

Note: Queue reported is the number of cars per lane.

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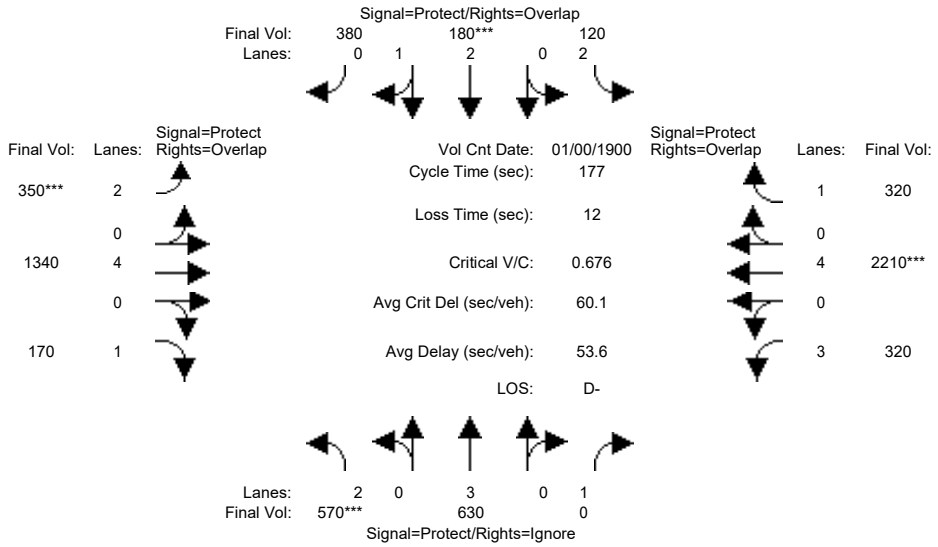
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	570	630	1470	120	180	380	350	1340	170	320	2210	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	630	1470	120	180	380	350	1340	170	320	2210	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	630	1470	120	180	380	350	1340	170	320	2210	320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	630	0	120	180	380	350	1340	170	320	2210	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	630	0	120	180	380	350	1340	170	320	2210	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	630	0	120	180	380	350	1340	170	320	2210	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.00	0.04	0.05	0.22	0.11	0.18	0.10	0.07	0.29	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.34	0.00	0.05	0.18	0.31	0.13	0.43	0.64	0.11	0.41	0.46
Volume/Cap:	0.83	0.33	0.00	0.72	0.27	0.70	0.83	0.41	0.15	0.62	0.71	0.40
Delay/Veh:	74.9	43.5	0.0	97.1	63.3	56.9	88.2	41.0	18.6	77.2	51.0	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:	74.9	43.5	0.0	97.1	63.3	56.9	88.2	41.0	18.6	77.2	51.0	38.1
LOS by Move:	E	D	A	F	E	E+	F	D	B-	E-	D	D+
HCM2kAvgQ:	17	8	0	4	4	19	13	14	6	8	27	14

Note: Queue reported is the number of cars per lane.

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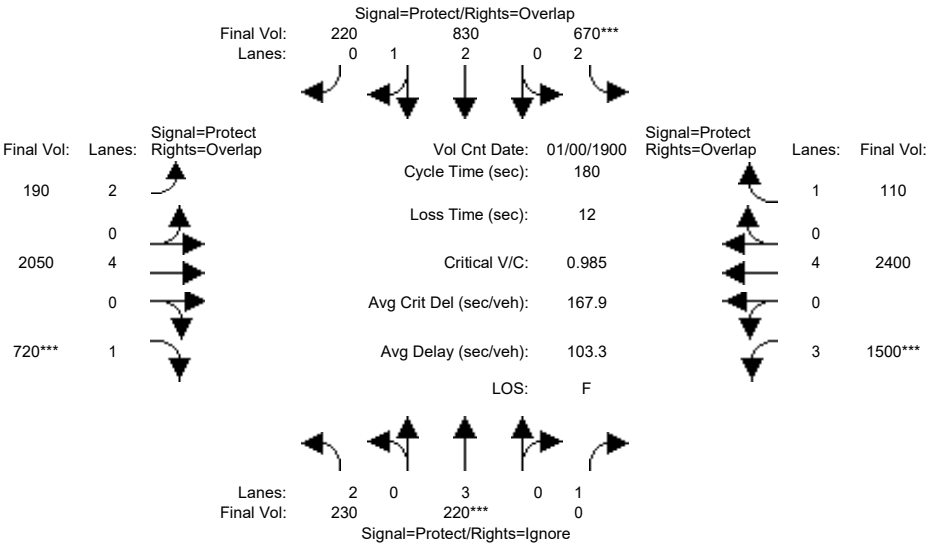
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	220	800	670	830	220	190	2050	720	1500	2400	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:	230	220	800	670	830	220	190	2050	720	1500	2400	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	220	800	670	830	220	190	2050	720	1500	2400	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	220	0	670	830	220	190	2050	720	1500	2400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	220	0	670	830	220	190	2050	720	1500	2400	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	220	0	670	830	220	190	2050	720	1500	2400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	4426	1173	3150	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.00	0.21	0.19	0.19	0.06	0.27	0.41	0.33	0.32	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.26	0.00	0.17	0.30	0.36	0.06	0.26	0.39	0.26	0.44	0.61
Volume/Cap:	0.57	0.15	0.00	1.26	0.62	0.52	1.00	1.03	1.06	1.26	0.71	0.10
Delay/Veh:	75.9	51.2	0.0	207.2	54.7	45.3	150.4	98.4	113.1	193.8	48.7	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:	75.9	51.2	0.0	207.2	54.7	45.3	150.4	98.4	113.1	193.8	48.7	20.6
LOS by Move:	E-	D-	A	F	D-	D	F	F	F	F	D	C+
HCM2kAvgQ:	7	3	0	32	16	15	10	35	52	51	29	4

Note: Queue reported is the number of cars per lane.

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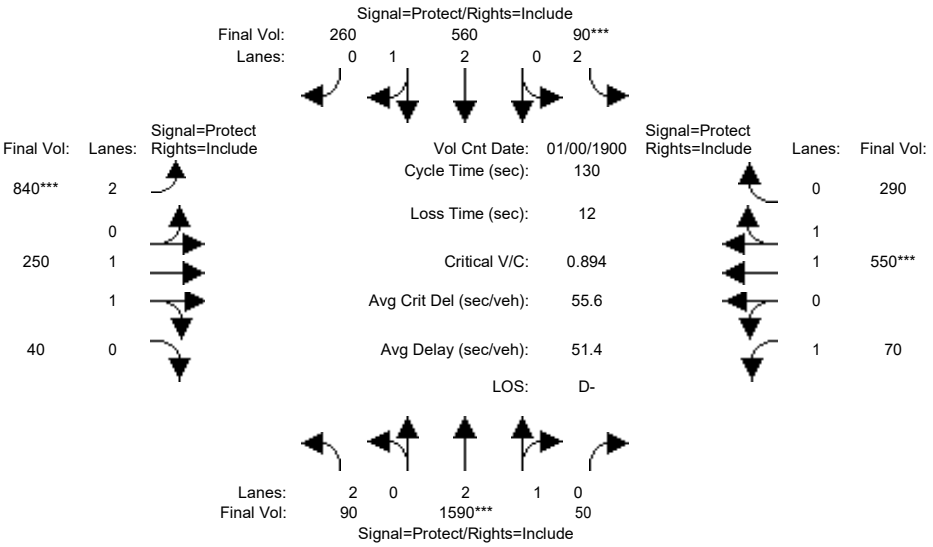
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	1590	50	90	560	260	840	250	40	70	550	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1590	50	90	560	260	840	250	40	70	550	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1590	50	90	560	260	840	250	40	70	550	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1590	50	90	560	260	840	250	40	70	550	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1590	50	90	560	260	840	250	40	70	550	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1590	50	90	560	260	840	250	40	70	550	290
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.90	0.10	2.00	2.00	1.00	2.00	1.70	0.30	1.00	1.27	0.73
Final Sat.:	3150	5512	173	3150	3800	1750	3150	3238	518	1750	2417	1274
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.15	0.15	0.27	0.08	0.08	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.31	0.31	0.05	0.27	0.27	0.29	0.32	0.32	0.22	0.25	0.25
Volume/Cap:	0.29	0.92	0.92	0.53	0.54	0.55	0.92	0.24	0.24	0.18	0.92	0.92
Delay/Veh:	55.0	50.8	50.8	63.1	41.0	41.1	58.3	32.9	32.9	41.3	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:	55.0	50.8	50.8	63.1	41.0	41.1	58.3	32.9	32.9	41.3	61.3	61.3
LOS by Move:	D-	D	D	E	D	D	E+	C-	C-	D	E	E
HCM2kAvgQ:	2	25	25	2	9	9	19	4	4	2	20	20

Note: Queue reported is the number of cars per lane.

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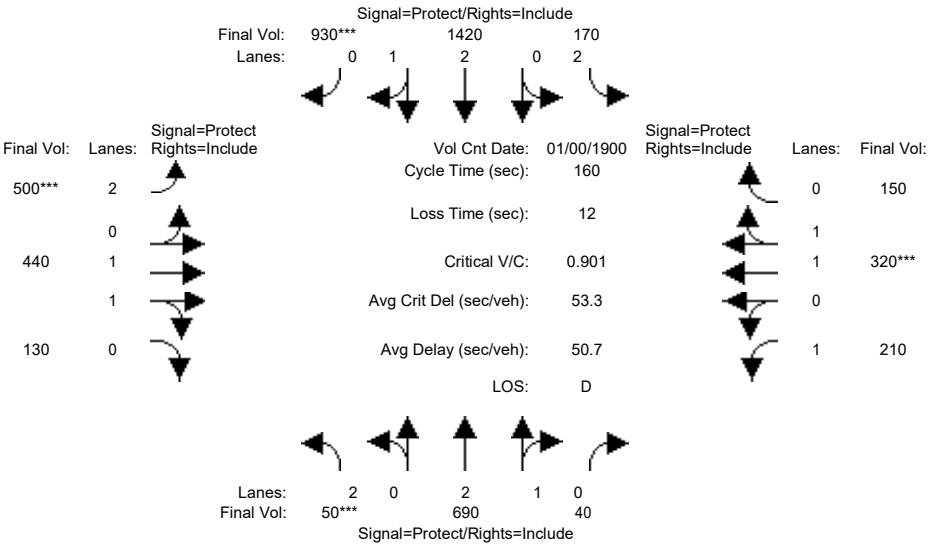
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #22: Evelyn Avenue and Mary Avenue



Street Name:	Mary Avenue						Evelyn 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	690	40	170	1420	930	500	440	130	210	320	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:	50	690	40	170	1420	930	500	440	130	210	320	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	690	40	170	1420	930	500	440	130	210	320	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:	50	690	40	170	1420	930	500	440	130	210	320	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	690	40	170	1420	930	500	440	130	210	320	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	690	40	170	1420	930	500	440	130	210	320	150
Saturation 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	0.92	1.00	0.92
Lanes:	2.00	2.82	0.18	2.00	2.00	1.00	2.00	1.51	0.49	1.00	1.33	0.67
Final Sat.:	3150	5362	311	3150	3800	1750	3150	2877	850	1750	2518	1180
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.05	0.37	0.53	0.16	0.15	0.15	0.12	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.43	0.43	0.18	0.57	0.57	0.17	0.17	0.17	0.14	0.14	0.14
Volume/Cap:	0.36	0.30	0.30	0.30	0.65	0.93	0.93	0.89	0.89	0.89	0.93	0.93
Delay/Veh:	76.0	29.4	29.4	56.8	23.7	37.8	87.7	78.6	78.6	98.2	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:	76.0	29.4	29.4	56.8	23.7	37.8	87.7	78.6	78.6	98.2	91.6	91.6
LOS by Move:	E-	C	C	E+	C	D+	F	E-	E-	F	F	F
HCM2kAvgQ:	2	7	7	4	23	47	14	13	13	14	15	15

Note: Queue reported is the number of cars per lane.

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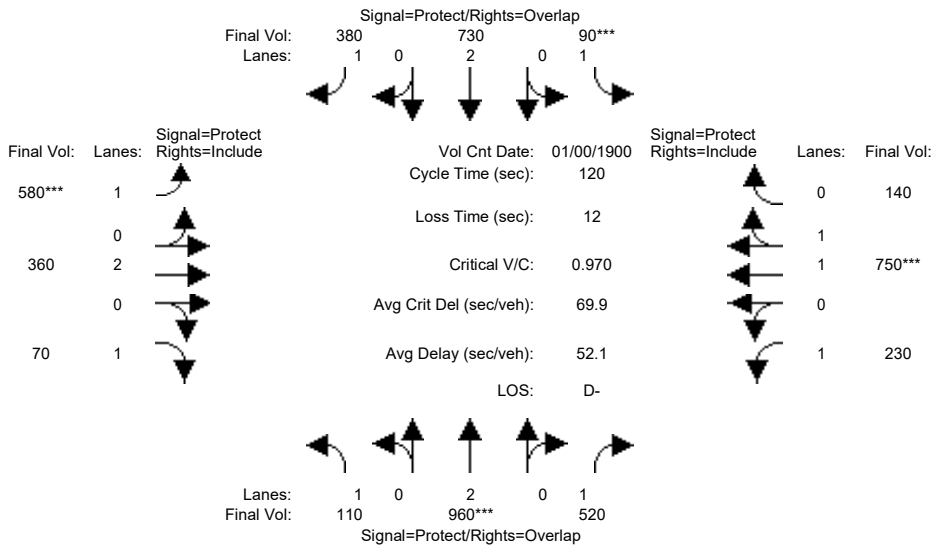
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	960	520	90	730	380	580	360	70	230	750	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	960	520	90	730	380	580	360	70	230	750	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	960	520	90	730	380	580	360	70	230	750	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:	110	960	520	90	730	380	580	360	70	230	750	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	960	520	90	730	380	580	360	70	230	750	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	960	520	90	730	380	580	360	70	230	750	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3160	590
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.30	0.05	0.19	0.22	0.33	0.09	0.04	0.13	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.26	0.60	0.06	0.24	0.58	0.34	0.24	0.24	0.34	0.24	0.24
Volume/Cap:	0.80	0.98	0.50	0.88	0.80	0.38	0.98	0.39	0.16	0.39	0.98	0.98
Delay/Veh:	82.5	67.0	14.2	109.3	48.3	13.8	69.9	38.1	35.9	30.6	69.0	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	67.0	14.2	109.3	48.3	13.8	69.9	38.1	35.9	30.6	69.0	69.0
LOS by Move:	F	E	B	F	D	B	E	D+	D+	C	E	E
HCM2kAvgQ:	4	20	11	4	13	8	29	6	2	7	19	19

Note: Queue reported is the number of cars per lane.

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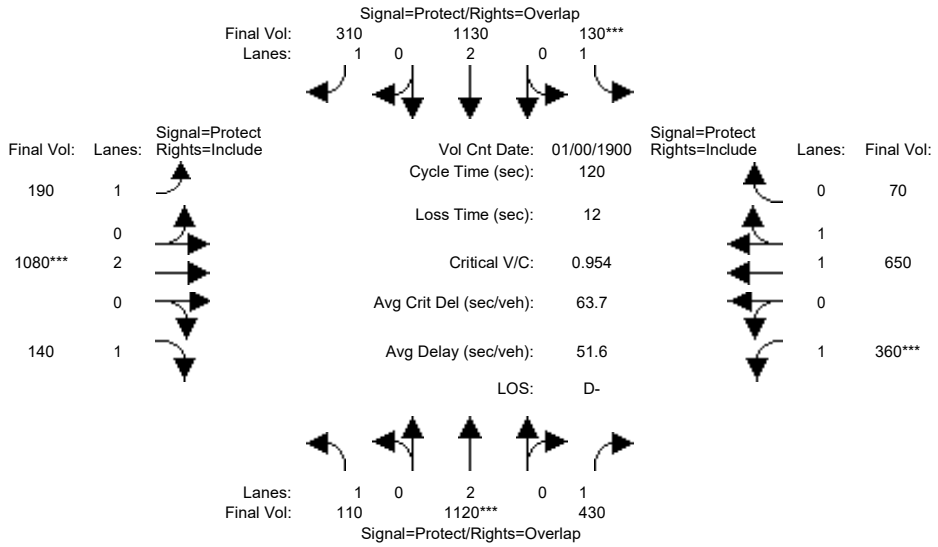
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1027: Moffett Boulevard and Middlefield Road



Street Name:	Moffett Boulevard						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	1120	430	130	1130	310	190	1080	140	360	650	70
Growth Adj:	1.00	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	1120	430	130	1130	310	190	1080	140	360	650	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1120	430	130	1130	310	190	1080	140	360	650	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1120	430	130	1130	310	190	1080	140	360	650	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1120	430	130	1130	310	190	1080	140	360	650	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1120	430	130	1130	310	190	1080	140	360	650	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3402	366
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.25	0.07	0.30	0.18	0.11	0.28	0.08	0.21	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.31	0.52	0.08	0.32	0.51	0.19	0.30	0.30	0.22	0.33	0.33
Volume/Cap:	0.93	0.95	0.47	0.95	0.93	0.35	0.58	0.95	0.27	0.95	0.58	0.58
Delay/Veh:	117.3	57.1	18.4	118.1	52.3	18.1	47.3	58.2	32.4	81.0	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:	117.3	57.1	18.4	118.1	52.3	18.1	47.3	58.2	32.4	81.0	34.3	34.3
LOS by Move:	F	E+	B-	F	D-	B-	D	E+	C-	F	C-	C-
HCM2kAvgQ:	5	22	10	6	22	7	8	24	4	16	11	11

Note: Queue reported is the number of cars per lane.

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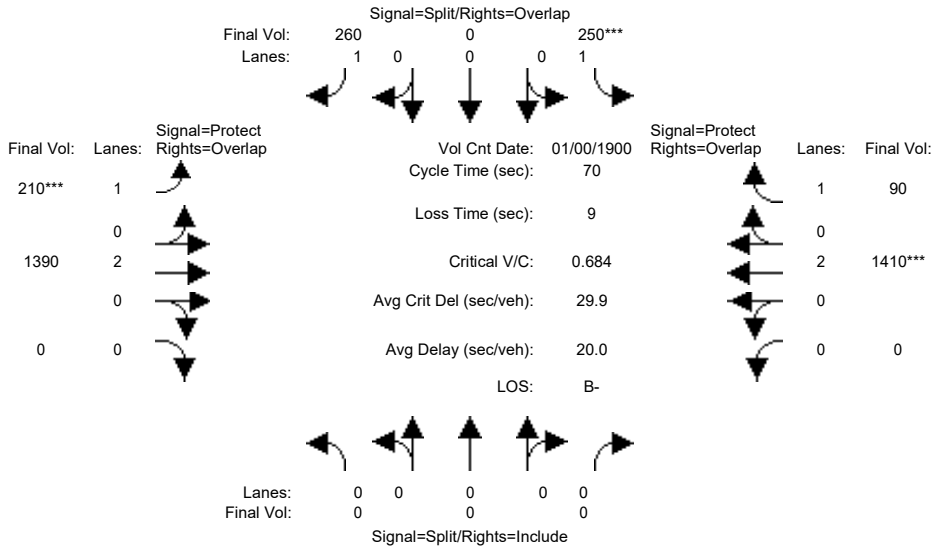
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	41	41	41	19	19	19	21	69	69	21	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	250	0	260	210	1390	0	0	1410	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	260	210	1390	0	0	1410	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	260	210	1390	0	0	1410	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	260	210	1390	0	0	1410	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	260	210	1390	0	0	1410	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	260	210	1390	0	0	1410	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.12	0.37	0.00	0.00	0.37	0.05
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.33	0.17	0.77	0.00	0.00	0.60	0.76
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.46	0.70	0.47	0.00	0.00	0.62	0.07
Delay/Veh:	0.0	0.0	0.0	86.6	0.0	33.5	55.4	5.1	0.0	0.0	16.0	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	86.6	0.0	33.5	55.4	5.1	0.0	0.0	16.0	3.9
LOS by Move:	A	A	A	F	A	C-	E+	A	A	A	B	A
HCM2kAvgQ:	0	0	0	11	0	8	9	9	0	0	16	1

Note: Queue reported is the number of cars per lane.

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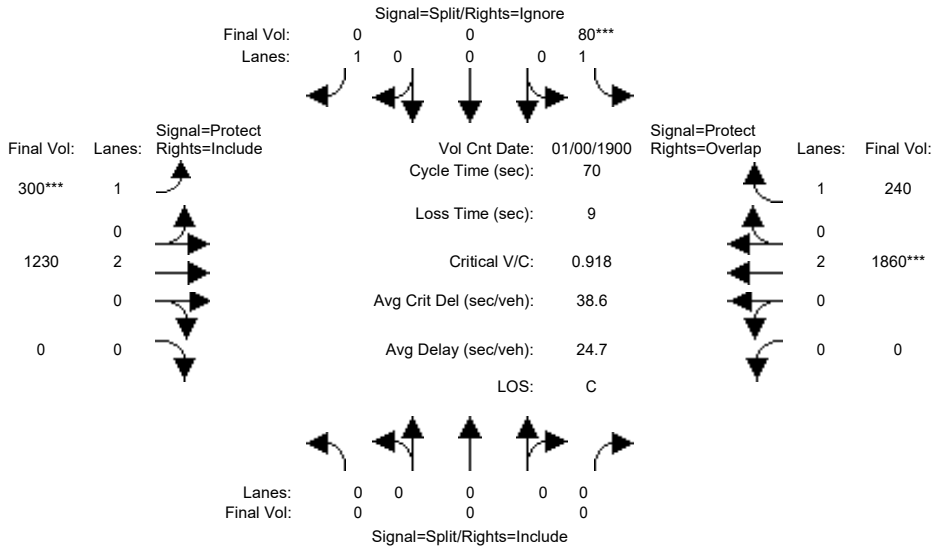
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1029: Moffett Boulevard and Central Expressway



Street Name:	Moffett Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	46	46	10	26	26	18	59	59	17	58	58
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	80	0	390	300	1230	0	0	1860	240
Growth Adj:	1.00	1.00	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	80	0	390	300	1230	0	0	1860	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	390	300	1230	0	0	1860	240
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	0	0	80	0	0	300	1230	0	0	1860	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	0	300	1230	0	0	1860	240
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	0	0	80	0	0	300	1230	0	0	1860	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1488	0	1488	1488	3230	0	0	3230	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.20	0.38	0.00	0.00	0.58	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.00	0.19	0.80	0.00	0.00	0.61	0.72
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.00	1.06	0.48	0.00	0.00	0.94	0.23
Delay/Veh:	0.0	0.0	0.0	43.0	0.0	0.0	110.2	3.2	0.0	0.0	26.9	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.0	0.0	0.0	110.2	3.2	0.0	0.0	26.9	4.7
LOS by Move:	A	A	A	D	A	A	F	A	A	A	C	A
HCM2kAvgQ:	0	0	0	2	0	0	16	15	0	0	25	6

Note: Queue reported is the number of cars per lane.

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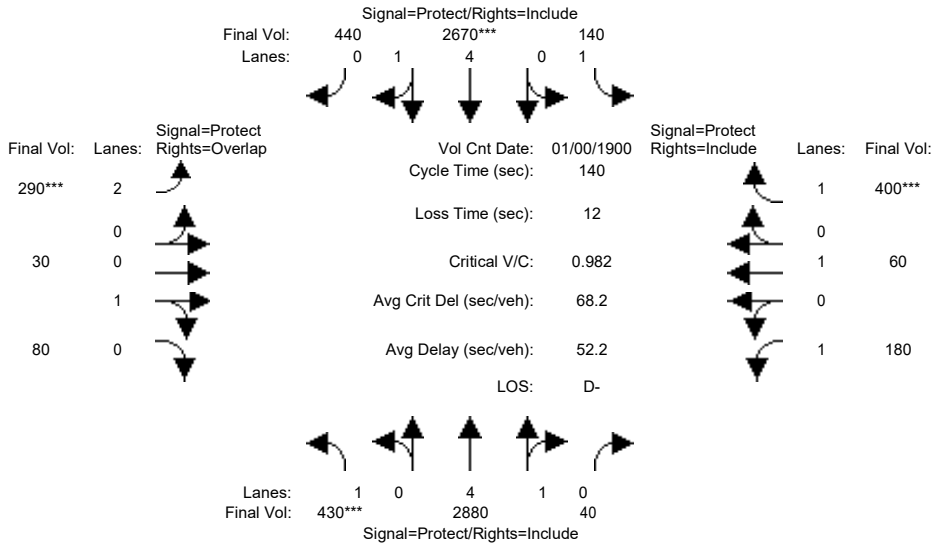
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	430	2880	40	140	2670	440	290	30	80	180	60	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	2880	40	140	2670	440	290	30	80	180	60	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	2880	40	140	2670	440	290	30	80	180	60	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2880	40	140	2670	440	290	30	80	180	60	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	2880	40	140	2670	440	290	30	80	180	60	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	2880	40	140	2670	440	290	30	80	180	60	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.93	0.07	1.00	4.24	0.76	2.00	0.26	0.74	1.00	1.00	1.00
Final Sat.:	1750	9359	130	1750	8058	1328	3150	488	1301	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.31	0.31	0.08	0.33	0.33	0.09	0.06	0.06	0.10	0.03	0.23
Crit Moves:	****				****		****					****
Green/Cycle:	0.25	0.47	0.47	0.12	0.34	0.34	0.09	0.13	0.38	0.19	0.23	0.23
Volume/Cap:	0.98	0.66	0.66	0.66	0.98	0.98	0.98	0.46	0.16	0.53	0.14	0.98
Delay/Veh:	90.3	29.2	29.2	66.2	58.0	58.0	110.5	57.4	28.4	52.5	42.7	93.1
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:	90.3	29.2	29.2	66.2	58.0	58.0	110.5	57.4	28.4	52.5	42.7	93.1
LOS by Move:	F	C	C	E	E+	E+	F	E+	C	D-	D	F
HCM2kAvgQ:	22	18	18	6	29	29	11	5	3	8	2	24

Note: Queue reported is the number of cars per lane.

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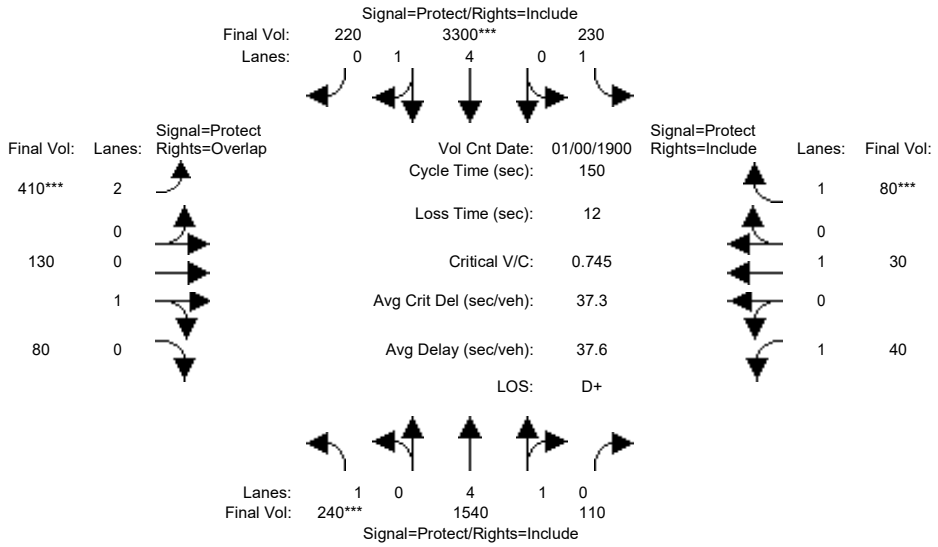
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1034: Mathilda Avenue and Ahwanee Avenue



Street Name:	Mathilda Avenue						Ahwanee 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	240	1540	110	230	3300	220	410	130	80	40	30	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:	240	1540	110	230	3300	220	410	130	80	40	30	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1540	110	230	3300	220	410	130	80	40	30	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:	240	1540	110	230	3300	220	410	130	80	40	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1540	110	230	3300	220	410	130	80	40	30	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
FinalVolume:	240	1540	110	230	3300	220	410	130	80	40	30	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	4.64	0.36	1.00	4.66	0.34	2.00	0.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	8816	630	1750	8859	591	3150	1139	701	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.13	0.37	0.37	0.13	0.11	0.11	0.02	0.02	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.18	0.39	0.39	0.29	0.50	0.50	0.17	0.17	0.35	0.07	0.07	0.07
Volume/Cap:	0.75	0.45	0.45	0.45	0.75	0.75	0.75	0.67	0.32	0.33	0.24	0.69
Delay/Veh:	67.5	34.1	34.1	43.9	31.0	31.0	64.6	63.7	35.7	68.0	67.3	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:	67.5	34.1	34.1	43.9	31.0	31.0	64.6	63.7	35.7	68.0	67.3	84.1
LOS by Move:	E	C-	C-	D	C	C	E	E	D+	E	E	F
HCM2kAvgQ:	11	11	11	9	24	24	12	10	7	2	1	5

Note: Queue reported is the number of cars per lane.

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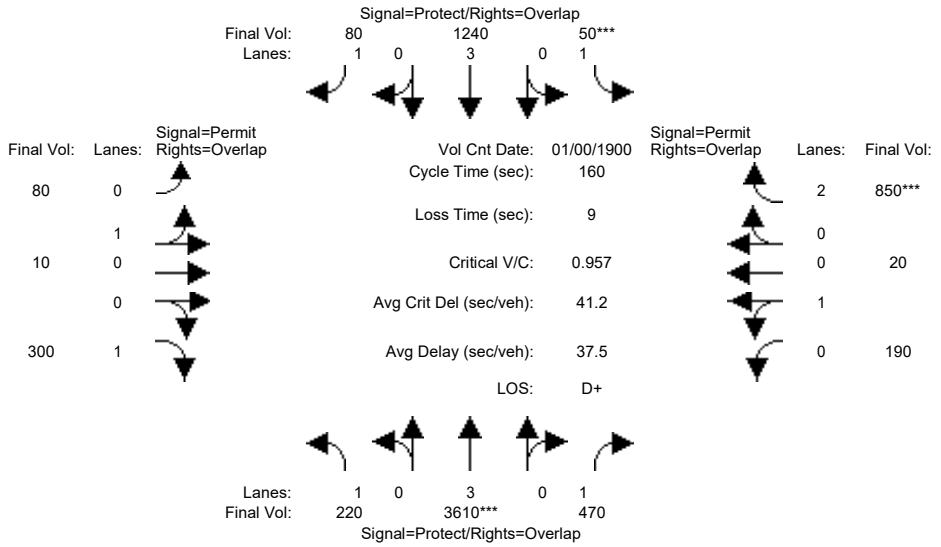
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	3610	470	50	1240	80	80	10	300	190	20	850
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	3610	470	50	1240	80	80	10	300	190	20	850
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	3610	470	50	1240	80	80	10	300	190	20	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	3610	470	50	1240	80	80	10	300	190	20	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	3610	470	50	1240	80	80	10	300	190	20	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	3610	470	50	1240	80	80	10	300	190	20	850
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.90	0.10	1.00	0.91	0.09	2.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1569	196	1750	1595	168	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.63	0.27	0.03	0.22	0.05	0.05	0.05	0.17	0.12	0.12	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.26	0.66	0.66	0.04	0.45	0.45	0.24	0.24	0.50	0.24	0.24	0.28
Volume/Cap:	0.49	0.95	0.40	0.65	0.49	0.10	0.22	0.22	0.35	0.50	0.50	0.96
Delay/Veh:	51.1	31.7	12.6	93.7	31.3	25.6	49.4	49.4	24.8	53.9	53.9	78.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	31.7	12.6	93.7	31.3	25.6	49.4	49.4	24.8	53.9	53.9	78.2
LOS by Move:	D-	C	B	F	C	C	D	D	C	D-	D-	E-
HCM2kAvgQ:	10	58	11	3	14	2	4	4	9	10	10	29

Note: Queue reported is the number of cars per lane.

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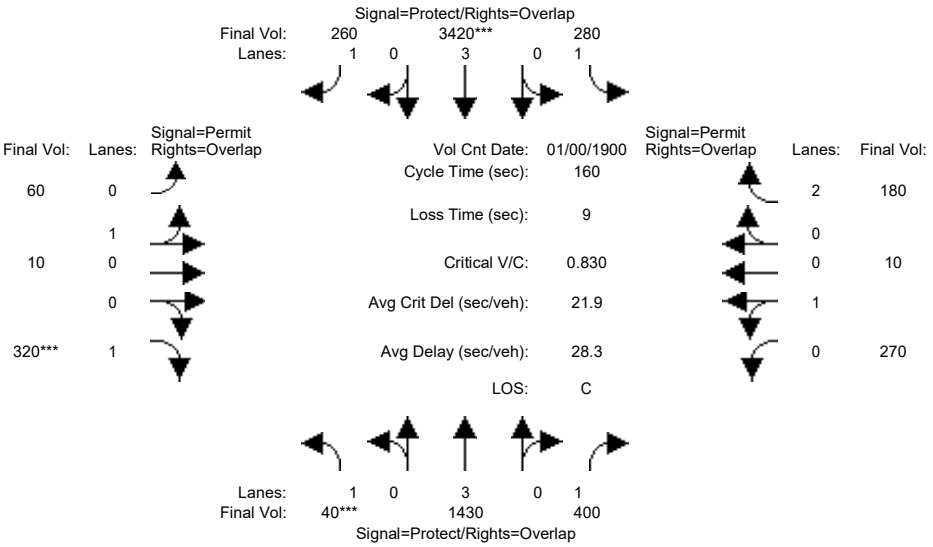
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1036: Mathilda Avenue and Indio Aveue



Street Name:	Mathilda Avenue						Indio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	1430	400	280	3420	260	60	10	320	270	10	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:	40	1430	400	280	3420	260	60	10	320	270	10	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1430	400	280	3420	260	60	10	320	270	10	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:	40	1430	400	280	3420	260	60	10	320	270	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1430	400	280	3420	260	60	10	320	270	10	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
FinalVolume:	40	1430	400	280	3420	260	60	10	320	270	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.97	0.03	2.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1517	253	1750	1692	63	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.23	0.16	0.60	0.15	0.04	0.04	0.18	0.16	0.16	0.06
Crit Moves:	****				****				****			
Green/Cycle:	0.04	0.47	0.47	0.30	0.73	0.73	0.17	0.17	0.21	0.17	0.17	0.47
Volume/Cap:	0.52	0.53	0.48	0.53	0.82	0.20	0.23	0.23	0.86	0.94	0.94	0.12
Delay/Veh:	81.3	29.9	29.3	47.5	15.9	6.9	57.9	57.9	78.3	102.6	103	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:	81.3	29.9	29.3	47.5	15.9	6.9	57.9	57.9	78.3	102.6	103	23.8
LOS by Move:	F	C	C	D	B	A	E+	E+	E-	F	F	C
HCM2kAvgQ:	3	16	14	11	35	4	3	3	19	18	18	3

Note: Queue reported is the number of cars per lane.

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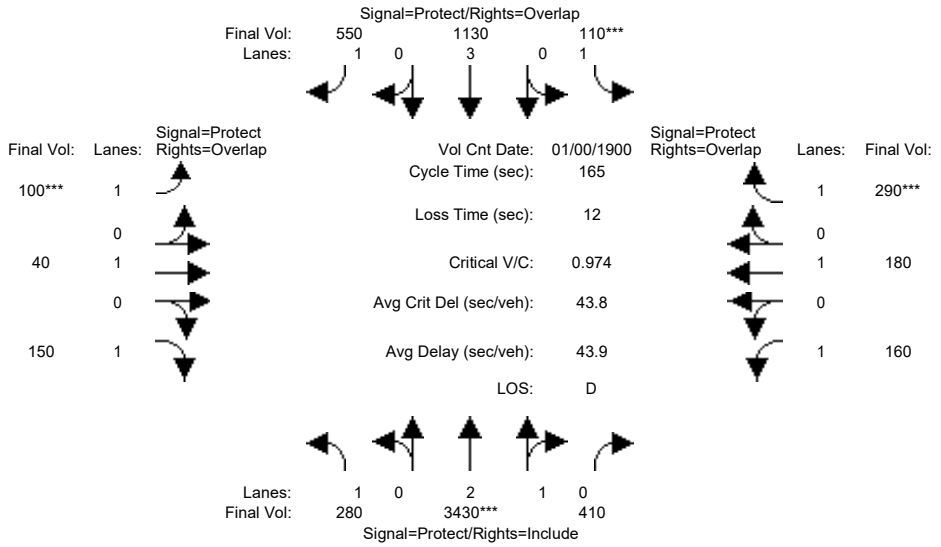
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	280	3430	410	110	1130	550	100	40	150	160	180	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	3430	410	110	1130	550	100	40	150	160	180	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	3430	410	110	1130	550	100	40	150	160	180	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	3430	410	110	1130	550	100	40	150	160	180	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	3430	410	110	1130	550	100	40	150	160	180	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	3430	410	110	1130	550	100	40	150	160	180	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.66	0.34	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5045	603	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.68	0.68	0.06	0.20	0.31	0.06	0.02	0.09	0.09	0.09	0.17
Crit Moves:		****			****			****				****
Green/Cycle:	0.29	0.70	0.70	0.06	0.47	0.53	0.06	0.07	0.36	0.10	0.11	0.17
Volume/Cap:	0.55	0.97	0.97	0.97	0.42	0.59	0.97	0.32	0.24	0.93	0.90	0.97
Delay/Veh:	50.4	32.6	32.6	153.0	29.0	27.7	157.5	75.1	37.4	120.9	109	112.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	32.6	32.6	153.0	29.0	27.7	157.5	75.1	37.4	120.9	109	112.8
LOS by Move:	D	C-	C-	F	C	C	F	E-	D+	F	F	F
HCM2kAvgQ:	13	66	66	9	12	20	8	2	6	12	12	20

Note: Queue reported is the number of cars per lane.

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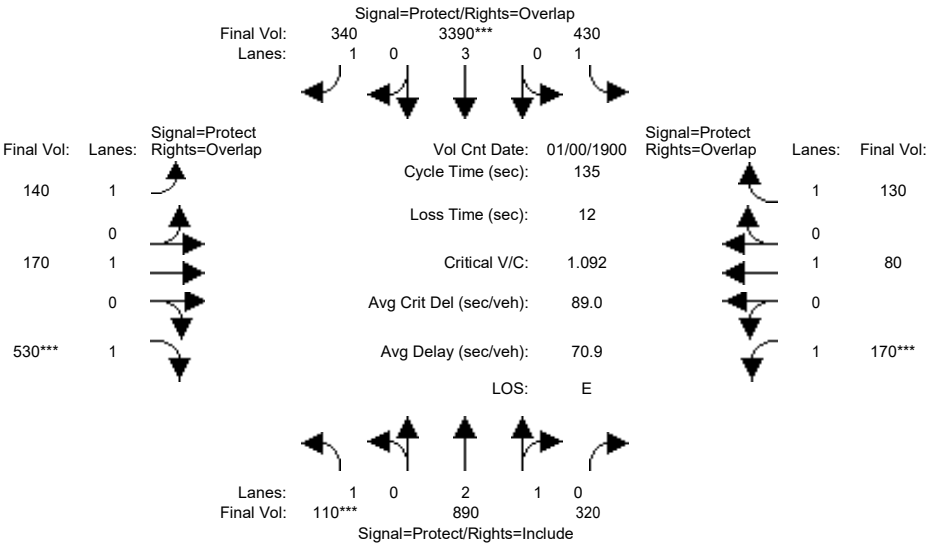
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1037: Mathilda Avenue and California Ave



Street Name:	Mathilda Avenue						California					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	890	320	430	3390	340	140	170	530	170	80	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	320	430	3390	340	140	170	530	170	80	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	890	320	430	3390	340	140	170	530	170	80	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	320	430	3390	340	140	170	530	170	80	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	320	430	3390	340	140	170	530	170	80	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	320	430	3390	340	140	170	530	170	80	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2.16	0.84	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4100	1474	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.25	0.59	0.19	0.08	0.09	0.30	0.10	0.04	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.28	0.28	0.32	0.54	0.71	0.16	0.22	0.28	0.09	0.15	0.47
Volume/Cap:	1.09	0.77	0.77	0.77	1.09	0.28	0.50	0.41	1.09	1.09	0.28	0.16
Delay/Veh:	180.2	46.7	46.7	47.8	78.1	7.4	53.1	45.8	116.8	160.3	51.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.2	46.7	46.7	47.8	78.1	7.4	53.1	45.8	116.8	160.3	51.7	20.7
LOS by Move:	F	D	D	D	E-	A	D-	D	F	F	D-	C+
HCM2kAvgQ:	9	17	17	19	62	5	6	6	34	13	3	3

Note: Queue reported is the number of cars per lane.

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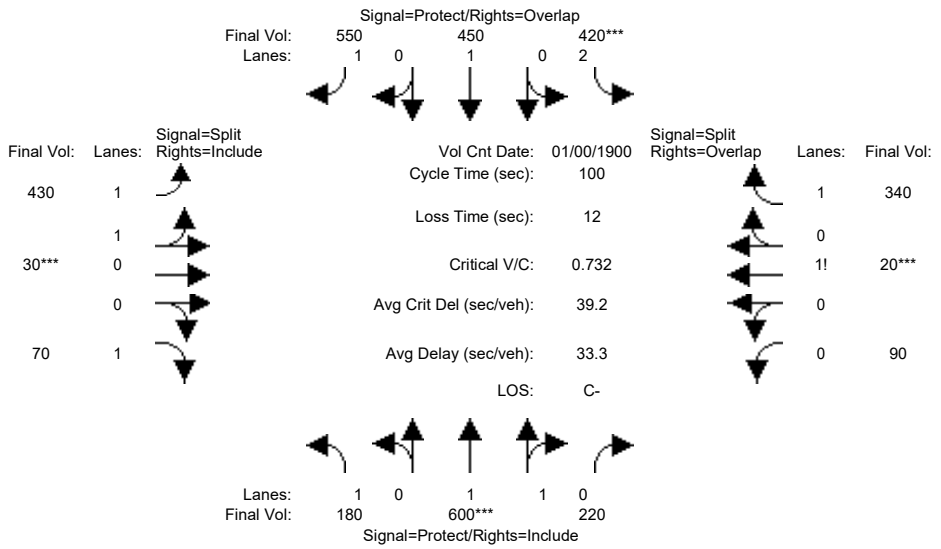
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	600	220	420	450	550	430	30	70	90	20	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	220	420	450	550	430	30	70	90	20	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	220	420	450	550	430	30	70	90	20	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	600	220	420	450	550	430	30	70	90	20	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	220	420	450	550	430	30	70	90	20	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	220	420	450	550	430	30	70	90	20	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.43	0.57	2.00	1.00	1.00	1.88	0.12	1.00	0.32	0.07	1.61
Final Sat.:	1750	2718	997	3150	1900	1750	3289	229	1750	566	126	2819
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.13	0.24	0.31	0.13	0.13	0.04	0.16	0.16	0.12
Crit Moves:		****		****				****			****	
Green/Cycle:	0.15	0.30	0.30	0.18	0.34	0.52	0.18	0.18	0.18	0.22	0.22	0.40
Volume/Cap:	0.70	0.73	0.73	0.73	0.70	0.61	0.73	0.73	0.22	0.73	0.73	0.30
Delay/Veh:	49.0	33.8	33.8	43.4	32.3	18.3	43.2	43.2	35.5	40.9	40.9	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:	49.0	33.8	33.8	43.4	32.3	18.3	43.2	43.2	35.5	40.9	40.9	20.6
LOS by Move:	D	C-	C-	D	C-	B-	D	D	D+	D	D	C+
HCM2kAvgQ:	7	13	13	9	13	13	9	9	2	10	10	5

Note: Queue reported is the number of cars per lane.

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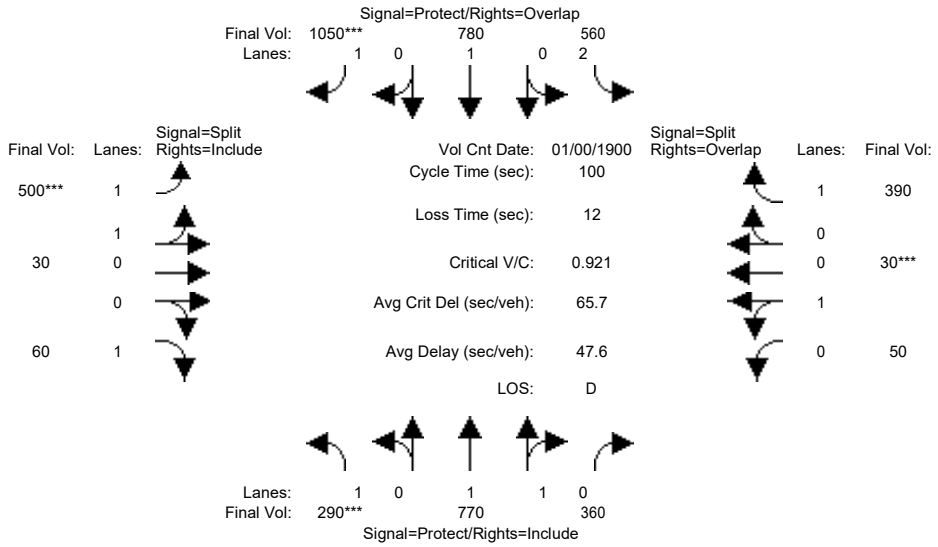
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1039: Whisman Road and SR 237 WB Ramps



Street Name:	SR 237 WB Ramps						Whishmand Road					
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	12	0	12	8	12	0	0	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	290	770	360	560	780	1050	500	30	60	50	30	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	770	360	560	780	1050	500	30	60	50	30	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	770	360	560	780	1050	500	30	60	50	30	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	770	360	560	780	1050	500	30	60	50	30	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	770	360	560	780	1050	500	30	60	50	30	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	770	360	560	780	1050	500	30	60	50	30	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.33	0.67	2.00	1.00	1.00	1.90	0.10	1.00	0.64	0.36	1.00
Final Sat.:	1750	2521	1178	3150	1900	1750	3317	199	1750	1127	676	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.18	0.41	0.60	0.15	0.15	0.03	0.04	0.04	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.39	0.39	0.22	0.45	0.60	0.15	0.15	0.15	0.12	0.12	0.34
Volume/Cap:	1.01	0.79	0.79	0.79	0.92	1.01	1.01	1.01	0.23	0.37	0.37	0.65
Delay/Veh:	96.7	30.3	30.3	42.6	41.2	50.0	83.6	83.6	37.9	41.6	41.6	28.7
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:	96.7	30.3	30.3	42.6	41.2	50.0	83.6	83.6	37.9	41.6	41.6	28.7
LOS by Move:	F	C	C	D	D	D	F	F	D+	D	D	C
HCM2kAvgQ:	15	18	18	12	27	44	14	14	2	3	3	11

Note: Queue reported is the number of cars per lane.

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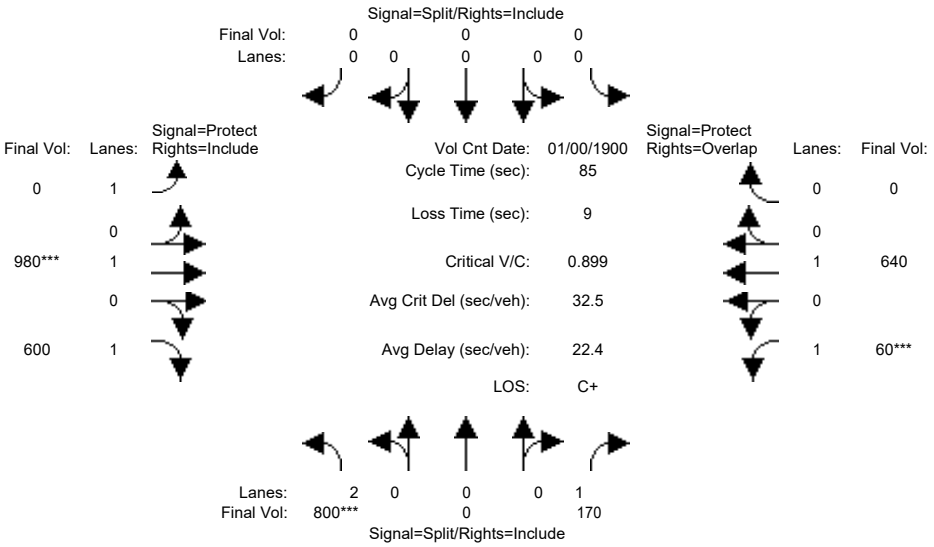
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	800	0	170	0	0	0	0	980	600	60	640	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:	800	0	170	0	0	0	0	980	600	60	640	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	0	170	0	0	0	0	980	600	60	640	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:	800	0	170	0	0	0	0	980	600	60	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	170	0	0	0	0	980	600	60	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	0	170	0	0	0	0	980	600	60	640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.10	0.00	0.00	0.00	0.00	0.52	0.34	0.03	0.34	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.57	0.57	0.04	0.61	0.00
Volume/Cap:	0.90	0.00	0.34	0.00	0.00	0.00	0.00	0.90	0.60	0.90	0.55	0.00
Delay/Veh:	41.3	0.0	24.7	0.0	0.0	0.0	0.0	20.2	8.5	116.4	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:	41.3	0.0	24.7	0.0	0.0	0.0	0.0	20.2	8.5	116.4	5.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	F	A	A
HCM2kAvgQ:	16	0	4	0	0	0	0	24	8	2	5	0

Note: Queue reported is the number of cars per lane.

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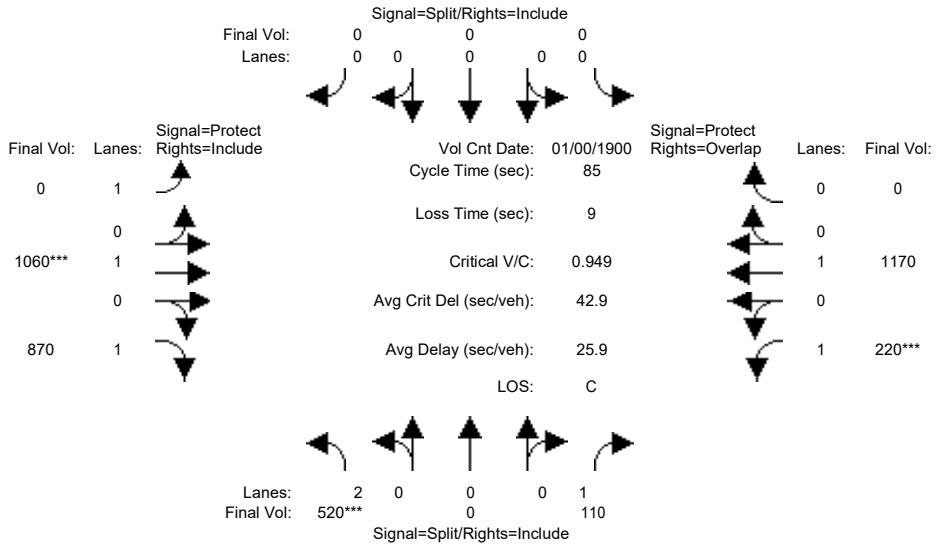
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1040: Bernardo Avenue and Evelyn Avenue



Street Name:	Bernardo Avenue						Evelyn 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:	0	0	0	8	0	8	0	12	0	0	12	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	110	0	0	0	0	1060	870	220	1170	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:	520	0	110	0	0	0	0	1060	870	220	1170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.56	0.50	0.13	0.62	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.59	0.59	0.13	0.72	0.00
Volume/Cap:	0.95	0.00	0.36	0.00	0.00	0.00	0.00	0.95	0.85	0.95	0.86	0.00
Delay/Veh:	61.0	0.0	31.7	0.0	0.0	0.0	0.0	26.1	15.3	81.5	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:	61.0	0.0	31.7	0.0	0.0	0.0	0.0	26.1	15.3	81.5	6.9	0.0
LOS by Move:	E	A	C	A	A	A	A	C	B	F	A	A
HCM2kAvgQ:	13	0	3	0	0	0	0	30	19	6	7	0

Note: Queue reported is the number of cars per lane.

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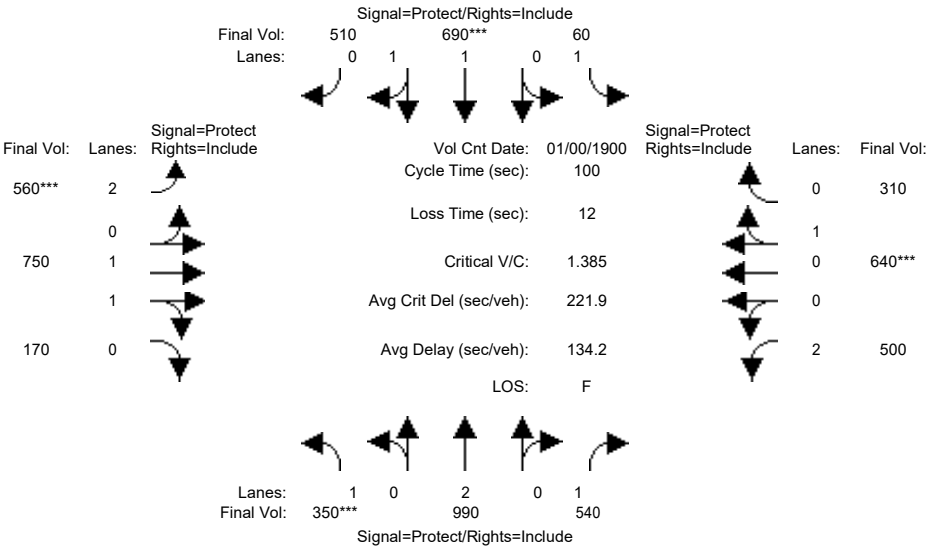
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	350	990	540	60	690	510	560	750	170	500	640	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	990	540	60	690	510	560	750	170	500	640	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	990	540	60	690	510	560	750	170	500	640	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	990	540	60	690	510	560	750	170	500	640	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	990	540	60	690	510	560	750	170	500	640	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	990	540	60	690	510	560	750	170	500	640	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.11	0.89	2.00	1.61	0.39	2.00	0.66	0.34
Final Sat.:	1750	3800	1750	1750	2108	1558	3150	3050	691	3150	1245	603
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.31	0.03	0.33	0.33	0.18	0.25	0.25	0.16	0.51	0.51
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.31	0.31	0.07	0.24	0.24	0.13	0.30	0.30	0.20	0.37	0.37
Volume/Cap:	1.39	0.84	0.99	0.49	1.39	1.39	1.39	0.81	0.81	0.81	1.39	1.39
Delay/Veh:	238.8	37.7	71.6	47.8	219	218.7	231.7	36.7	36.7	46.4	214	213.8
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:	238.8	37.7	71.6	47.8	219	218.7	231.7	36.7	36.7	46.4	214	213.8
LOS by Move:	F	D+	E	D	F	F	F	D+	D+	D	F	F
HCM2kAvgQ:	27	17	25	2	40	40	24	15	15	11	64	64

Note: Queue reported is the number of cars per lane.

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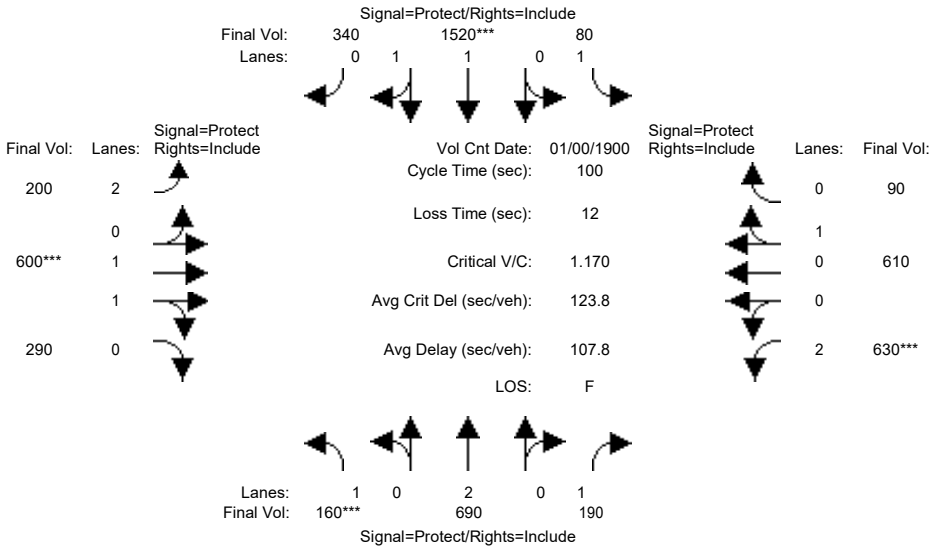
East Whisman Precise Plan TIA
SJ17-1724
Cumulative Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1046: Arques Avenue and Fair Oaks Avenue



Street Name:	Arques Avenue						Fair Oaks 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	160	690	190	80	1520	340	200	600	290	630	610	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	690	190	80	1520	340	200	600	290	630	610	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	690	190	80	1520	340	200	600	290	630	610	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	690	190	80	1520	340	200	600	290	630	610	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	690	190	80	1520	340	200	600	290	630	610	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	690	190	80	1520	340	200	600	290	630	610	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.61	0.39	2.00	1.31	0.69	2.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3057	684	3150	2492	1205	3150	1638	242
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.11	0.05	0.50	0.50	0.06	0.24	0.24	0.20	0.37	0.37
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.36	0.36	0.14	0.43	0.43	0.07	0.21	0.21	0.17	0.31	0.31
Volume/Cap:	1.17	0.50	0.30	0.33	1.17	1.17	0.91	1.17	1.17	1.17	1.21	1.21
Delay/Veh:	175.8	25.1	23.0	39.5	112	112.2	82.5	130	129.9	136.3	146	146.3
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:	175.8	25.1	23.0	39.5	112	112.2	82.5	130	129.9	136.3	146	146.3
LOS by Move:	F	C	C	D	F	F	F	F	F	F	F	F
HCM2kAvgQ:	11	8	5	2	45	45	7	25	25	22	40	40

Note: Queue reported is the number of cars per lane.

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APPENDIX J: BICYCLE AND PEDESTRIAN QOS RESULTS

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive**	**Manila Drive**
3	ADT (average daily traffic)	**3001-6000**	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	Yes	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive (EB/WB)**	**Manila Drive (EB/WB)**
3	ADT (average daily traffic)	**3001-6000**	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	Yes	Yes
	Is the intersection side-street stop controlled?	Yes	Yes
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	6	4
	What is the daily traffic volume on the major street? (ADT)	**3001-6000**	**3001-6000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**30**	**30**
	Is there a median present on the major street?	**No**	**No**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**1**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive**	**Manila Drive**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	No
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive (NB/SB)**	**Manila Drive (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	Yes	Yes
	Is the intersection side-street stop controlled?	Yes	Yes
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	5	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**35**	**35**
	Is there a median present on the major street?	**Yes**	**Yes**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**1**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**US 101 NB**	**US 101 NB**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	No
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	25	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**US 101 NB Ramps (EB/WB)**	**US 101 NB Ramps (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	Yes
	Is the intersection side-street stop controlled?	No	Yes
	What is the longest crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible

	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	Yes
	What is the slip lane control?	High Speeds	Mitigated Speeds
	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	4	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**45**	**45**
	Is there a median present on the major street?	**No**	**No**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Ellis Street**
2	Roadway Extents	**US 101 NB**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Ellis Street**
2	Roadway Extents	**US 101 NB Ramps (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	Is the intersection side-street stop controlled?	No
	What is the longest crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible

	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	What is the slip lane control?	High Speeds
	Conflicts and Mitigation	High speed, unmitigated conflicts
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**35**
	Is there a median present on the major street?	**Yes**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (EB/WB)**	**Ellis (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**2**	**2**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, >150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (EB/WB)**	**Ellis (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**2**	**2**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (NB/SB)**	**Ellis (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+		Pedestrian Score by Intersection	
	Refer to StreetScore+ white paper for criteria definitions.		
	Pedestrian Intersection Signalized StreetScore	**Direction 1 Input**	**Direction 2 Input**
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (NB/SB)**	**Ellis (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (EB/WB)**	**SR 237 (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	25	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**3**
	Street Score+ LTS Score	**4**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	EB
1	Roadway Name	Maude Avenue	Maude Avenue
2	Roadway Extents	SR 237 (EB/WB)	SR 237 (EB/WB)
3	ADT (average daily traffic)	>15000	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No	No
7	Is there a raised median?	No	No
8	Number of Total Travel Lanes	5	5
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes
	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (NB/SB)**	**SR 237 (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	10
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (NB/SB)**	**SR 237 (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes
	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**North Mary**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**2**
	Street Score+ LTS Score	**2**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**North Mary Avenue (EB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**12001-15000**	**12001-15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**8**	**8**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**North Mary Avenue (NB/SB)**	**North Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**12001-15000**	**12001-15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**8**	**8**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**11**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**11**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman Road (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp

	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman Road (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp

	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Middlefield Road**	**East Middlefield Road**
2	Roadway Extents	**Ellis Street**	**Ellis Street**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	No
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**1**
	Street Score+ LTS Score	**2**	**1**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Middlefield Road**	**East Middlefield Road**
2	Roadway Extents	**Ellis Street (EB/WB)**	**Ellis Street (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**Ellis Street**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	
	What is the right-turn speed?	
	Does the configuration present additional hazards?	
	What is the total number of lanes?	5
	What is the ADT?	9001-12000

What is the speed?	30
Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**Ellis Street (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85**	**SR 85**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85 Southbound Ramp (EB/WB)**	**SR 85 Southbound Ramp (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85**	**SR 85**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85 Southbound Ramp (NB/SB)**	**SR 85 Southbound Ramp (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue**	**Mary Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue (EB/WB)**	**Mary Avenue (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue**	**Mary Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**10**	**10**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue (NB/SB)**	**Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**10**	**10**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**
	Street Score+ LTS Score	**2**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary Avenue (EB/WB)**	**North Mary Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**8**	**8**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary Avenue (NB/SB)**	**North Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**8**	**8**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield Road (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield Road (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central**	**Central**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**6**	**6**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, <=75'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**
	Street Score+ LTS Score	**2**	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central Expressway (EB/WB)**	**Central Expressway (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**6**	**6**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**3**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central**	**Central**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central Expressway (NB/SB)**	**Central Expressway (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett**	**West Moffett**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett Drive (EB/WB)**	**West Moffett Drive (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett**	**West Moffett**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**13**	**13**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett Drive (NB/SB)**	**West Moffett Drive (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**13**	**13**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue**	**Ahwanee Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue (EB/WB)**	**Ahwanee Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue**	**Ahwanee Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue (NB/SB)**	**Ahwanee Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	**Input**
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No

Segment LTS Score Per Mineta Methodology	**2**
Street Score+ LTS Score	**2**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue**
3	ADT (average daily traffic)	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**9**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No

Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**9**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**

Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue (EB/WB)**
3	ADT (average daily traffic)	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West California Avenue**	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue**	**Mathilda Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	10
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**2**
	Street Score+ LTS Score	**2**	**2**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West California Avenue**	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue (NB/SB)**	**Mathilda Avenue (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237**	**SR 237**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	35
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	10	35
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237 Westbound Ramps (EB/WB)**	**SR 237 Westbound Ramps (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	No

	What is the slip lane control?	High Speeds	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237**	**SR 237**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	35
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	10	35
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**1**	**4**
	Street Score+ LTS Score	**1**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237 Westbound Ramps (NB/SB)**	**SR 237 Westbound Ramps (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	High Speeds	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Evelyn Avenue**	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue**	**Bernardo Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	No	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**1**	**3**
	Street Score+ LTS Score	**1**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Evelyn Avenue**	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue (EB/WB)**	**Bernardo Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue**	**Fair Oaks Avenue**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**1**	**1**
	Street Score+ LTS Score	**1**	**1**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue (EB/WB)**	**Fair Oaks Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	East Arques Avenue	East Arques Avenue
2	Roadway Extents	Fair Oaks Avenue	Fair Oaks Avenue
3	ADT (average daily traffic)	9001-12000	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes	Yes
7	Is there a raised median?	No	No
8	Number of Total Travel Lanes	6	6
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**

Street Score+ LTS Score	2	3

StreetScore+		Pedestrian Score by Intersection	
	Refer to StreetScore+ white paper for criteria definitions.		
	Pedestrian Intersection Signalized StreetScore	**Direction 1 Input**	**Direction 2 Input**
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue (NB/SB)**	**Fair Oaks Avenue (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**6**	**6**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive**	**Manila Drive**
3	ADT (average daily traffic)	**3001-6000**	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	Yes	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive (EB/WB)**	**Manila Drive (EB/WB)**
3	ADT (average daily traffic)	**3001-6000**	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	Yes	No
	Is the intersection side-street stop controlled?	Yes	Yes
	What is the longest crossing distance? (Based on Travel Lanes including Turn Lanes)		
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp

	Are there right-turn slip lanes at the intersection?	No	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	6	4
	What is the daily traffic volume on the major street? (ADT)	**3001-6000**	**3001-6000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**30**	**30**
	Is there a median present on the major street?	**No**	**No**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive**	**Manila Drive**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	No
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**Manila Drive (NB/SB)**	**Manila Drive (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	Yes	Yes
	Is the intersection side-street stop controlled?	Yes	Yes
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	5	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**35**	**35**
	Is there a median present on the major street?	**Yes**	**Yes**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**1**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**US 101 NB**	**US 101 NB**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	No
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	25	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Ellis Street**	**Ellis Street**
2	Roadway Extents	**US 101 NB Ramps (EB/WB)**	**US 101 NB Ramps (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**3**	**3**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	Yes
	Is the intersection side-street stop controlled?	No	Yes
	What is the longest crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible

	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	Yes
	What is the slip lane control?	High Speeds	Mitigated Speeds
	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	4	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**45**	**45**
	Is there a median present on the major street?	**No**	**No**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only	Signing and Striping Only
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Ellis Street**
2	Roadway Extents	**US 101 NB**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Ellis Street**
2	Roadway Extents	**US 101 NB Ramps (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	Is the intersection side-street stop controlled?	No
	What is the longest crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible

	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	What is the slip lane control?	High Speeds
	Conflicts and Mitigation	High speed, unmitigated conflicts
	What is the longest uncontrolled crossing distance (Total Number of Approach and Receiving Lanes)	4
	What is the daily traffic volume on the major street? (ADT)	**6001-9000**
	What is the prevailing speed on the major street? (Use posted speed limit if speed data is not available)	**35**
	Is there a median present on the major street?	**Yes**
	What are the existing crosswalk enhancements across the major street?	Signing and Striping Only
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (EB/WB)**	**Ellis (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**2**	**2**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, >150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (EB/WB)**	**Ellis (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**2**	**2**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (NB/SB)**	**Ellis (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+		Pedestrian Score by Intersection	
	Refer to StreetScore+ white paper for criteria definitions.		
	Pedestrian Intersection Signalized StreetScore	**Direction 1 Input**	**Direction 2 Input**
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Fairchild**	**Fairchild**
2	Roadway Extents	**Ellis (NB/SB)**	**Ellis (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (EB/WB)**	**SR 237 (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	25	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**3**
	Street Score+ LTS Score	**4**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	EB
1	Roadway Name	Maude Avenue	Maude Avenue
2	Roadway Extents	SR 237 (EB/WB)	SR 237 (EB/WB)
3	ADT (average daily traffic)	>15000	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No	No
7	Is there a raised median?	No	No
8	Number of Total Travel Lanes	5	5
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes
	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (NB/SB)**	**SR 237 (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	10
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**SR 237 (NB/SB)**	**SR 237 (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes
	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**North Mary**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**2**
	Street Score+ LTS Score	**2**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**North Mary Avenue (EB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**12001-15000**	**12001-15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**8**	**8**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Maude Avenue**	**Maude Avenue**
2	Roadway Extents	**North Mary Avenue (NB/SB)**	**North Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**12001-15000**	**12001-15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**8**	**8**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**6**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**11**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Maude Avenue**
2	Roadway Extents	**Mathilda Avenue (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**11**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman Road (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp

	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**North Whisman Road (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp

	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Middlefield Road**	**East Middlefield Road**
2	Roadway Extents	**Ellis Street**	**Ellis Street**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	No
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	25
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**1**
	Street Score+ LTS Score	**2**	**1**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Middlefield Road**	**East Middlefield Road**
2	Roadway Extents	**Ellis Street (EB/WB)**	**Ellis Street (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**Ellis Street**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	
	What is the right-turn speed?	
	Does the configuration present additional hazards?	
	What is the total number of lanes?	5
	What is the ADT?	9001-12000

What is the speed?	30
Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**East Middlefield Road**
2	Roadway Extents	**Ellis Street (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85**	**SR 85**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85 Southbound Ramp (EB/WB)**	**SR 85 Southbound Ramp (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85**	**SR 85**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**SR 85 Southbound Ramp (NB/SB)**	**SR 85 Southbound Ramp (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue**	**Mary Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue (EB/WB)**	**Mary Avenue (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue**	**Mary Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**10**	**10**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Central Expressway**	**Central Expressway**
2	Roadway Extents	**Mary Avenue (NB/SB)**	**Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**10**	**10**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**
	Street Score+ LTS Score	**2**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary Avenue (EB/WB)**	**North Mary Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary**	**North Mary**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**8**	**8**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West Evelyn Avenue**	**West Evelyn Avenue**
2	Roadway Extents	**North Mary Avenue (NB/SB)**	**North Mary Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**8**	**8**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield Road (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**
	Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Moffett Blvd**
2	Roadway Extents	**West Middlefield Road (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central**	**Central**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**6**	**6**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, <=75'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**
	Street Score+ LTS Score	**2**	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central Expressway (EB/WB)**	**Central Expressway (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**6**	**6**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	Pedestrian Given ROW	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, unmitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**3**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central**	**Central**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**3**
	Street Score+ LTS Score	**3**	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Moffett Blvd**	**Moffett Blvd**
2	Roadway Extents	**Central Expressway (NB/SB)**	**Central Expressway (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett**	**West Moffett**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett Drive (EB/WB)**	**West Moffett Drive (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**40**	**40**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett**	**West Moffett**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**13**	**13**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	Yes	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**North Mathilda Ave**	**North Mathilda Ave**
2	Roadway Extents	**West Moffett Drive (NB/SB)**	**West Moffett Drive (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**13**	**13**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue**	**Ahwanee Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**4**	**4**
	Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue (EB/WB)**	**Ahwanee Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**4**	**4**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue**	**Ahwanee Avenue**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	No	No
	What is the right-turn speed?	15	20
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Mathilda Avenue**	**Mathilda Avenue**
2	Roadway Extents	**Ahwanee Avenue (NB/SB)**	**Ahwanee Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**9**	**9**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	**Input**
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No

Segment LTS Score Per Mineta Methodology	**2**
Street Score+ LTS Score	**2**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue**
3	ADT (average daily traffic)	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**9**
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No

Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**North Mathilda Avenue**
2	Roadway Extents	**Indio Avenue (NB/SB)**
3	ADT (average daily traffic)	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**Yes**
8	Number of Total Travel Lanes	**9**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes

	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue**
3	ADT (average daily traffic)	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**4**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**3**

Street Score+ LTS Score	**3**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue (EB/WB)**
3	ADT (average daily traffic)	**3001-6000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**25**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**4**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West California Avenue**	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue**	**Mathilda Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	10
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**2**
	Street Score+ LTS Score	**2**	**2**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**West California Avenue**	**West California Avenue**
2	Roadway Extents	**Mathilda Avenue (NB/SB)**	**Mathilda Avenue (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**7**	**7**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237**	**SR 237**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	35
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	10	35
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**3**	**4**
	Street Score+ LTS Score	**3**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237 Westbound Ramps (EB/WB)**	**SR 237 Westbound Ramps (EB/WB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	No

	What is the slip lane control?	High Speeds	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237**	**SR 237**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	10	35
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	Yes
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	10	35
	Does the configuration present additional hazards?	No	Yes
	Segment LTS Score Per Mineta Methodology	**1**	**4**
	Street Score+ LTS Score	**1**	**4**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Whisman Road**	**Whisman Road**
2	Roadway Extents	**SR 237 Westbound Ramps (NB/SB)**	**SR 237 Westbound Ramps (NB/SB)**
3	ADT (average daily traffic)	**>15000**	**>15000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	No, fully actuated	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Missing Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes	Yes

	What is the slip lane control?	High Speeds	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Evelyn Avenue**	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue**	**Bernardo Avenue**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
	Is there a right turn lane?	No	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	20	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**1**	**3**
	Street Score+ LTS Score	**1**	**3**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**Evelyn Avenue**	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue (EB/WB)**	**Bernardo Avenue (EB/WB)**
3	ADT (average daily traffic)	**6001-9000**	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**No**	**No**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	No, fully actuated	No, fully actuated
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+ Pedestrian Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Intersection Signalized StreetScore	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**Evelyn Avenue**
2	Roadway Extents	**Bernardo Avenue (NB/SB)**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**5**
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, 24-hr recall or fixed timing
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue**	**Fair Oaks Avenue**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'	Yes, <=75'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	15	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**1**	**1**
	Street Score+ LTS Score	**1**	**1**

StreetScore+	Pedestrian Score by Intersection	
Refer to StreetScore+ white paper for criteria definitions.		

	Pedestrian Intersection Signalized StreetScore	Direction 1 Input	Direction 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue (EB/WB)**	**Fair Oaks Avenue (EB/WB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**Yes**	**Yes**
8	Number of Total Travel Lanes	**5**	**5**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts	Low speed, low conflicts or high speed with mitigated conflicts
	Street Score+ LTS Score	**3**	**2**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Approach 1 Input	Approach 2 Input
	View Basic Roadway Characteristics?	+	
1	Roadway Name	East Arques Avenue	East Arques Avenue
2	Roadway Extents	Fair Oaks Avenue	Fair Oaks Avenue
3	ADT (average daily traffic)	9001-12000	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes	Yes
7	Is there a raised median?	No	No
8	Number of Total Travel Lanes	6	6
	What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
	Is there more than one right-turn lane?	No	No
	What is the right-turn speed?	15	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
	Does the configuration present additional hazards?	No	No
	Is there a right turn lane?	Yes, 76-150'	Yes, 76-150'
	Is there more than one right-turn lanes?	No	No
	What is the right-turn speed?	20	15
	Does the configuration present additional hazards?	No	No
	Segment LTS Score Per Mineta Methodology	**2**	**3**

Street Score+ LTS Score	2	3

StreetScore+		Pedestrian Score by Intersection	
	Refer to StreetScore+ white paper for criteria definitions.		
	Pedestrian Intersection Signalized StreetScore	**Direction 1 Input**	**Direction 2 Input**
	View Basic Roadway Characteristics?	+	
1	Roadway Name	**East Arques Avenue**	**East Arques Avenue**
2	Roadway Extents	**Fair Oaks Avenue (NB/SB)**	**Fair Oaks Avenue (NB/SB)**
3	ADT (average daily traffic)	**9001-12000**	**9001-12000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**30**	**30**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**No**	**No**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**	**Yes**
7	Is there a raised median?	**No**	**No**
8	Number of Total Travel Lanes	**6**	**6**
	Is the intersection controlled?	Yes	Yes
	Is the intersection stop controlled?	No	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median	to 5 without media
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Virotactile/ Audible Push Buttons & Signals	Countdown Signals, Virotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No	No

	Conflicts and Mitigation	High speed, unmitigated conflicts	High speed, unmitigated conflicts
	Street Score+ LTS Score	**4**	**4**

APPENDIX K: VTA DEFICIENCY PLAN ACTION LIST

Table 4-1
Deficiency Plan Action List

A. BICYCLE AND PEDESTRIAN MEASURES

A1. Improved Roadway Bicycle Facilities and Bike Paths
A2. Transit and Bicycle Integration
A3. Bicycle Lockers and Racks at Park and Ride Lots
A4. Bicycle Facilities and Showers at Developments
A5. Improved Pedestrian Facilities
A6. Pedestrian Signals
A7. Lighting for Pedestrian Safety

B. TRANSIT

B1. Improvement of Bus, Rail, and Ferry Transit Service
B2. Expansion of Rail Transit Service
B3. Expansion of Ferry Services
B4. Preferential Treatment for Buses and In-Street Light Rail Vehicle (LRVs)
B5. Transit Information and Promotion
B6. Transit Pricing Strategies to Encourage Ridership and Reduce Transit Vehicle Crowding
B7. Transit Fare Subsidy Programs
B8. Transit Centers
B9. Improved and Expanded Timed Transfer Programs
B10. Improved and Expanded Fare Coordination
B11. Signal Preemption by Transit Vehicles
B12. Bus Stop Bulbs
B13. School Bus Transit Service

C. CARPOOLING, BUSPOOLING, VANPOOLING, TAXIPOOLING, JITNEYS, CASUAL CARPOOLING AND OTHER SHARED RIDES (Ridesharing)

C1. Preferential Treatment for Shared Ride Vehicles
C2. Increased Use of Commuter/Employer Services

D. HIGH OCCUPANCY VEHICLE (HOV) FACILITIES

D1. Preferential Treatment for HOVs
D2. Bus and Carpool/Buspool/Vanpool/Taxipool Priority Lanes on Local Arterials
D3. Accelerated Implementation of the 2005 HOV Master Plan
D4. HOV to HOV Facilities
D5. Direct HOV Lane Entrance/Exit Ramps to Arterials and Space Generators

E. OTHER TCMs, RELATED MEASURES

E1. Stricter Travel Demand Management/Trip Reduction Ordinance
E2. Expanded Public Education Programs
E3. Child Care Facilities at or close to Employment Sites, Transit Centers and Park and Ride Lots
E4. Retail Services at or close to Employment Sites, Transit Centers and Park and Ride Lots
E5. Telecommuting Centers and Work-at-Home Programs
E6. Parking Management

F. TRAFFIC FLOW IMPROVEMENTS

F1. Preferential Treatment of HOVs (See measures B4 and C1)
F2. Ramp Metering
F3. Auxiliary Lanes
F4. Signalization Improvements
F5. Computerized Traffic and Transit Control/Management on Arterials
F6. Turn Lanes at Intersections
F7. Turn Restrictions at intersections
F8. Reversible Lanes
F9. One-Way Streets
F10. Targeted Traffic Enforcement Programs
F11. Restrictions on Curb Side Deliveries and On-Street Parking

APPENDIX L: VISSIM SIMULATION ANALYSIS RESULTS

VISSIM Post-Processor **East Whisman Precise Plan**
Average Results from 10 Runs **Existing+Project**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **All-way Stop**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	300	232	77.3%	4.2	10.6	0.7	B
	Right Turn	790	587	74.3%	7.7	6.4	1.0	A
	Subtotal	**1,090**	**819**	**75.1%**	8.8	**7.6**	**0.8**	**A**
SB	Left Turn	30	33	110.0%	0.5	10.5	4.8	B
	Through	120	116	96.8%	0.4	23.4	14.0	C
	Right Turn							
	Subtotal	**150**	**149**	**99.4%**	0.1	**20.6**	**11.6**	**C**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	230	230	100.1%	0.0	33.3	18.7	D
	Through							
	Right Turn	50	48	96.8%	0.2	27.9	20.8	D
	Subtotal	**280**	**279**	**99.5%**	0.1	**32.2**	**18.8**	**D**
Total		**1,520**	**1,247**	**82.0%**	7.4	**15.4**	**5.8**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	220	168	76.5%	3.7	36.3	5.3	D
	Through	900	644	71.6%	9.2	52.5	8.1	D
	Right Turn							
	Subtotal	**1,120**	**812**	**72.5%**	9.9	**49.1**	**7.0**	**D**
SB	Left Turn							
	Through	141	138	97.7%	0.3	61.6	15.2	E
	Right Turn	210	209	99.3%	0.1	70.9	13.7	E
	Subtotal	**351**	**346**	**98.7%**	0.2	**67.4**	**13.2**	**E**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	540	480	88.9%	2.6	136.4	45.5	F
	Through							
	Right Turn	190	180	94.5%	0.8	78.0	28.8	E
	Subtotal	**730**	**660**	**90.4%**	2.7	**120.1**	**40.8**	**F**
Total		**2,201**	**1,819**	**82.6%**	8.5	**77.5**	**15.8**	**E**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Existing+Project**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	670	507	75.6%	6.7	72.9	17.0	E
	Right Turn	300	218	72.7%	5.1	3.0	1.2	A
	Subtotal	**970**	**725**	**74.7%**	8.4	**51.3**	**10.9**	**D**
SB	Left Turn	50	47	93.2%	0.5	35.3	2.5	D
	Through	631	576	91.2%	2.3	24.7	8.7	C
	Right Turn							
	Subtotal	**681**	**622**	**91.4%**	2.3	**25.5**	**8.1**	**C**
EB	Left Turn	450	298	66.1%	7.9	135.6	41.5	F
	Through							
	Right Turn	691	464	67.1%	9.5	174.2	37.2	F
	Subtotal	**1,141**	**761**	**66.7%**	12.3	**159.5**	**11.7**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**2,792**	**2,108**	**75.5%**	13.8	**83.0**	**8.1**	**F**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	60	53	89.0%	0.9	201.3	69.8	F
	Through	571	552	96.7%	0.8	144.5	52.6	F
	Right Turn	90	85	94.8%	0.5	106.1	37.1	F
	Subtotal	**721**	**691**	**95.8%**	1.1	**144.3**	**51.4**	**F**
SB	Left Turn	260	209	80.5%	3.3	28.5	3.1	C
	Through	800	628	78.5%	6.4	9.9	1.2	A
	Right Turn	260	205	78.8%	3.6	2.1	0.7	A
	Subtotal	**1,320**	**1,042**	**78.9%**	8.1	**12.2**	**0.6**	**B**
EB	Left Turn	231	63	27.4%	13.8	1207.7	344.2	F
	Through	40	12	29.5%	5.5	1026.7	468.5	F
	Right Turn	40	12	29.0%	5.6	1218.4	307.2	F
	Subtotal	**311**	**87**	**27.9%**	15.9	**1122.6**	**281.3**	**F**
WB	Left Turn	50	29	57.4%	3.4	411.3	169.8	F
	Through	50	32	63.0%	2.9	421.8	229.6	F
	Right Turn	171	109	63.6%	5.3	421.7	221.1	F
	Subtotal	**271**	**169**	**62.3%**	6.9	**426.1**	**217.9**	**F**
Total		**2,623**	**1,989**	**75.8%**	13.2	**143.6**	**16.0**	**F**

VISSIM Post-Processor **East Whisman Precise Plan**
Average Results from 10 Runs **Existing+Project**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **All-way Stop**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	80	70	88.0%	1.1	8.3	0.4	A
	Right Turn	430	391	91.0%	1.9	4.9	1.1	A
	Subtotal	**510**	**462**	**90.5%**	2.2	**5.4**	**0.8**	**A**
SB	Left Turn	50	52	103.4%	0.2	8.6	0.9	A
	Through	200	196	98.0%	0.3	11.4	3.7	B
	Right Turn							
	Subtotal	**250**	**248**	**99.1%**	0.1	**10.9**	**3.3**	**B**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	500	485	97.0%	0.7	46.4	6.8	E
	Through							
	Right Turn	30	28	94.7%	0.3	43.4	10.6	E
	Subtotal	**530**	**514**	**96.9%**	0.7	**46.2**	**6.9**	**E**
Total		**1,290**	**1,223**	**94.8%**	1.9	**23.6**	**3.0**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	320	299	93.4%	1.2	20.6	10.2	C
	Through	470	439	93.5%	1.4	26.6	1.7	C
	Right Turn							
	Subtotal	**790**	**738**	**93.4%**	1.9	**24.3**	**4.8**	**C**
SB	Left Turn							
	Through	430	409	95.1%	1.0	47.7	19.2	D
	Right Turn	270	266	98.5%	0.3	36.4	17.0	D
	Subtotal	**700**	**675**	**96.4%**	1.0	**43.3**	**18.0**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	700	412	58.9%	**12.2**	264.8	25.1	F
	Through	30	18	58.3%	2.6	259.4	31.2	F
	Right Turn	40	23	56.5%	3.1	183.1	19.5	F
	Subtotal	**770**	**452**	**58.7%**	**12.9**	**260.0**	**23.5**	**F**
Total		**2,260**	**1,865**	**82.5%**	**8.7**	**88.2**	**6.2**	**F**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Existing+Project**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	640	586	91.6%	2.2	19.0	4.8	B
	Right Turn	460	408	88.7%	2.5	9.3	7.4	A
	Subtotal	**1,100**	**995**	**90.4%**	3.3	**15.1**	**2.8**	**B**
SB	Left Turn	110	101	91.6%	0.9	68.2	12.1	E
	Through	1,021	717	70.2%	**10.3**	23.2	7.5	C
	Right Turn							
	Subtotal	**1,131**	**818**	**72.3%**	**10.0**	**28.7**	**6.9**	**C**
EB	Left Turn	150	150	99.7%	0.0	42.6	6.9	D
	Through							
	Right Turn	261	259	99.3%	0.1	102.1	84.8	F
	Subtotal	**411**	**409**	**99.4%**	0.1	**80.4**	**29.9**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**2,642**	**2,221**	**84.1%**	**8.5**	**31.9**	**5.6**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	50	48	96.0%	0.3	50.5	14.2	D
	Through	661	665	100.6%	0.1	31.8	12.9	C
	Right Turn	50	48	96.0%	0.3	39.8	24.1	D
	Subtotal	**761**	**761**	**100.0%**	0.0	**34.0**	**11.8**	**C**
SB	Left Turn	100	72	71.7%	3.1	26.0	3.6	C
	Through	830	632	76.1%	**7.3**	11.1	1.6	B
	Right Turn	350	274	78.4%	4.3	2.2	1.1	A
	Subtotal	**1,280**	**978**	**76.4%**	**9.0**	**9.5**	**1.0**	**A**
EB	Left Turn	251	151	60.0%	**7.1**	563.7	137.8	F
	Through	40	23	57.3%	3.0	549.7	139.6	F
	Right Turn	40	22	54.3%	3.3	550.5	160.3	F
	Subtotal	**331**	**195**	**58.9%**	**8.4**	**561.0**	**135.9**	**F**
WB	Left Turn	40	35	86.8%	0.9	182.1	76.2	F
	Through	40	38	96.0%	0.3	176.8	86.9	F
	Right Turn	191	179	93.5%	0.9	177.2	85.4	F
	Subtotal	**271**	**252**	**92.8%**	1.2	**177.7**	**82.9**	**F**
Total		**2,643**	**2,186**	**82.7%**	**9.3**	**80.5**	**15.3**	**F**

VISSIM Post-Processor **East Whisman Precise Plan**
Average Results from 10 Runs **Existing+Project_Mitigated**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	285	297	104.1%	0.7	8.7	1.8	A
	Right Turn	752	753	100.2%	0.1	11.9	1.6	B
	Subtotal	**1,037**	**1,050**	**101.3%**	0.4	**11.0**	**1.5**	**B**
SB	Left Turn	30	30	101.3%	0.1	23.5	5.5	C
	Through	120	118	98.5%	0.2	3.6	1.0	A
	Right Turn							
	Subtotal	**150**	**149**	**99.1%**	0.1	**7.7**	**2.0**	**A**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	230	232	100.8%	0.1	15.8	1.9	B
	Through							
	Right Turn	50	49	98.2%	0.1	9.6	3.9	A
	Subtotal	**280**	**281**	**100.4%**	0.1	**14.7**	**1.8**	**B**
Total		**1,467**	**1,480**	**100.9%**	0.3	**11.4**	**1.2**	**B**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	194	193	99.4%	0.1	7.1	3.0	A
	Through	847	860	101.6%	0.5	29.8	2.2	C
	Right Turn							
	Subtotal	**1,041**	**1,053**	**101.2%**	0.4	**25.7**	**1.6**	**C**
SB	Left Turn							
	Through	140	141	100.6%	0.1	29.2	5.4	C
	Right Turn	210	209	99.4%	0.1	1.9	0.8	A
	Subtotal	**350**	**350**	**99.9%**	0.0	**13.4**	**3.3**	**B**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	540	514	95.2%	1.1	65.4	10.9	E
	Through							
	Right Turn	190	197	103.7%	0.5	24.5	9.8	C
	Subtotal	**730**	**711**	**97.4%**	0.7	**54.1**	**9.4**	**D**
Total		**2,121**	**2,114**	**99.7%**	0.2	**33.4**	**3.1**	**C**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	591	602	101.8%	0.4	40.4	2.1	D
	Right Turn	265	261	98.5%	0.2	3.0	0.5	A
	Subtotal	**856**	**863**	**100.8%**	0.2	**29.6**	**2.1**	**C**
SB	Left Turn	50	50	99.4%	0.0	57.7	10.4	E
	Through	631	620	98.3%	0.4	26.9	6.0	C
	Right Turn							
	Subtotal	**681**	**670**	**98.4%**	0.4	**29.2**	**5.1**	**C**
EB	Left Turn	450	448	99.5%	0.1	41.2	7.3	D
	Through							
	Right Turn	691	685	99.1%	0.2	12.4	2.2	B
	Subtotal	**1,141**	**1,133**	**99.3%**	0.2	**23.7**	**3.6**	**C**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**2,678**	**2,666**	**99.5%**	0.2	**27.1**	**1.4**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	60	59	98.8%	0.1	52.7	24.3	D
	Through	687	687	100.0%	0.0	40.9	16.6	D
	Right Turn	110	107	96.8%	0.3	30.3	11.0	C
	Subtotal	**857**	**853**	**99.5%**	0.2	**40.5**	**16.0**	**D**
SB	Left Turn	260	259	99.5%	0.1	28.1	5.8	C
	Through	800	785	98.2%	0.5	6.3	1.2	A
	Right Turn	260	258	99.3%	0.1	1.6	0.5	A
	Subtotal	**1,320**	**1,302**	**98.7%**	0.5	**9.8**	**1.6**	**A**
EB	Left Turn							
	Through							
	Right Turn	40	40	100.0%	0.0	5.7	0.7	A
	Subtotal	**40**	**40**	**100.0%**	0.0	**5.7**	**0.7**	**A**
WB	Left Turn	50	46	92.6%	0.5	61.0	14.7	E
	Through	50	51	102.8%	0.2	68.8	17.6	E
	Right Turn	171	169	98.9%	0.1	36.9	21.0	D
	Subtotal	**271**	**267**	**98.5%**	0.3	**47.0**	**18.1**	**D**
Total		**2,488**	**2,462**	**98.9%**	0.5	**24.6**	**7.9**	**C**

VISSIM Post-Processor **East Whisman Precise Plan**
Average Results from 10 Runs **Existing+Project_Mitigated PM**
Volume and Delay by Movement **Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	132	137	103.5%	0.4	13.9	2.3	B
	Right Turn	411	403	98.0%	0.4	6.2	1.0	A
	Subtotal	**543**	**539**	**99.3%**	0.2	**8.2**	**0.9**	**A**
SB	Left Turn	149	145	97.4%	0.3	36.6	10.7	D
	Through	508	506	99.7%	0.1	24.0	7.5	C
	Right Turn							
	Subtotal	**657**	**651**	**99.1%**	0.2	**26.7**	**7.7**	**C**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	563	555	98.6%	0.3	36.7	8.2	D
	Through							
	Right Turn	50	51	101.0%	0.1	31.3	12.5	C
	Subtotal	**613**	**606**	**98.8%**	0.3	**36.4**	**8.2**	**D**
Total		**1,813**	**1,796**	**99.1%**	0.4	**24.7**	**5.5**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	400	403	100.8%	0.2	13.6	1.4	B
	Through	483	475	98.3%	0.4	16.9	2.7	B
	Right Turn							
	Subtotal	**883**	**878**	**99.4%**	0.2	**15.4**	**1.8**	**B**
SB	Left Turn							
	Through	619	614	99.2%	0.2	78.4	11.9	E
	Right Turn	452	452	100.1%	0.0	17.1	4.5	B
	Subtotal	**1,071**	**1,066**	**99.6%**	0.1	**52.6**	**8.6**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	770	745	96.7%	0.9	103.0	30.4	F
	Through	30	29	96.3%	0.2	105.0	30.5	F
	Right Turn	60	61	102.3%	0.2	28.1	10.6	C
	Subtotal	**860**	**835**	**97.1%**	0.9	**96.6**	**28.1**	**F**
Total		**2,814**	**2,779**	**98.8%**	0.7	**53.5**	**10.0**	**D**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	687	689	100.3%	0.1	34.5	3.7	C
	Right Turn	588	587	99.8%	0.0	3.3	0.7	A
	Subtotal	**1,275**	**1,277**	**100.1%**	0.0	**19.9**	**2.1**	**B**
SB	Left Turn	210	209	99.7%	0.0	42.6	5.3	D
	Through	1,180	1,153	97.7%	0.8	19.6	1.5	B
	Right Turn							
	Subtotal	**1,390**	**1,362**	**98.0%**	0.7	**23.4**	**1.2**	**C**
EB	Left Turn	196	188	96.1%	0.6	89.1	18.7	F
	Through							
	Right Turn	394	394	100.1%	0.0	14.1	3.5	B
	Subtotal	**590**	**583**	**98.7%**	0.3	**40.0**	**8.1**	**D**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,255**	**3,221**	**99.0%**	0.6	**25.2**	**1.8**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	1,048	1,049	100.1%	0.0	39.5	19.6	D
	Right Turn	70	73	103.7%	0.3	17.6	8.8	B
	Subtotal	**1,118**	**1,121**	**100.3%**	0.1	**38.3**	**18.9**	**D**
SB	Left Turn	106	104	97.6%	0.2	54.6	9.0	D
	Through	1,055	1,034	98.0%	0.6	1.4	0.2	A
	Right Turn	411	408	99.3%	0.1	0.5	0.1	A
	Subtotal	**1,572**	**1,546**	**98.3%**	0.7	**4.8**	**0.9**	**A**
EB	Left Turn							
	Through							
	Right Turn	57	56	97.7%	0.2	5.3	0.5	A
	Subtotal	**57**	**56**	**97.7%**	0.2	**5.3**	**0.5**	**A**
WB	Left Turn	40	37	91.3%	0.6	82.4	57.0	F
	Through	40	38	95.5%	0.3	66.2	24.7	E
	Right Turn	226	225	99.5%	0.1	53.6	41.3	D
	Subtotal	**306**	**300**	**97.9%**	0.4	**58.4**	**40.0**	**E**
Total		**3,053**	**3,023**	**99.0%**	0.6	**22.5**	**10.3**	**C**

VISSIM Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

East Whisman Precise Plan
Background+Project
AM Peak Hour

Intersection 1 **Ellis Street/Manila Drive** **All-way Stop**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	646	370	57.3%	12.2	13.1	1.1	B
	Right Turn	891	505	56.6%	14.6	5.3	0.6	A
	Subtotal	**1,537**	**875**	**56.9%**	19.1	**8.6**	**0.6**	**A**
SB	Left Turn	45	49	108.0%	0.5	14.5	7.3	B
	Through	167	163	97.8%	0.3	30.8	7.9	D
	Right Turn							
	Subtotal	**212**	**212**	**100.0%**	0.0	**27.3**	**7.3**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	245	228	92.9%	1.1	56.8	16.3	F
	Through							
	Right Turn	160	154	96.2%	0.5	42.3	12.2	E
	Subtotal	**405**	**381**	**94.2%**	1.2	**51.1**	**14.9**	**F**
Total		**2,154**	**1,468**	**68.2%**	16.1	**22.0**	**3.7**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	274	159	58.0%	7.8	36.2	6.1	D
	Through	1,237	640	51.8%	19.5	50.3	5.7	D
	Right Turn							
	Subtotal	**1,511**	**799**	**52.9%**	21.0	**47.6**	**5.4**	**D**
SB	Left Turn							
	Through	170	158	92.8%	1.0	43.6	11.4	D
	Right Turn	243	234	96.1%	0.6	52.2	7.7	D
	Subtotal	**413**	**391**	**94.8%**	1.1	**48.9**	**7.8**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	650	493	75.8%	6.6	169.4	42.1	F
	Through							
	Right Turn	300	239	79.7%	3.7	104.2	21.6	F
	Subtotal	**950**	**732**	**77.0%**	7.5	**148.6**	**34.7**	**F**
Total		**2,874**	**1,922**	**66.9%**	19.4	**84.0**	**10.1**	**F**

VISSIM Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

East Whisman Precise Plan
Background+Project
AM Peak Hour

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	818	468	57.2%	13.8	73.7	15.0	E
	Right Turn	435	237	54.4%	10.8	5.0	1.5	A
	Subtotal	**1,253**	**705**	**56.2%**	17.5	**50.3**	**8.8**	**D**
SB	Left Turn	66	61	93.0%	0.6	56.0	14.2	E
	Through	754	593	78.7%	6.2	20.8	9.1	C
	Right Turn							
	Subtotal	**820**	**655**	**79.8%**	6.1	**24.0**	**8.2**	**C**
EB	Left Turn	693	322	46.5%	16.4	159.3	38.1	F
	Through							
	Right Turn	960	454	47.3%	19.0	162.1	22.7	F
	Subtotal	**1,653**	**777**	**47.0%**	25.1	**161.1**	**12.7**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,726**	**2,136**	**57.3%**	29.4	**84.5**	**8.2**	**F**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	77	48	61.7%	3.7	228.2	33.5	F
	Through	803	557	69.3%	9.4	218.1	37.8	F
	Right Turn	90	63	69.7%	3.1	170.6	28.6	F
	Subtotal	**970**	**667**	**68.8%**	10.6	**214.9**	**31.4**	**F**
SB	Left Turn	301	186	61.9%	7.3	29.9	5.6	C
	Through	935	574	61.3%	13.2	10.3	1.8	B
	Right Turn	476	289	60.7%	9.6	2.0	0.5	A
	Subtotal	**1,712**	**1,049**	**61.3%**	17.8	**11.5**	**1.6**	**B**
EB	Left Turn	278	52	18.7%	17.6	1162.1	414.3	F
	Through	40	7	17.8%	6.8	1037.6	611.2	F
	Right Turn	50	10	20.0%	7.3	1106.4	535.1	F
	Subtotal	**368**	**69**	**18.8%**	20.2	**1088.5**	**514.5**	**F**
WB	Left Turn	50	26	52.4%	3.9	461.4	186.6	F
	Through	50	27	53.6%	3.7	473.3	278.6	F
	Right Turn	175	93	53.2%	7.1	476.7	257.0	F
	Subtotal	**275**	**146**	**53.1%**	8.9	**479.0**	**235.6**	**F**
Total		**3,325**	**1,931**	**58.1%**	27.2	**153.6**	**28.9**	**F**

VISSIM Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

East Whisman Precise Plan
Background+Project
PM Peak Hour

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	145	97	66.6%	4.4	9.3	1.0	A
	Right Turn	447	304	68.0%	7.4	4.3	1.0	A
	Subtotal	**592**	**401**	**67.7%**	8.6	**5.5**	**1.0**	**A**
SB	Left Turn	149	89	59.4%	5.6	45.2	29.4	D
	Through	508	302	59.4%	10.2	52.5	32.6	D
	Right Turn							
	Subtotal	**657**	**390**	**59.4%**	11.6	**50.8**	**31.7**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	563	390	69.3%	7.9	80.9	31.0	F
	Through							
	Right Turn	50	36	71.4%	2.2	73.2	29.0	E
	Subtotal	**613**	**426**	**69.4%**	8.2	**80.3**	**30.8**	**F**
Total		**1,862**	**1,217**	**65.3%**	16.5	**45.6**	**20.0**	**D**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	470	262	55.8%	10.9	21.7	8.8	C
	Through	532	371	69.7%	7.6	29.5	3.8	C
	Right Turn							
	Subtotal	**1,002**	**633**	**63.1%**	12.9	**26.2**	**5.3**	**C**
SB	Left Turn							
	Through	619	398	64.3%	9.8	74.1	26.5	E
	Right Turn	452	291	64.4%	8.3	57.9	25.8	E
	Subtotal	**1,071**	**689**	**64.4%**	12.9	**67.1**	**25.7**	**E**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	770	386	50.2%	16.0	307.5	43.5	F
	Through	30	16	51.7%	3.0	248.7	104.4	F
	Right Turn	60	29	48.8%	4.6	189.7	39.4	F
	Subtotal	**860**	**431**	**50.1%**	16.9	**297.0**	**41.3**	**F**
Total		**2,933**	**1,753**	**59.8%**	24.4	**110.3**	**16.4**	**F**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	806	445	55.2%	14.4	24.0	7.9	C
	Right Turn	692	367	53.1%	14.1	43.4	8.9	D
	Subtotal	**1,498**	**812**	**54.2%**	20.2	**32.6**	**5.4**	**C**
SB	Left Turn	210	134	63.6%	5.8	98.9	11.0	F
	Through	1,180	648	54.9%	17.6	28.2	8.9	C
	Right Turn							
	Subtotal	**1,390**	**782**	**56.2%**	18.5	**40.0**	**9.9**	**D**
EB	Left Turn	196	184	94.0%	0.9	168.7	27.4	F
	Through							
	Right Turn	394	362	91.8%	1.7	307.7	98.1	F
	Subtotal	**590**	**546**	**92.5%**	1.9	**263.7**	**42.7**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,478**	**2,140**	**61.5%**	25.3	**92.8**	**8.2**	**F**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	62	42	68.4%	2.7	173.5	26.6	F
	Through	824	580	70.4%	9.2	191.8	42.3	F
	Right Turn	50	33	66.8%	2.6	188.6	33.1	F
	Subtotal	**936**	**656**	**70.0%**	9.9	**190.3**	**33.9**	**F**
SB	Left Turn	106	64	60.1%	4.6	30.1	4.2	C
	Through	1,055	684	64.8%	12.6	10.3	0.8	B
	Right Turn	411	263	64.0%	8.0	2.1	0.6	A
	Subtotal	**1,572**	**1,011**	**64.3%**	15.6	**9.3**	**0.7**	**A**
EB	Left Turn	451	91	20.2%	21.9	989.8	328.7	F
	Through	40	8	20.5%	6.5	893.9	494.2	F
	Right Turn	57	11	20.0%	7.8	913.8	334.2	F
	Subtotal	**548**	**111**	**20.2%**	24.1	**963.6**	**353.6**	**F**
WB	Left Turn	40	23	58.3%	3.0	339.6	91.1	F
	Through	40	23	57.0%	3.1	370.9	95.5	F
	Right Turn	226	142	62.7%	6.2	338.4	82.7	F
	Subtotal	**306**	**188**	**61.4%**	7.5	**342.5**	**82.9**	**F**
Total		**3,362**	**1,965**	**58.4%**	27.1	**156.0**	**21.6**	**F**

VISSIM Post-Processor **East Whismand Precise Plan**
Average Results from 10 Runs **Background+Project_Mitigated**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	621	624	100.5%	0.1	10.4	1.8	B
	Right Turn	856	853	99.6%	0.1	9.9	0.8	A
	Subtotal	**1,477**	**1,477**	**100.0%**	0.0	**10.1**	**1.0**	**B**
SB	Left Turn	45	45	100.4%	0.0	24.3	3.8	C
	Through	167	167	99.8%	0.0	5.0	1.1	A
	Right Turn							
	Subtotal	**212**	**212**	**100.0%**	0.0	**9.2**	**1.1**	**A**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	245	241	98.2%	0.3	15.9	2.0	B
	Through							
	Right Turn	160	163	102.0%	0.3	10.8	2.1	B
	Subtotal	**405**	**404**	**99.7%**	0.1	**13.9**	**1.9**	**B**
Total		**2,094**	**2,092**	**99.9%**	0.0	**10.7**	**0.6**	**B**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	244	244	100.0%	0.0	8.8	1.1	A
	Through	1,177	1,183	100.5%	0.2	12.1	1.9	B
	Right Turn							
	Subtotal	**1,421**	**1,427**	**100.4%**	0.2	**11.5**	**1.6**	**B**
SB	Left Turn							
	Through	169	159	93.9%	0.8	42.6	5.1	D
	Right Turn	243	243	100.2%	0.0	2.9	0.6	A
	Subtotal	**412**	**402**	**97.6%**	0.5	**18.4**	**3.3**	**B**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	650	634	97.6%	0.6	105.5	23.7	F
	Through							
	Right Turn	300	304	101.4%	0.2	40.6	4.9	D
	Subtotal	**950**	**938**	**98.8%**	0.4	**84.2**	**16.5**	**F**
Total		**2,783**	**2,767**	**99.4%**	0.3	**37.5**	**6.0**	**D**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	728	729	100.1%	0.0	32.7	3.8	C
	Right Turn	392	386	98.5%	0.3	2.9	0.5	A
	Subtotal	**1,120**	**1,115**	**99.6%**	0.1	**22.7**	**2.4**	**C**
SB	Left Turn	66	63	96.1%	0.3	43.6	16.8	D
	Through	754	738	97.8%	0.6	42.0	6.5	D
	Right Turn							
	Subtotal	**820**	**801**	**97.7%**	0.7	**41.9**	**5.1**	**D**
EB	Left Turn	693	693	100.0%	0.0	87.8	43.2	F
	Through							
	Right Turn	960	949	98.9%	0.3	16.5	6.7	B
	Subtotal	**1,653**	**1,642**	**99.3%**	0.3	**48.4**	**22.4**	**D**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,593**	**3,558**	**99.0%**	0.6	**38.9**	**3.7**	**D**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	941	945	100.4%	0.1	55.2	17.8	E
	Right Turn	90	88	97.8%	0.2	27.8	8.7	C
	Subtotal	**1,031**	**1,033**	**100.2%**	0.0	**53.1**	**16.9**	**D**
SB	Left Turn	301	294	97.8%	0.4	27.9	4.0	C
	Through	935	918	98.2%	0.6	2.7	0.3	A
	Right Turn	476	472	99.1%	0.2	1.0	0.2	A
	Subtotal	**1,712**	**1,684**	**98.4%**	0.7	**6.4**	**0.6**	**A**
EB	Left Turn							
	Through							
	Right Turn	50	48	95.6%	0.3	5.7	1.0	A
	Subtotal	**50**	**48**	**95.6%**	0.3	**5.7**	**1.0**	**A**
WB	Left Turn	50	47	93.6%	0.5	48.6	15.1	D
	Through	50	50	99.4%	0.0	43.1	6.6	D
	Right Turn	175	175	99.9%	0.0	32.3	12.5	C
	Subtotal	**275**	**271**	**98.7%**	0.2	**36.8**	**8.6**	**D**
Total		**3,068**	**3,036**	**99.0%**	0.6	**25.4**	**6.9**	**C**

VISSIM Post-Processor **East Whisman Precise Plan**
Average Results from 10 Runs **Background+Project_Mitigated**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	132	137	103.5%	0.4	13.9	2.3	B
	Right Turn	411	403	98.0%	0.4	6.2	1.0	A
	Subtotal	**543**	**539**	**99.3%**	0.2	**8.2**	**0.9**	**A**
SB	Left Turn	149	145	97.4%	0.3	36.6	10.7	D
	Through	508	506	99.7%	0.1	24.0	7.5	C
	Right Turn							
	Subtotal	**657**	**651**	**99.1%**	0.2	**26.7**	**7.7**	**C**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	563	555	98.6%	0.3	36.7	8.2	D
	Through							
	Right Turn	50	51	101.0%	0.1	31.3	12.5	C
	Subtotal	**613**	**606**	**98.8%**	0.3	**36.4**	**8.2**	**D**
Total		**1,813**	**1,796**	**99.1%**	0.4	**24.7**	**5.5**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	400	403	100.8%	0.2	13.6	1.4	B
	Through	483	475	98.3%	0.4	16.9	2.7	B
	Right Turn							
	Subtotal	**883**	**878**	**99.4%**	0.2	**15.4**	**1.8**	**B**
SB	Left Turn							
	Through	619	614	99.2%	0.2	78.4	11.9	E
	Right Turn	452	452	100.1%	0.0	17.1	4.5	B
	Subtotal	**1,071**	**1,066**	**99.6%**	0.1	**52.6**	**8.6**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	770	745	96.7%	0.9	103.0	30.4	F
	Through	30	29	96.3%	0.2	105.0	30.5	F
	Right Turn	60	61	102.3%	0.2	28.1	10.6	C
	Subtotal	**860**	**835**	**97.1%**	0.9	**96.6**	**28.1**	**F**
Total		**2,814**	**2,779**	**98.8%**	0.7	**53.5**	**10.0**	**D**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	687	689	100.3%	0.1	34.5	3.7	C
	Right Turn	588	587	99.8%	0.0	3.3	0.7	A
	Subtotal	**1,275**	**1,277**	**100.1%**	0.0	**19.9**	**2.1**	**B**
SB	Left Turn	210	209	99.7%	0.0	42.6	5.3	D
	Through	1,180	1,153	97.7%	0.8	19.6	1.5	B
	Right Turn							
	Subtotal	**1,390**	**1,362**	**98.0%**	0.7	**23.4**	**1.2**	**C**
EB	Left Turn	196	188	96.1%	0.6	89.1	18.7	F
	Through							
	Right Turn	394	394	100.1%	0.0	14.1	3.5	B
	Subtotal	**590**	**583**	**98.7%**	0.3	**40.0**	**8.1**	**D**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,255**	**3,221**	**99.0%**	0.6	**25.2**	**1.8**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	1,048	1,049	100.1%	0.0	39.5	19.6	D
	Right Turn	70	73	103.7%	0.3	17.6	8.8	B
	Subtotal	**1,118**	**1,121**	**100.3%**	0.1	**38.3**	**18.9**	**D**
SB	Left Turn	106	104	97.6%	0.2	54.6	9.0	D
	Through	1,055	1,034	98.0%	0.6	1.4	0.2	A
	Right Turn	411	408	99.3%	0.1	0.5	0.1	A
	Subtotal	**1,572**	**1,546**	**98.3%**	0.7	**4.8**	**0.9**	**A**
EB	Left Turn							
	Through							
	Right Turn	57	56	97.7%	0.2	5.3	0.5	A
	Subtotal	**57**	**56**	**97.7%**	0.2	**5.3**	**0.5**	**A**
WB	Left Turn	40	37	91.3%	0.6	82.4	57.0	F
	Through	40	38	95.5%	0.3	66.2	24.7	E
	Right Turn	226	225	99.5%	0.1	53.6	41.3	D
	Subtotal	**306**	**300**	**97.9%**	0.4	**58.4**	**40.0**	**E**
Total		**3,053**	**3,023**	**99.0%**	0.6	**22.5**	**10.3**	**C**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Cumulative+Project**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **All-way Stop**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	860	494	57.5%	14.1	15.9	2.2	C
	Right Turn	1,120	638	56.9%	16.3	8.3	2.7	A
	Subtotal	**1,980**	**1,132**	**57.2%**	21.5	**11.7**	**2.0**	**B**
SB	Left Turn	130	102	78.6%	2.6	67.9	25.6	F
	Through	460	381	82.7%	3.9	94.8	29.1	F
	Right Turn							
	Subtotal	**590**	**483**	**81.8%**	4.6	**89.8**	**27.5**	**F**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	210	161	76.6%	3.6	103.6	21.3	F
	Through							
	Right Turn	130	105	80.7%	2.3	82.1	16.1	F
	Subtotal	**340**	**266**	**78.2%**	4.3	**94.8**	**18.9**	**F**
Total		**2,910**	**1,881**	**64.6%**	21.0	**42.7**	**7.3**	**E**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	220	85	38.5%	11.0	31.3	8.1	C
	Through	1,420	666	46.9%	23.3	51.5	5.5	D
	Right Turn							
	Subtotal	**1,640**	**751**	**45.8%**	25.7	**49.4**	**4.5**	**D**
SB	Left Turn							
	Through	501	403	80.5%	4.6	69.6	16.8	E
	Right Turn	170	139	81.8%	2.5	84.0	13.3	F
	Subtotal	**671**	**542**	**80.8%**	5.2	**73.8**	**13.3**	**E**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	480	385	80.2%	4.6	163.6	47.9	F
	Through							
	Right Turn	560	469	83.7%	4.0	87.8	30.1	F
	Subtotal	**1,040**	**854**	**82.1%**	6.1	**122.9**	**38.4**	**F**
Total		**3,351**	**2,147**	**64.1%**	23.0	**81.4**	**13.2**	**F**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Cumulative+Project**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	1,060	418	39.4%	23.6	81.3	11.0	F
	Right Turn	550	202	36.7%	18.0	5.8	1.7	A
	Subtotal	**1,610**	**620**	**38.5%**	29.7	**56.1**	**7.4**	**E**
SB	Left Turn	220	170	77.4%	3.6	52.9	8.5	D
	Through	761	619	81.3%	5.4	26.6	8.9	C
	Right Turn							
	Subtotal	**981**	**789**	**80.4%**	6.5	**32.3**	**8.0**	**C**
EB	Left Turn	580	325	56.1%	12.0	217.0	30.3	F
	Through							
	Right Turn	731	420	57.4%	13.0	158.7	43.8	F
	Subtotal	**1,311**	**745**	**56.8%**	17.7	**184.6**	**10.0**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,902**	**2,154**	**55.2%**	31.8	**92.4**	**6.7**	**F**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	120	61	51.0%	6.2	273.8	40.7	F
	Through	951	517	54.4%	16.0	215.9	26.5	F
	Right Turn	110	59	53.2%	5.6	169.2	27.8	F
	Subtotal	**1,181**	**637**	**53.9%**	18.0	**217.2**	**25.9**	**F**
SB	Left Turn	320	224	70.0%	5.8	31.0	4.2	C
	Through	750	525	70.0%	8.9	11.2	1.1	B
	Right Turn	420	292	69.4%	6.8	2.5	1.3	A
	Subtotal	**1,490**	**1,041**	**69.8%**	12.6	**13.2**	**1.5**	**B**
EB	Left Turn	521	37	7.0%	29.0	1704.1	590.4	F
	Through	120	8	6.8%	14.0	1549.9	603.4	F
	Right Turn	90	8	8.9%	11.7	1206.3	869.4	F
	Subtotal	**731**	**53**	**7.2%**	34.3	**1403.9**	**712.8**	**F**
WB	Left Turn	90	37	40.7%	6.7	449.9	183.3	F
	Through	130	60	46.4%	7.1	468.1	188.7	F
	Right Turn	141	62	43.8%	7.9	450.0	186.4	F
	Subtotal	**361**	**159**	**43.9%**	12.6	**452.2**	**179.2**	**F**
Total		**3,763**	**1,889**	**50.2%**	35.2	**159.9**	**25.0**	**F**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Cumulative+Project**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **All-way Stop**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	430	260	60.4%	9.2	10.5	0.9	B
	Right Turn	510	298	58.4%	10.6	4.3	1.6	A
	Subtotal	**940**	**557**	**59.3%**	14.0	**7.1**	**0.8**	**A**
SB	Left Turn	250	137	54.7%	8.1	78.6	65.7	F
	Through	650	374	57.5%	12.2	103.6	115.1	F
	Right Turn							
	Subtotal	**900**	**510**	**56.7%**	14.7	**96.1**	**99.3**	**F**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	840	327	38.9%	21.2	90.6	26.8	F
	Through							
	Right Turn	90	35	39.0%	6.9	77.0	18.8	F
	Subtotal	**930**	**362**	**38.9%**	22.3	**89.1**	**25.6**	**F**
Total		**2,770**	**1,430**	**51.6%**	29.2	**56.5**	**33.5**	**F**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	450	227	50.5%	12.1	21.2	6.3	C
	Through	640	417	65.2%	9.7	30.8	5.7	C
	Right Turn							
	Subtotal	**1,090**	**644**	**59.1%**	15.1	**27.5**	**5.4**	**C**
SB	Left Turn							
	Through	890	412	46.3%	18.7	82.7	29.5	F
	Right Turn	600	289	48.1%	14.8	71.3	27.5	E
	Subtotal	**1,490**	**700**	**47.0%**	23.9	**78.0**	**28.3**	**E**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	840	391	46.6%	18.1	253.9	25.3	F
	Through							
	Right Turn	300	142	47.2%	10.7	139.8	20.1	F
	Subtotal	**1,140**	**533**	**46.7%**	21.0	**224.4**	**23.5**	**F**
Total		**3,720**	**1,878**	**50.5%**	34.8	**103.6**	**12.1**	**F**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Cumulative+Project**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	880	438	49.8%	17.2	27.5	8.7	C
	Right Turn	730	341	46.7%	16.8	47.7	8.3	D
	Subtotal	**1,610**	**779**	**48.4%**	24.0	**36.0**	**7.0**	**D**
SB	Left Turn	340	158	46.5%	11.5	85.7	13.2	F
	Through	1,391	644	46.3%	23.4	31.6	7.8	C
	Right Turn							
	Subtotal	**1,731**	**802**	**46.4%**	26.1	**42.0**	**7.5**	**D**
EB	Left Turn	210	203	96.5%	0.5	97.6	59.4	F
	Through							
	Right Turn	331	331	99.9%	0.0	199.6	210.7	F
	Subtotal	**541**	**533**	**98.6%**	0.3	**158.0**	**90.6**	**F**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,882**	**2,115**	**54.5%**	32.3	**69.3**	**27.5**	**E**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	110	69	62.5%	4.4	163.5	22.1	F
	Through	981	601	61.3%	13.5	198.2	39.8	F
	Right Turn	70	42	59.4%	3.8	221.0	66.8	F
	Subtotal	**1,161**	**712**	**61.3%**	14.7	**196.2**	**34.1**	**F**
SB	Left Turn	120	65	53.8%	5.8	27.1	6.3	C
	Through	1,110	636	57.3%	16.0	11.6	1.5	B
	Right Turn	490	275	56.1%	11.0	1.9	1.0	A
	Subtotal	**1,720**	**976**	**56.7%**	20.3	**10.0**	**1.4**	**A**
EB	Left Turn	401	63	15.8%	22.2	883.0	144.6	F
	Through	100	20	19.6%	10.4	831.8	100.9	F
	Right Turn	150	24	16.0%	13.5	763.6	143.2	F
	Subtotal	**651**	**107**	**16.4%**	28.0	**844.3**	**137.1**	**F**
WB	Left Turn	40	17	43.0%	4.3	315.7	154.9	F
	Through	130	64	49.1%	6.7	375.1	150.1	F
	Right Turn	231	114	49.1%	9.0	396.9	173.1	F
	Subtotal	**401**	**195**	**48.5%**	12.0	**370.9**	**121.5**	**F**
Total		**3,933**	**1,989**	**50.6%**	35.7	**150.2**	**12.4**	**F**

VISSIM Post-Processor | **East Whismand Precise Plan**
Average Results from 10 Runs | **Cumulative+Project_Mitigated**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	801	811	101.3%	0.4	12.4	2.5	B
	Right Turn	1,034	1,040	100.6%	0.2	5.4	0.6	A
	Subtotal	**1,835**	**1,851**	**100.9%**	0.4	**8.4**	**1.3**	**A**
SB	Left Turn	130	125	96.2%	0.4	29.9	18.7	C
	Through	460	466	101.2%	0.3	15.2	28.5	B
	Right Turn							
	Subtotal	**590**	**591**	**100.1%**	0.0	**18.1**	**26.6**	**B**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	210	206	98.2%	0.3	18.0	5.6	B
	Through							
	Right Turn	130	133	102.5%	0.3	11.0	3.1	B
	Subtotal	**340**	**340**	**99.9%**	0.0	**15.4**	**4.7**	**B**
Total		**2,765**	**2,781**	**100.6%**	0.3	**11.2**	**5.9**	**B**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn	185	178	96.4%	0.5	6.5	1.8	A
	Through	1,275	1,283	100.6%	0.2	29.2	3.0	C
	Right Turn							
	Subtotal	**1,460**	**1,461**	**100.1%**	0.0	**26.6**	**2.7**	**C**
SB	Left Turn							
	Through	500	498	99.6%	0.1	68.9	26.4	E
	Right Turn	170	171	100.5%	0.1	3.3	2.6	A
	Subtotal	**670**	**669**	**99.8%**	0.0	**51.5**	**19.7**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	480	470	97.8%	0.5	40.6	7.5	D
	Through							
	Right Turn	560	568	101.4%	0.3	22.0	2.2	C
	Subtotal	**1,040**	**1,037**	**99.7%**	0.1	**30.5**	**4.3**	**C**
Total		**3,170**	**3,167**	**99.9%**	0.1	**33.1**	**6.2**	**C**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	880	895	101.7%	0.5	13.1	3.8	B
	Right Turn	461	459	99.6%	0.1	3.3	0.3	A
	Subtotal	**1,341**	**1,354**	**101.0%**	0.4	**9.9**	**2.6**	**A**
SB	Left Turn	220	219	99.5%	0.1	9.5	1.0	A
	Through	761	749	98.4%	0.5	10.8	2.9	B
	Right Turn							
	Subtotal	**981**	**968**	**98.6%**	0.4	**10.5**	**2.4**	**B**
EB	Left Turn	580	566	97.6%	0.6	122.2	65.3	F
	Through							
	Right Turn	731	728	99.6%	0.1	15.6	12.8	B
	Subtotal	**1,311**	**1,294**	**98.7%**	0.5	**61.6**	**32.2**	**E**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,633**	**3,616**	**99.5%**	0.3	**27.9**	**10.8**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	1,202	1,216	101.1%	0.4	43.9	13.8	D
	Right Turn	170	163	96.0%	0.5	60.1	20.5	E
	Subtotal	**1,372**	**1,379**	**100.5%**	0.2	**45.9**	**13.6**	**D**
SB	Left Turn	320	317	99.1%	0.2	18.0	2.2	B
	Through	750	746	99.5%	0.1	1.8	0.4	A
	Right Turn	420	414	98.6%	0.3	0.8	0.1	A
	Subtotal	**1,490**	**1,478**	**99.2%**	0.3	**5.1**	**0.8**	**A**
EB	Left Turn							
	Through							
	Right Turn	90	88	97.9%	0.2	5.6	0.8	A
	Subtotal	**90**	**88**	**97.9%**	0.2	**5.6**	**0.8**	**A**
WB	Left Turn	90	88	97.3%	0.3	59.4	25.6	E
	Through	130	133	102.2%	0.2	56.9	27.7	E
	Right Turn	141	137	97.3%	0.3	26.9	20.0	C
	Subtotal	**361**	**358**	**99.1%**	0.2	**45.7**	**25.0**	**D**
Total		**3,313**	**3,302**	**99.7%**	0.2	**26.3**	**5.9**	**C**

VISSIM Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

East Whisman Precise Plan
Cumulative+Project_Mitigated
PM Peak Hour

Intersection 1 **Ellis Street/Manila Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn							
	Through	425	396	93.1%	1.5	17.8	2.0	B
	Right Turn	481	458	95.3%	1.1	6.1	1.7	A
	Subtotal	**906**	**854**	**94.2%**	1.8	**11.5**	**1.3**	**B**
SB	Left Turn	250	240	96.0%	0.6	43.6	12.0	D
	Through	650	652	100.4%	0.1	27.2	10.5	C
	Right Turn							
	Subtotal	**900**	**892**	**99.1%**	0.3	**31.7**	**10.2**	**C**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	840	607	72.3%	**8.6**	61.9	10.8	E
	Through							
	Right Turn	90	66	73.1%	2.7	53.4	12.6	D
	Subtotal	**930**	**673**	**72.4%**	**9.1**	**61.1**	**10.8**	**E**
Total		**2,736**	**2,419**	**88.4%**	**6.2**	**32.9**	**6.4**	**C**

Intersection 2 **Ellis Street/US 101 NB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**Served**	**GEH**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	394	358	90.9%	1.8	9.3	1.4	A
	Through	606	545	89.9%	2.6	11.3	3.5	B
	Right Turn							
	Subtotal	**1,000**	**903**	**90.3%**	3.2	**10.5**	**2.6**	**B**
SB	Left Turn							
	Through	890	753	84.7%	4.8	76.5	5.4	E
	Right Turn	600	508	84.6%	3.9	17.7	2.9	B
	Subtotal	**1,490**	**1,261**	**84.6%**	**6.2**	**52.9**	**4.2**	**D**
EB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
WB	Left Turn	840	827	98.4%	0.5	41.5	7.4	D
	Through							
	Right Turn	300	309	102.9%	0.5	10.1	1.4	B
	Subtotal	**1,140**	**1,135**	**99.6%**	0.1	**33.3**	**6.3**	**C**
Total		**3,630**	**3,299**	**90.9%**	**5.6**	**34.6**	**3.0**	**C**

VISSIM Post-Processor | **East Whisman Precise Plan**
Average Results from 10 Runs | **Cumulative+Project_Mitigated**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **Ellis Street/US 101 SB Ramps** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	790	699	88.5%	3.3	43.7	3.4	D
	Right Turn	640	582	90.9%	2.4	1.7	0.4	A
	Subtotal	**1,430**	**1,281**	**89.6%**	4.1	**24.6**	**2.6**	**C**
SB	Left Turn	340	289	85.1%	2.9	42.2	1.2	D
	Through	1,391	1,289	92.7%	2.8	19.8	1.8	B
	Right Turn							
	Subtotal	**1,731**	**1,578**	**91.2%**	3.8	**23.9**	**1.1**	**C**
EB	Left Turn	210	206	98.1%	0.3	50.3	7.9	D
	Through							
	Right Turn	331	328	99.1%	0.2	16.9	4.7	B
	Subtotal	**541**	**534**	**98.7%**	0.3	**30.2**	**3.0**	**C**
WB	Left Turn							
	Through							
	Right Turn							
	Subtotal							
Total		**3,702**	**3,393**	**91.6%**	5.2	**25.1**	**1.2**	**C**

Intersection 4 **Ellis Street/Fairchild Drive** **Signal**

		Volume (vph)		Percent		Total Delay (sec/veh)		
Direction	Movement	Demand	Served	Served	GEH	Average	Std. Dev.	LOS
NB	Left Turn							
	Through	1,201	1,058	88.1%	4.3	113.1	15.6	F
	Right Turn	120	102	85.2%	1.7	62.4	9.7	E
	Subtotal	**1,321**	**1,160**	**87.8%**	4.6	**109.2**	**11.1**	**F**
SB	Left Turn	120	115	95.4%	0.5	47.7	3.8	D
	Through	1,110	1,044	94.1%	2.0	1.2	0.3	A
	Right Turn	490	457	93.2%	1.5	0.7	0.2	A
	Subtotal	**1,720**	**1,616**	**93.9%**	2.6	**4.4**	**0.5**	**A**
EB	Left Turn							
	Through							
	Right Turn	150	148	98.8%	0.1	6.5	0.5	A
	Subtotal	**150**	**148**	**98.8%**	0.1	**6.5**	**0.5**	**A**
WB	Left Turn	40	38	94.8%	0.3	116.1	54.6	F
	Through	130	130	99.7%	0.0	116.0	49.4	F
	Right Turn	231	222	96.2%	0.6	98.3	47.6	F
	Subtotal	**401**	**390**	**97.2%**	0.6	**106.1**	**47.3**	**F**
Total		**3,592**	**3,314**	**92.3%**	4.7	**52.0**	**3.8**	**D**

APPENDIX M: VMT BY SPEED BIN

East Whisman Precise Plan

Scenario Existing

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	31,065	4.60%
12.5	7.5-12.49	24,490	3.63%
17.5	12.5-17.49	19,073	2.82%
22.5	17.5-22.49	52,603	7.79%
27.5	22.5-27.49	134,826	19.96%
32.5	27.5-32.49	151,708	22.46%
37.5	32.5-37.49	88,455	13.10%
42.5	37.5-42.49	62,278	9.22%
47.5	42.5-47.49	48,061	7.12%
52.5	47.5-52.49	26,228	3.88%
57.5	52.5-57.49	23,487	3.48%
62.5	57.5-62.49	8,244	1.22%
67.5	62.5-67.49	4,844	0.72%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	675,364	100.0%

Service Population 17,707

VMT/ServPop 38.14

Weighted Speed 33.33
% <= 37.5 MPH 74.36%
% > 37.5 MPH 25.64%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	235,955	4.52%
12.5	7.5-12.49	171,583	3.29%
17.5	12.5-17.49	139,752	2.68%
22.5	17.5-22.49	378,783	7.26%
27.5	22.5-27.49	989,574	18.97%
32.5	27.5-32.49	1,266,806	24.29%
37.5	32.5-37.49	674,630	12.94%
42.5	37.5-42.49	489,653	9.39%
47.5	42.5-47.49	358,868	6.88%
52.5	47.5-52.49	183,866	3.53%
57.5	52.5-57.49	188,832	3.62%
62.5	57.5-62.49	100,346	1.92%
67.5	62.5-67.49	36,637	0.70%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	5,215,286	100.0%

Service Population 147,517

VMT/ServPop 35.35

Weighted Speed 33.69
% <= 37.5 MPH 73.96%
% > 37.5 MPH 26.04%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	15,533	4.59%
12.5	7.5-12.49	12,245	3.62%
17.5	12.5-17.49	9,539	2.82%
22.5	17.5-22.49	26,346	7.79%
27.5	22.5-27.49	67,489	19.95%
32.5	27.5-32.49	76,356	22.57%
37.5	32.5-37.49	44,230	13.07%
42.5	37.5-42.49	31,139	9.20%
47.5	42.5-47.49	24,031	7.10%
52.5	47.5-52.49	13,114	3.88%
57.5	52.5-57.49	11,743	3.47%
62.5	57.5-62.49	4,122	1.22%
67.5	62.5-67.49	2,422	0.72%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	338,309	100.0%

Service Population 17,707

VMT/ServPop 19.11

Weighted Speed 33.33
% <= 37.5 MPH 74.41%
% > 37.5 MPH 25.59%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	118,414	4.42%
12.5	7.5-12.49	86,522	3.23%
17.5	12.5-17.49	70,906	2.65%
22.5	17.5-22.49	198,904	7.43%
27.5	22.5-27.49	504,350	18.84%
32.5	27.5-32.49	675,037	25.21%
37.5	32.5-37.49	339,409	12.68%
42.5	37.5-42.49	245,483	9.17%
47.5	42.5-47.49	180,022	6.72%
52.5	47.5-52.49	92,397	3.45%
57.5	52.5-57.49	95,633	3.57%
62.5	57.5-62.49	51,986	1.94%
67.5	62.5-67.49	18,319	0.68%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	2,677,381	100.0%

Service Population 147,517

VMT/ServPop 18.15

Weighted Speed 33.63
% <= 37.5 MPH 74.46%
% > 37.5 MPH 25.54%

East Whisman Precise Plan

Scenario Existing

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	31,065	4.60%
12.5	7.5-12.49	24,490	3.63%
17.5	12.5-17.49	19,073	2.82%
22.5	17.5-22.49	52,603	7.79%
27.5	22.5-27.49	134,826	19.96%
32.5	27.5-32.49	151,708	22.46%
37.5	32.5-37.49	88,455	13.10%
42.5	37.5-42.49	62,278	9.22%
47.5	42.5-47.49	48,061	7.12%
52.5	47.5-52.49	26,228	3.88%
57.5	52.5-57.49	23,487	3.48%
62.5	57.5-62.49	8,244	1.22%
67.5	62.5-67.49	4,844	0.72%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	675,364	100.0%

Service Population 17,707

VMT/ServPop 38.14

Weighted Speed 33.33
% <= 37.5 MPH 74.36%
% > 37.5 MPH 25.64%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	3,170,636	5.69%
12.5	7.5-12.49	2,394,261	4.30%
17.5	12.5-17.49	1,874,056	3.36%
22.5	17.5-22.49	3,307,605	5.93%
27.5	22.5-27.49	11,506,370	20.64%
32.5	27.5-32.49	10,817,870	19.41%
37.5	32.5-37.49	7,102,780	12.74%
42.5	37.5-42.49	6,005,369	10.77%
47.5	42.5-47.49	3,806,466	6.83%
52.5	47.5-52.49	2,281,734	4.09%
57.5	52.5-57.49	2,211,410	3.97%
62.5	57.5-62.49	823,124	1.48%
67.5	62.5-67.49	437,481	0.78%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	55,739,162	100.0%

Service Population 2,733,417

VMT/ServPop 20.39

Weighted Speed 33.36
% <= 37.5 MPH 72.07%
% > 37.5 MPH 27.93%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	15,533	4.59%
12.5	7.5-12.49	12,245	3.62%
17.5	12.5-17.49	9,539	2.82%
22.5	17.5-22.49	26,346	7.79%
27.5	22.5-27.49	67,489	19.95%
32.5	27.5-32.49	76,356	22.57%
37.5	32.5-37.49	44,230	13.07%
42.5	37.5-42.49	31,139	9.20%
47.5	42.5-47.49	24,031	7.10%
52.5	47.5-52.49	13,114	3.88%
57.5	52.5-57.49	11,743	3.47%
62.5	57.5-62.49	4,122	1.22%
67.5	62.5-67.49	2,422	0.72%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	338,309	100.0%

Service Population 17,707

VMT/ServPop 19.11

Weighted Speed 33.33
% <= 37.5 MPH 74.41%
% > 37.5 MPH 25.59%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	1,601,284	4.39%
12.5	7.5-12.49	1,224,650	3.36%
17.5	12.5-17.49	1,058,505	2.90%
22.5	17.5-22.49	1,992,977	5.47%
27.5	22.5-27.49	8,036,438	22.05%
32.5	27.5-32.49	7,692,145	21.10%
37.5	32.5-37.49	4,488,713	12.31%
42.5	37.5-42.49	3,955,274	10.85%
47.5	42.5-47.49	2,599,908	7.13%
52.5	47.5-52.49	1,561,253	4.28%
57.5	52.5-57.49	1,469,194	4.03%
62.5	57.5-62.49	537,346	1.47%
67.5	62.5-67.49	235,236	0.65%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	36,452,922	100.0%

Service Population 2,733,417

VMT/ServPop 13.34

Weighted Speed 33.95
% <= 37.5 MPH 71.58%
% > 37.5 MPH 28.42%

East Whisman Precise Plan

Scenario Existing with Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	62,092	4.67%
12.5	7.5-12.49	48,103	3.62%
17.5	12.5-17.49	52,738	3.96%
22.5	17.5-22.49	97,081	7.30%
27.5	22.5-27.49	277,358	20.85%
32.5	27.5-32.49	298,820	22.46%
37.5	32.5-37.49	174,832	13.14%
42.5	37.5-42.49	118,979	8.94%
47.5	42.5-47.49	87,528	6.58%
52.5	47.5-52.49	46,257	3.48%
57.5	52.5-57.49	43,789	3.29%
62.5	57.5-62.49	13,781	1.04%
67.5	62.5-67.49	9,186	0.69%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,330,541	100.0%

Service Population 37,206

VMT/ServPop 35.76

Weighted Speed 32.85
% <= 37.5 MPH 75.99%
% > 37.5 MPH 24.01%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	266,675	4.59%
12.5	7.5-12.49	185,559	3.19%
17.5	12.5-17.49	203,855	3.51%
22.5	17.5-22.49	406,901	7.00%
27.5	22.5-27.49	1,141,899	19.64%
32.5	27.5-32.49	1,375,923	23.67%
37.5	32.5-37.49	764,970	13.16%
42.5	37.5-42.49	554,887	9.54%
47.5	42.5-47.49	374,389	6.44%
52.5	47.5-52.49	196,211	3.38%
57.5	52.5-57.49	198,432	3.41%
62.5	57.5-62.49	103,071	1.77%
67.5	62.5-67.49	40,742	0.70%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	5,813,515	100.0%

Service Population 167,016

VMT/ServPop 34.81

Weighted Speed 33.39
% <= 37.5 MPH 74.75%
% > 37.5 MPH 25.25%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	31,055	4.65%
12.5	7.5-12.49	24,071	3.60%
17.5	12.5-17.49	26,433	3.96%
22.5	17.5-22.49	49,061	7.34%
27.5	22.5-27.49	139,111	20.82%
32.5	27.5-32.49	151,315	22.64%
37.5	32.5-37.49	87,440	13.09%
42.5	37.5-42.49	59,489	8.90%
47.5	42.5-47.49	43,764	6.55%
52.5	47.5-52.49	23,129	3.46%
57.5	52.5-57.49	21,894	3.28%
62.5	57.5-62.49	6,890	1.03%
67.5	62.5-67.49	4,593	0.69%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	668,245	100.0%

Service Population 37,206

VMT/ServPop 17.96

Weighted Speed 32.84
% <= 37.5 MPH 76.09%
% > 37.5 MPH 23.91%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	133,900	4.48%
12.5	7.5-12.49	93,546	3.13%
17.5	12.5-17.49	103,184	3.46%
22.5	17.5-22.49	214,599	7.19%
27.5	22.5-27.49	582,423	19.50%
32.5	27.5-32.49	734,513	24.59%
37.5	32.5-37.49	385,374	12.90%
42.5	37.5-42.49	278,003	9.31%
47.5	42.5-47.49	187,982	6.29%
52.5	47.5-52.49	98,561	3.30%
57.5	52.5-57.49	100,409	3.36%
62.5	57.5-62.49	53,633	1.80%
67.5	62.5-67.49	20,371	0.68%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	2,986,499	100.0%

Service Population 167,016

VMT/ServPop 17.88

Weighted Speed 33.34
% <= 37.5 MPH 75.26%
% > 37.5 MPH 24.74%

East Whisman Precise Plan

Scenario Existing with Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	62,092	4.67%
12.5	7.5-12.49	48,103	3.62%
17.5	12.5-17.49	52,738	3.96%
22.5	17.5-22.49	97,081	7.30%
27.5	22.5-27.49	277,358	20.85%
32.5	27.5-32.49	298,820	22.46%
37.5	32.5-37.49	174,832	13.14%
42.5	37.5-42.49	118,979	8.94%
47.5	42.5-47.49	87,528	6.58%
52.5	47.5-52.49	46,257	3.48%
57.5	52.5-57.49	43,789	3.29%
62.5	57.5-62.49	13,781	1.04%
67.5	62.5-67.49	9,186	0.69%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,330,541	100.0%

Service Population 37,206

VMT/ServPop 35.76

Weighted Speed 32.85
% <= 37.5 MPH 75.99%
% > 37.5 MPH 24.01%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	3,241,949	5.78%
12.5	7.5-12.49	2,288,384	4.08%
17.5	12.5-17.49	2,049,678	3.65%
22.5	17.5-22.49	3,345,559	5.96%
27.5	22.5-27.49	11,536,974	20.56%
32.5	27.5-32.49	10,949,772	19.52%
37.5	32.5-37.49	7,220,562	12.87%
42.5	37.5-42.49	6,208,619	11.07%
47.5	42.5-47.49	3,679,124	6.56%
52.5	47.5-52.49	2,112,056	3.76%
57.5	52.5-57.49	2,224,906	3.97%
62.5	57.5-62.49	807,225	1.44%
67.5	62.5-67.49	443,320	0.79%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	56,108,129	100.0%

Service Population 2,752,916

VMT/ServPop 20.38

Weighted Speed 33.25
% <= 37.5 MPH 72.42%
% > 37.5 MPH 27.58%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	31,055	4.65%
12.5	7.5-12.49	24,071	3.60%
17.5	12.5-17.49	26,433	3.96%
22.5	17.5-22.49	49,061	7.34%
27.5	22.5-27.49	139,111	20.82%
32.5	27.5-32.49	151,315	22.64%
37.5	32.5-37.49	87,440	13.09%
42.5	37.5-42.49	59,489	8.90%
47.5	42.5-47.49	43,764	6.55%
52.5	47.5-52.49	23,129	3.46%
57.5	52.5-57.49	21,894	3.28%
62.5	57.5-62.49	6,890	1.03%
67.5	62.5-67.49	4,593	0.69%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	668,245	100.0%

Service Population 37,206

VMT/ServPop 17.96

Weighted Speed 32.84
% <= 37.5 MPH 76.09%
% > 37.5 MPH 23.91%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	1,641,847	4.47%
12.5	7.5-12.49	1,168,799	3.18%
17.5	12.5-17.49	1,149,486	3.13%
22.5	17.5-22.49	2,031,219	5.53%
27.5	22.5-27.49	8,097,095	22.05%
32.5	27.5-32.49	7,777,708	21.18%
37.5	32.5-37.49	4,578,045	12.47%
42.5	37.5-42.49	4,085,301	11.13%
47.5	42.5-47.49	2,527,032	6.88%
52.5	47.5-52.49	1,436,606	3.91%
57.5	52.5-57.49	1,463,644	3.99%
62.5	57.5-62.49	525,428	1.43%
67.5	62.5-67.49	238,471	0.65%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	36,720,682	100.0%

Service Population 2,752,916

VMT/ServPop 13.34

Weighted Speed 33.82
% <= 37.5 MPH 72.01%
% > 37.5 MPH 27.99%

East Whisman Precise Plan

Scenario Cumulative No Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	152,581	18.93%
12.5	7.5-12.49	87,850	10.90%
17.5	12.5-17.49	76,819	9.53%
22.5	17.5-22.49	87,777	10.89%
27.5	22.5-27.49	146,889	18.22%
32.5	27.5-32.49	152,895	18.97%
37.5	32.5-37.49	43,297	5.37%
42.5	37.5-42.49	16,225	2.01%
47.5	42.5-47.49	15,247	1.89%
52.5	47.5-52.49	13,123	1.63%
57.5	52.5-57.49	6,296	0.78%
62.5	57.5-62.49	4,200	0.52%
67.5	62.5-67.49	2,829	0.35%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	806,028	100.0%

Service Population 20,702

VMT/ServPop 38.93

Weighted Speed	23.71
% <= 37.5 MPH	92.81%
% > 37.5 MPH	7.19%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	1,212,232	18.49%
12.5	7.5-12.49	719,847	10.98%
17.5	12.5-17.49	627,766	9.57%
22.5	17.5-22.49	732,635	11.17%
27.5	22.5-27.49	1,143,402	17.44%
32.5	27.5-32.49	1,284,085	19.58%
37.5	32.5-37.49	329,990	5.03%
42.5	37.5-42.49	131,783	2.01%
47.5	42.5-47.49	130,050	1.98%
52.5	47.5-52.49	108,472	1.65%
57.5	52.5-57.49	65,315	1.00%
62.5	57.5-62.49	45,763	0.70%
67.5	62.5-67.49	25,794	0.39%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	6,557,136	100.0%

Service Population 199,389

VMT/ServPop 32.89

Weighted Speed	23.93
% <= 37.5 MPH	92.27%
% > 37.5 MPH	7.73%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	76,294	18.89%
12.5	7.5-12.49	43,971	10.89%
17.5	12.5-17.49	38,469	9.53%
22.5	17.5-22.49	44,000	10.90%
27.5	22.5-27.49	73,546	18.21%
32.5	27.5-32.49	76,954	19.06%
37.5	32.5-37.49	21,651	5.36%
42.5	37.5-42.49	8,113	2.01%
47.5	42.5-47.49	7,624	1.89%
52.5	47.5-52.49	6,563	1.63%
57.5	52.5-57.49	3,148	0.78%
62.5	57.5-62.49	2,101	0.52%
67.5	62.5-67.49	1,414	0.35%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	403,847	100.0%

Service Population 20,702

VMT/ServPop 19.51

Weighted Speed	23.72
% <= 37.5 MPH	92.83%
% > 37.5 MPH	7.17%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	616,069	18.26%
12.5	7.5-12.49	366,765	10.87%
17.5	12.5-17.49	319,106	9.46%
22.5	17.5-22.49	383,096	11.36%
27.5	22.5-27.49	583,133	17.28%
32.5	27.5-32.49	682,410	20.23%
37.5	32.5-37.49	165,982	4.92%
42.5	37.5-42.49	66,229	1.96%
47.5	42.5-47.49	65,948	1.95%
52.5	47.5-52.49	55,001	1.63%
57.5	52.5-57.49	33,405	0.99%
62.5	57.5-62.49	23,654	0.70%
67.5	62.5-67.49	12,897	0.38%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	3,373,696	100.0%

Service Population 199,389

VMT/ServPop 16.92

Weighted Speed	24.00
% <= 37.5 MPH	92.38%
% > 37.5 MPH	7.62%

East Whisman Precise Plan

Scenario Cumulative No Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	152,581	18.93%
12.5	7.5-12.49	87,850	10.90%
17.5	12.5-17.49	76,819	9.53%
22.5	17.5-22.49	87,777	10.89%
27.5	22.5-27.49	146,889	18.22%
32.5	27.5-32.49	152,895	18.97%
37.5	32.5-37.49	43,297	5.37%
42.5	37.5-42.49	16,225	2.01%
47.5	42.5-47.49	15,247	1.89%
52.5	47.5-52.49	13,123	1.63%
57.5	52.5-57.49	6,296	0.78%
62.5	57.5-62.49	4,200	0.52%
67.5	62.5-67.49	2,829	0.35%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	806,028	100.0%

Service Population 20,702

VMT/ServPop 38.93

Weighted Spe 23.71
% <= 37.5 MP 92.81%
% > 37.5 MPH 7.19%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	17,482,008	22.12%
12.5	7.5-12.49	7,131,271	9.02%
17.5	12.5-17.49	6,866,858	8.69%
22.5	17.5-22.49	7,399,402	9.36%
27.5	22.5-27.49	15,739,344	19.92%
32.5	27.5-32.49	12,937,437	16.37%
37.5	32.5-37.49	5,556,898	7.03%
42.5	37.5-42.49	1,558,625	1.97%
47.5	42.5-47.49	1,772,592	2.24%
52.5	47.5-52.49	1,144,011	1.45%
57.5	52.5-57.49	719,173	0.91%
62.5	57.5-62.49	445,821	0.56%
67.5	62.5-67.49	271,474	0.34%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	79,024,914	100.0%

Service Population 3,206,613

VMT/ServPop 24.64

Weighted Spe 23.62
% <= 37.5 MP 92.52%
% > 37.5 MPH 7.48%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	76,294	18.89%
12.5	7.5-12.49	43,971	10.89%
17.5	12.5-17.49	38,469	9.53%
22.5	17.5-22.49	44,000	10.90%
27.5	22.5-27.49	73,546	18.21%
32.5	27.5-32.49	76,954	19.06%
37.5	32.5-37.49	21,651	5.36%
42.5	37.5-42.49	8,113	2.01%
47.5	42.5-47.49	7,624	1.89%
52.5	47.5-52.49	6,563	1.63%
57.5	52.5-57.49	3,148	0.78%
62.5	57.5-62.49	2,101	0.52%
67.5	62.5-67.49	1,414	0.35%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	403,847	100.0%

Service Population 20,702

VMT/ServPop 19.51

Weighted Spe 23.72
% <= 37.5 MP 92.83%
% > 37.5 MPH 7.17%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	9,087,447	17.69%
12.5	7.5-12.49	3,937,036	7.66%
17.5	12.5-17.49	4,102,367	7.99%
22.5	17.5-22.49	4,891,573	9.52%
27.5	22.5-27.49	11,932,775	23.23%
32.5	27.5-32.49	9,813,264	19.10%
37.5	32.5-37.49	3,638,604	7.08%
42.5	37.5-42.49	1,079,712	2.10%
47.5	42.5-47.49	1,208,143	2.35%
52.5	47.5-52.49	796,825	1.55%
57.5	52.5-57.49	446,515	0.87%
62.5	57.5-62.49	288,307	0.56%
67.5	62.5-67.49	151,674	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	51,374,242	100.0%

Service Population 3,206,613

VMT/ServPop 16.02

Weighted Spe 24.95
% <= 37.5 MP 92.27%
% > 37.5 MPH 7.73%

East Whisman Precise Plan

Scenario Cumulative With Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	277,156	19.12%
12.5	7.5-12.49	162,532	11.21%
17.5	12.5-17.49	140,084	9.66%
22.5	17.5-22.49	157,109	10.84%
27.5	22.5-27.49	270,506	18.66%
32.5	27.5-32.49	266,264	18.37%
37.5	32.5-37.49	75,459	5.21%
42.5	37.5-42.49	30,203	2.08%
47.5	42.5-47.49	26,858	1.85%
52.5	47.5-52.49	19,963	1.38%
57.5	52.5-57.49	11,491	0.79%
62.5	57.5-62.49	7,553	0.52%
67.5	62.5-67.49	4,384	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,449,561	100.0%

Service Population 40,176

VMT/ServPop 36.08

Weighted Speed	23.49
% <= 37.5 MPH	93.07%
% > 37.5 MPH	6.93%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	1,337,200	18.72%
12.5	7.5-12.49	788,502	11.04%
17.5	12.5-17.49	690,965	9.67%
22.5	17.5-22.49	797,098	11.16%
27.5	22.5-27.49	1,286,299	18.01%
32.5	27.5-32.49	1,336,221	18.70%
37.5	32.5-37.49	366,856	5.14%
42.5	37.5-42.49	152,204	2.13%
47.5	42.5-47.49	129,539	1.81%
52.5	47.5-52.49	111,952	1.57%
57.5	52.5-57.49	71,500	1.00%
62.5	57.5-62.49	51,115	0.72%
67.5	62.5-67.49	24,440	0.34%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	7,143,891	100.0%

Service Population 218,863

VMT/ServPop 32.64

Weighted Speed	23.79
% <= 37.5 MPH	92.43%
% > 37.5 MPH	7.57%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	138,691	19.03%
12.5	7.5-12.49	81,640	11.20%
17.5	12.5-17.49	70,253	9.64%
22.5	17.5-22.49	79,608	10.92%
27.5	22.5-27.49	135,598	18.61%
32.5	27.5-32.49	134,904	18.51%
37.5	32.5-37.49	37,791	5.19%
42.5	37.5-42.49	15,106	2.07%
47.5	42.5-47.49	13,429	1.84%
52.5	47.5-52.49	9,988	1.37%
57.5	52.5-57.49	5,749	0.79%
62.5	57.5-62.49	3,778	0.52%
67.5	62.5-67.49	2,192	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	728,727	100.0%

Service Population 40,176

VMT/ServPop 18.14

Weighted Speed	23.51
% <= 37.5 MPH	93.11%
% > 37.5 MPH	6.89%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	680,393	18.49%
12.5	7.5-12.49	402,213	10.93%
17.5	12.5-17.49	352,353	9.58%
22.5	17.5-22.49	417,566	11.35%
27.5	22.5-27.49	656,063	17.83%
32.5	27.5-32.49	711,960	19.35%
37.5	32.5-37.49	185,027	5.03%
42.5	37.5-42.49	76,495	2.08%
47.5	42.5-47.49	65,568	1.78%
52.5	47.5-52.49	57,035	1.55%
57.5	52.5-57.49	36,439	0.99%
62.5	57.5-62.49	26,521	0.72%
67.5	62.5-67.49	12,220	0.33%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	3,679,854	100.0%

Service Population 218,863

VMT/ServPop 16.81

Weighted Speed	23.85
% <= 37.5 MPH	92.55%
% > 37.5 MPH	7.45%

East Whisman Precise Plan

Scenario Cumulative With Project

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	277,156	19.12%
12.5	7.5-12.49	162,532	11.21%
17.5	12.5-17.49	140,084	9.66%
22.5	17.5-22.49	157,109	10.84%
27.5	22.5-27.49	270,506	18.66%
32.5	27.5-32.49	266,264	18.37%
37.5	32.5-37.49	75,459	5.21%
42.5	37.5-42.49	30,203	2.08%
47.5	42.5-47.49	26,858	1.85%
52.5	47.5-52.49	19,963	1.38%
57.5	52.5-57.49	11,491	0.79%
62.5	57.5-62.49	7,553	0.52%
67.5	62.5-67.49	4,384	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,449,561	100.0%

Service Population	VMT/ServPop
40,176	36.08

Weighted Speed	23.49
% <= 37.5 MPH	93.07%
% > 37.5 MPH	6.93%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	17,667,145	22.22%
12.5	7.5-12.49	7,053,578	8.87%
17.5	12.5-17.49	7,111,182	8.94%
22.5	17.5-22.49	7,326,909	9.21%
27.5	22.5-27.49	15,949,396	20.06%
32.5	27.5-32.49	12,858,607	16.17%
37.5	32.5-37.49	5,629,554	7.08%
42.5	37.5-42.49	1,550,440	1.95%
47.5	42.5-47.49	1,796,126	2.26%
52.5	47.5-52.49	1,119,071	1.41%
57.5	52.5-57.49	735,938	0.93%
62.5	57.5-62.49	443,457	0.56%
67.5	62.5-67.49	283,140	0.36%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	79,524,543	100.0%

Service Population	VMT/ServPop
3,226,087	24.65

Weighted Speed	23.60
% <= 37.5 MPH	92.55%
% > 37.5 MPH	7.45%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	138,691	19.03%
12.5	7.5-12.49	81,640	11.20%
17.5	12.5-17.49	70,253	9.64%
22.5	17.5-22.49	79,608	10.92%
27.5	22.5-27.49	135,598	18.61%
32.5	27.5-32.49	134,904	18.51%
37.5	32.5-37.49	37,791	5.19%
42.5	37.5-42.49	15,106	2.07%
47.5	42.5-47.49	13,429	1.84%
52.5	47.5-52.49	9,988	1.37%
57.5	52.5-57.49	5,749	0.79%
62.5	57.5-62.49	3,778	0.52%
67.5	62.5-67.49	2,192	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	728,727	100.0%

Service Population	VMT/ServPop
40,176	18.14

Weighted Speed	23.51
% <= 37.5 MPH	93.11%
% > 37.5 MPH	6.89%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	9,185,560	17.76%
12.5	7.5-12.49	3,903,167	7.55%
17.5	12.5-17.49	4,222,188	8.16%
22.5	17.5-22.49	4,911,523	9.50%
27.5	22.5-27.49	12,124,375	23.44%
32.5	27.5-32.49	9,691,657	18.74%
37.5	32.5-37.49	3,708,655	7.17%
42.5	37.5-42.49	1,068,999	2.07%
47.5	42.5-47.49	1,221,347	2.36%
52.5	47.5-52.49	780,683	1.51%
57.5	52.5-57.49	450,806	0.87%
62.5	57.5-62.49	290,980	0.56%
67.5	62.5-67.49	154,782	0.30%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	51,714,722	100.0%

Service Population	VMT/ServPop
3,226,087	16.03

Weighted Speed	24.92
% <= 37.5 MPH	92.33%
% > 37.5 MPH	7.67%

East Whisman Precise Plan

Scenario Cumulative With Reduced Office Alternative

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	264,601	19.10%
12.5	7.5-12.49	153,581	11.09%
17.5	12.5-17.49	134,794	9.73%
22.5	17.5-22.49	154,434	11.15%
27.5	22.5-27.49	263,899	19.05%
32.5	27.5-32.49	252,556	18.23%
37.5	32.5-37.49	66,418	4.80%
42.5	37.5-42.49	31,289	2.26%
47.5	42.5-47.49	23,067	1.67%
52.5	47.5-52.49	18,223	1.32%
57.5	52.5-57.49	11,247	0.81%
62.5	57.5-62.49	6,955	0.50%
67.5	62.5-67.49	4,027	0.29%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,385,091	100.0%

Service Population 37,776

VMT/ServPop 36.67

Weighted Speed 23.41
% <= 37.5 MPH 93.16%
% > 37.5 MPH 6.84%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	1,322,444	18.69%
12.5	7.5-12.49	779,573	11.02%
17.5	12.5-17.49	684,893	9.68%
22.5	17.5-22.49	807,886	11.42%
27.5	22.5-27.49	1,281,829	18.11%
32.5	27.5-32.49	1,311,440	18.53%
37.5	32.5-37.49	351,304	4.96%
42.5	37.5-42.49	166,107	2.35%
47.5	42.5-47.49	114,113	1.61%
52.5	47.5-52.49	103,588	1.46%
57.5	52.5-57.49	81,319	1.15%
62.5	57.5-62.49	48,711	0.69%
67.5	62.5-67.49	23,453	0.33%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	7,076,657	100.0%

Service Population 216,463

VMT/ServPop 32.69

Weighted Speed 23.75
% <= 37.5 MPH 92.41%
% > 37.5 MPH 7.59%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	132,361	19.01%
12.5	7.5-12.49	77,048	11.07%
17.5	12.5-17.49	67,594	9.71%
22.5	17.5-22.49	77,923	11.19%
27.5	22.5-27.49	132,604	19.05%
32.5	27.5-32.49	128,062	18.39%
37.5	32.5-37.49	33,227	4.77%
42.5	37.5-42.49	15,645	2.25%
47.5	42.5-47.49	11,533	1.66%
52.5	47.5-52.49	9,112	1.31%
57.5	52.5-57.49	5,625	0.81%
62.5	57.5-62.49	3,479	0.50%
67.5	62.5-67.49	2,013	0.29%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	696,227	100.0%

Service Population 37,776

VMT/ServPop 18.43

Weighted Speed 23.43
% <= 37.5 MPH 93.19%
% > 37.5 MPH 6.81%

VMT by Speed Bin

City of Mountain View

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	672,383	18.44%
12.5	7.5-12.49	397,623	10.91%
17.5	12.5-17.49	349,517	9.59%
22.5	17.5-22.49	423,441	11.61%
27.5	22.5-27.49	654,714	17.96%
32.5	27.5-32.49	698,890	19.17%
37.5	32.5-37.49	176,976	4.85%
42.5	37.5-42.49	83,615	2.29%
47.5	42.5-47.49	57,527	1.58%
52.5	47.5-52.49	52,693	1.45%
57.5	52.5-57.49	41,445	1.14%
62.5	57.5-62.49	25,283	0.69%
67.5	62.5-67.49	11,726	0.32%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	3,645,834	100.0%

Service Population 216,463

VMT/ServPop 16.84

Weighted Speed 23.81
% <= 37.5 MPH 92.53%
% > 37.5 MPH 7.47%

East Whisman Precise Plan

Scenario Cumulative With Reduced Office

Total Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	264,601	19.10%
12.5	7.5-12.49	153,581	11.09%
17.5	12.5-17.49	134,794	9.73%
22.5	17.5-22.49	154,434	11.15%
27.5	22.5-27.49	263,899	19.05%
32.5	27.5-32.49	252,556	18.23%
37.5	32.5-37.49	66,418	4.80%
42.5	37.5-42.49	31,289	2.26%
47.5	42.5-47.49	23,067	1.67%
52.5	47.5-52.49	18,223	1.32%
57.5	52.5-57.49	11,247	0.81%
62.5	57.5-62.49	6,955	0.50%
67.5	62.5-67.49	4,027	0.29%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	1,385,091	100.0%

Service Population 37,776

VMT/ServPop 36.67

Weighted Speed 23.41
% <= 37.5 MPH 93.16%
% > 37.5 MPH 6.84%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	17,735,239	22.32%
12.5	7.5-12.49	7,153,291	9.00%
17.5	12.5-17.49	6,848,640	8.62%
22.5	17.5-22.49	7,406,602	9.32%
27.5	22.5-27.49	16,020,974	20.16%
32.5	27.5-32.49	12,804,397	16.11%
37.5	32.5-37.49	5,649,584	7.11%
42.5	37.5-42.49	1,520,846	1.91%
47.5	42.5-47.49	1,733,043	2.18%
52.5	47.5-52.49	1,131,740	1.42%
57.5	52.5-57.49	741,192	0.93%
62.5	57.5-62.49	445,465	0.56%
67.5	62.5-67.49	267,701	0.34%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	79,458,715	100.0%

Service Population 3,223,687

VMT/ServPop 24.65

Weighted Speed 23.56
% <= 37.5 MPH 92.65%
% > 37.5 MPH 7.35%

Shared Accounting

VMT by Speed Bin

East Whisman Area

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	132,361	19.01%
12.5	7.5-12.49	77,048	11.07%
17.5	12.5-17.49	67,594	9.71%
22.5	17.5-22.49	77,923	11.19%
27.5	22.5-27.49	132,604	19.05%
32.5	27.5-32.49	128,062	18.39%
37.5	32.5-37.49	33,227	4.77%
42.5	37.5-42.49	15,645	2.25%
47.5	42.5-47.49	11,533	1.66%
52.5	47.5-52.49	9,112	1.31%
57.5	52.5-57.49	5,625	0.81%
62.5	57.5-62.49	3,479	0.50%
67.5	62.5-67.49	2,013	0.29%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	696,227	100.0%

Service Population 37,776

VMT/ServPop 18.43

Weighted Speed 23.43
% <= 37.5 MPH 93.19%
% > 37.5 MPH 6.81%

VMT by Speed Bin

Santa Clara County

EMFAC Speed Bin Name	VMT Speed Bins Actual	Daily VMT	Daily %
0			
7.5	0-7.49	9,227,432	17.86%
12.5	7.5-12.49	3,968,756	7.68%
17.5	12.5-17.49	4,090,663	7.92%
22.5	17.5-22.49	4,930,327	9.54%
27.5	22.5-27.49	12,138,904	23.50%
32.5	27.5-32.49	9,676,539	18.73%
37.5	32.5-37.49	3,720,840	7.20%
42.5	37.5-42.49	1,045,115	2.02%
47.5	42.5-47.49	1,164,542	2.25%
52.5	47.5-52.49	796,174	1.54%
57.5	52.5-57.49	460,629	0.89%
62.5	57.5-62.49	290,824	0.56%
67.5	62.5-67.49	147,068	0.28%
72.5	67.5-72.49	0	0.00%
77.5	72.5-77.49	0	0.00%
82.5	77.5-82.49	0	0.00%
87.5	82.5-87.49	0	0.00%
92.5	87.5-92.49	0	0.00%
	Total	51,657,813	100.0%

Service Population 3,223,687

VMT/ServPop 16.02

Weighted Speed 24.88
% <= 37.5 MPH 92.44%
% > 37.5 MPH 7.56%

APPENDIX N: ADDITIONAL TRAVEL CHARACTERISTICS INFORMATION

FEHR PEERS

MEMORANDUM

Date: May 17, 2019

To: Eric Anderson, City of Mountain View

From: Daniel Rubins, Allen Wang, and Jane Bierstedt

Subject: East Whisman Precise Plan – Travel Characteristics Information to Support the Office Trip Target Policy

SJ17-1724

Vehicle trip generation rates for office space in the East Whisman Precise Plan (EWPP) area vary depending on the amount of employee mode share use and trip internalization due to the addition of residential units and retail space to the area. Employee mode share use for future (new or re-built) office space will be influenced by the EWPP Transportation Demand Management (TDM) trip reduction requirements. The rates for existing office space could be higher than rates generated by future office space as only the future office space would be subject to the EWPP TDM trip reduction requirements. Trip generation of both existing and future office space would be reduced by the trip internalization caused by the added housing.

The trip generation estimates in the EWPP Transportation Impact Analysis report were based on areawide office trip generation rates. This memorandum provides additional travel characteristics information during the AM and PM peak hour for the various analysis scenarios including the following components:

- Peak hour employee mode split (percentage of drive-alone, carpool, transit and active (walking and bicycling)).
- Percent of internalized trips (portion employees walking or bicycling between jobs and residences in the EWPP area).
- Combinations of existing and future vehicle trip rates to achieve the areawide target rates.

City staff can use this information to establish site-specific vehicle trip generation standards for future office projects and for other EWPP transportation policies.

EWPP TIA Areawide Rates

The mode shares (percentages of drive-alone, carpool, transit, and active person trips (walking and biking)), internalization percentages, and AM and PM peak hour office vehicle trip generation rates for several scenarios are presented in **Table 1**. These scenarios are consistent with the scenarios listed in the *Impact and Mitigation Sensitivity Analysis* chapter of the EWPP Draft Transportation Impact Analysis report. The vehicle trip rates (and corresponding mode shares) are areawide and therefore are a combination rates for existing office buildings and for future office buildings.

The mode shares and vehicle trip rates for Existing Conditions are based on Institute of Transportation Engineers (ITE) *Trip Generation Manual* and are compared against surveys of offices sites in East Whisman (see *East Whisman Precise Plan – Project Trip Estimates* memorandum for more detailed comparisons). With the transportation network near vehicle capacity, greater use of carpool, transit and active modes and a commensurate decrease in drive-alone rates is expected. The rates for the Future (without EWPP) scenario include some mode split changes due to increased traffic congestion in the area and landing use changes in surrounding area which results in some slight vehicle trip rate reductions.

The Future with EWPP scenario includes a target vehicle trip cap rate of less than 1.0 vehicle trip per 1,000 square feet (sf) during the AM and PM peak hours for future office space. To achieve this, a trip internalization (the additional housing allows some people to live and work within EWPP and travel by active mode) and a TDM trip reduction requirement of approximately 30 percent would be needed. The other scenarios include increased TDM trip reduction targets.

Table 1: EWPP Areawide Office Mode Shares, Internalization, and Vehicle Trip Rates

Scenario[1]	Mode Share					Internal-ization% of Employees	Vehicle Trip Rate (per 1,000 sf)	
	Drive Alone	Carpool[2]	Transit[3]	Active Mode[4]	Total		AM Peak Hour	PM Peak Hour
Existing	77%	11%	7%	5%	100%	0	1.15	1.07
Future w/o EWPP	75%	11%	8%	6%	100%	0	1.09	1.06
Future w/ EWPP	46%	15%	23%	16%	100%	10%	0.92	0.85
Future w/ EWPP and 40% TDM Reduction	42%	15%	23%	20%	100%	14%	0.86	0.80
Future w/ EWPP and 50% TDM Reduction	38%	16%	26%	20%	100%	14%	0.80	0.75
Future w/ EWPP and 60% TDM Reduction	35%	16%	29%	20%	100%	14%	0.75	0.69

Notes:
1. TDM reduction applied to future and rebuilt office development.
2. Carpools with an average occupancy of 3 people per vehicle (driver plus two passengers).
3. Includes public bus, light rail, and private shuttle ridership.
4. Includes walking, bicycling, and scootering.
Source: Fehr & Peers, 2019.

Office Trip Rate Combinations

Future office trip targets will incorporate travel changes due to the introduction of more housing and retail space into the area and TDM trip reduction requirements. The introduction of housing will reduce both existing and future EWPP area office vehicle trips as it will allow employees of both existing and future office space to live in the area and convert their vehicle trips to walk or bike trips. Given the interrelationship between the existing and future office trip rates, **Table 2A** presents combinations of trip generation rates for future office space paired with rates for existing office space that achieves the overall average trip rates used in the EWPP Transportation Impact Analysis Report (0.92 trips per 1,000 sf in the AM peak hour, and 0.85 trips per 1,000 sf in the PM peak hour). For discussion purposes, **Tables 2B** to **2D** present the combinations of trip generation rates for existing future office space under the office TDM alternatives.

It is important to note that office vehicle trip rates below 0.7 vehicle trips per 1,000 square feet are uncommon and would require highly effective transportation demand management programs with a pricing strategy and/or high capacity regional transportation solution. Also, achieving a TDM reduction greater than 30 percent would require a reduction in existing office vehicle trip rates. A reduction in existing office vehicle trip rates can be achieved by increasing the near-by residential land use, implementing a pricing strategy, and/or high capacity regional transportation solution.

Table 2A: Combinations of Existing and Future Office Vehicle Trip Rates that Meet Areawide Trip Rates

AM Peak Hour Rates (Areawide Target 0.92)		PM Peak Hour Rates (Areawide Target 0.85)	
Rate for Existing Space	**Rate for Future Space**	**Rate for Existing Space**	**Rate for Future Space**
1.15	0.72	1.07	0.66[1]
1.06	0.80	0.91	0.80
0.94	0.90	0.79	0.90

Note:
1. Vehicle trip rates under 0.7 vehicle trips per 1,000 square feet require highly effective transportation demand management programs with congestion or parking pricing and/or high capacity regional transportation solutions. Therefore, the office trip rate under 0.7 vehicle trips per 1,000 square feet of office development should be treated with caution.
Source: Fehr & Peers, 2019.

Table 2B: Combinations of Existing and Future Office Vehicle Trip Rates that Meet Areawide Trip Rates for Future with EWPP and 40% TDM Reduction

AM Peak Hour Rates (Areawide Target 0.86)		PM Peak Hour Rates (Areawide Target 0.80)	
Rate for Existing Space	Rate for Future Space	Rate for Existing Space	Rate for Future Space
1.15	0.61[1]	1.07	0.56[1]
1.06	0.69[1]	0.91	0.70
0.94	0.79	0.79	0.81

Note:
1. Vehicle trip rates under 0.7 vehicle trips per 1,000 square feet require highly effective transportation demand management programs with congestion or parking pricing and/or high capacity regional transportation solutions. Therefore, the office trip rate under 0.7 vehicle trips per 1,000 square feet of office development should be treated with caution.
Source: Fehr & Peers, 2019.

Table 2C: Combinations of Existing and Future Office Vehicle Trip Rates that Meet Areawide Trip Rates for Future with EWPP and 50% TDM Reduction

AM Peak Hour Rates (Areawide Target 0.80)		PM Peak Hour Rates (Areawide Target 0.75)	
Rate for Existing Space	Rate for Future Space	Rate for Existing Space	Rate for Future Space
1.15	0.49[1]	1.07	0.47[1]
1.06	0.57[1]	0.91	0.61[1]
0.94	0.68[1]	0.79	0.72

Note:
1. Vehicle trip rates under 0.7 vehicle trips per 1,000 square feet require highly effective transportation demand management programs with congestion or parking pricing and/or high capacity regional transportation solutions. Therefore, the office trip rate under 0.7 vehicle trips per 1,000 square feet of office development should be treated with caution.
Source: Fehr & Peers, 2019.

Table 2D: Combinations of Existing and Future Office Vehicle Trip Rates that Meet Areawide Trip Rates for Future with EWPP and 60% TDM Reduction

AM Peak Hour Rates (Areawide Target 0.75)		PM Peak Hour Rates (Areawide Target 0.60)	
Rate for Existing Space	**Rate for Future Space**	**Rate for Existing Space**	**Rate for Future Space**
1.15	0.40[1]	1.07	0.19[1]
1.06	0.48[1]	0.91	0.33[1]
0.94	0.58[1]	0.79	0.43[1]

Note:
1. Vehicle trip rates under 0.7 vehicle trips per 1,000 square feet require highly effective transportation demand management programs with congestion or parking pricing and/or high capacity regional transportation solutions. Therefore, the office trip rate under 0.7 vehicle trips per 1,000 square feet of office development should be treated with caution.
Source: Fehr & Peers, 2019.

Residential Internalization

The internalization presented in **Table 1** is the portion of EWPP employees that live and work in EWPP. The internalization percentage can also be expressed relative to the employed residents population. **Table 3** presents the internalization percentage relative to the EWPP residential population. First, the number of internalized office employees are estimated based on the mode split information presented in **Table 1**. Based on an average employed residents per unit of 1.33 provided by City staff, the percent of residents that live and work within the EWPP area is estimated to be 42 percent, which is similar to the estimated internalization percentage for the adopted North Bayshore Precise Plan (NBPP) with smaller residential mix and reduced parking ratios, and the observed live-work percentage in lower Manhattan (see *North Bayshore Precise Plan with Residential – Live-Work Percentage*, Fehr & Peers, February 2017).

Table 3: EWPP Residential Internalization

Scenario[1]	Internal-ization% of Office Employees	Total Office KSF	Office Employees[2]	Employees Live In EWPP	Total Housing Units	Employed Residents[3]	Internal-ization% of Residents
Existing	0%	3,042	12,168	0	342	479	0%
Future w/o EWPP	0%	3,940	15,760	0	1,048	1,394	0%
Future w/ EWPP	10%	8,452	33,808	3,381	6,048	8,044	42%
Future w/ EWPP and 40% TDM Reduction	14%	8,452	33,808	4,733	6,048	8,044	59%
Future w/ EWPP and 50% TDM Reduction	14%	8,452	33,808	4,733	6,048	8,044	59%
Future w/ EWPP and 60% TDM Reduction	14%	8,452	33,808	4,733	6,048	8,044	59%

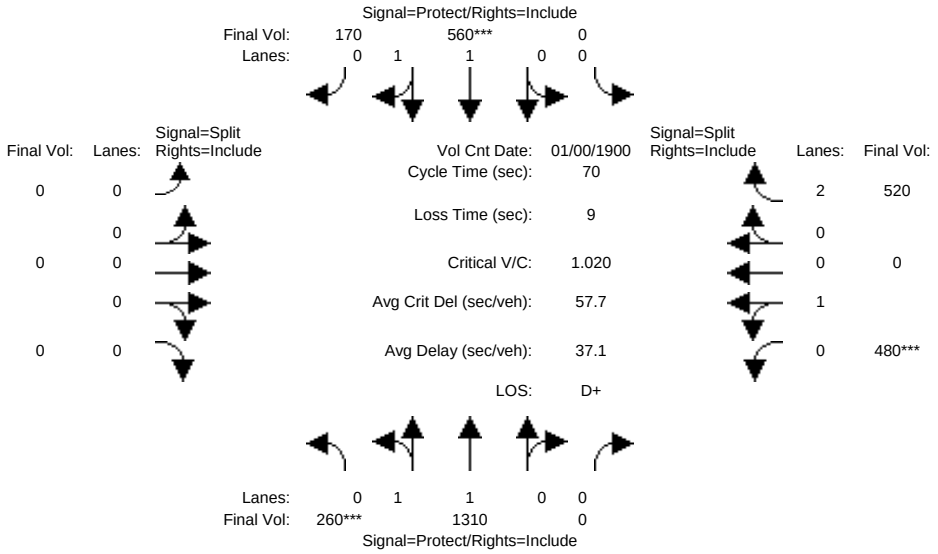
Notes:
1. TDM reduction applied to future and rebuilt office development.
2. Office density is 4 employees per 1,000 square feet.
3. Employed resident ratio is 1.33 per unit, per information from City of Mountain View.
Source: Fehr & Peers, 2019.

APPENDIX O: OFFICE TDM ALTERNATIVES LOS CALCULATION SHEET

East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	260	1310	0	0	560	170	0	0	0	480	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1310	0	0	560	170	0	0	0	480	0	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1310	0	0	560	170	0	0	0	480	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1310	0	0	560	170	0	0	0	480	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1310	0	0	560	170	0	0	0	480	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1310	0	0	560	170	0	0	0	480	0	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.35	1.65	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	620	3126	0	0	2858	868	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.60	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	1.02	0.70	0.00	0.00	1.02	1.02	0.00	0.00	0.00	1.02	0.00	0.61
Delay/Veh:	48.9	10.5	0.0	0.0	67.2	67.2	0.0	0.0	0.0	72.4	0.0	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:	48.9	10.5	0.0	0.0	67.2	67.2	0.0	0.0	0.0	72.4	0.0	23.8
LOS by Move:	D	B+	A	A	E	E	A	A	A	E	A	C
HCM2kAvgQ:	21	11	0	0	15	15	0	0	0	19	0	7

Note: Queue reported is the number of cars per lane.

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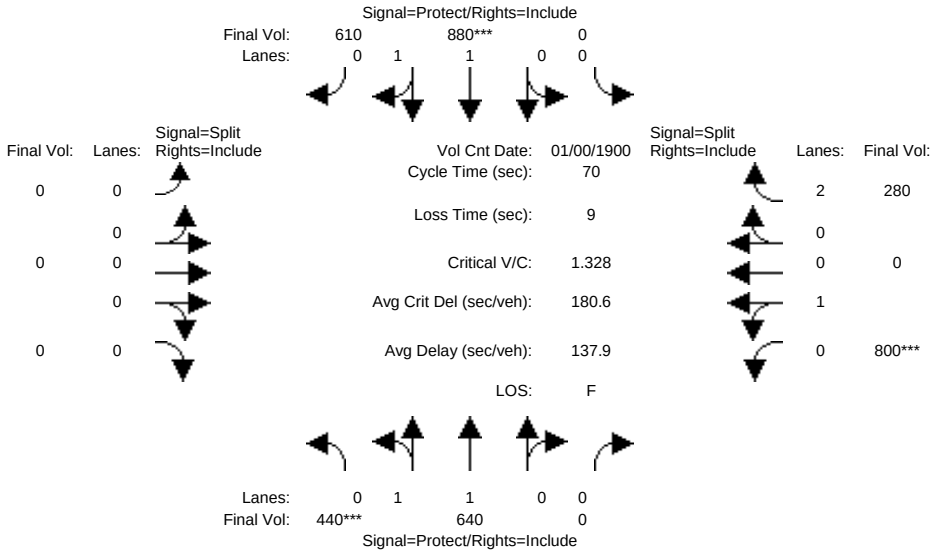
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	440	640	0	0	880	610	0	0	0	800	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	640	0	0	880	610	0	0	0	800	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	640	0	0	880	610	0	0	0	800	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	640	0	0	880	610	0	0	0	800	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	640	0	0	880	610	0	0	0	800	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	640	0	0	880	610	0	0	0	800	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.85	1.15	0.00	0.00	1.14	0.86	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1496	2176	0	0	2168	1503	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.46	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.22	0.53	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	1.33	0.56	0.00	0.00	1.33	1.33	0.00	0.00	0.00	1.33	0.00	0.26
Delay/Veh:	183.3	11.5	0.0	0.0	178	178.1	0.0	0.0	0.0	181.7	0.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.3	11.5	0.0	0.0	178	178.1	0.0	0.0	0.0	181.7	0.0	16.6
LOS by Move:	F	B+	A	A	F	F	A	A	A	F	A	B
HCM2kAvgQ:	29	8	0	0	42	42	0	0	0	47	0	3

Note: Queue reported is the number of cars per lane.

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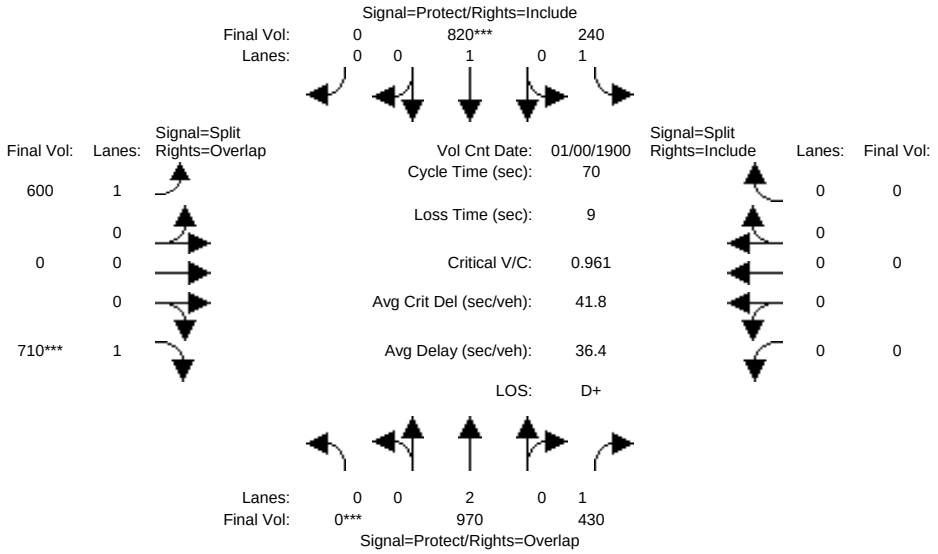
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	970	430	240	820	0	600	0	710	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	970	430	240	820	0	600	0	710	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	970	430	240	820	0	600	0	710	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	970	430	240	820	0	600	0	710	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	970	430	240	820	0	600	0	710	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	970	430	240	820	0	600	0	710	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.14	0.43	0.00	0.34	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.29	0.29	0.16	0.45	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.84	0.87	0.96	0.00	0.81	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	31.4	35.1	53.9	40.4	0.0	24.6	0.0	43.5	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	31.4	35.1	53.9	40.4	0.0	24.6	0.0	43.5	0.0	0.0	0.0
LOS by Move:	A	C	D+	D-	D	A	C	A	D	A	A	A
HCM2kAvgQ:	0	9	9	5	16	0	15	0	23	0	0	0

Note: Queue reported is the number of cars per lane.

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East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

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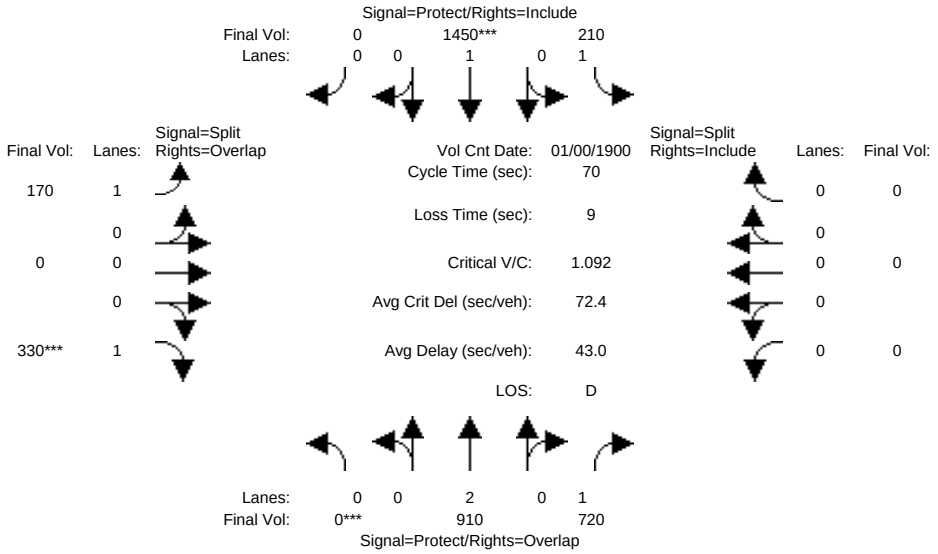
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	910	720	210	1450	0	170	0	330	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	910	720	210	1450	0	170	0	330	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	720	210	1450	0	170	0	330	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	910	720	210	1450	0	170	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	720	210	1450	0	170	0	330	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	910	720	210	1450	0	170	0	330	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.41	0.12	0.76	0.00	0.10	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.54	0.54	0.16	0.70	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.76	0.76	1.09	0.00	0.56	0.00	1.09	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	16.2	39.9	64.4	0.0	29.0	0.0	107.6	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	9.8	16.2	39.9	64.4	0.0	29.0	0.0	107.6	0.0	0.0	0.0
LOS by Move:	A	A	B	D	E	A	C	A	F	A	A	A
HCM2kAvgQ:	0	6	13	4	44	0	4	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

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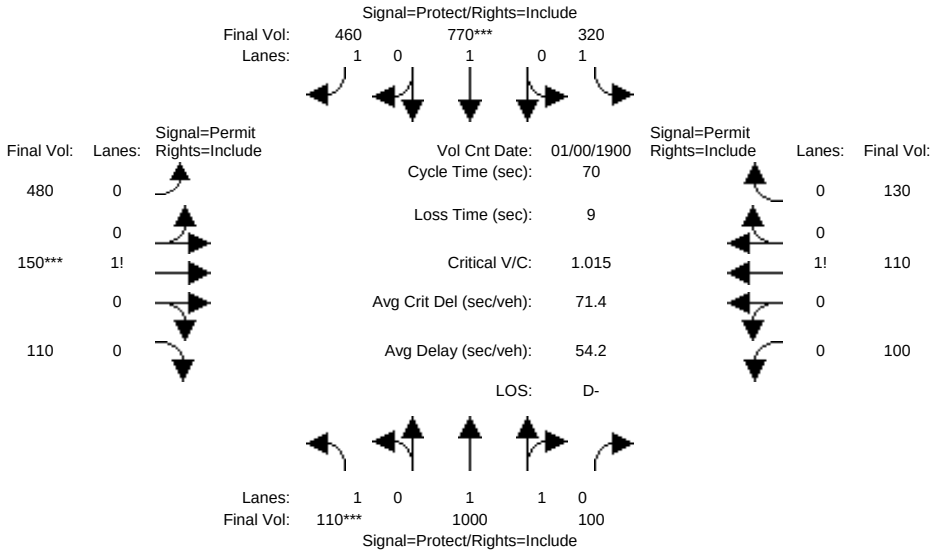
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	110	1000	100	320	770	460	480	150	110	100	110	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1000	100	320	770	460	480	150	110	100	110	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1000	100	320	770	460	480	150	110	100	110	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1000	100	320	770	460	480	150	110	100	110	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1000	100	320	770	460	480	150	110	100	110	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1000	100	320	770	460	480	150	110	100	110	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.80	0.20	1.00	1.00	1.00	0.66	0.19	0.15	0.30	0.31	0.39
Final Sat.:	1750	3428	343	1750	1900	1750	1154	360	264	528	581	687
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.18	0.41	0.26	0.42	0.42	0.42	0.19	0.19	0.19
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.30	0.30	0.19	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.63	0.99	0.99	0.99	1.06	0.69	1.06	1.06	1.06	0.48	0.48	0.48
Delay/Veh:	37.4	48.4	48.4	74.9	73.7	21.3	74.0	74.0	74.0	16.6	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	48.4	48.4	74.9	73.7	21.3	74.0	74.0	74.0	16.6	16.6	16.6
LOS by Move:	D+	D	D	E	E	C+	E	E	E	B	B	B
HCM2kAvgQ:	4	19	19	8	22	8	29	29	29	6	6	6

Note: Queue reported is the number of cars per lane.

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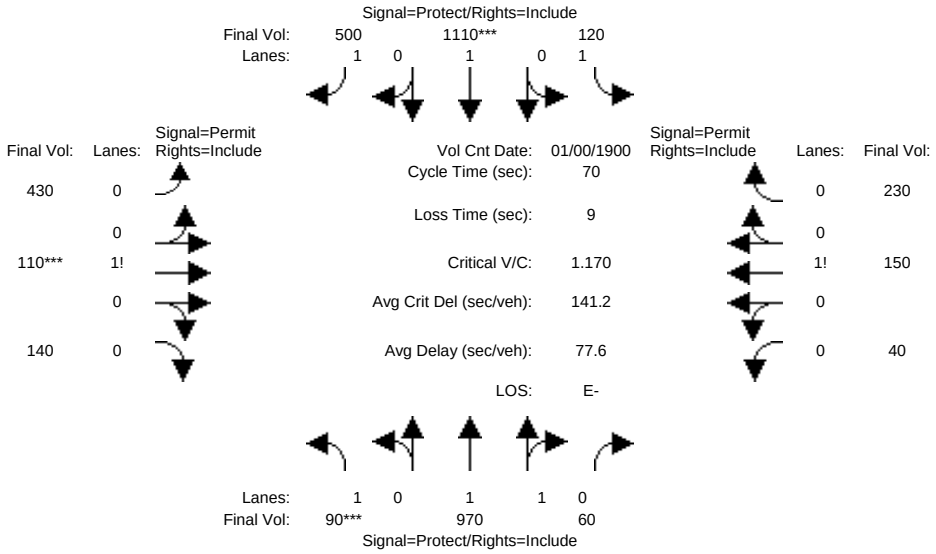
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	970	60	120	1110	500	430	110	140	40	150	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:	90	970	60	120	1110	500	430	110	140	40	150	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	970	60	120	1110	500	430	110	140	40	150	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:	90	970	60	120	1110	500	430	110	140	40	150	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	970	60	120	1110	500	430	110	140	40	150	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
FinalVolume:	90	970	60	120	1110	500	430	110	140	40	150	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.87	0.13	1.00	1.00	1.00	0.64	0.15	0.21	0.10	0.34	0.56
Final Sat.:	1750	3561	220	1750	1900	1750	1121	287	365	172	643	986
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.58	0.29	0.38	0.38	0.38	0.23	0.23	0.23
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.41	0.41	0.15	0.47	0.47	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.51	0.66	0.66	0.45	1.25	0.61	1.25	1.25	1.25	0.76	0.76	0.76
Delay/Veh:	32.5	17.6	17.6	28.2	143	15.4	153.4	153	153.4	28.2	28.2	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:	32.5	17.6	17.6	28.2	143	15.4	153.4	153	153.4	28.2	28.2	28.2
LOS by Move:	C-	B	B	C	F	B	F	F	F	C	C	C
HCM2kAvgQ:	3	10	10	2	50	8	37	37	37	11	11	11

Note: Queue reported is the number of cars per lane.

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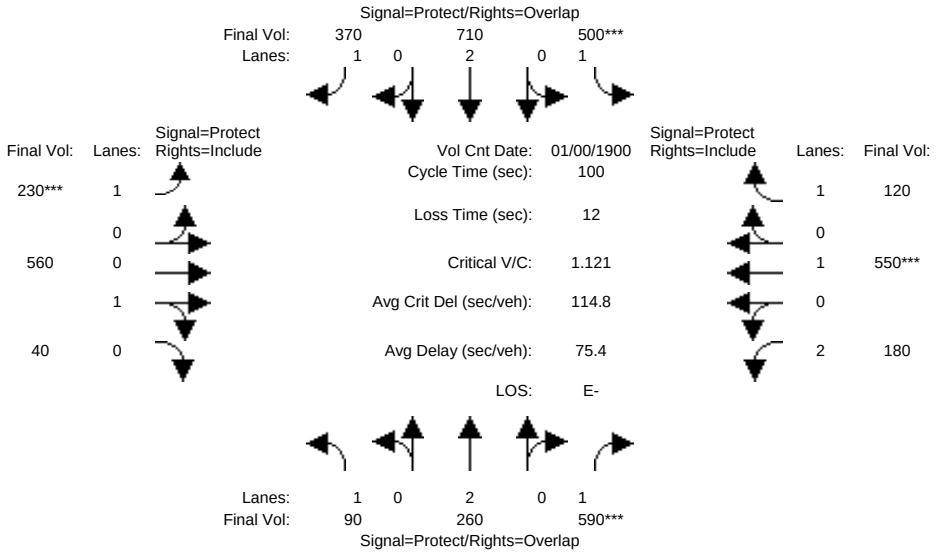
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	260	590	500	710	370	230	560	40	180	550	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:	90	260	590	500	710	370	230	560	40	180	550	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	260	590	500	710	370	230	560	40	180	550	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:	90	260	590	500	710	370	230	560	40	180	550	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	260	590	500	710	370	230	560	40	180	550	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
FinalVolume:	90	260	590	500	710	370	230	560	40	180	550	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.93	0.07	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1763	126	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.34	0.29	0.19	0.21	0.13	0.32	0.32	0.06	0.29	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.24	0.31	0.25	0.36	0.48	0.12	0.31	0.31	0.07	0.26	0.26
Volume/Cap:	0.38	0.29	1.09	1.12	0.52	0.44	1.12	1.04	1.04	0.82	1.12	0.27
Delay/Veh:	40.5	31.3	101.3	117.2	25.6	17.8	143.3	82.9	82.9	66.4	115	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:	40.5	31.3	101.3	117.2	25.6	17.8	143.3	82.9	82.9	66.4	115	29.9
LOS by Move:	D	C	F	F	C	B	F	F	F	E	F	C
HCM2kAvgQ:	3	3	31	28	9	8	14	27	27	4	26	3

Note: Queue reported is the number of cars per lane.

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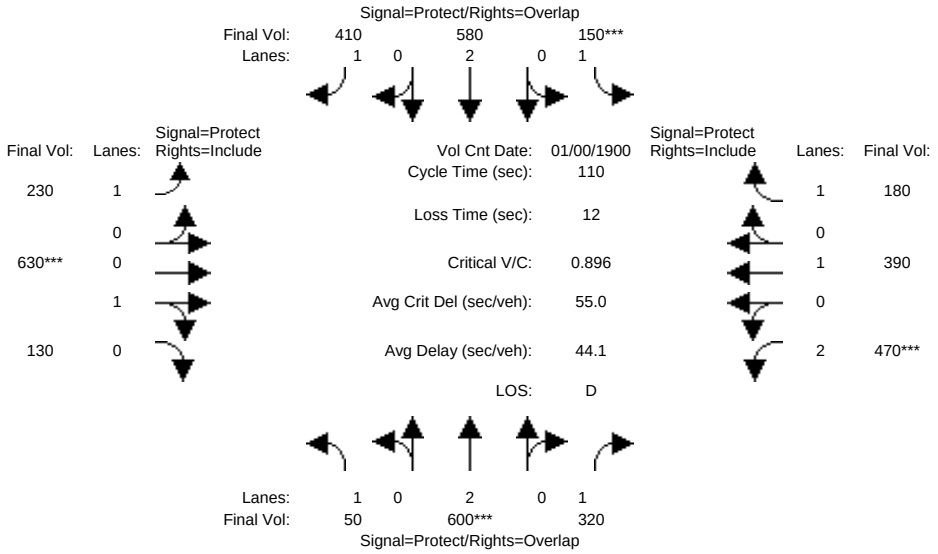
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	600	320	150	580	410	230	630	130	470	390	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:	50	600	320	150	580	410	230	630	130	470	390	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	600	320	150	580	410	230	630	130	470	390	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:	50	600	320	150	580	410	230	630	130	470	390	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	600	320	150	580	410	230	630	130	470	390	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
FinalVolume:	50	600	320	150	580	410	230	630	130	470	390	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1552	320	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.18	0.09	0.15	0.23	0.13	0.41	0.41	0.15	0.21	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.18	0.34	0.10	0.19	0.43	0.24	0.45	0.45	0.17	0.38	0.38
Volume/Cap:	0.36	0.90	0.53	0.90	0.80	0.54	0.54	0.90	0.90	0.90	0.54	0.27
Delay/Veh:	49.5	59.1	30.0	90.4	48.5	23.8	37.9	39.9	39.9	62.8	27.7	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:	49.5	59.1	30.0	90.4	48.5	23.8	37.9	39.9	39.9	62.8	27.7	24.0
LOS by Move:	D	E+	C	F	D	C	D+	D	D	E	C	C
HCM2kAvgQ:	2	13	10	8	11	11	8	27	27	10	10	4

Note: Queue reported is the number of cars per lane.

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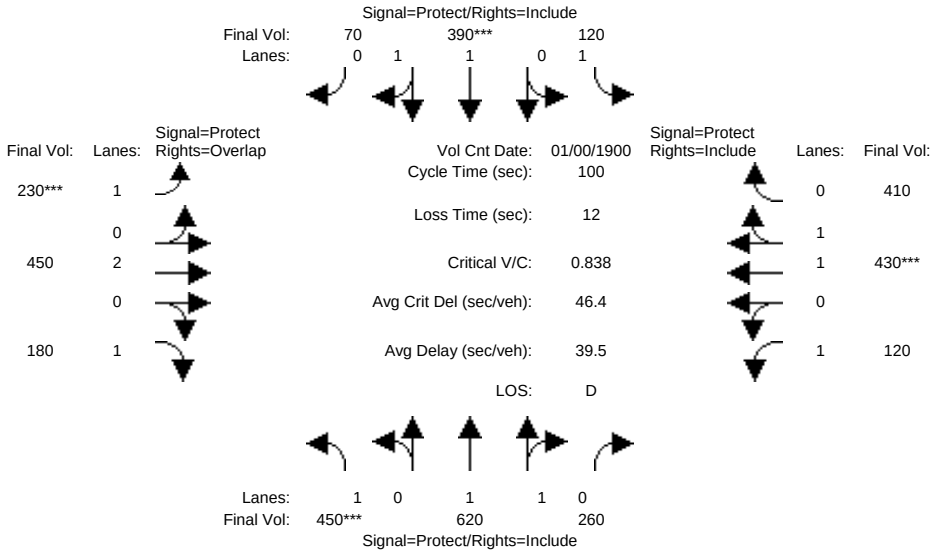
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	450	620	260	120	390	70	230	450	180	120	430	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	620	260	120	390	70	230	450	180	120	430	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	620	260	120	390	70	230	450	180	120	430	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	620	260	120	390	70	230	450	180	120	430	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	620	260	120	390	70	230	450	180	120	430	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	620	260	120	390	70	230	450	180	120	430	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.37	0.63	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2611	1095	1750	3180	571	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.24	0.07	0.12	0.12	0.13	0.12	0.10	0.07	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.31	0.32	0.32	0.13	0.15	0.15	0.16	0.27	0.58	0.16	0.27	0.27
Volume/Cap:	0.84	0.74	0.74	0.51	0.84	0.84	0.84	0.44	0.18	0.43	0.84	0.87
Delay/Veh:	43.5	33.0	33.0	42.1	52.5	52.5	60.7	30.7	10.1	39.1	40.8	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	33.0	33.0	42.1	52.5	52.5	60.7	30.7	10.1	39.1	40.8	43.2
LOS by Move:	D	C-	C-	D	D-	D-	E	C	B+	D	D	D
HCM2kAvgQ:	17	14	14	4	10	10	8	5	3	3	12	13

Note: Queue reported is the number of cars per lane.

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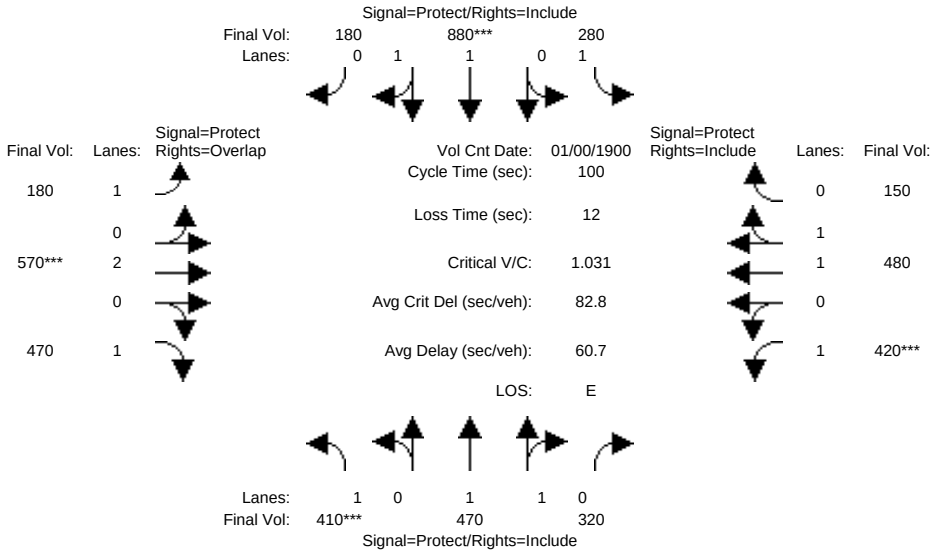
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	470	320	280	880	180	180	570	470	420	480	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:	410	470	320	280	880	180	180	570	470	420	480	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	470	320	280	880	180	180	570	470	420	480	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:	410	470	320	280	880	180	180	570	470	420	480	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	470	320	280	880	180	180	570	470	420	480	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	470	320	280	880	180	180	570	470	420	480	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.15	0.85	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	1750	2185	1488	1750	3109	636	1750	3800	1750	1750	2837	887
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.22	0.16	0.28	0.28	0.10	0.15	0.27	0.24	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.29	0.29	0.21	0.27	0.27	0.14	0.15	0.37	0.23	0.24	0.24
Volume/Cap:	1.03	0.75	0.75	0.75	1.03	1.03	0.72	1.03	0.72	1.03	0.72	0.72
Delay/Veh:	92.0	35.3	35.3	44.8	72.6	72.6	50.6	89.2	30.8	91.2	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:	92.0	35.3	35.3	44.8	72.6	72.6	50.6	89.2	30.8	91.2	38.1	38.1
LOS by Move:	F	D+	D+	D	E	E	D	F	C	F	D+	D+
HCM2kAvgQ:	21	13	13	10	24	24	6	11	13	17	9	9

Note: Queue reported is the number of cars per lane.

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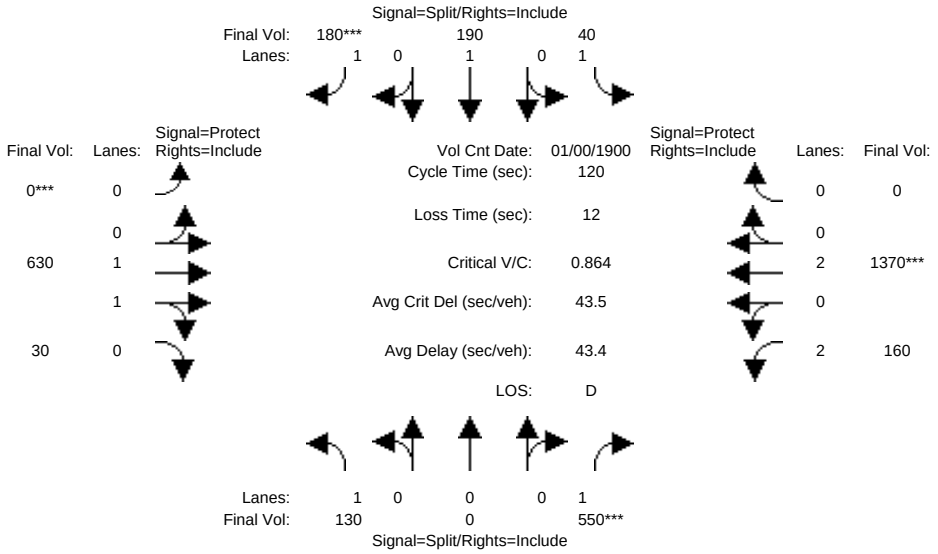
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.90	0.10	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3613	172	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.31	0.02	0.10	0.10	0.00	0.17	0.17	0.05	0.36	0.00
Crit Moves:			****			****	****				****	
Green/Cycle:	0.36	0.00	0.36	0.12	0.12	0.12	0.00	0.31	0.31	0.10	0.42	0.00
Volume/Cap:	0.20	0.00	0.86	0.19	0.84	0.86	0.00	0.56	0.56	0.49	0.86	0.00
Delay/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
LOS by Move:	C	A	D	D	E-	F	A	C-	C-	D-	D+	A
HCM2kAvgQ:	3	0	23	2	9	10	0	10	10	3	24	0

Note: Queue reported is the number of cars per lane.

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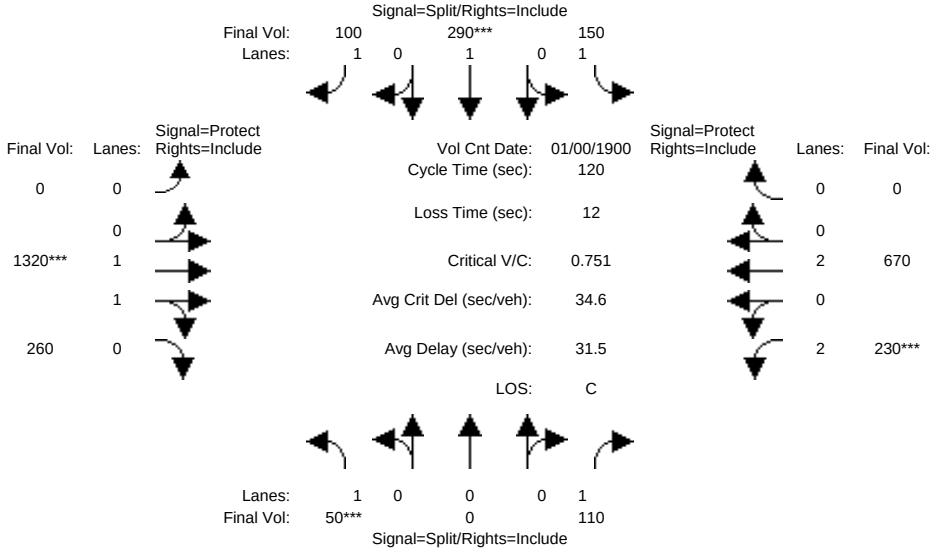
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.65	0.35	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3131	617	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.09	0.15	0.06	0.00	0.42	0.42	0.07	0.18	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.00	0.08	0.19	0.19	0.19	0.00	0.53	0.53	0.09	0.62	0.00
Volume/Cap:	0.34	0.00	0.75	0.45	0.79	0.30	0.00	0.79	0.79	0.79	0.28	0.00
Delay/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
LOS by Move:	D-	A	E	D	E+	D	A	C	C	E	B+	A
HCM2kAvgQ:	2	0	6	6	12	4	0	23	23	5	5	0

Note: Queue reported is the number of cars per lane.

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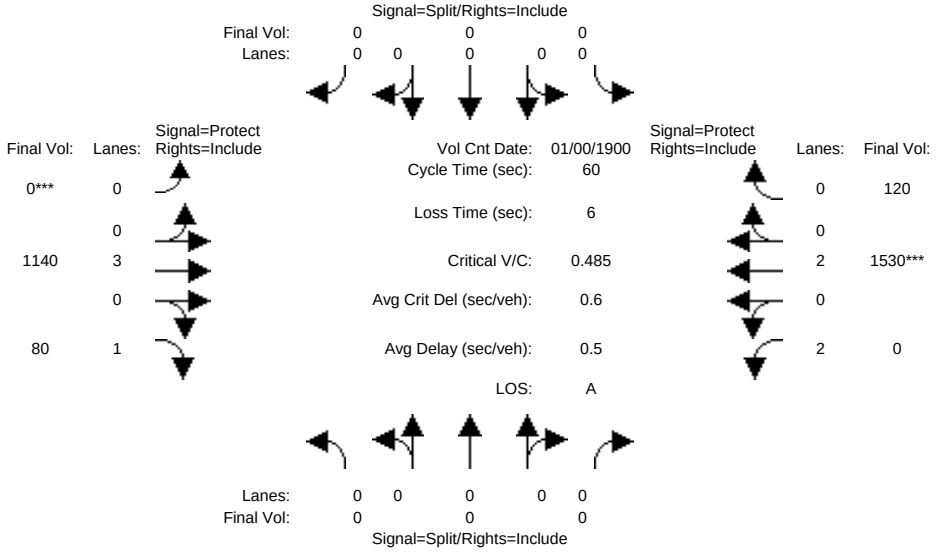
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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
FinalVolume:	0	0	0	0	0	0	0	1140	80	0	1530	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3502	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.05	0.00	0.44	0.44
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

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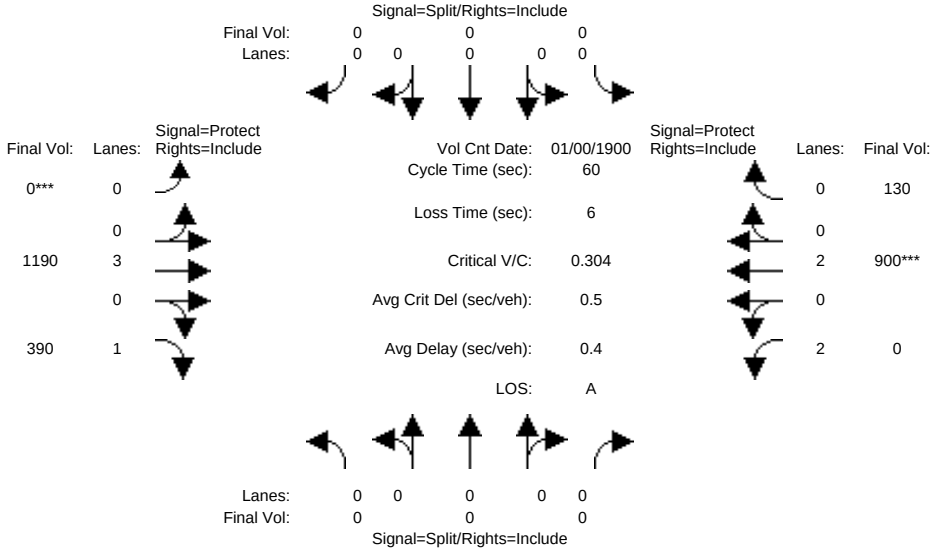
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1190	390	0	900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1190	390	0	900	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1190	390	0	900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1190	390	0	900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.73	0.27
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3285	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.22	0.00	0.27	0.27
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.25	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

Note: Queue reported is the number of cars per lane.

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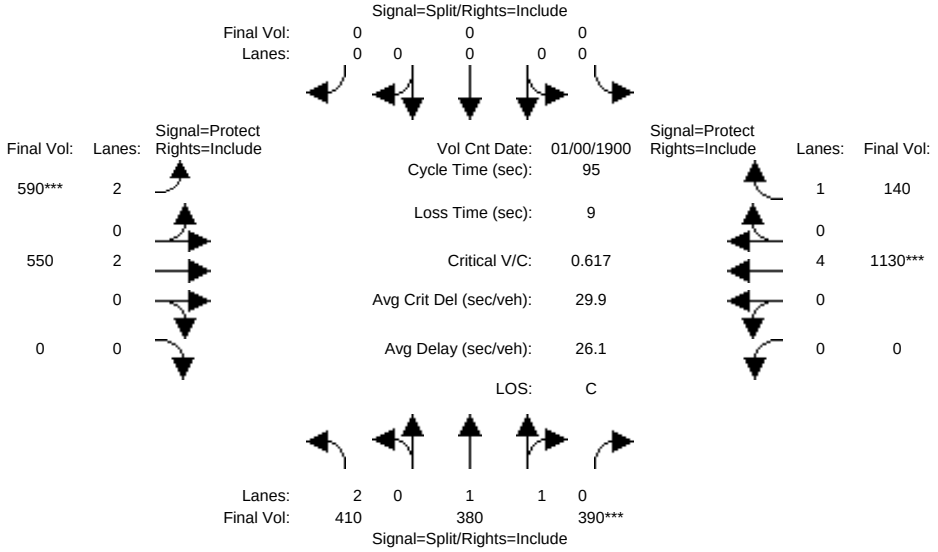
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	380	390	0	0	0	590	550	0	0	1130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	380	390	0	0	0	590	550	0	0	1130	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:	410	380	390	0	0	0	590	550	0	0	1130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	380	390	0	0	0	590	550	0	0	1130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.22	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.15	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.36	0.55	0.62	0.00	0.00	0.00	0.62	0.27	0.00	0.00	0.62	0.33
Delay/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
LOS by Move:	C+	C	C	A	A	A	C	B+	A	A	C-	C
HCM2kAvgQ:	5	9	11	0	0	0	9	4	0	0	7	3

Note: Queue reported is the number of cars per lane.

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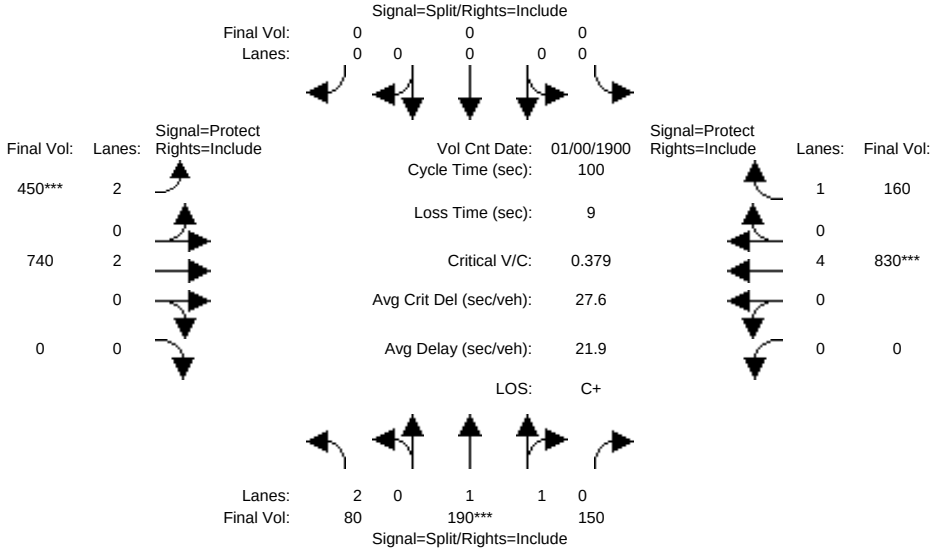
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp

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Street Name:237 Eastbound Off-Ramp and Connec       East Middlefield Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10     0    0    0     7   10    0     0   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM
Base Vol:      80  190  150     0    0    0   450  740    0     0  830  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:   80  190  150     0    0    0   450  740    0     0  830  160
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   80  190  150     0    0    0   450  740    0     0  830  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:    80  190  150     0    0    0   450  740    0     0  830  160
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   80  190  150     0    0    0   450  740    0     0  830  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
FinalVolume:   80  190  150     0    0    0   450  740    0     0  830  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  0.83 1.00 0.92  0.92 1.00 0.92
Lanes:       2.00 1.08 0.92  0.00 0.00 0.00  2.00 2.00 0.00  0.00 4.00 1.00
Final Sat.:  3150 2046 1615     0    0    0  3150 3800    0     0 7600 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.09 0.09  0.00 0.00 0.00  0.14 0.19 0.00  0.00 0.11 0.09
Crit Moves:       ****                       ****                 ****
Green/Cycle: 0.24 0.24 0.24  0.00 0.00 0.00  0.38 0.67 0.00  0.00 0.29 0.29
Volume/Cap:  0.10 0.38 0.38  0.00 0.00 0.00  0.38 0.29 0.00  0.00 0.38 0.32
Delay/Veh:   29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
LOS by Move:    C    C    C     A    A    A    C+    A    A     A    C    C
HCM2kAvgQ:      1    5    5     0    0    0     6    5    0     0    5    4
Note: Queue reported is the number of cars per lane.
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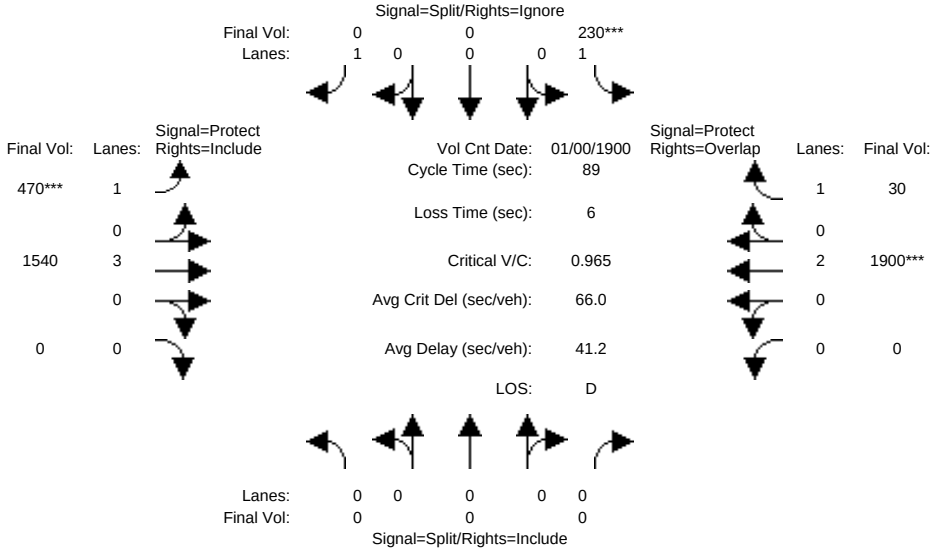
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	230	0	0	470	1540	0	0	1900	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:	0	0	0	230	0	0	470	1540	0	0	1900	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	0	470	1540	0	0	1900	30
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	0	0	230	0	0	470	1540	0	0	1900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	0	470	1540	0	0	1900	30
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	0	0	230	0	0	470	1540	0	0	1900	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.27	0.27	0.00	0.00	0.50	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.84	0.00	0.00	0.64	0.74
Volume/Cap:	0.00	0.00	0.00	1.37	0.00	0.00	1.37	0.32	0.00	0.00	0.78	0.02
Delay/Veh:	0.0	0.0	0.0	239.5	0.0	0.0	219.5	0.0	0.0	0.0	7.1	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	239.5	0.0	0.0	219.5	0.0	0.0	0.0	7.1	0.3
LOS by Move:	A	A	A	F	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	17	0	0	31	0	0	0	12	0

Note: Queue reported is the number of cars per lane.

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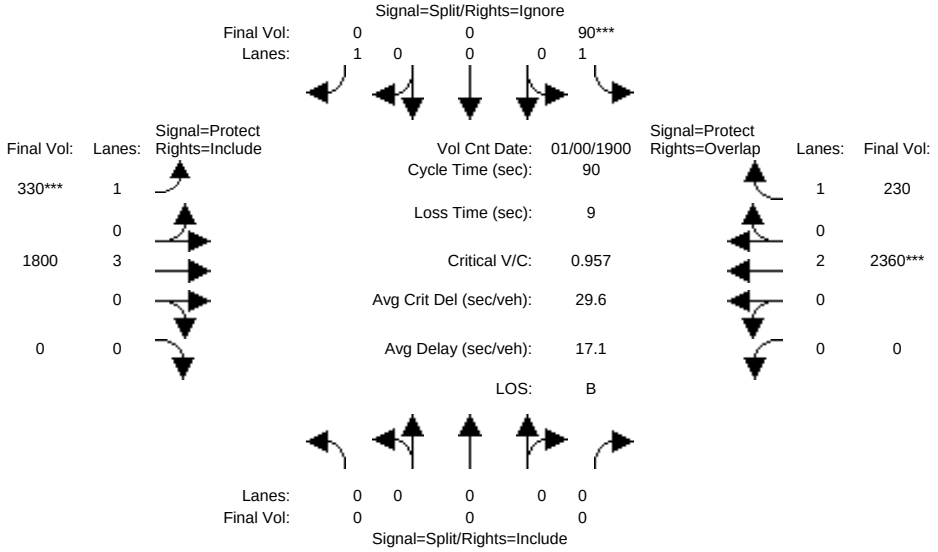
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	90	0	0	330	1800	0	0	2360	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:	0	0	0	90	0	0	330	1800	0	0	2360	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	0	330	1800	0	0	2360	230
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	0	0	90	0	0	330	1800	0	0	2360	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	330	1800	0	0	2360	230
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	0	0	90	0	0	330	1800	0	0	2360	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.19	0.32	0.00	0.00	0.62	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.17	0.82	0.00	0.00	0.66	0.73
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.00	1.13	0.38	0.00	0.00	0.95	0.18
Delay/Veh:	0.0	0.0	0.0	51.8	0.0	0.0	130.4	0.1	0.0	0.0	14.6	0.4
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	51.8	0.0	0.0	130.4	0.1	0.0	0.0	14.6	0.4
LOS by Move:	A	A	A	D-	A	A	F	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	0	16	1	0	0	26	0

Note: Queue reported is the number of cars per lane.

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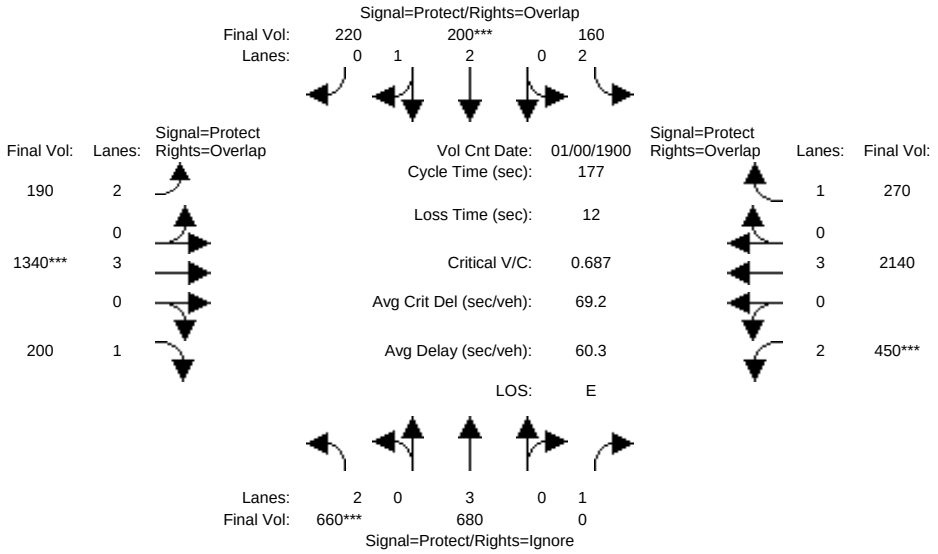
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	660	680	1320	160	200	220	190	1340	200	450	2140	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	680	1320	160	200	220	190	1340	200	450	2140	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	680	1320	160	200	220	190	1340	200	450	2140	270
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	680	0	160	200	220	190	1340	200	450	2140	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	680	0	160	200	220	190	1340	200	450	2140	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	680	0	160	200	220	190	1340	200	450	2140	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	0.83	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:	0.21	0.12	0.00	0.05	0.05	0.13	0.06	0.24	0.11	0.14	0.38	0.15
Crit Moves:	****				****			****			****	
Green/Cycle:	0.22	0.34	0.00	0.05	0.18	0.26	0.09	0.38	0.61	0.15	0.45	0.50
Volume/Cap:	0.95	0.35	0.00	0.95	0.30	0.48	0.69	0.61	0.19	0.95	0.84	0.31
Delay/Veh:	89.4	43.4	0.0	139.0	63.7	55.5	85.9	49.8	21.9	102.3	53.6	32.5
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:	89.4	43.4	0.0	139.0	63.7	55.5	85.9	49.8	21.9	102.3	53.6	32.5
LOS by Move:	F	D	A	F	E	E+	F	D	C+	F	D-	C-
HCM2kAvgQ:	20	8	0	6	5	11	7	21	7	18	37	11

Note: Queue reported is the number of cars per lane.

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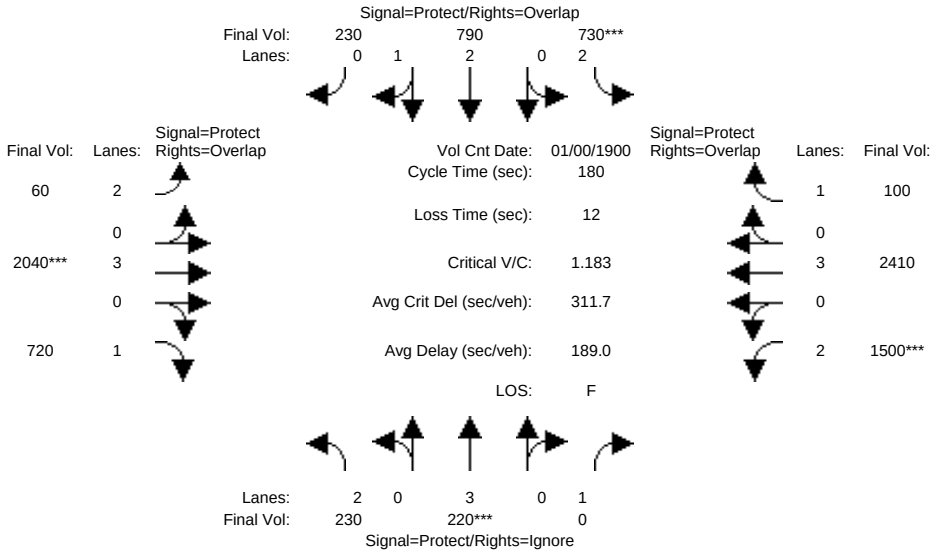
East Whisman Precise Plan
SJ17-1724
Cumulative AM Plus Project Reduced Office or 10% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	220	650	730	790	230	60	2040	720	1500	2410	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:	230	220	650	730	790	230	60	2040	720	1500	2410	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	220	650	730	790	230	60	2040	720	1500	2410	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	220	0	730	790	230	60	2040	720	1500	2410	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	220	0	730	790	230	60	2040	720	1500	2410	100
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	220	0	730	790	230	60	2040	720	1500	2410	100
Saturation 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	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4331	1261	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.00	0.23	0.18	0.18	0.02	0.36	0.41	0.48	0.42	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.26	0.00	0.13	0.28	0.34	0.06	0.26	0.38	0.28	0.47	0.61
Volume/Cap:	0.62	0.15	0.00	1.72	0.66	0.53	0.30	1.37	1.09	1.72	0.89	0.09
Delay/Veh:	78.9	51.2	0.0	412.6	58.4	47.9	81.2	240	123.4	398.0	56.5	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	51.2	0.0	412.6	58.4	47.9	81.2	240	123.4	398.0	56.5	20.7
LOS by Move:	E-	D-	A	F	E+	D	F	F	F	F	E+	C+
HCM2kAvgQ:	7	3	0	45	16	14	2	60	54	95	44	3

Note: Queue reported is the number of cars per lane.

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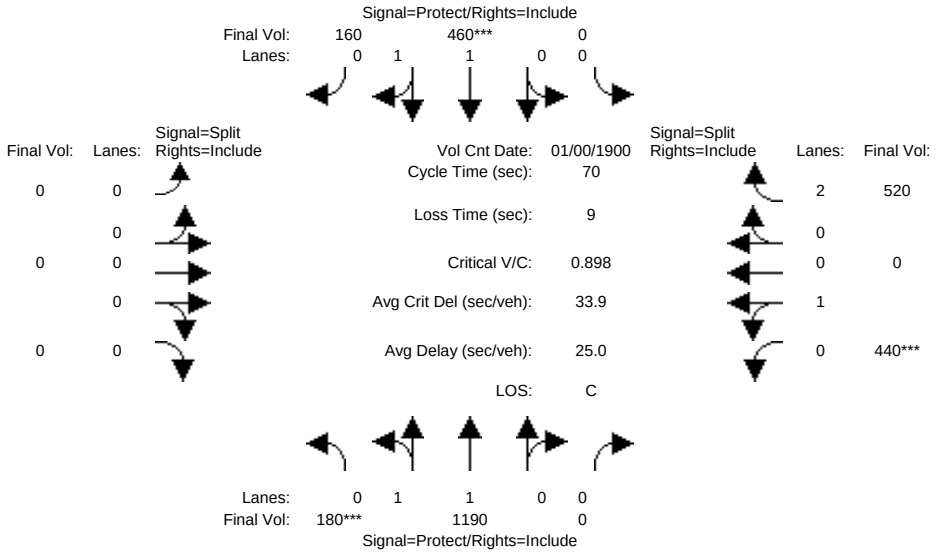
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	1190	0	0	460	160	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1190	0	0	460	160	0	0	0	440	0	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1190	0	0	460	160	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1190	0	0	460	160	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1190	0	0	460	160	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1190	0	0	460	160	0	0	0	440	0	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.28	1.72	0.00	0.00	1.45	0.55	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	494	3264	0	0	2758	959	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.25	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.59	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.90	0.62	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.90	0.00	0.59
Delay/Veh:	26.9	9.7	0.0	0.0	42.5	42.5	0.0	0.0	0.0	43.4	0.0	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:	26.9	9.7	0.0	0.0	42.5	42.5	0.0	0.0	0.0	43.4	0.0	22.8
LOS by Move:	C	A	A	A	D	D	A	A	A	D	A	C+
HCM2kAvgQ:	15	9	0	0	10	10	0	0	0	14	0	7

Note: Queue reported is the number of cars per lane.

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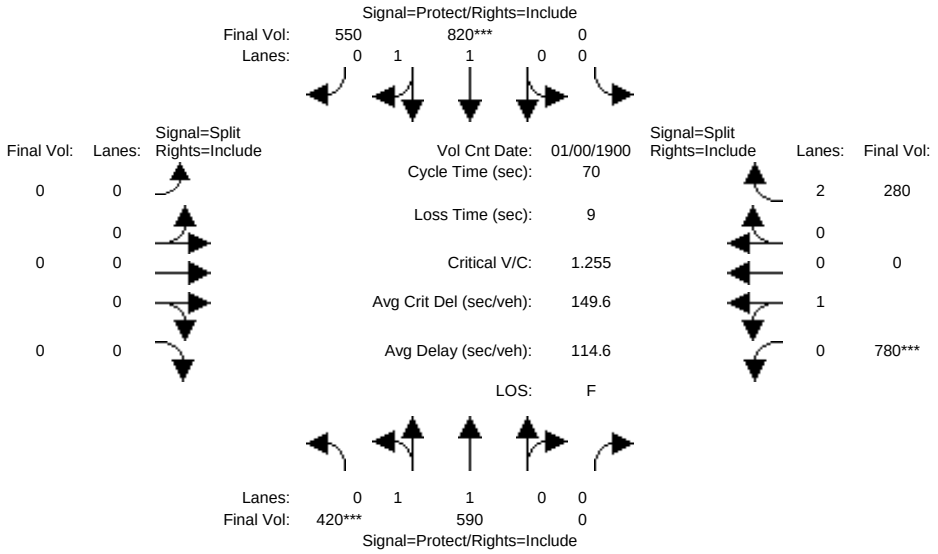
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	420	590	0	0	820	550	0	0	0	780	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	590	0	0	820	550	0	0	0	780	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	590	0	0	820	550	0	0	0	780	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	590	0	0	820	550	0	0	0	780	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	590	0	0	820	550	0	0	0	780	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	590	0	0	820	550	0	0	0	780	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.87	1.13	0.00	0.00	1.16	0.84	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1526	2143	0	0	2199	1475	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.45	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.22	0.52	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	1.26	0.53	0.00	0.00	1.26	1.26	0.00	0.00	0.00	1.26	0.00	0.25
Delay/Veh:	152.3	11.6	0.0	0.0	147	147.1	0.0	0.0	0.0	150.3	0.0	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:	152.3	11.6	0.0	0.0	147	147.1	0.0	0.0	0.0	150.3	0.0	16.1
LOS by Move:	F	B+	A	A	F	F	A	A	A	F	A	B
HCM2kAvgQ:	25	7	0	0	36	36	0	0	0	42	0	3

Note: Queue reported is the number of cars per lane.

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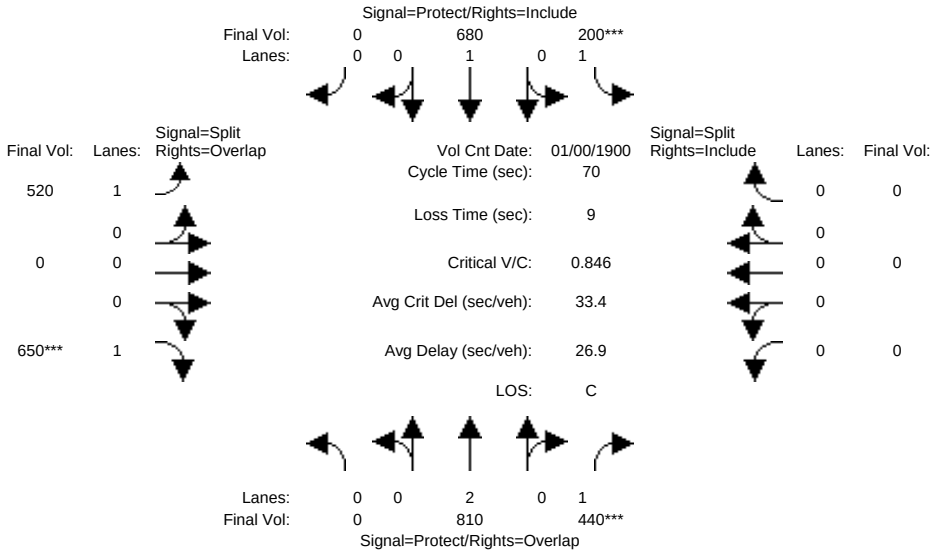
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	810	440	200	680	0	520	0	650	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	810	440	200	680	0	520	0	650	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	810	440	200	680	0	520	0	650	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	810	440	200	680	0	520	0	650	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	810	440	200	680	0	520	0	650	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	810	440	200	680	0	520	0	650	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.25	0.11	0.36	0.00	0.30	0.00	0.37	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.14	0.43	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.85	0.85	0.83	0.00	0.68	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	35.3	53.1	24.6	0.0	18.1	0.0	26.1	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	24.2	35.3	53.1	24.6	0.0	18.1	0.0	26.1	0.0	0.0	0.0
LOS by Move:	A	C	D+	D-	C	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	8	10	5	12	0	11	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

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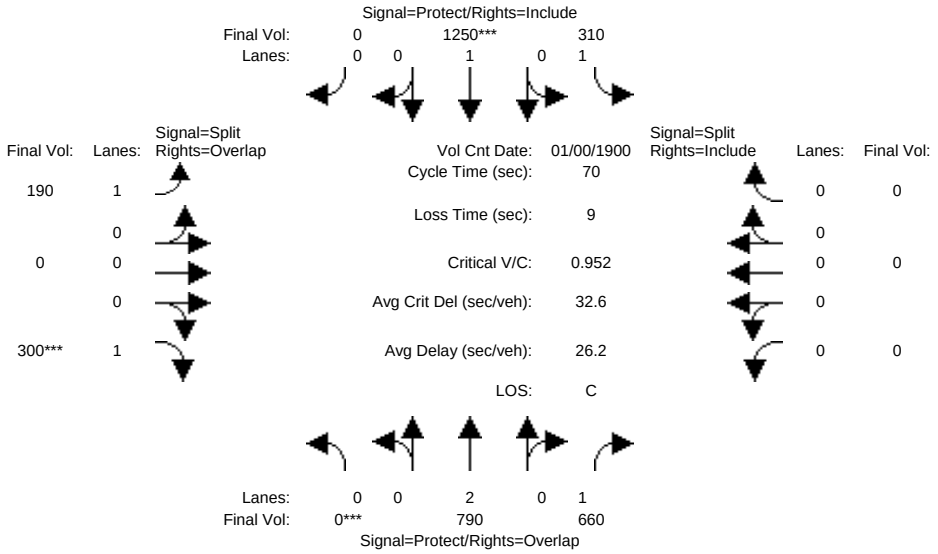
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	790	660	310	1250	0	190	0	300	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	790	660	310	1250	0	190	0	300	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	660	310	1250	0	190	0	300	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	790	660	310	1250	0	190	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	660	310	1250	0	190	0	300	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	790	660	310	1250	0	190	0	300	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.38	0.18	0.66	0.00	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.47	0.47	0.22	0.69	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.80	0.80	0.95	0.00	0.60	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	12.6	21.4	37.2	24.6	0.0	29.7	0.0	66.3	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	12.6	21.4	37.2	24.6	0.0	29.7	0.0	66.3	0.0	0.0	0.0
LOS by Move:	A	B	C+	D+	C	A	C	A	E	A	A	A
HCM2kAvgQ:	0	5	13	6	23	0	5	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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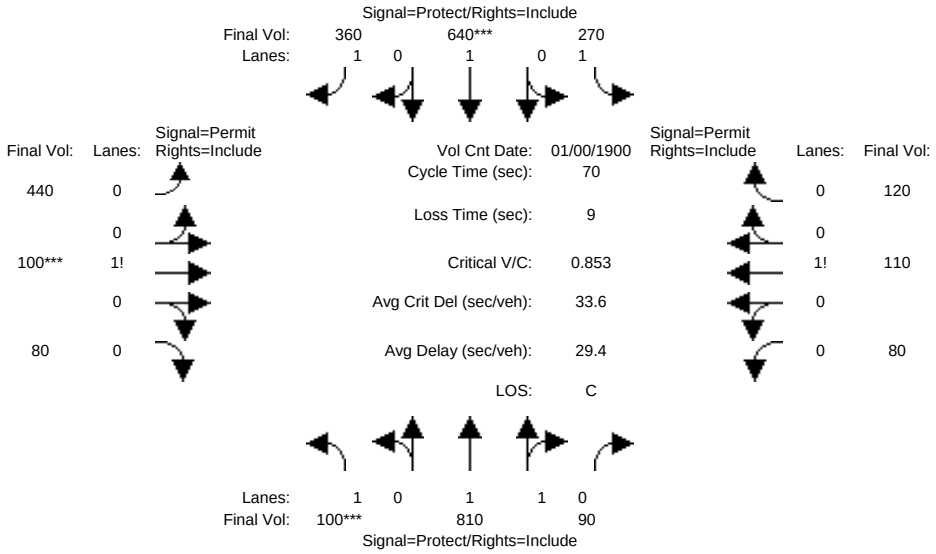
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	100	810	90	270	640	360	440	100	80	80	110	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:	100	810	90	270	640	360	440	100	80	80	110	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	810	90	270	640	360	440	100	80	80	110	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:	100	810	90	270	640	360	440	100	80	80	110	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	810	90	270	640	360	440	100	80	80	110	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
FinalVolume:	100	810	90	270	640	360	440	100	80	80	110	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.78	0.22	1.00	1.00	1.00	0.72	0.15	0.13	0.26	0.34	0.40
Final Sat.:	1750	3391	377	1750	1900	1750	1258	286	229	465	639	697
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.15	0.34	0.21	0.35	0.35	0.35	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.29	0.29	0.19	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.57	0.82	0.82	0.82	0.89	0.54	0.89	0.89	0.89	0.44	0.44	0.44
Delay/Veh:	34.5	28.2	28.2	42.5	33.6	18.0	33.4	33.4	33.4	16.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	28.2	28.2	42.5	33.6	18.0	33.4	33.4	33.4	16.0	16.0	16.0
LOS by Move:	C-	C	C	D	C-	B	C-	C-	C-	B	B	B
HCM2kAvgQ:	3	12	12	6	13	6	17	17	17	5	5	5

Note: Queue reported is the number of cars per lane.

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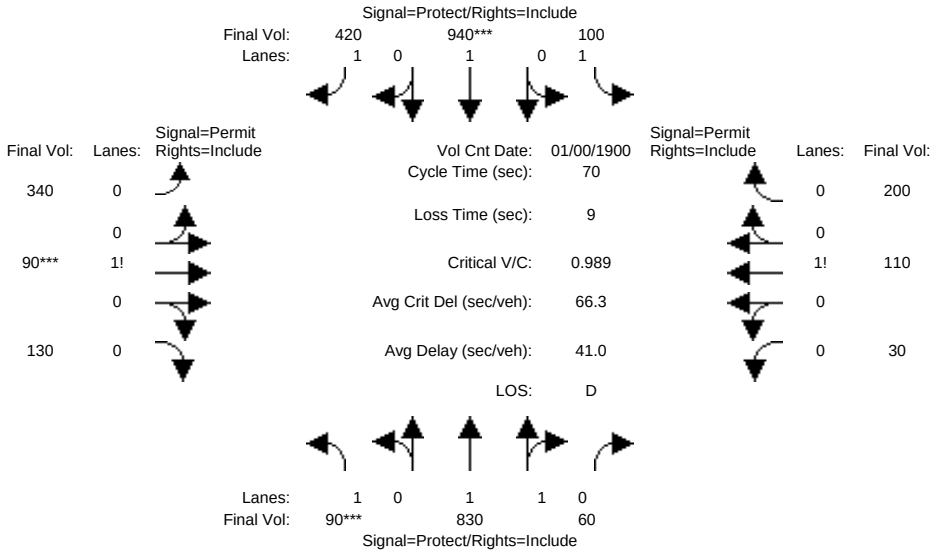
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	830	60	100	940	420	340	90	130	30	110	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:	90	830	60	100	940	420	340	90	130	30	110	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	830	60	100	940	420	340	90	130	30	110	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:	90	830	60	100	940	420	340	90	130	30	110	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	830	60	100	940	420	340	90	130	30	110	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
FinalVolume:	90	830	60	100	940	420	340	90	130	30	110	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.85	0.15	1.00	1.00	1.00	0.61	0.15	0.24	0.09	0.31	0.60
Final Sat.:	1750	3523	255	1750	1900	1750	1076	285	411	158	581	1056
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.06	0.49	0.24	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.40	0.40	0.17	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.51	0.59	0.59	0.34	1.05	0.51	1.05	1.05	1.05	0.63	0.63	0.63
Delay/Veh:	32.5	17.1	17.1	26.2	62.9	13.4	77.5	77.5	77.5	23.5	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	17.1	17.1	26.2	62.9	13.4	77.5	77.5	77.5	23.5	23.5	23.5
LOS by Move:	C-	B	B	C	E	B	E-	E-	E-	C	C	C
HCM2kAvgQ:	3	8	8	2	26	6	22	22	22	8	8	8

Note: Queue reported is the number of cars per lane.

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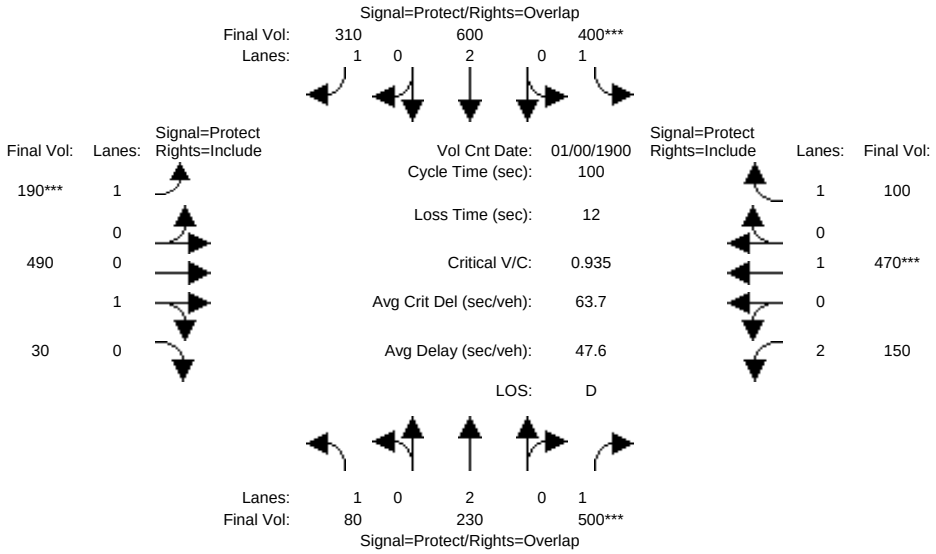
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	230	500	400	600	310	190	490	30	150	470	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:	80	230	500	400	600	310	190	490	30	150	470	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	230	500	400	600	310	190	490	30	150	470	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:	80	230	500	400	600	310	190	490	30	150	470	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	230	500	400	600	310	190	490	30	150	470	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
FinalVolume:	80	230	500	400	600	310	190	490	30	150	470	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.94	0.06	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1782	109	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.29	0.23	0.16	0.18	0.11	0.28	0.28	0.05	0.25	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.23	0.31	0.24	0.33	0.45	0.12	0.30	0.30	0.08	0.26	0.26
Volume/Cap:	0.31	0.26	0.93	0.93	0.48	0.40	0.93	0.91	0.91	0.62	0.93	0.22
Delay/Veh:	38.9	31.7	55.9	64.7	27.0	19.0	88.7	51.5	51.5	49.4	60.8	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	31.7	55.9	64.7	27.0	19.0	88.7	51.5	51.5	49.4	60.8	28.9
LOS by Move:	D+	C	E+	E	C	B-	F	D-	D-	D	E	C
HCM2kAvgQ:	3	3	21	18	8	7	10	19	19	3	16	2

Note: Queue reported is the number of cars per lane.

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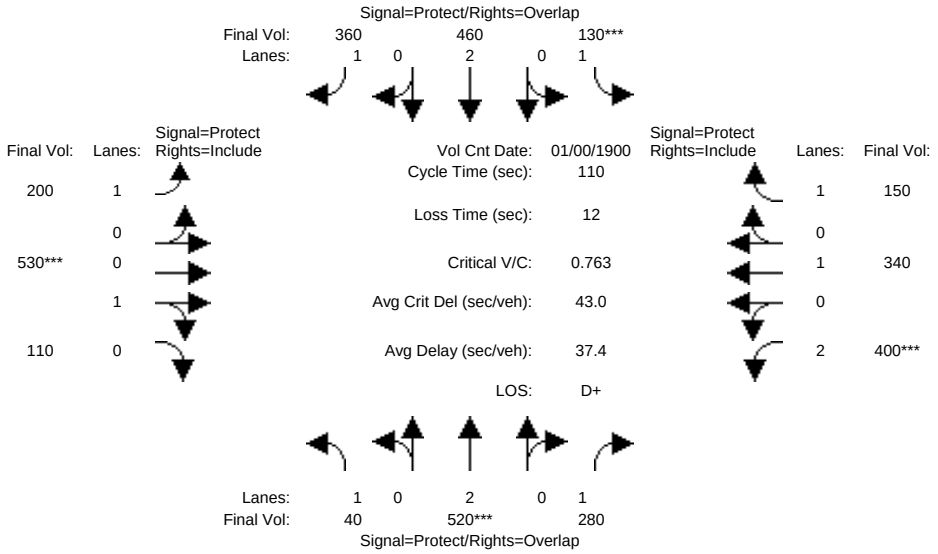
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	520	280	130	460	360	200	530	110	400	340	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:	40	520	280	130	460	360	200	530	110	400	340	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	520	280	130	460	360	200	530	110	400	340	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:	40	520	280	130	460	360	200	530	110	400	340	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	520	280	130	460	360	200	530	110	400	340	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	520	280	130	460	360	200	530	110	400	340	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	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1551	322	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.16	0.07	0.12	0.21	0.11	0.34	0.34	0.13	0.18	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.18	0.35	0.10	0.18	0.42	0.24	0.45	0.45	0.17	0.37	0.37
Volume/Cap:	0.24	0.76	0.46	0.76	0.67	0.49	0.48	0.76	0.76	0.76	0.48	0.23
Delay/Veh:	46.8	48.0	28.6	66.7	44.5	23.7	36.8	29.7	29.7	50.3	26.7	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:	46.8	48.0	28.6	66.7	44.5	23.7	36.8	29.7	29.7	50.3	26.7	23.7
LOS by Move:	D	D	C	E	D	C	D+	C	C	D	C	C
HCM2kAvgQ:	2	10	8	6	8	10	7	20	20	8	8	4

Note: Queue reported is the number of cars per lane.

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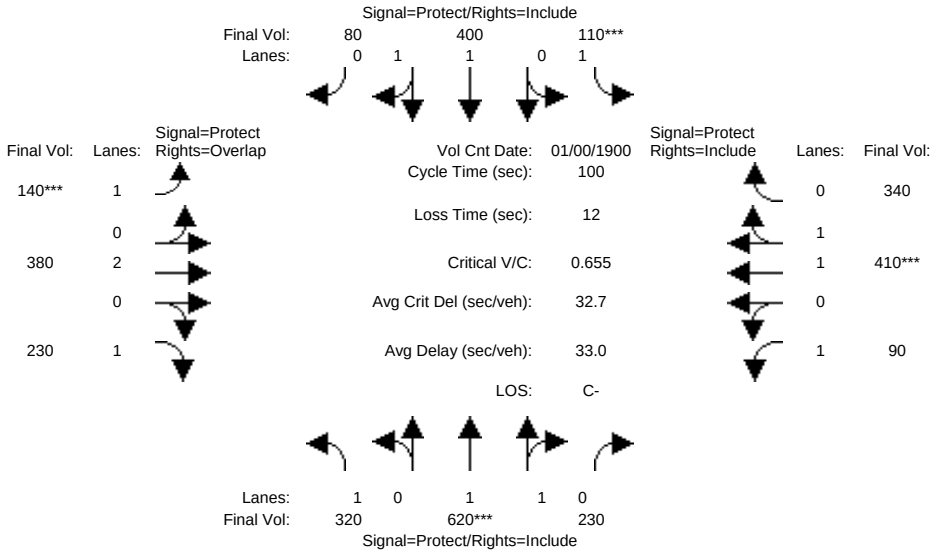
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	320	620	230	110	400	80	140	380	230	90	410	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	620	230	110	400	80	140	380	230	90	410	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	620	230	110	400	80	140	380	230	90	410	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	620	230	110	400	80	140	380	230	90	410	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	620	230	110	400	80	140	380	230	90	410	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	620	230	110	400	80	140	380	230	90	410	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	2709	1005	1750	3122	624	1750	3800	1750	1750	2000	1658
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.06	0.13	0.13	0.08	0.10	0.13	0.05	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.35	0.35	0.10	0.18	0.18	0.12	0.25	0.52	0.18	0.31	0.31
Volume/Cap:	0.70	0.66	0.66	0.63	0.70	0.70	0.66	0.39	0.25	0.29	0.66	0.66
Delay/Veh:	37.8	28.9	28.9	50.3	41.2	41.2	49.4	31.1	13.5	36.1	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	28.9	28.9	50.3	41.2	41.2	49.4	31.1	13.5	36.1	31.3	31.3
LOS by Move:	D+	C	C	D	D	D	D	C	B	D+	C	C
HCM2kAvgQ:	11	12	12	5	8	8	4	5	4	2	10	10

Note: Queue reported is the number of cars per lane.

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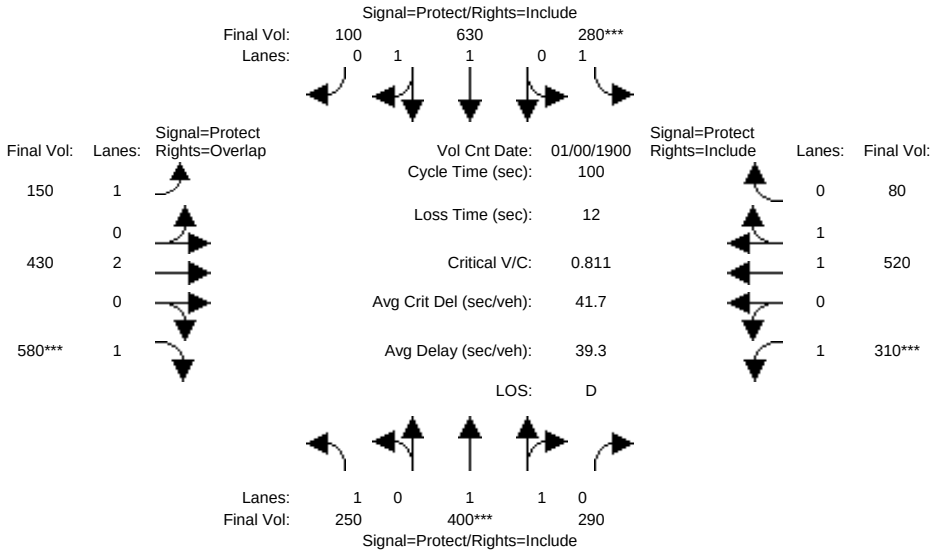
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	250	400	290	280	630	100	150	430	580	310	520	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:	250	400	290	280	630	100	150	430	580	310	520	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	400	290	280	630	100	150	430	580	310	520	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:	250	400	290	280	630	100	150	430	580	310	520	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	400	290	280	630	100	150	430	580	310	520	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
FinalVolume:	250	400	290	280	630	100	150	430	580	310	520	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.12	0.88	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2126	1542	1750	3241	515	1750	3800	1750	1750	3256	501
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.16	0.19	0.19	0.09	0.11	0.33	0.18	0.16	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.23	0.23	0.20	0.25	0.25	0.16	0.23	0.41	0.22	0.29	0.29
Volume/Cap:	0.79	0.81	0.81	0.81	0.79	0.79	0.54	0.49	0.80	0.81	0.54	0.54
Delay/Veh:	51.2	42.3	42.3	51.8	39.6	39.6	41.1	33.6	32.0	49.5	30.3	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:	51.2	42.3	42.3	51.8	39.6	39.6	41.1	33.6	32.0	49.5	30.3	30.3
LOS by Move:	D-	D	D	D-	D	D	D	C-	C	D	C	C
HCM2kAvgQ:	10	13	13	11	13	13	4	5	17	10	7	7

Note: Queue reported is the number of cars per lane.

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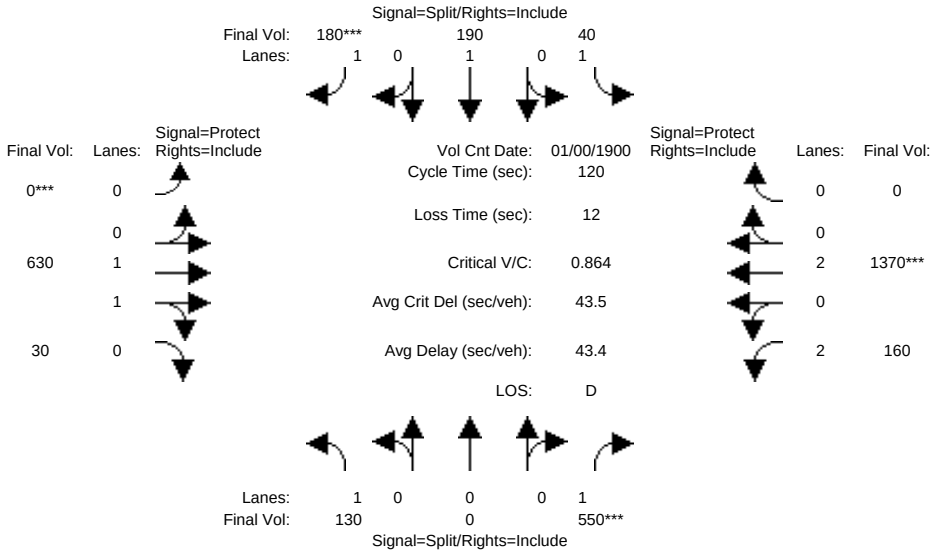
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.90	0.10	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3613	172	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.31	0.02	0.10	0.10	0.00	0.17	0.17	0.05	0.36	0.00
Crit Moves:			****			****	****				****	
Green/Cycle:	0.36	0.00	0.36	0.12	0.12	0.12	0.00	0.31	0.31	0.10	0.42	0.00
Volume/Cap:	0.20	0.00	0.86	0.19	0.84	0.86	0.00	0.56	0.56	0.49	0.86	0.00
Delay/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
LOS by Move:	C	A	D	D	E-	F	A	C-	C-	D-	D+	A
HCM2kAvgQ:	3	0	23	2	9	10	0	10	10	3	24	0

Note: Queue reported is the number of cars per lane.

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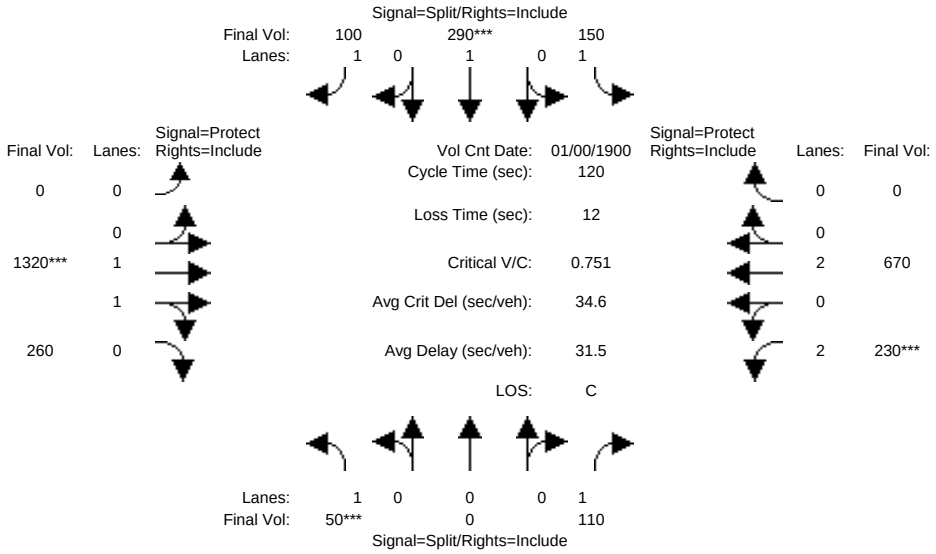
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.65	0.35	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3131	617	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.09	0.15	0.06	0.00	0.42	0.42	0.07	0.18	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.00	0.08	0.19	0.19	0.19	0.00	0.53	0.53	0.09	0.62	0.00
Volume/Cap:	0.34	0.00	0.75	0.45	0.79	0.30	0.00	0.79	0.79	0.79	0.28	0.00
Delay/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
LOS by Move:	D-	A	E	D	E+	D	A	C	C	E	B+	A
HCM2kAvgQ:	2	0	6	6	12	4	0	23	23	5	5	0

Note: Queue reported is the number of cars per lane.

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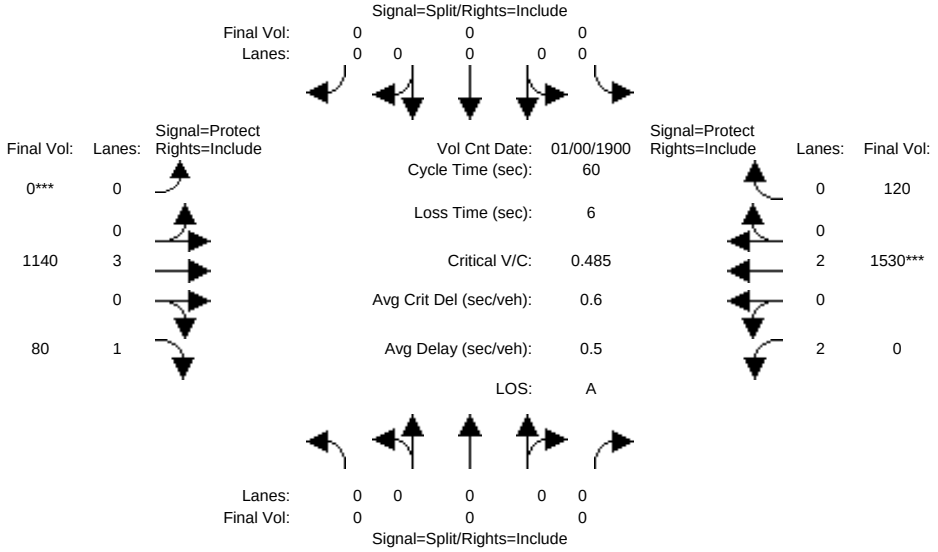
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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
FinalVolume:	0	0	0	0	0	0	0	1140	80	0	1530	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3502	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.05	0.00	0.44	0.44
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

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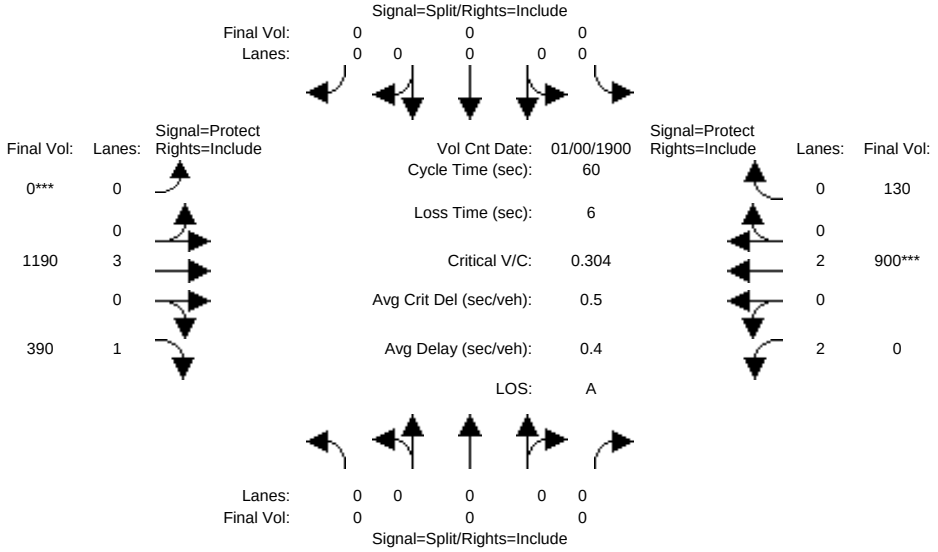
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1190	390	0	900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1190	390	0	900	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1190	390	0	900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1190	390	0	900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.73	0.27
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3285	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.22	0.00	0.27	0.27
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.25	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

Note: Queue reported is the number of cars per lane.

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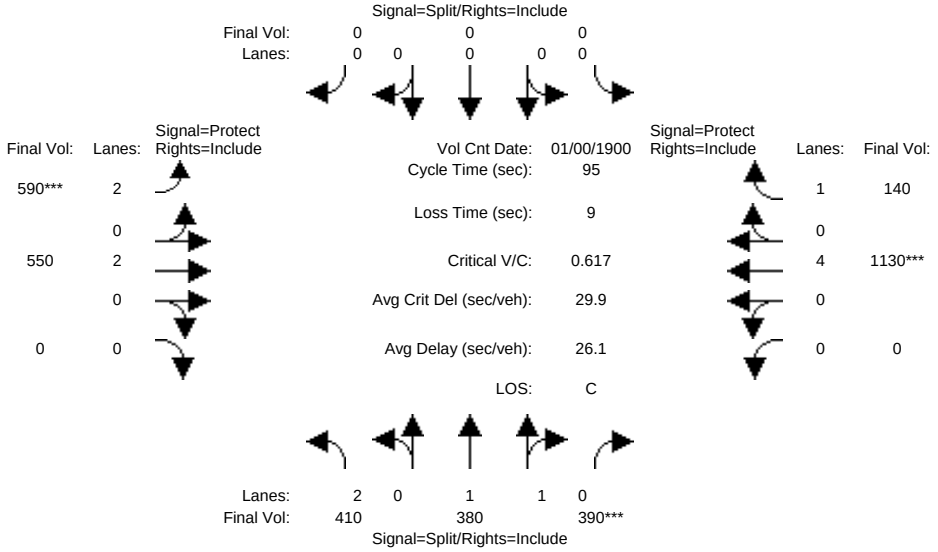
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	380	390	0	0	0	590	550	0	0	1130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	380	390	0	0	0	590	550	0	0	1130	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:	410	380	390	0	0	0	590	550	0	0	1130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	380	390	0	0	0	590	550	0	0	1130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.22	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.15	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.36	0.55	0.62	0.00	0.00	0.00	0.62	0.27	0.00	0.00	0.62	0.33
Delay/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
LOS by Move:	C+	C	C	A	A	A	C	B+	A	A	C-	C
HCM2kAvgQ:	5	9	11	0	0	0	9	4	0	0	7	3

Note: Queue reported is the number of cars per lane.

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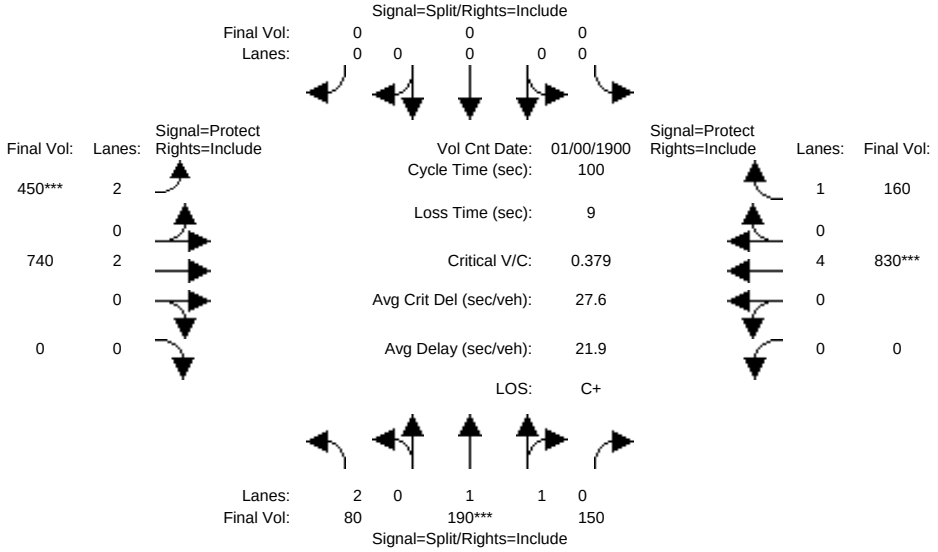
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	80	190	150	0	0	0	450	740	0	0	830	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:	80	190	150	0	0	0	450	740	0	0	830	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	190	150	0	0	0	450	740	0	0	830	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:	80	190	150	0	0	0	450	740	0	0	830	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	190	150	0	0	0	450	740	0	0	830	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
FinalVolume:	80	190	150	0	0	0	450	740	0	0	830	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.08	0.92	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	2046	1615	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.00	0.00	0.00	0.14	0.19	0.00	0.00	0.11	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.38	0.67	0.00	0.00	0.29	0.29
Volume/Cap:	0.10	0.38	0.38	0.00	0.00	0.00	0.38	0.29	0.00	0.00	0.38	0.32
Delay/Veh:	29.3	31.7	31.7	0.0	0.0	0.0	22.9	7.0	0.0	0.0	28.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	31.7	31.7	0.0	0.0	0.0	22.9	7.0	0.0	0.0	28.6	28.3
LOS by Move:	C	C	C	A	A	A	C+	A	A	A	C	C
HCM2kAvgQ:	1	5	5	0	0	0	6	5	0	0	5	4

Note: Queue reported is the number of cars per lane.

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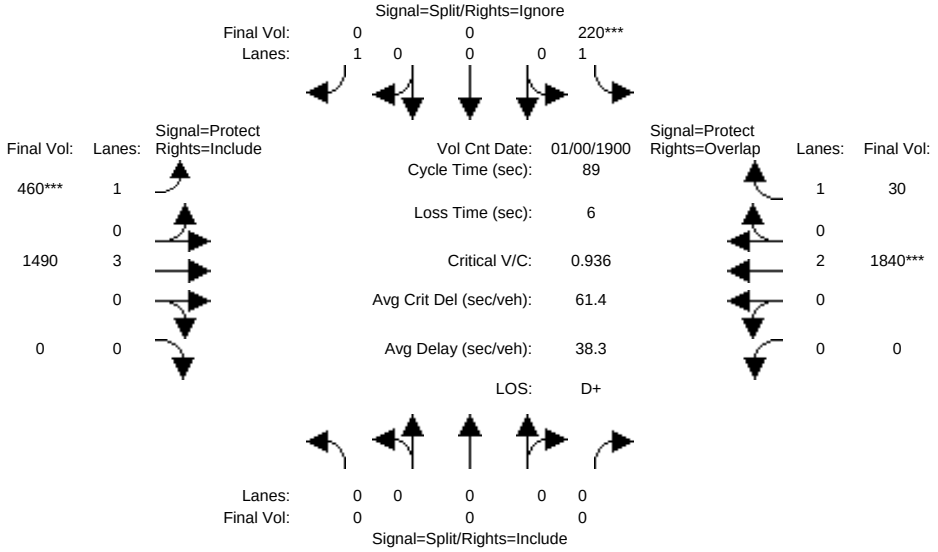
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	220	0	240	460	1490	0	0	1840	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:	0	0	0	220	0	240	460	1490	0	0	1840	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	240	460	1490	0	0	1840	30
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	0	0	220	0	0	460	1490	0	0	1840	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	460	1490	0	0	1840	30
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	0	0	220	0	0	460	1490	0	0	1840	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.26	0.26	0.00	0.00	0.48	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.84	0.00	0.00	0.64	0.73
Volume/Cap:	0.00	0.00	0.00	1.33	0.00	0.00	1.33	0.31	0.00	0.00	0.76	0.02
Delay/Veh:	0.0	0.0	0.0	224.3	0.0	0.0	202.9	0.0	0.0	0.0	6.6	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	224.3	0.0	0.0	202.9	0.0	0.0	0.0	6.6	0.3
LOS by Move:	A	A	A	F	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	16	0	0	29	0	0	0	11	0

Note: Queue reported is the number of cars per lane.

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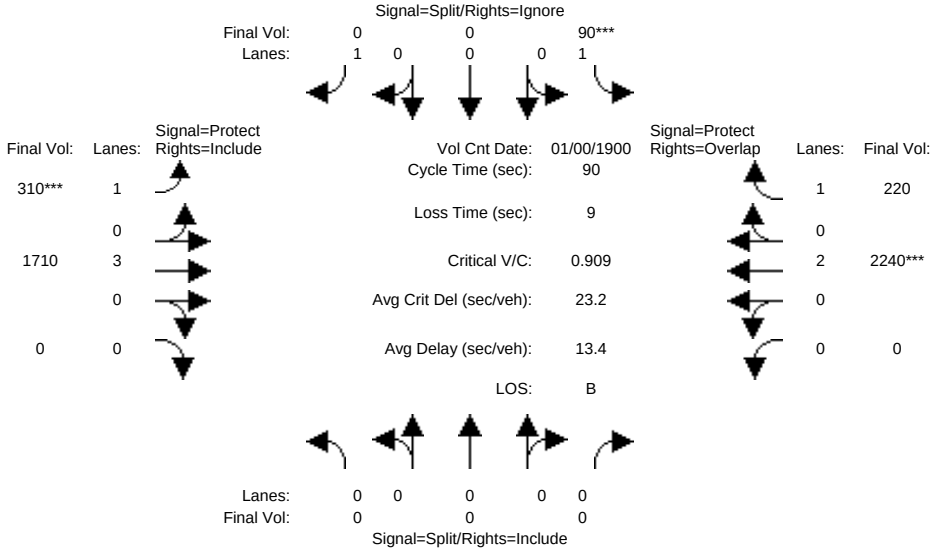
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	90	0	480	310	1710	0	0	2240	220
Growth Adj:	1.00	1.00	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	90	0	480	310	1710	0	0	2240	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	480	310	1710	0	0	2240	220
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	0	0	90	0	0	310	1710	0	0	2240	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	310	1710	0	0	2240	220
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	0	0	90	0	0	310	1710	0	0	2240	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.18	0.30	0.00	0.00	0.59	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.17	0.82	0.00	0.00	0.66	0.73
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.00	1.06	0.36	0.00	0.00	0.90	0.17
Delay/Veh:	0.0	0.0	0.0	51.8	0.0	0.0	107.8	0.0	0.0	0.0	10.3	0.4
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	51.8	0.0	0.0	107.8	0.0	0.0	0.0	10.3	0.4
LOS by Move:	A	A	A	D-	A	A	F	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	4	0	0	14	0	0	0	20	0

Note: Queue reported is the number of cars per lane.

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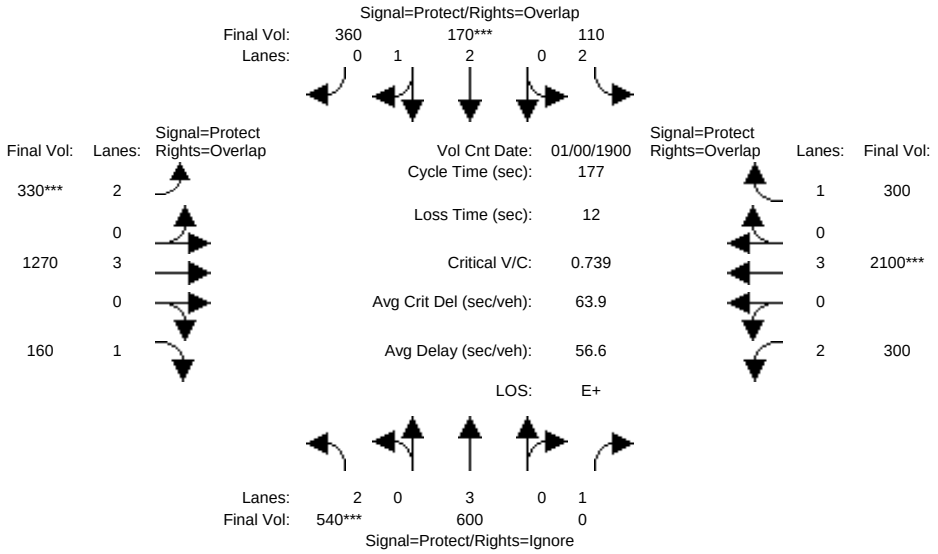
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	540	600	1390	110	170	360	330	1270	160	300	2100	300
Growth Adj:	1.00	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	600	1390	110	170	360	330	1270	160	300	2100	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	600	1390	110	170	360	330	1270	160	300	2100	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	600	0	110	170	360	330	1270	160	300	2100	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	600	0	110	170	360	330	1270	160	300	2100	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	600	0	110	170	360	330	1270	160	300	2100	300
Saturation 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:	0.17	0.11	0.00	0.03	0.04	0.21	0.10	0.22	0.09	0.10	0.37	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.33	0.00	0.05	0.18	0.30	0.12	0.44	0.64	0.12	0.43	0.48
Volume/Cap:	0.84	0.32	0.00	0.69	0.26	0.69	0.85	0.51	0.14	0.82	0.85	0.36
Delay/Veh:	77.7	44.8	0.0	94.4	63.1	57.7	92.9	42.3	18.7	90.3	56.0	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:	77.7	44.8	0.0	94.4	63.1	57.7	92.9	42.3	18.7	90.3	56.0	35.2
LOS by Move:	E-	D	A	F	E	E+	F	D	B-	F	E+	D+
HCM2kAvgQ:	16	7	0	4	4	18	13	18	5	12	37	13

Note: Queue reported is the number of cars per lane.

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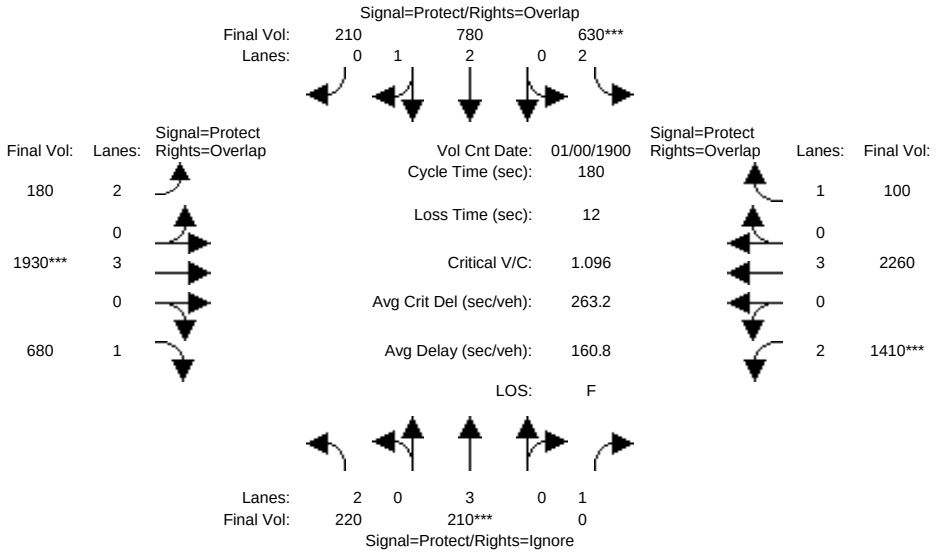
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 20% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	220	210	750	630	780	210	180	1930	680	1410	2260	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:	220	210	750	630	780	210	180	1930	680	1410	2260	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	210	750	630	780	210	180	1930	680	1410	2260	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	210	0	630	780	210	180	1930	680	1410	2260	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	210	0	630	780	210	180	1930	680	1410	2260	100
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	210	0	630	780	210	180	1930	680	1410	2260	100
Saturation 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	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4411	1188	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.00	0.20	0.18	0.18	0.06	0.34	0.39	0.45	0.40	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.26	0.00	0.13	0.27	0.34	0.07	0.26	0.38	0.28	0.48	0.61
Volume/Cap:	0.61	0.14	0.00	1.58	0.65	0.52	0.88	1.30	1.03	1.58	0.83	0.09
Delay/Veh:	78.7	51.1	0.0	349.2	58.8	48.2	115.2	208	106.4	332.1	51.2	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:	78.7	51.1	0.0	349.2	58.8	48.2	115.2	208	106.4	332.1	51.2	20.8
LOS by Move:	E-	D-	A	F	E+	D	F	F	F	F	D-	C+
HCM2kAvgQ:	7	3	0	37	16	14	8	54	48	84	39	3

Note: Queue reported is the number of cars per lane.

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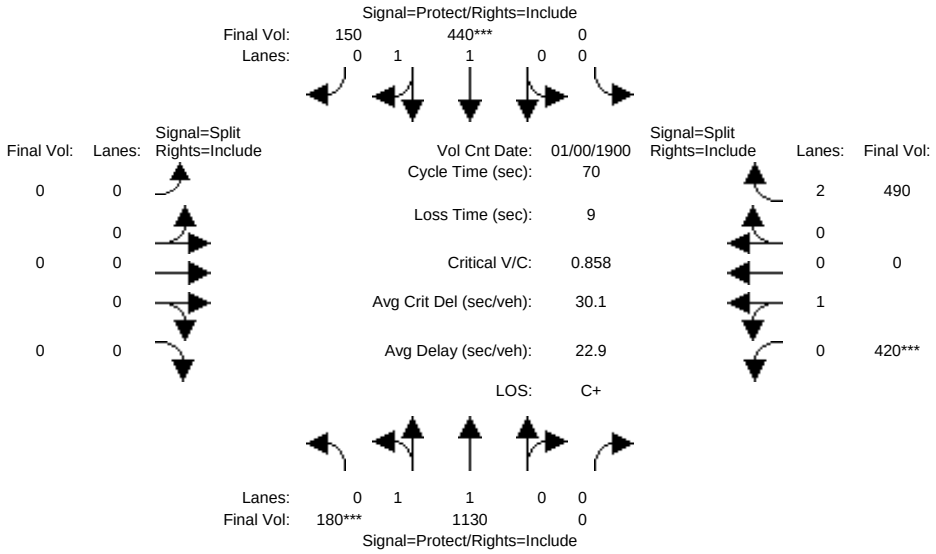
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	180	1130	0	0	440	150	0	0	0	420	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1130	0	0	440	150	0	0	0	420	0	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1130	0	0	440	150	0	0	0	420	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1130	0	0	440	150	0	0	0	420	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1130	0	0	440	150	0	0	0	420	0	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1130	0	0	440	150	0	0	0	420	0	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.29	1.71	0.00	0.00	1.46	0.54	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	516	3240	0	0	2773	945	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.24	0.00	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.59	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.86	0.59	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.86	0.00	0.56
Delay/Veh:	24.0	9.4	0.0	0.0	38.1	38.1	0.0	0.0	0.0	37.9	0.0	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	9.4	0.0	0.0	38.1	38.1	0.0	0.0	0.0	37.9	0.0	22.3
LOS by Move:	C	A	A	A	D+	D+	A	A	A	D+	A	C+
HCM2kAvgQ:	14	9	0	0	9	9	0	0	0	13	0	6

Note: Queue reported is the number of cars per lane.

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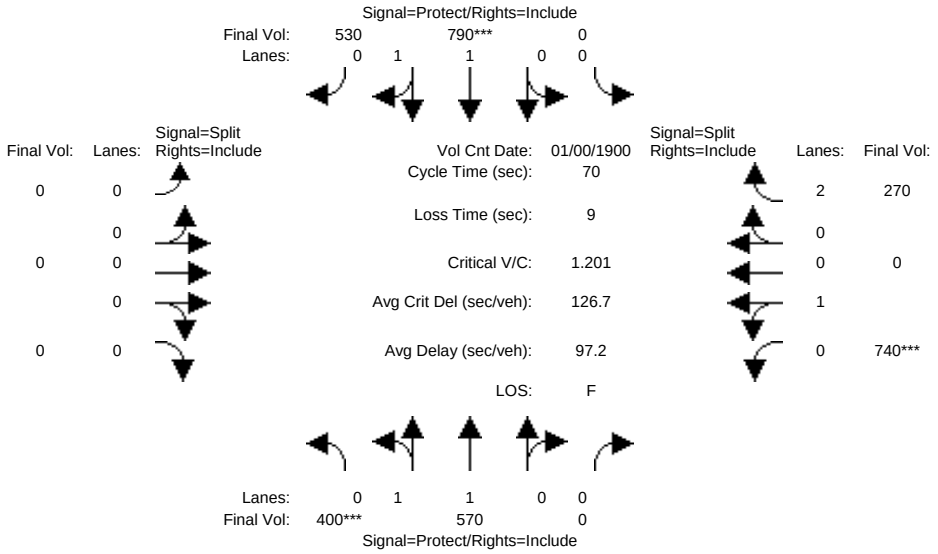
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: Ellis Street and US-101 North Ramps



Street Name:	Ellis Street						US-101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	400	570	0	0	790	530	0	0	0	740	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	570	0	0	790	530	0	0	0	740	0	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	570	0	0	790	530	0	0	0	740	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	570	0	0	790	530	0	0	0	740	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	570	0	0	790	530	0	0	0	740	0	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
FinalVolume:	400	570	0	0	790	530	0	0	0	740	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	0.86	1.14	0.00	0.00	1.16	0.84	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	1514	2157	0	0	2199	1475	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.42	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.22	0.52	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	1.20	0.51	0.00	0.00	1.20	1.20	0.00	0.00	0.00	1.20	0.00	0.24
Delay/Veh:	129.5	11.2	0.0	0.0	124	123.8	0.0	0.0	0.0	128.0	0.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.5	11.2	0.0	0.0	124	123.8	0.0	0.0	0.0	128.0	0.0	16.2
LOS by Move:	F	B+	A	A	F	F	A	A	A	F	A	B
HCM2kAvgQ:	22	7	0	0	32	32	0	0	0	37	0	3

Note: Queue reported is the number of cars per lane.

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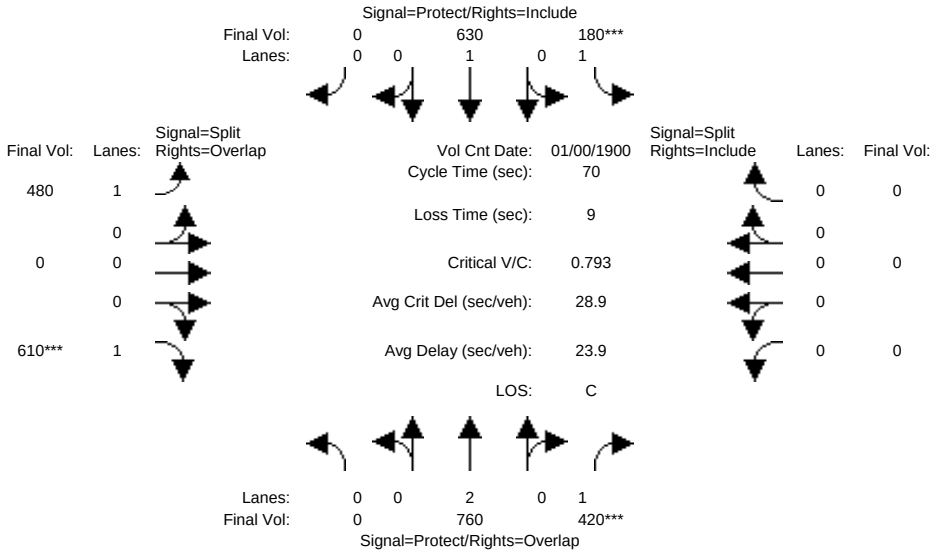
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	760	420	180	630	0	480	0	610	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	760	420	180	630	0	480	0	610	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	760	420	180	630	0	480	0	610	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	760	420	180	630	0	480	0	610	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	420	180	630	0	480	0	610	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	760	420	180	630	0	480	0	610	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.10	0.33	0.00	0.27	0.00	0.35	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.13	0.43	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.79	0.79	0.77	0.00	0.62	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	30.5	46.8	21.3	0.0	16.8	0.0	22.6	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	22.7	30.5	46.8	21.3	0.0	16.8	0.0	22.6	0.0	0.0	0.0
LOS by Move:	A	C+	C	D	C+	A	B	A	C+	A	A	A
HCM2kAvgQ:	0	7	9	4	11	0	9	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

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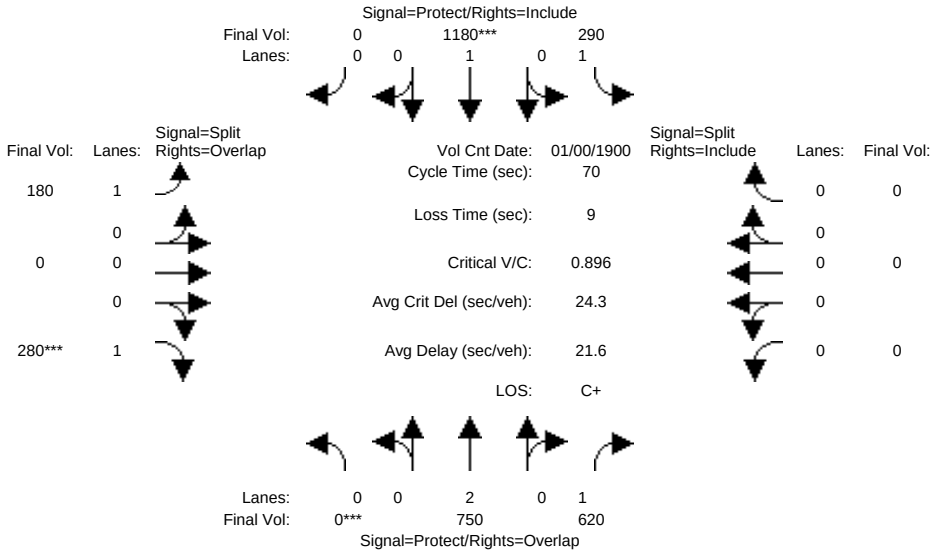
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #3: Ellis Street and US-101 South Ramps



Street Name:	Ellis Street						101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	750	620	290	1180	0	180	0	280	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	750	620	290	1180	0	180	0	280	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	750	620	290	1180	0	180	0	280	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	750	620	290	1180	0	180	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	620	290	1180	0	180	0	280	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	750	620	290	1180	0	180	0	280	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	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.35	0.17	0.62	0.00	0.10	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.47	0.47	0.22	0.69	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.75	0.75	0.90	0.00	0.58	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	12.3	19.0	33.5	17.1	0.0	29.0	0.0	54.6	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	12.3	19.0	33.5	17.1	0.0	29.0	0.0	54.6	0.0	0.0	0.0
LOS by Move:	A	B	B-	C-	B	A	C	A	D-	A	A	A
HCM2kAvgQ:	0	5	12	6	19	0	5	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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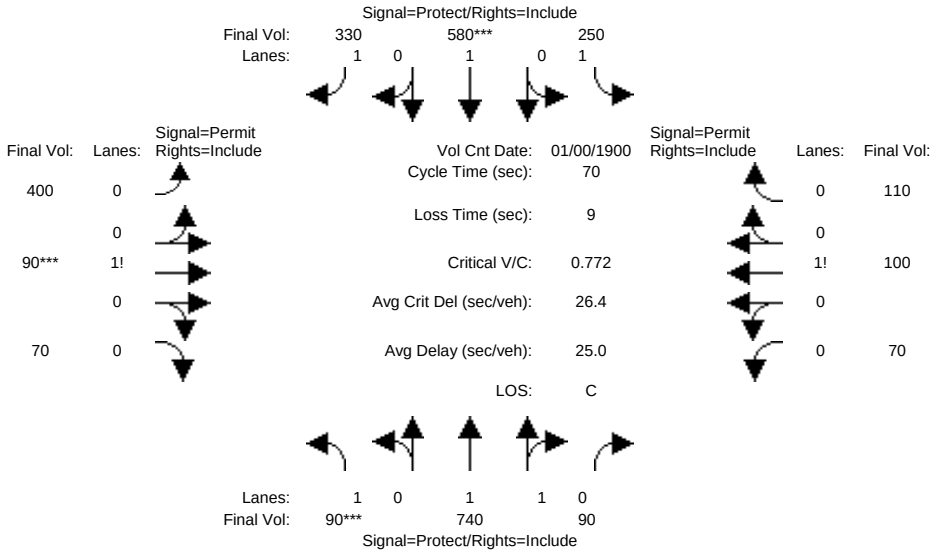
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	740	90	250	580	330	400	90	70	70	100	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:	90	740	90	250	580	330	400	90	70	70	100	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	740	90	250	580	330	400	90	70	70	100	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:	90	740	90	250	580	330	400	90	70	70	100	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	740	90	250	580	330	400	90	70	70	100	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
FinalVolume:	90	740	90	250	580	330	400	90	70	70	100	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	0.72	0.15	0.13	0.26	0.34	0.40
Final Sat.:	1750	3357	408	1750	1900	1750	1266	285	222	450	643	707
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.14	0.31	0.19	0.32	0.32	0.32	0.16	0.16	0.16
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.29	0.29	0.19	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.51	0.76	0.76	0.76	0.81	0.50	0.81	0.81	0.81	0.40	0.40	0.40
Delay/Veh:	32.5	25.7	25.7	36.7	26.0	17.2	25.7	25.7	25.7	15.7	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	25.7	25.7	36.7	26.0	17.2	25.7	25.7	25.7	15.7	15.7	15.7
LOS by Move:	C-	C	C	D+	C	B	C	C	C	B	B	B
HCM2kAvgQ:	3	10	10	6	11	6	14	14	14	5	5	5

Note: Queue reported is the number of cars per lane.

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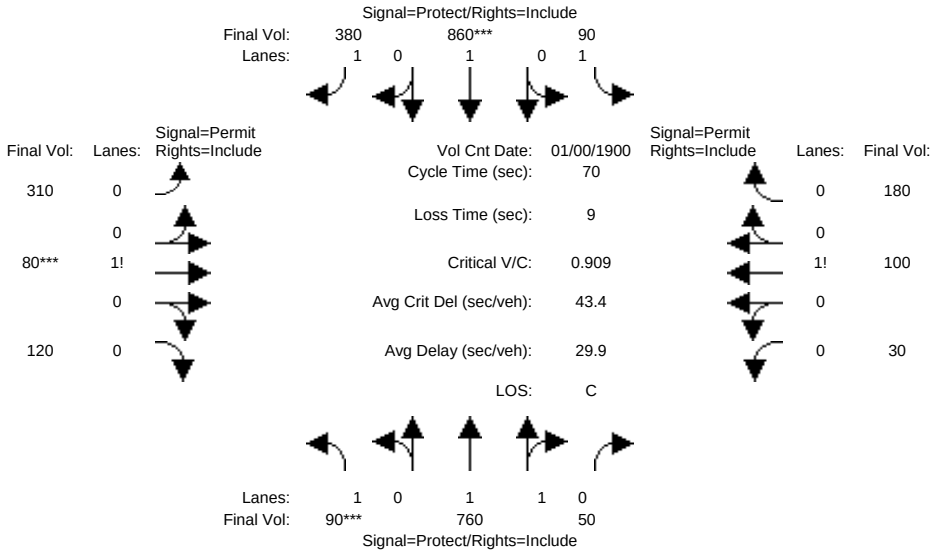
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: Ellis Street and Fairchild Drive



Street Name:	Ellis Street						Fairchild Drive					
Approach:	North Bound			South Bound			East 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	760	50	90	860	380	310	80	120	30	100	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:	90	760	50	90	860	380	310	80	120	30	100	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	760	50	90	860	380	310	80	120	30	100	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:	90	760	50	90	860	380	310	80	120	30	100	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	760	50	90	860	380	310	80	120	30	100	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
FinalVolume:	90	760	50	90	860	380	310	80	120	30	100	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.00	1.00	0.61	0.15	0.24	0.10	0.30	0.60
Final Sat.:	1750	3547	233	1750	1900	1750	1077	278	417	174	579	1043
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.05	0.45	0.22	0.29	0.29	0.29	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.39	0.39	0.18	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.51	0.55	0.55	0.28	0.96	0.46	0.96	0.96	0.96	0.58	0.58	0.58
Delay/Veh:	32.5	17.0	17.0	25.2	38.7	12.9	53.1	53.1	53.1	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	17.0	17.0	25.2	38.7	12.9	53.1	53.1	53.1	22.3	22.3	22.3
LOS by Move:	C-	B	B	C	D+	B	D-	D-	D-	C+	C+	C+
HCM2kAvgQ:	3	7	7	2	19	6	17	17	17	7	7	7

Note: Queue reported is the number of cars per lane.

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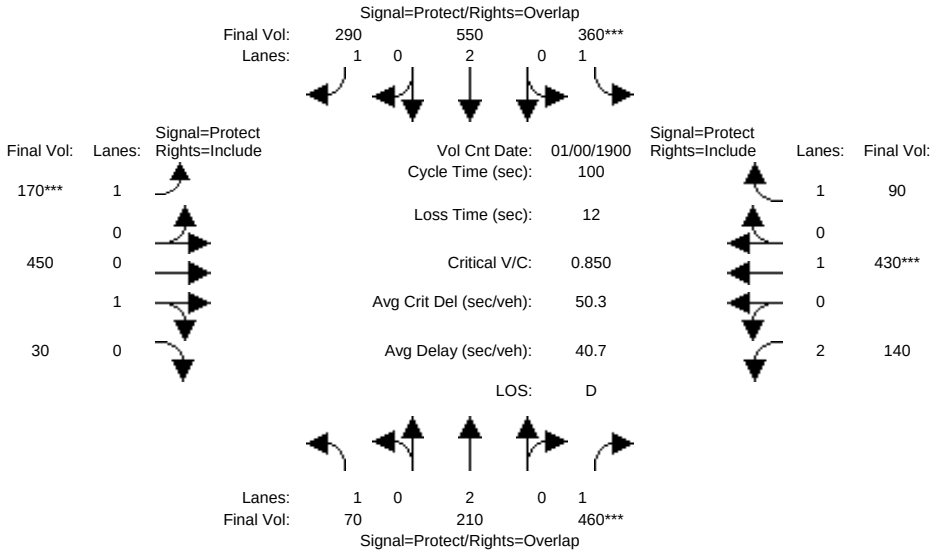
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	70	210	460	360	550	290	170	450	30	140	430	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	460	360	550	290	170	450	30	140	430	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	210	460	360	550	290	170	450	30	140	430	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	460	360	550	290	170	450	30	140	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	460	360	550	290	170	450	30	140	430	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	460	360	550	290	170	450	30	140	430	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.93	0.07	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1772	118	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.26	0.21	0.14	0.17	0.10	0.25	0.25	0.04	0.23	0.05
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.23	0.31	0.24	0.32	0.43	0.11	0.30	0.30	0.08	0.27	0.27
Volume/Cap:	0.26	0.24	0.85	0.85	0.46	0.38	0.85	0.85	0.85	0.54	0.85	0.19
Delay/Veh:	37.9	31.8	44.5	51.1	27.6	19.8	70.9	44.8	44.8	46.4	47.6	28.6
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:	37.9	31.8	44.5	51.1	27.6	19.8	70.9	44.8	44.8	46.4	47.6	28.6
LOS by Move:	D+	C	D	D-	C	B-	E	D	D	D	D	C
HCM2kAvgQ:	2	3	17	14	7	7	8	17	17	3	13	2

Note: Queue reported is the number of cars per lane.

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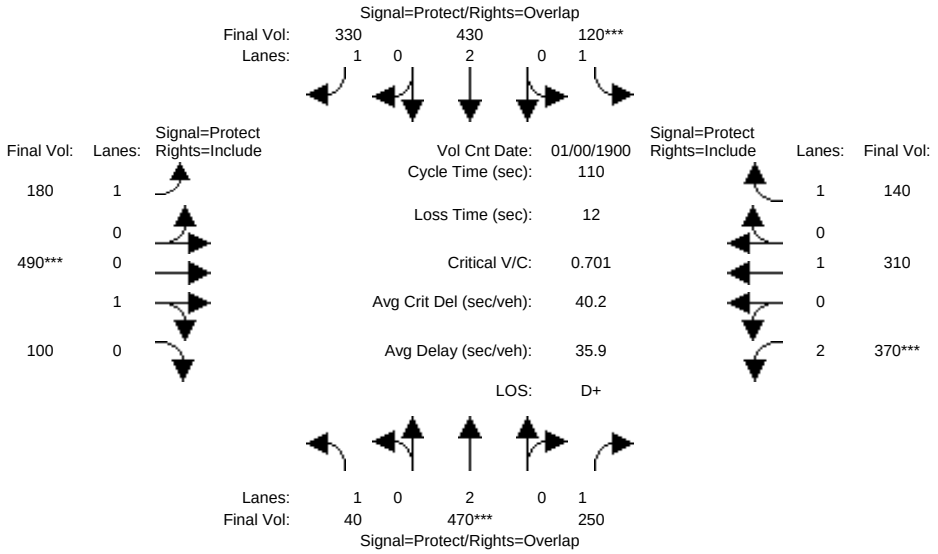
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #5: Maude Avenue and SR 237 Ramps



Street Name:	SR 237 Ramp Connectors						Maude 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	40	470	250	120	430	330	180	490	100	370	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	470	250	120	430	330	180	490	100	370	310	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	470	250	120	430	330	180	490	100	370	310	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:	40	470	250	120	430	330	180	490	100	370	310	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	470	250	120	430	330	180	490	100	370	310	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	470	250	120	430	330	180	490	100	370	310	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1555	317	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.14	0.07	0.11	0.19	0.10	0.32	0.32	0.12	0.16	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.18	0.34	0.10	0.18	0.41	0.24	0.45	0.45	0.17	0.38	0.38
Volume/Cap:	0.23	0.70	0.42	0.70	0.64	0.46	0.43	0.70	0.70	0.70	0.43	0.21
Delay/Veh:	46.4	45.9	28.1	60.3	44.3	23.7	36.3	27.0	27.0	47.4	25.8	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:	46.4	45.9	28.1	60.3	44.3	23.7	36.3	27.0	27.0	47.4	25.8	23.3
LOS by Move:	D	D	C	E	D	C	D+	C	C	D	C	C
HCM2kAvgQ:	2	9	7	6	8	9	6	17	17	7	7	3

Note: Queue reported is the number of cars per lane.

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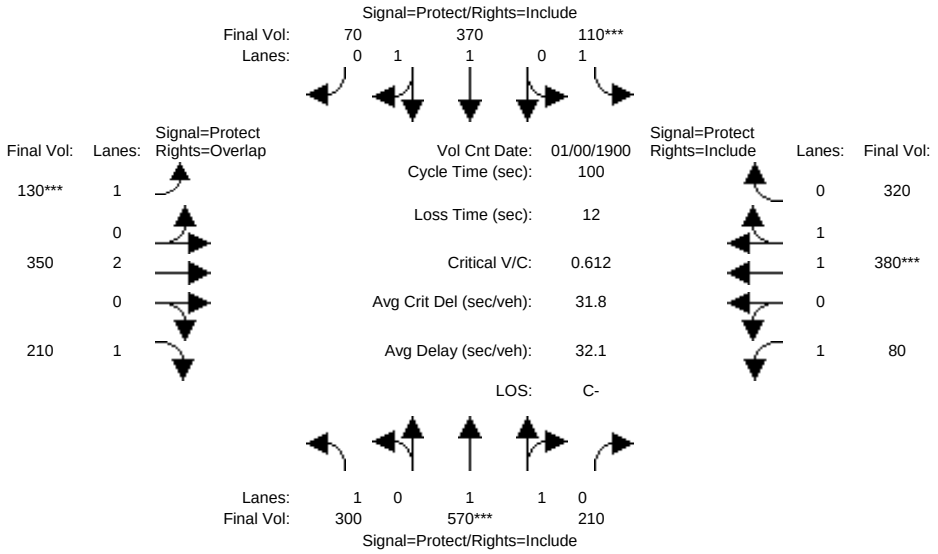
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	570	210	110	370	70	130	350	210	80	380	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	570	210	110	370	70	130	350	210	80	380	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	570	210	110	370	70	130	350	210	80	380	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	570	210	110	370	70	130	350	210	80	380	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	570	210	110	370	70	130	350	210	80	380	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	570	210	110	370	70	130	350	210	80	380	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.43	0.57	1.00	1.66	0.34	1.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1750	2714	1000	1750	3152	596	1750	3800	1750	1750	1985	1672
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.06	0.12	0.12	0.07	0.09	0.12	0.05	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.34	0.34	0.10	0.18	0.18	0.12	0.26	0.52	0.18	0.31	0.31
Volume/Cap:	0.65	0.61	0.61	0.61	0.65	0.65	0.61	0.36	0.23	0.26	0.61	0.61
Delay/Veh:	35.8	28.2	28.2	49.1	40.2	40.2	46.9	30.8	13.2	35.8	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	28.2	28.2	49.1	40.2	40.2	46.9	30.8	13.2	35.8	30.2	30.2
LOS by Move:	D+	C	C	D	D	D	D	C	B	D+	C	C
HCM2kAvgQ:	10	11	11	5	7	7	4	4	4	2	9	9

Note: Queue reported is the number of cars per lane.

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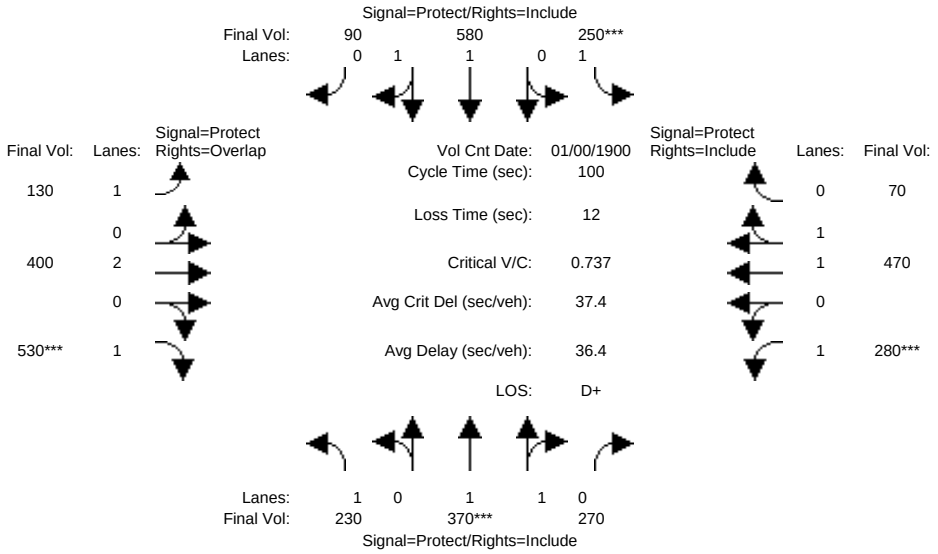
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: East Middlefield Road and Whisman Road



Street Name:	Whisman Road						East Middlefield Road					
Approach:	North 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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	370	270	250	580	90	130	400	530	280	470	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	370	270	250	580	90	130	400	530	280	470	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	370	270	250	580	90	130	400	530	280	470	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	370	270	250	580	90	130	400	530	280	470	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	370	270	250	580	90	130	400	530	280	470	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	370	270	250	580	90	130	400	530	280	470	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.12	0.88	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2120	1547	1750	3252	505	1750	3800	1750	1750	3271	487
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.14	0.18	0.18	0.07	0.11	0.30	0.16	0.14	0.14
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.24	0.24	0.19	0.25	0.25	0.15	0.23	0.42	0.22	0.30	0.30
Volume/Cap:	0.72	0.74	0.74	0.74	0.72	0.72	0.48	0.45	0.73	0.74	0.48	0.48
Delay/Veh:	46.2	38.6	38.6	46.2	37.2	37.2	40.1	33.3	28.3	43.9	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	38.6	38.6	46.2	37.2	37.2	40.1	33.3	28.3	43.9	29.2	29.2
LOS by Move:	D	D+	D+	D	D+	D+	D	C-	C	D	C	C
HCM2kAvgQ:	9	11	11	9	11	11	4	5	14	9	7	7

Note: Queue reported is the number of cars per lane.

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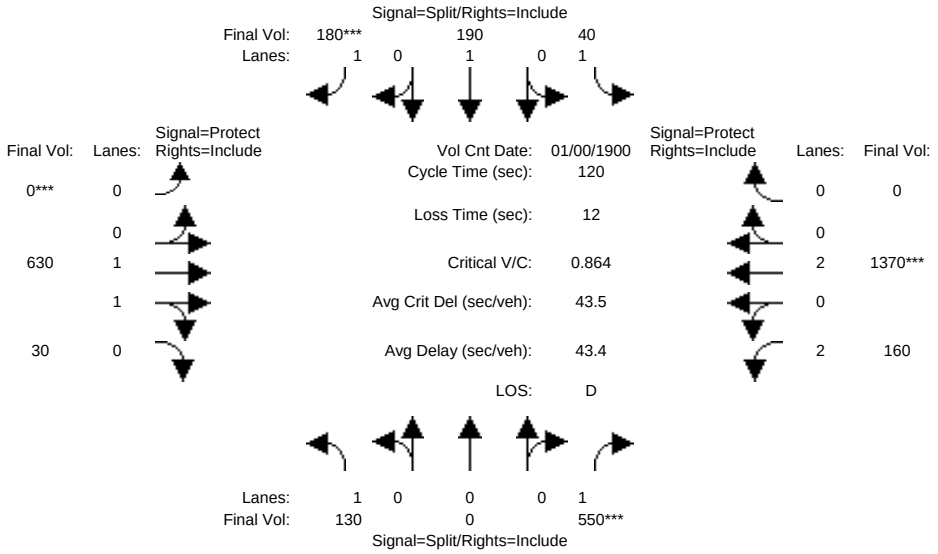
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	550	40	190	180	0	630	30	160	1370	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:	130	0	550	40	190	180	0	630	30	160	1370	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.90	0.10	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3613	172	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.31	0.02	0.10	0.10	0.00	0.17	0.17	0.05	0.36	0.00
Crit Moves:			****			****	****				****	
Green/Cycle:	0.36	0.00	0.36	0.12	0.12	0.12	0.00	0.31	0.31	0.10	0.42	0.00
Volume/Cap:	0.20	0.00	0.86	0.19	0.84	0.86	0.00	0.56	0.56	0.49	0.86	0.00
Delay/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	47.2	48.1	75.2	81.0	0.0	34.9	34.9	51.8	37.1	0.0
LOS by Move:	C	A	D	D	E-	F	A	C-	C-	D-	D+	A
HCM2kAvgQ:	3	0	23	2	9	10	0	10	10	3	24	0

Note: Queue reported is the number of cars per lane.

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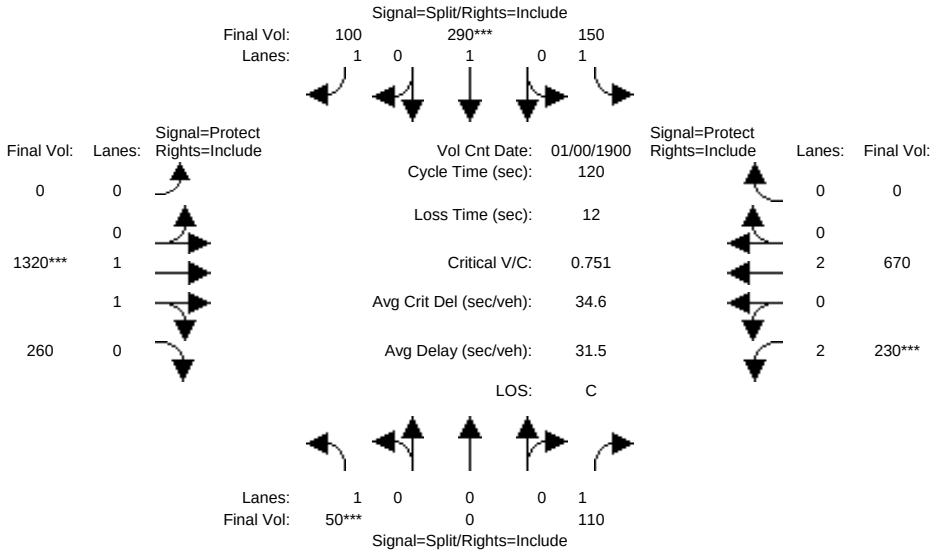
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #12: Ferguson Drive and East Middlefield Road



Street Name:	Ferguson Drive						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	110	150	290	100	0	1320	260	230	670	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:	50	0	110	150	290	100	0	1320	260	230	670	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	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.65	0.35	2.00	2.00	0.00
Final Sat.:	1750	0	1750	1750	1900	1750	0	3131	617	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.09	0.15	0.06	0.00	0.42	0.42	0.07	0.18	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.00	0.08	0.19	0.19	0.19	0.00	0.53	0.53	0.09	0.62	0.00
Volume/Cap:	0.34	0.00	0.75	0.45	0.79	0.30	0.00	0.79	0.79	0.79	0.28	0.00
Delay/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	0.0	73.1	43.7	57.4	42.0	0.0	25.0	25.0	67.2	10.4	0.0
LOS by Move:	D-	A	E	D	E+	D	A	C	C	E	B+	A
HCM2kAvgQ:	2	0	6	6	12	4	0	23	23	5	5	0

Note: Queue reported is the number of cars per lane.

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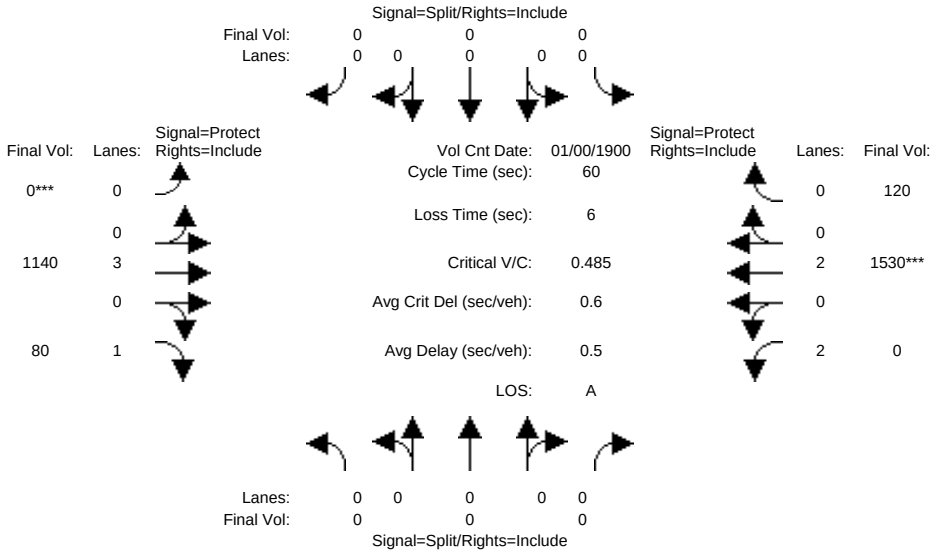
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1140	80	0	1530	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:	0	0	0	0	0	0	0	1140	80	0	1530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1140	80	0	1530	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
FinalVolume:	0	0	0	0	0	0	0	1140	80	0	1530	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3502	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.05	0.00	0.44	0.44
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.05	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.6	0.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

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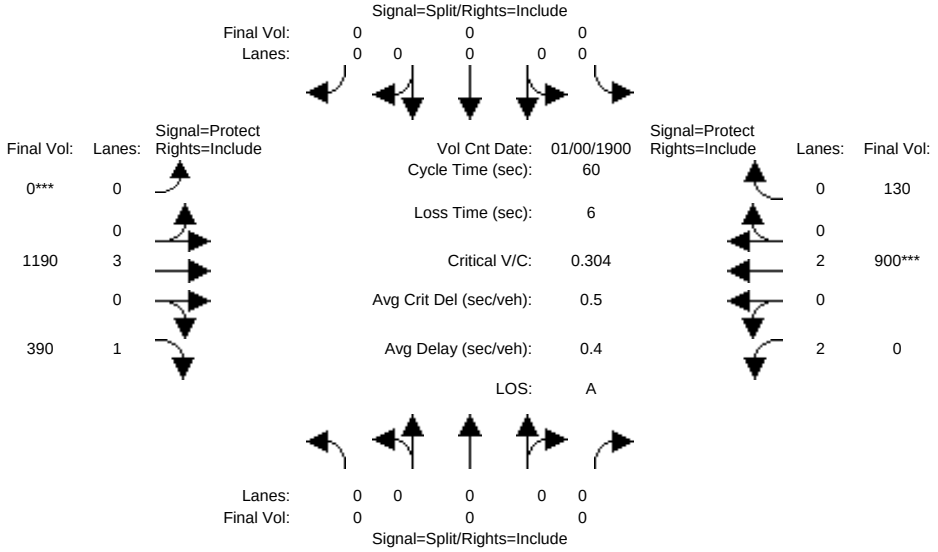
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #13: East Middlefield Road and SR237 Westbound On-Ramp



Street Name:	SR 237 On-Ramps						East Middlefield Road					
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: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1190	390	0	900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1190	390	0	900	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1190	390	0	900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1190	390	0	900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1190	390	0	900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	1.73	0.27
Final Sat.:	0	0	0	0	0	0	0	5700	1750	3150	3285	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.22	0.00	0.27	0.27
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.25	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.5	0.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	1	1

Note: Queue reported is the number of cars per lane.

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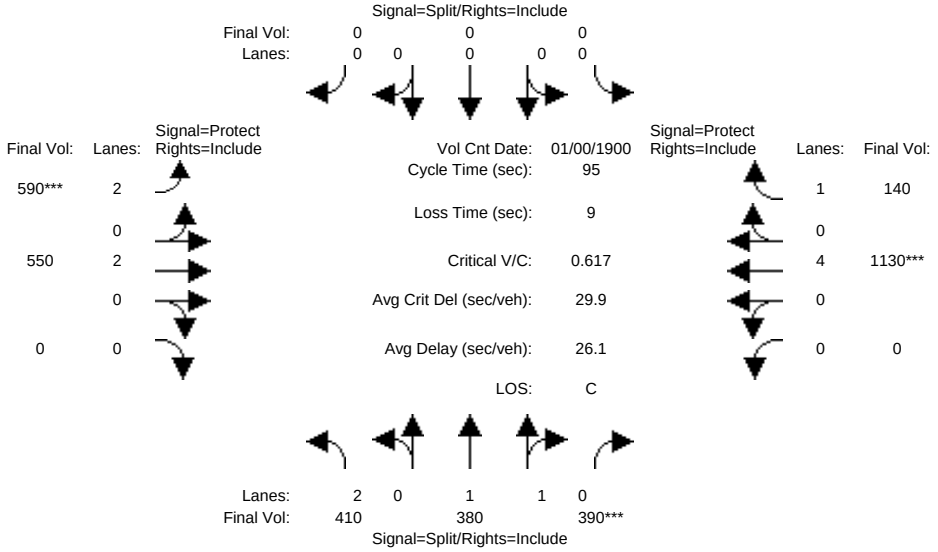
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp



Street Name:	237 Eastbound Off-Ramp and Connec						East Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	380	390	0	0	0	590	550	0	0	1130	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	380	390	0	0	0	590	550	0	0	1130	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:	410	380	390	0	0	0	590	550	0	0	1130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	380	390	0	0	0	590	550	0	0	1130	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	380	390	0	0	0	590	550	0	0	1130	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	1.00
Final Sat.:	3150	1900	1750	0	0	0	3150	3800	0	0	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.22	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.15	0.08
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.00	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.36	0.55	0.62	0.00	0.00	0.00	0.62	0.27	0.00	0.00	0.62	0.33
Delay/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	24.7	25.9	0.0	0.0	0.0	29.6	11.6	0.0	0.0	32.8	30.2
LOS by Move:	C+	C	C	A	A	A	C	B+	A	A	C-	C
HCM2kAvgQ:	5	9	11	0	0	0	9	4	0	0	7	3

Note: Queue reported is the number of cars per lane.

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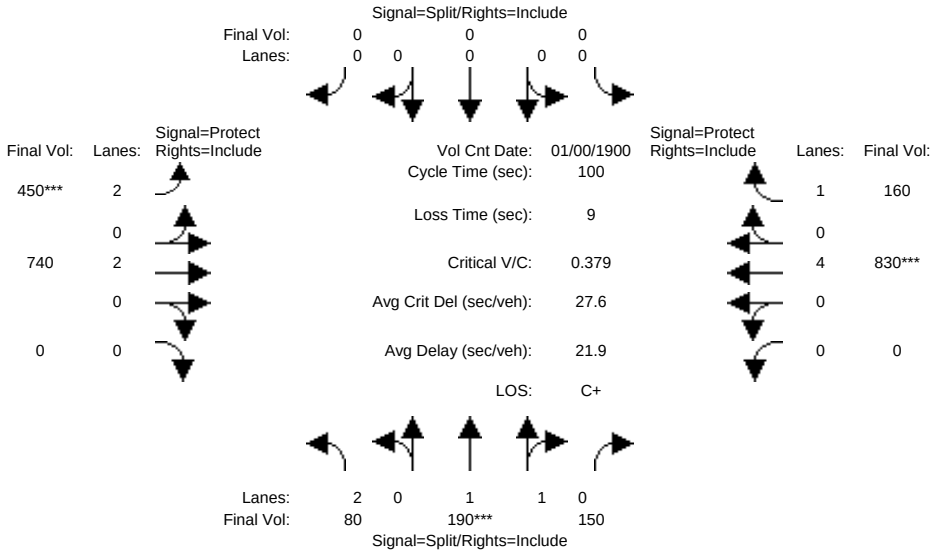
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #14: East Middlefield Road and SR 237 Eastbound Off-Ramp




```
Street Name:237 Eastbound Off-Ramp and Connec       East Middlefield Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10     0    0    0     7   10    0     0   10   10
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM
Base Vol:      80  190  150     0    0    0   450  740    0     0  830  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:   80  190  150     0    0    0   450  740    0     0  830  160
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   80  190  150     0    0    0   450  740    0     0  830  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:    80  190  150     0    0    0   450  740    0     0  830  160
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   80  190  150     0    0    0   450  740    0     0  830  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
FinalVolume:   80  190  150     0    0    0   450  740    0     0  830  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  0.83 1.00 0.92  0.92 1.00 0.92
Lanes:       2.00 1.08 0.92  0.00 0.00 0.00  2.00 2.00 0.00  0.00 4.00 1.00
Final Sat.:  3150 2046 1615     0    0    0  3150 3800    0     0 7600 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.09 0.09  0.00 0.00 0.00  0.14 0.19 0.00  0.00 0.11 0.09
Crit Moves:       ****                       ****                 ****
Green/Cycle: 0.24 0.24 0.24  0.00 0.00 0.00  0.38 0.67 0.00  0.00 0.29 0.29
Volume/Cap:  0.10 0.38 0.38  0.00 0.00 0.00  0.38 0.29 0.00  0.00 0.38 0.32
Delay/Veh:   29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  29.3 31.7 31.7   0.0  0.0  0.0  22.9  7.0  0.0   0.0 28.6 28.3
LOS by Move:    C    C    C     A    A    A    C+    A    A     A    C    C
HCM2kAvgQ:      1    5    5     0    0    0     6    5    0     0    5    4
Note: Queue reported is the number of cars per lane.
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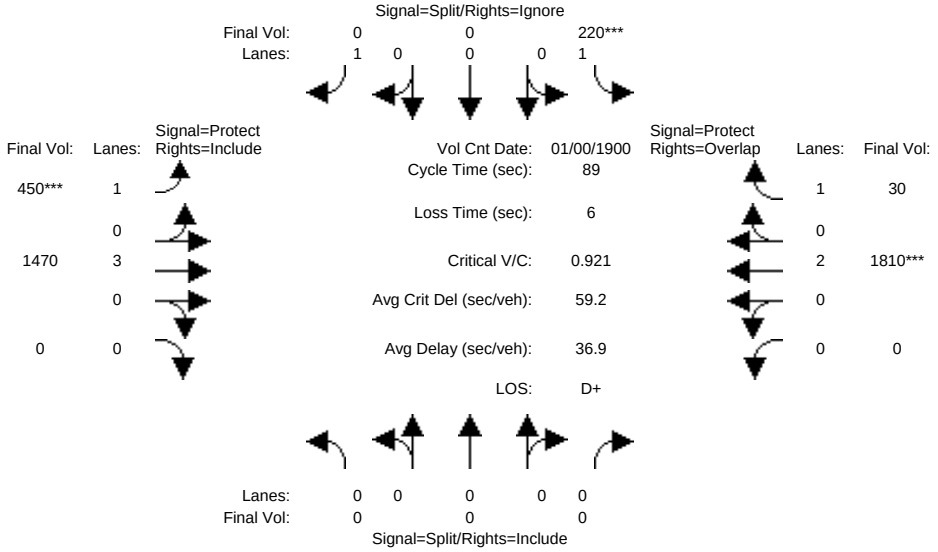
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	8	0	8	8	70	0	0	57	57
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	220	0	240	450	1470	0	0	1810	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:	0	0	0	220	0	240	450	1470	0	0	1810	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	240	450	1470	0	0	1810	30
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	0	0	220	0	0	450	1470	0	0	1810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	450	1470	0	0	1810	30
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	0	0	220	0	0	450	1470	0	0	1810	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.26	0.26	0.00	0.00	0.48	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.00	0.20	0.84	0.00	0.00	0.64	0.74
Volume/Cap:	0.00	0.00	0.00	1.31	0.00	0.00	1.31	0.31	0.00	0.00	0.74	0.02
Delay/Veh:	0.0	0.0	0.0	216.0	0.0	0.0	194.9	0.0	0.0	0.0	6.4	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	216.0	0.0	0.0	194.9	0.0	0.0	0.0	6.4	0.3
LOS by Move:	A	A	A	F	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	16	0	0	28	0	0	0	10	0

Note: Queue reported is the number of cars per lane.

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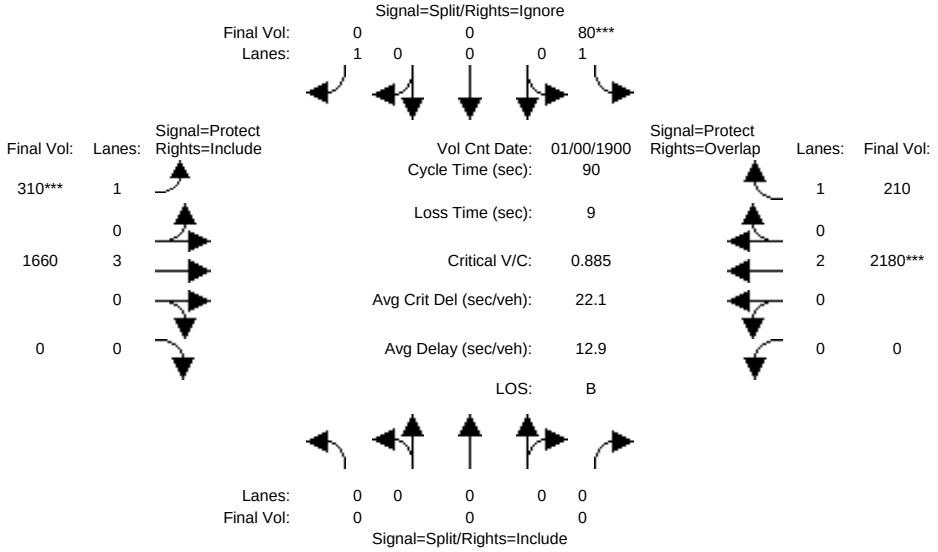
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #18: Central Expy and Ferguson Drive



Street Name:	Ferguson Drive						Central Expy					
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	7	0	7	8	72	0	0	59	59
Y+R:	4.0	4.0	4.0	4.6	4.0	4.6	4.8	5.8	4.0	4.0	5.8	5.8
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	80	0	470	310	1660	0	0	2180	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	470	310	1660	0	0	2180	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	470	310	1660	0	0	2180	210
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	0	0	80	0	0	310	1660	0	0	2180	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	0	310	1660	0	0	2180	210
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	0	0	80	0	0	310	1660	0	0	2180	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.18	0.29	0.00	0.00	0.57	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.17	0.82	0.00	0.00	0.66	0.73
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.00	1.06	0.35	0.00	0.00	0.88	0.16
Delay/Veh:	0.0	0.0	0.0	46.7	0.0	0.0	107.8	0.0	0.0	0.0	9.1	0.4
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	46.7	0.0	0.0	107.8	0.0	0.0	0.0	9.1	0.4
LOS by Move:	A	A	A	D	A	A	F	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	14	0	0	0	17	0

Note: Queue reported is the number of cars per lane.

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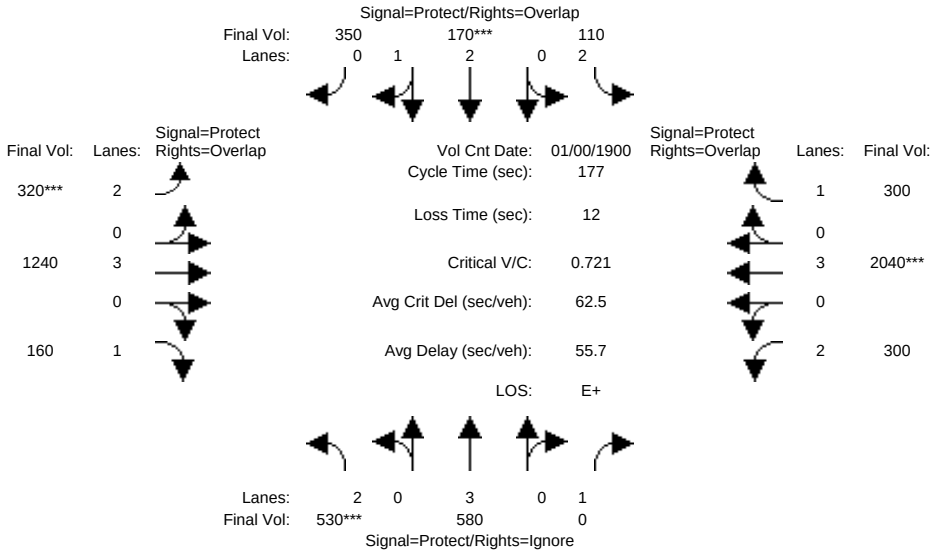
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	36	58	58	9	31	31	14	68	68	18	72	72
Y+R:	6.1	6.0	6.0	6.2	5.9	5.9	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	530	580	1360	110	170	350	320	1240	160	300	2040	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	580	1360	110	170	350	320	1240	160	300	2040	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	580	1360	110	170	350	320	1240	160	300	2040	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	580	0	110	170	350	320	1240	160	300	2040	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	580	0	110	170	350	320	1240	160	300	2040	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	580	0	110	170	350	320	1240	160	300	2040	300
Saturation 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:	0.17	0.10	0.00	0.03	0.04	0.20	0.10	0.22	0.09	0.10	0.36	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.33	0.00	0.05	0.18	0.30	0.12	0.44	0.64	0.12	0.43	0.48
Volume/Cap:	0.83	0.31	0.00	0.69	0.26	0.67	0.83	0.50	0.14	0.82	0.83	0.36
Delay/Veh:	76.3	44.6	0.0	94.4	63.1	56.9	89.9	42.0	18.7	90.3	54.5	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:	76.3	44.6	0.0	94.4	63.1	56.9	89.9	42.0	18.7	90.3	54.5	35.2
LOS by Move:	E-	D	A	F	E	E+	F	D	B-	F	D-	D+
HCM2kAvgQ:	15	7	0	4	4	18	12	18	5	12	35	13

Note: Queue reported is the number of cars per lane.

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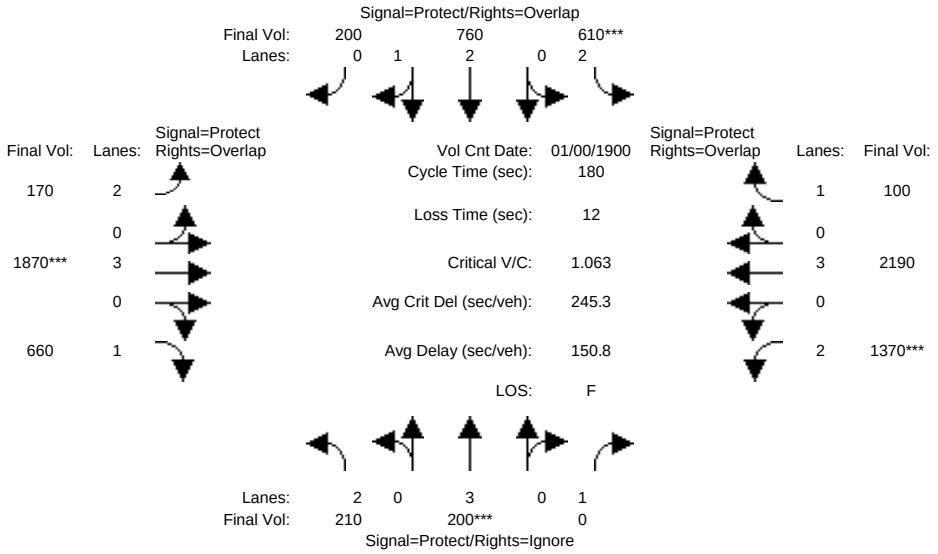
East Whisman Precise Plan
SJ17-1724
Cumulative Plus Project 30% TDM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #20: Central Expy and Mary Avenue



Street Name:	Mary Avenue						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	47	47	17	45	45	11	47	47	45	81	81
Y+R:	6.2	5.9	5.9	6.1	6.0	6.0	6.2	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	210	200	730	610	760	200	170	1870	660	1370	2190	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:	210	200	730	610	760	200	170	1870	660	1370	2190	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	200	730	610	760	200	170	1870	660	1370	2190	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	200	0	610	760	200	170	1870	660	1370	2190	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	200	0	610	760	200	170	1870	660	1370	2190	100
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	200	0	610	760	200	170	1870	660	1370	2190	100
Saturation 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	2.33	0.67	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4433	1167	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.00	0.19	0.17	0.17	0.05	0.33	0.38	0.43	0.38	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.26	0.00	0.13	0.27	0.34	0.07	0.26	0.38	0.28	0.48	0.61
Volume/Cap:	0.58	0.13	0.00	1.53	0.63	0.51	0.83	1.26	1.00	1.53	0.80	0.09
Delay/Veh:	77.8	51.0	0.0	329.0	58.3	47.8	106.5	190	98.4	311.5	49.8	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:	77.8	51.0	0.0	329.0	58.3	47.8	106.5	190	98.4	311.5	49.8	20.8
LOS by Move:	E-	D	A	F	E+	D	F	F	F	F	D	C+
HCM2kAvgQ:	7	3	0	35	15	14	8	51	45	80	37	3

Note: Queue reported is the number of cars per lane.

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